

REPORT TO BOARD OF SUPERVISORS ON TYSONS

2014



BOARD OF SUPERVISORS

Sharon Bulova, Chairman, At-Large
Penelope A. Gross, Vice Chairman, Mason District

John C. Cook, Braddock District
John W. Foust, Dranesville District
Michael R. Frey, Sully District
Pat Herrity, Springfield District

Catherine M. Hudgins, Hunter Mill District
Gerald W. Hyland, Mount Vernon District
Jeff C. McKay, Lee District
Linda Q. Smyth, Providence District

Edward L. Long Jr., County Executive

PLANNING COMMISSION

Peter F. Murphy, Jr., Chairman, Springfield District
Frank A. de la Fe, Vice Chairman, Hunter Mill District

Earl Flanagan, Mount Vernon District
Janet R. Hall, Secretary, Mason District
James R. Hart, Parliamentarian, At-Large
Janyce Hedetniemi, At-Large
Nell Hurley, Braddock District

Kenneth A. Lawrence, Providence District
John L. Litzenger, Jr., Sully District
James T. Migliaccio, Lee District
Tim Sargeant, At-Large
John C. Ulfelder, Dranesville District

Jill G. Cooper, Executive Director

TABLE OF CONTENTS

Introduction1

Land Use7

 Existing Land Uses 7

 Conceptual Planned Land Uses 8

 Rezoning Actions and Development Activity 9

 Development Data: Approved Major Applications 12

 Major Zoning Applications Pending and Indefinitely Deferred 13

 Tysons Total Development Levels and Land Use Mix 15

 Population 16

 Land Use / Public Infrastructure Balance 16

 Affordable Housing 18

 Amendments to the Comprehensive Plan 19

Transportation21

 Transportation Infrastructure Improvements Funding 21

 Transportation Studies and Infrastructure Improvements 23

 Travel Monitoring 27

 Transit Monitoring 35

 Walking/Bicycling 39

 Parking Management 41

 Transportation Demand Management 42

Environmental Stewardship45

 Stormwater Design and Management 45

 Green Building Design and Energy/Resource Conservation 46

 Stream Restoration and Natural Resource Management 48

Public Facilities & Parks51

 Public Facilities (Not Including Parks and Recreational Facilities) 51

 Parks and Recreational Facilities 55

Implementation Features61

 Process Modifications 61

 Current Issues 63

 Urban Design Features 65

Appendix A – Follow-On Motions A-1

Appendix B – Development Within Tysons B-1

 Tysons West District B-7

 Tysons Central 7 District B-33

 Tysons Central 123 District B-51

 Tysons East District B-71

 West Side District B-97

 Old Courthouse District B-99

 North Central District B-107

 East District B-121

LIST OF FIGURES

Figure 1: Existing Land Use Pattern in Tysons7

Figure 2: Planned Conceptual Land Use 8

Figure 3: Approved Major Application Areas 10

Figure 4: Pending and Indefinitely Deferred Major Applications 14

Figure 5: Traffic Monitoring Analysis Locations 31

Figure 6: Level-of-Service Analysis – AM Peak (2013) 34

Figure 7: Level-of-Service Analysis – PM Peak (2013) 35

Figure 8: Existing Transit System 36

Figure 9: Planned Sidewalk and Trail Improvements in Tysons 41

Figure 10: Public Facilities, Existing (green) and Proffered (yellow) 52

Figure 11: Proffered Parks 57

LIST OF TABLES

Table 1: Existing Development Levels within Tysons as of January 1, 2014 8

Table 2: Comprehensive Plan Goals: Projected Population, Employment, and Building Space . 9

Table 3: Current Activity on Approved Major Applications (by District) 10

Table 4: Total Maximum Development for Approved Major Applications 13

Table 5: Total Proposed Maximum Development for Pending Major Applications 15

Table 6: Tysons Development Levels: Existing, Under Construction, Approved & Proposed . 15

Table 7: Population Estimates; Maximum Non-Residential Development Options 16

Table 8: Population Estimates; Maximum Residential Development Options..... 16

Table 9: Total Person Travel Entering and Exiting Tysons 29

Table 10: Mode Share of Tysons Employee Trips Originating Outside Tysons 30

Table 11: Mode Share of Tysons Visitor Trips Originating Outside Tysons 30

Table 12: Motorized Vehicles Entering and Exiting Tysons in the Peak Hour - 2013 32

Table 13: Motorized Vehicles Entering and Exiting Tysons in the Peak Period - 2013..... 33

Table 14: Transit Passengers Entering and Exiting Tysons in the Peak Hour - 2013 38

Table 15: Transit Passengers Entering and Exiting Tysons in the Peak Period - 2013..... 39

Table 16: Existing and Proposed Bicycle Facilities for Tysons 40

Table 17: Major Zoning Applications: Energy / Resource Conservation Proffers..... 48

Table 18: Existing Public Facilities..... 53

Table 19: Proffered Public Facilities 53

Table 20: Additional Public Facility Needs..... 54

Table 21: Public Park Space 56

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

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

Monitoring the progress of the Plan is critical to ensuring that the vision for Tysons is achieved. Many of the strategies and systems being developed for Tysons will mature over a long period of time; therefore, it is crucial to ensure that their progress is monitored and adjusted as necessary so that intended outcomes will occur. The Plan calls for monitoring performance related to land use and demographics, transportation, environmental stewardship and sustainability, public facilities, and implementation. As part of the monitoring process, the Board charged County staff with preparing a periodic report on Tysons. This is the fourth such Annual Report, covering the time period from October 2013 through September 2014.

In the 12 months since the last report was released significant milestones have been met. Private construction continues; three major buildings have been delivered this year and six are currently under construction. A summary of the significant activities follows; additional details and information are provided in subsequent sections of this report. The first high-rise apartment building in Tysons, The Ovation at Park Crest, opened in February and included 300 units in a 19-story building. This was followed in April with delivery of The Ascent at Spring Hill Station, a 404-unit residential apartment building, which is the first building to be delivered under the new Planned Tysons Corner Urban District (PTC) zoning district. Tysons Tower, a 526,000 sq.ft. office building, was delivered in July; it is the first office building over 500,000 sq.ft. to be delivered in Tysons since 2002. In addition, considerable work has been undertaken to implement the vision for Tysons, including the completion of a number of transportation studies; ongoing construction on a number of public facilities and infrastructure projects; completion of the Tysons Park System Concept Plan; and, approval of three additional major rezoning applications.

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



View of construction activity in Tysons from the base of Tysons Tower (July 30, 2014)

Outreach and Implementation

A culture of public outreach and a collaborative approach involving all stakeholders have been critical in reaching the milestones achieved to date. This approach remains necessary in order to meet all the goals set forth in the Plan for Tysons. To this end, there have been multiple actions undertaken to strengthen these relationships.

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

On May 19, 2014, the County held its fifth community open house to showcase activities occurring in Tysons, including both County-led efforts and private sector development proposals. The open house was attended by approximately 140 people and provided an opportunity for information sharing and continued engagement in the transformation of Tysons.

The Tysons Partnership, formed in 2011, continues to work with its members and staff on a variety of issues related to the development of Tysons. This year, the Partnership has worked on developing a

Tysons-wide signage plan; offered input on the Tysons Park System Concept Plan; and, on July 1, 2014, was named the operator of the newly formed Tysons Transportation Management Association by the Board. The Tysons Partnership continued programming community events including, the 2nd Tour de Tysons bike race, a farmer's market, and a number of art, music, and food festivals. The Partnership's membership continues to grow, with 75 member organizations to date. The Partnership website can be found at tysonspartnership.org.

Land Use

Between October 2013 and September 2014, twelve applications proposing to rezone almost 107 acres within Tysons to the Planned Tysons Corner Urban District (PTC) zoning district were reviewed. Three applications were approved during this time: **Tysons Central** (RZ 2011-PR-005, approved by the Board on November 19, 2013), **Greensboro Park Place** (RZ 2012-PR-002, approved by the Board on February 25, 2014), and an amendment to the previously approved **Capital One** (PCA 2010-PR-021, approved by the Board on May 12, 2014). The remaining nine applications are currently under review. Three additional applications are filed but are indefinitely deferred, and, as such, are not being actively reviewed.

The applications approved this year permit up to approximately 650,000 square feet of additional non-residential development and 1,920,000 square feet of additional residential development (up to 2,029 dwelling units). These approved developments are estimated to accommodate over 3,500 new residents and 1,400 new employees. The remaining nine applications under review cover approximately 94 acres and propose almost 16 million square feet of new development. Under their maximum non-residential options, they include approximately 6.5 million square feet of non-residential development and 9 million square feet of residential development (up to 9,350 dwelling units). These applications, if approved, are estimated to add an additional 16,000 new residents and 20,000 new employees. Economic forecasts conducted by the George Mason University Center for Regional Analysis indicate that the development associated with these applications will occur over a period of time that exceeds 20 years into the future. Additional details on each of the approved and pending applications can be found in the Land Use section and in Appendix B of this report.

On March 5, 2013, the Board authorized consideration of amendments to the Tysons Plan. The ongoing review of this Plan amendment is occurring in three phases: the first phase updates the implementation, land use and urban design components of the Plan; the second phase covers transportation; parks, public facilities, and other updates will be addressed in the third phase. Draft plan amendment changes and community comments are being reviewed by the Planning Commission's Tysons Committee. The full set of proposed changes is expected to be considered by the Board in 2015 as a single Plan Amendment.

Transportation

Proposed land uses, intensity levels, and recommended transportation improvements were established when the Plan was adopted. Since the 2013 Tysons Annual Report, a number of significant transportation related activities and studies have continued or have been completed. These include:

- Silver Line Metro Rail – operations began on July 26, 2014, and include the McLean, Tysons Corner, Greensboro, and Spring Hill stations in Tysons and the Wiehle-Reston East station along the Dulles Toll Road
- Commuter Parking Lot – a privately-owned commuter parking lot with 711 spaces was opened near the McLean Metrorail station
- CTIAs for Tysons Central and Tysons West –approved by VDOT as part of the Chapter 870 Small Area Plan Submission process in 2013
- Dulles Toll Road Ramp Study – recommendations presented to the Board in March 2014
- Jones Branch Connector - final design consultant selected in June 2013; public hearings planned in late 2014
- Jones Branch Connector Interchange Modification Report – in process, expected to be approved in late 2014
- State Street Study – final alignment options under consideration; scheduled to be presented to the Board in 2015
- Tysons Neighborhood Traffic Study Phase II – public and stakeholder outreach planned in late 2014; scheduled to be completed in December 2014
- Countywide Transit Network Study – initiated 2012; scheduled to be presented to the Board in late 2015

The transportation system continues to be monitored to determine if acceptable levels of service and accessibility in and around Tysons are being maintained as development occurs. These efforts have created critical baseline data upon which the County will be able to gauge the effects on travel patterns with the commencement of operations for the Silver Line, the addition of new multi-modal options for Tysons, and new development as it comes online.

Environmental Stewardship & Sustainability

Significant progress continues on implementing the Plan goal of retaining and/or reusing the first inch of rainfall onsite to the extent possible. The majority of applications satisfactorily address this Plan recommendation, and County staff is working with VDOT and applicants to ensure that appropriately designed facilities can be permitted and installed in the public rights-of-way. In addition, improvements to a tributary of Scotts Run, on the Hanover site, were completed. The Hanover Site Stream Channel Restoration was a proffered stream restoration and stabilization project that improved approximately 800 feet of stream channel, and buried an exposed sanitary sewer line.

Public Facilities, Parks and Active Recreation

A privately owned and maintained public open space was delivered at the Tysons Corner Center in July, 2014. This plaza is over one acre in size and located 32 feet above street level at the same level as the pedestrian bridge to the Tysons Corner Metrorail station and the entrance to the Mall. This space links the Tysons Corner Center with the new Tysons Tower office building, the hotel and residential buildings currently under construction, and the Tysons Corner Metrorail station. Community outdoor programming such as concerts and holiday markets are expected to occur on the plaza.

Construction began on Westgate Elementary School in December 2013. The existing 50,000 sq.ft. school is being renovated, and will be expanded by an additional 40,000 sq.ft, with construction expected to be completed in 2015.

Progress toward meeting public facility needs has been made through the recent rezoning application approvals. The **Capital One** (PCA 2010-PR-021) amendment carried forward previous proffer commitments for a 30,000 sq.ft. community center, and the continuation of athletic field uses on site for an interim period. The **Greensboro Park Place** (RZ 2012-PR-002) application proffered a 3,000 sq.ft. ground floor space for recreational programming. **Tysons Central** (RZ 2011-PR-005) proffered up to 15,000 sq.ft. of space for public/community use, identified for use by an institution of higher learning.

Parks and associated recreational amenities are of critical importance to future residents and employees within Tysons. The Park Authority Board is expected to endorse the Tysons Park System Concept Plan in late October, 2014. The authorized Tysons Plan amendment will integrate elements of the Tysons Park System Concept Plan into the Plan.

Implementation Features

Fairfax County's Core Team approach to evaluating development applications within Tysons has continued and has been adopted by staff working on the Reston Transit Corridor. The Core Team consists of experienced staff from a number of agencies including the Departments of Planning and Zoning, Transportation, and Public Works and Environmental Services, the Office of Community Revitalization, the Park Authority, the Fire Marshal, and the Virginia Department of Transportation (VDOT). The Core Team ensures that each development application is dealt with in a fair and equitable manner and promotes cooperative solutions to address issues of mutual concern.

The *Tysons Corner Urban Design Guidelines* were endorsed by the Board on January 24, 2012. Staff has been working successfully with applicants to implement the concepts contained within the guidelines and to ensure that design proposals are consistent with the urban environment envisioned in the Plan. A number of initiatives are underway related to development of a comprehensive wayfinding system; location of electric utility vaults; athletic field fencing and lighting requirements; and, interim (pop-up) retail and park uses.

In June, 2014, Fairfax County convened a design charrette entitled "Art + Place: Beneath the Spans", to address the how the Silver Line infrastructure relates to the physical and aesthetic environment in

Tyson. The consensus of the group was that placemaking to better integrate the Metrorail stations with the surrounding land uses was the preferred option to address the aesthetic and character issues associated with the Metrorail line.

Remainder of Report

The following sections of this report address each of these topical areas in more detail. Those sections are followed by a status update on the Board's Follow-on Motions, Appendix A. Details on development activity, including rezoning applications and site construction plans for all major applications, are included in Appendix B.

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 develop 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

Figure 1: Existing Land Use Pattern in Tysons

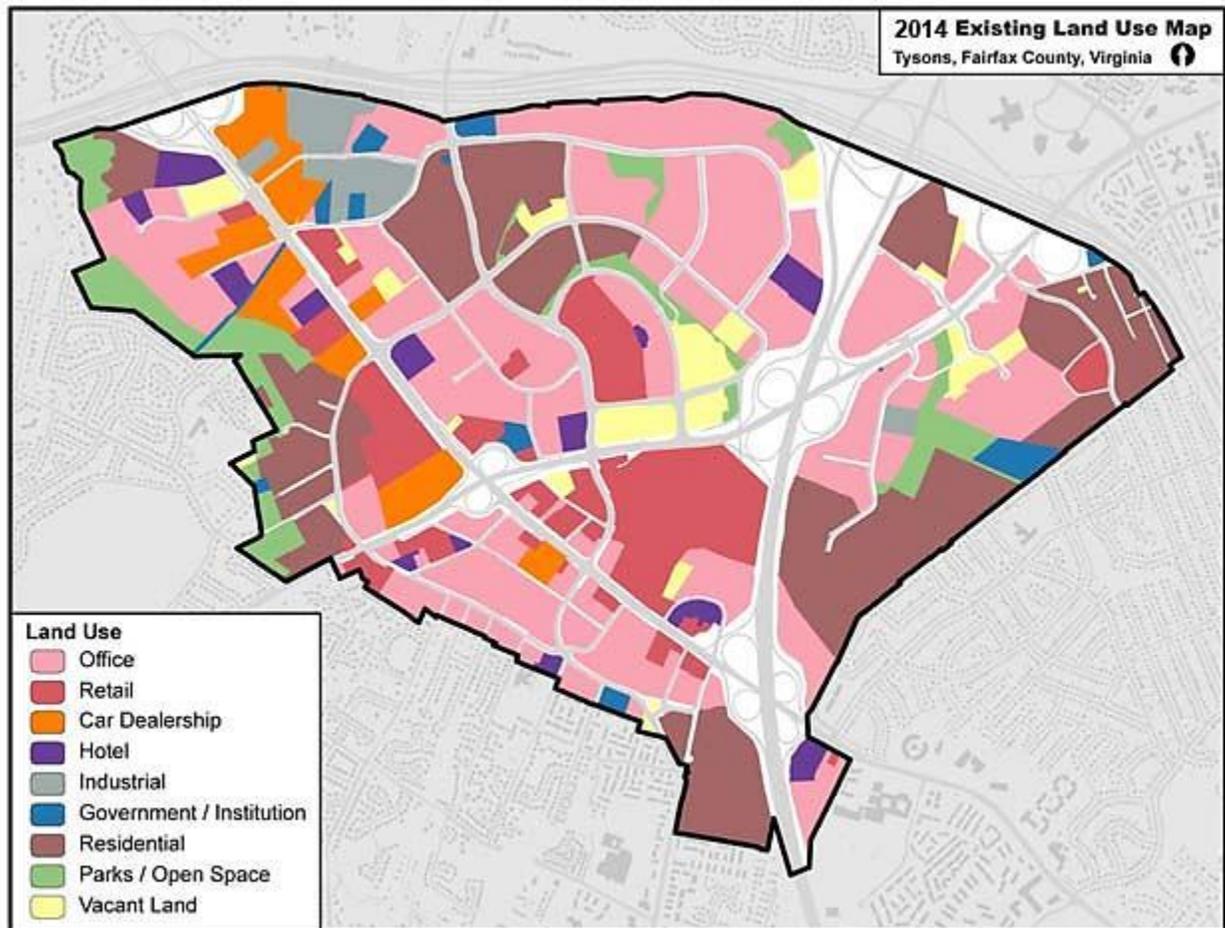


Table 1: Existing Development Levels within Tysons as of January 1, 2014

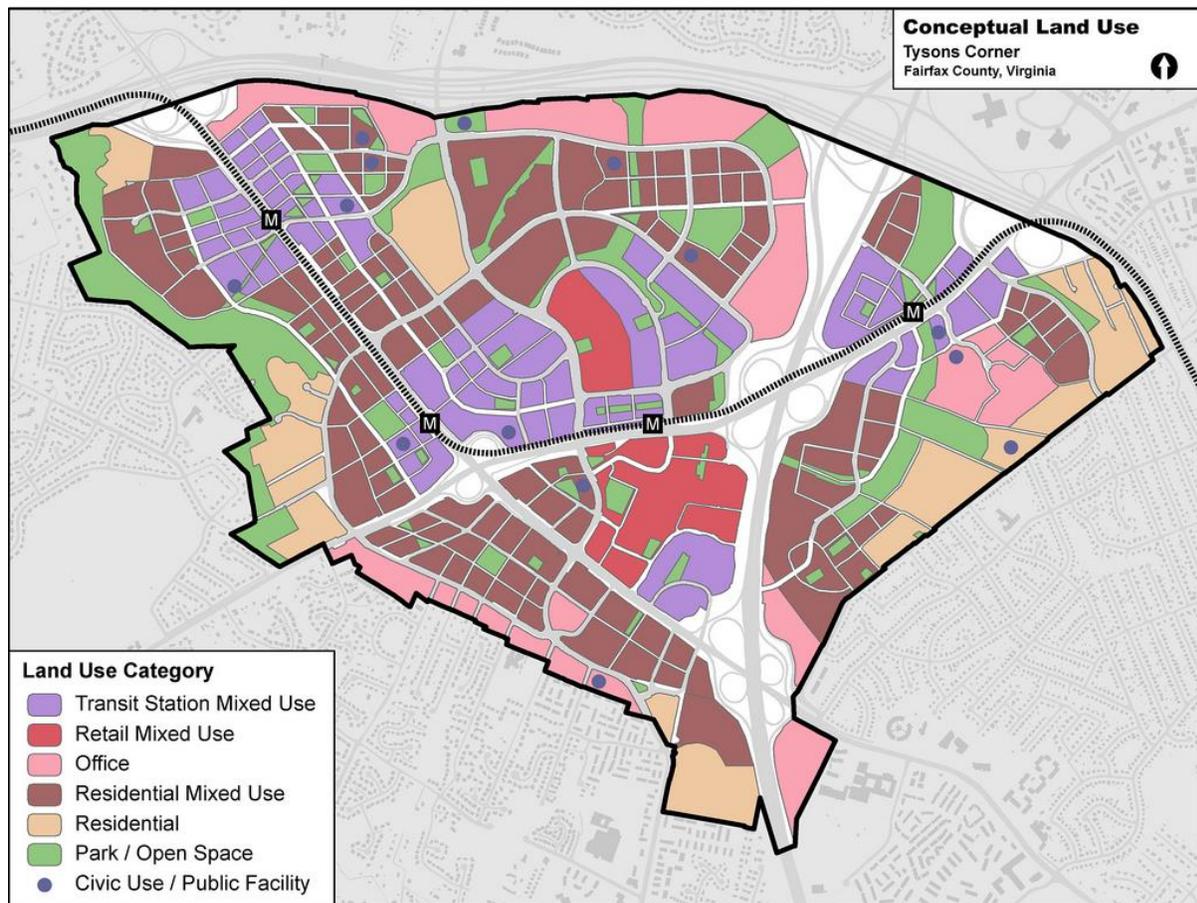
Land Use	Gross Floor Area (square feet) ¹
Office	26,286,000
Retail	4,319,000
Car Dealership	610,000
Hotel	2,609,000
Industrial	1,190,000
Government/Institutional	25,000
Residential (sq. ft.)	12,250,000
Residential (units)	10,285
Total All Uses	47,288,000

¹ Square foot totals rounded to nearest 1,000

Figure 1 and Table 1 illustrate the land use patterns and existing development levels within Tysons as of 2014. 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 beginning to change with the new developments that have been delivered or are under construction. The existing development supports approximately 19,000 residents and up to 93,000 employees. The majority of development within Tysons today remains office use, which, by square feet, is approximately 56% of the total developed land use and is located in over 500 structures. The residential component of Tysons is a quarter of all uses by gross floor area (26%), with 90% of all dwelling units in multi-family structures.

Conceptual Planned Land Uses

Figure 2: Planned Conceptual Land Use



Up to 100,000 residents and 200,000 employees are expected in Tysons by 2050. Future land uses are planned to be mixed, either vertically (in the same building) or horizontally (within a distance of two or three blocks). This mixing of uses will reduce the separation among residents, workers, and services, thus encouraging walking and transit usage. The Plan envisions that the proportion of residential development to overall development will increase as development occurs, with a goal of achieving a jobs/housing balance of four jobs per household. The job/household ratio within Tysons decreased from 11.7/1 in 2010 to 9.3/1 in 2014.

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 2013 Annual Report include completion of two new residential buildings, the Ovation at Park Crest and the Ascent at Spring Hill Station, as well as completion of Tysons Tower, the office component of the Phase 1 development at Tysons Corner Center; residential, hotel, and retail structures will also be added to the existing mall as part of Phase 1.

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 section.

Table 2: Comprehensive Plan Goals: Projected Population, Employment, and 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

Nineteen 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 13 Planned Tysons Corner Urban Center District (PTC) applications approved since that time. Of the thirteen PTC applications, three were approved since the last annual report (October 2013 – September 2014).

Figure 3 depicts the general location of the 19 approved major rezoning applications. *Table 3* provides updates on these 19 major applications, focusing on current activity that has occurred this year. *Figure 3* and *Table 3* treat concurrent applications by the same applicant as a single application (for example, Scotts Run Station South is technically two zoning applications, RZ 2011-PR-010 and RZ 2011-PR-011, but is shown graphically as one development).

Figure 3: Approved Major Application Areas

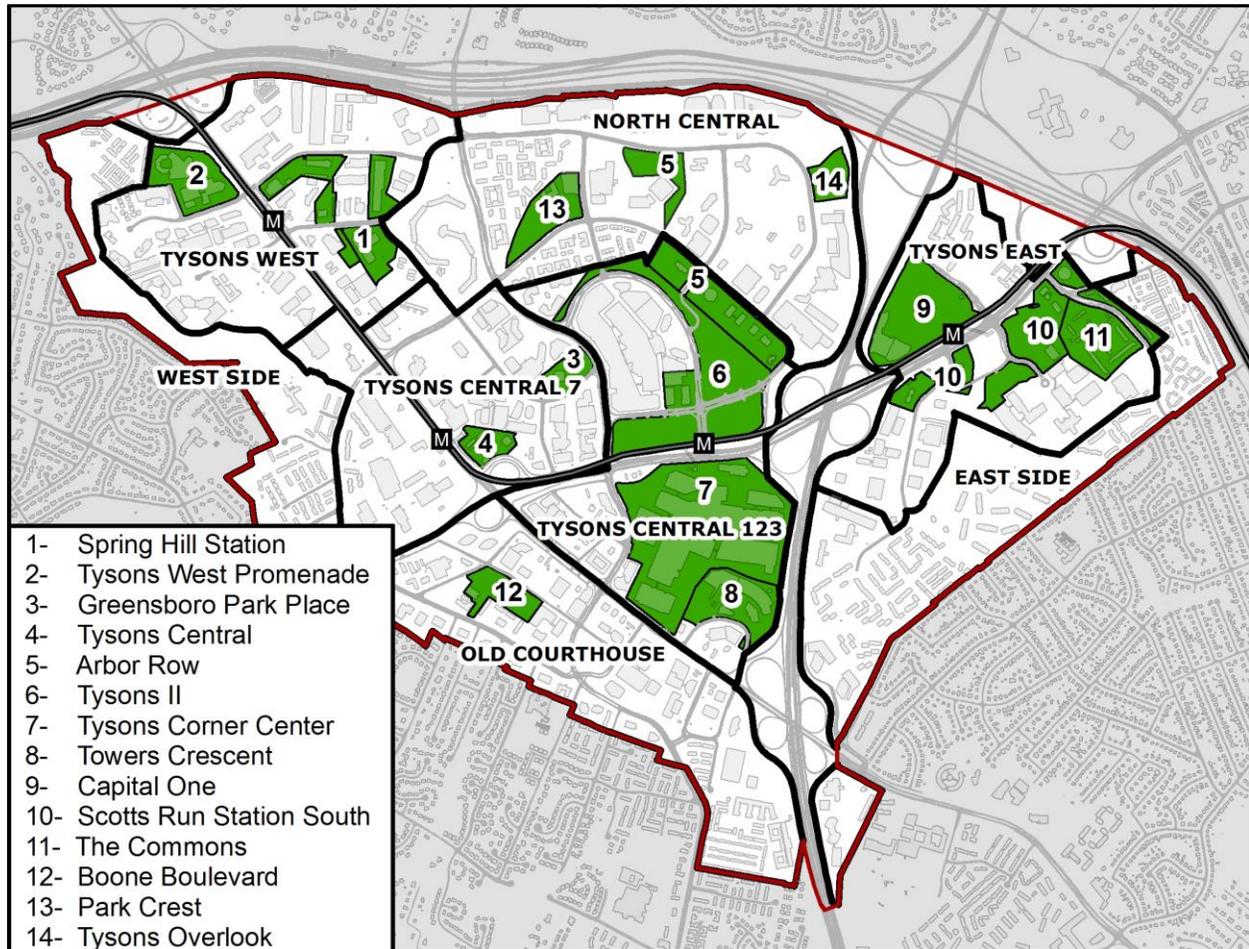


Table 3: Current Activity on Approved Major Applications (by District)

Development / Application(s) (Board Approval Date)	Current Activity (October 2013 – September 2014)
Tyson West District	
1 - Spring Hill Station: RZ 2010-PR-014A/014B (9/27/2011) RZ 2010-PR-014D/014E (2/12/2013)	<ul style="list-style-type: none"> • Construction completed on a 26-story high-rise residential building, The Ascent at Spring Hill Station, associated with RZ 2010-PR-014A, pursuant to Site Plan 8158-SP-003 • Site Plan (8158-SP-004) associated with RZ 2010-PR-014D under review for a 34-story residential building, Elan Tysons West

Development / Application(s) (Board Approval Date)	Current Activity (October 2013 – September 2014)
2 - Tysons West Promenade: RZ 2011-HM-032 (9/24/2013)	<ul style="list-style-type: none"> Site Plan (6279-SP-003) under review for a 6-story residential building
Tysons Central 7 District	
3 - Greensboro Park Place: RZ 2012-PR-002 (2/25/2014)	<ul style="list-style-type: none"> No current activity
4 - Tysons Central: RZ 2011-PR-005 (11/19/2013)	<ul style="list-style-type: none"> Site Plan and Building Plan under review related to interim pop-up retail uses (25084-MSP-001)
Tysons Central 123 District	
5 - Arbor Row: RZ 2011-PR-023 (11/20/2012)	<ul style="list-style-type: none"> Construction underway on residential Building E (25530-SP-001) Hanover site stream restoration and trail (25530-PI-002) completed Construction underway for proffered public improvements at the Hanover site including athletic fields (25530-SP-003) Site plan under review for Building F (25530-SP-002)
6 - Tysons II: PCA 84-D-049-5 (6/16/2003)	<ul style="list-style-type: none"> Construction underway on an 18-story office building, Building H, 1775 Tysons Boulevard (6028-SP-018)
7 - Tysons Corner Center: RZ 2004-PR-044 (1/22/2007)	<ul style="list-style-type: none"> Tysons Tower, a 22-story office building, and central elevated plaza delivered in July, 2014. Construction underway on remaining Phase I structures: 28-story residential building, Hyatt Regency hotel, and a retail structure (6399-SP-018)
8 - Towers Crescent: RZ 2006-PR-028 (10/15/2007)	<ul style="list-style-type: none"> No current activity
Tysons East District	
9 - Capital One: RZ 2010-PR-021 (9/25/2012) PCA 2010-PR-021 (5/12/2014)	<ul style="list-style-type: none"> Site work underway related to proffered road and recreation improvements (6835-SP-005) Site Plan under review for office headquarters, Building 3 (6835-SP-006)
10 -Scotts Run Station South: RZ 2011-PR-010 (4/9/2013) RZ 2011-PR-011 (4/9/2013)	<ul style="list-style-type: none"> Site and infrastructure improvement work underway for two residential structures on the Garfield block (1217-SP-002) Construction underway on 340,000 square foot office building, MITRE 4 (3538-SP-003)

Development / Application(s) (Board Approval Date)	Current Activity (October 2013 – September 2014)
11 -The Commons: RZ 2011-PR-017 (6/3/2013)	<ul style="list-style-type: none"> • Site plan under review for Building 1 (3797-SP-002)
West Side District	
<i>No Approved Major Applications</i>	
Old Courthouse District	
12 -Boone Boulevard (Tycon): PCA C-597-4 (7/21/2008)	<ul style="list-style-type: none"> • No current activity
Tysons North Central District	
13 -Park Crest: RZ 2002-PR-016 (5/11/2001)	<ul style="list-style-type: none"> • Construction completed on Ovation at Park Crest, a nineteen-story high-rise residential building (5166-SP-003)
14 -Tysons Overlook (MRP): SEA 94-P-040 (5/18/2011)	<ul style="list-style-type: none"> • Construction underway on an 11-story, 307,000 sq. ft. building, primarily office, at 7940 Jones Branch Drive (24989-SP-002)
East Side District	
<i>No Approved Major Applications</i>	

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

Development Data: Approved Major Applications

As noted, 19 major rezoning applications have been approved in Tysons; their Conceptual Development Plans (CDPs) set the maximum development level for the project and uses by building, although optional development scenarios may be 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. An FDP may include all or a portion of the site area covered by the CDP, and may propose a lower level of intensity than what was approved on the CDP. Approval of the FDP is a prerequisite for approval of site and building plans under which construction is authorized. While the CDP shows the maximum approval, it may not be fully implemented for decades. Development approved by an FDP can be reasonably expected to occur within a shorter timeframe than development on sites with CDP approval only, and development that has an approved site plan can be expected to occur within the near term.

Table 4 aggregates the total development levels for all of the approved 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 4: Total Maximum Development for Approved Major Applications

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Under Construction						
	7	1,103,576	37,864	1,015,215 (890 du)	252,213	2,423,168
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP (Approved Applications)						
	67	10,624,006	3,995,292	8,865,431 (7,794 du)	1,547,300	25,029,329
Approved by CDP (Approved Applications)						
Options that Maximize Non-Residential	124	19,515,726	4,737,771	18,445,095 (17,295 du)	2,406,500	45,415,392
Options that Maximize Residential	125	18,769,726	4,721,771	19,738,595 (18,838 du)	2,082,500	45,292,892

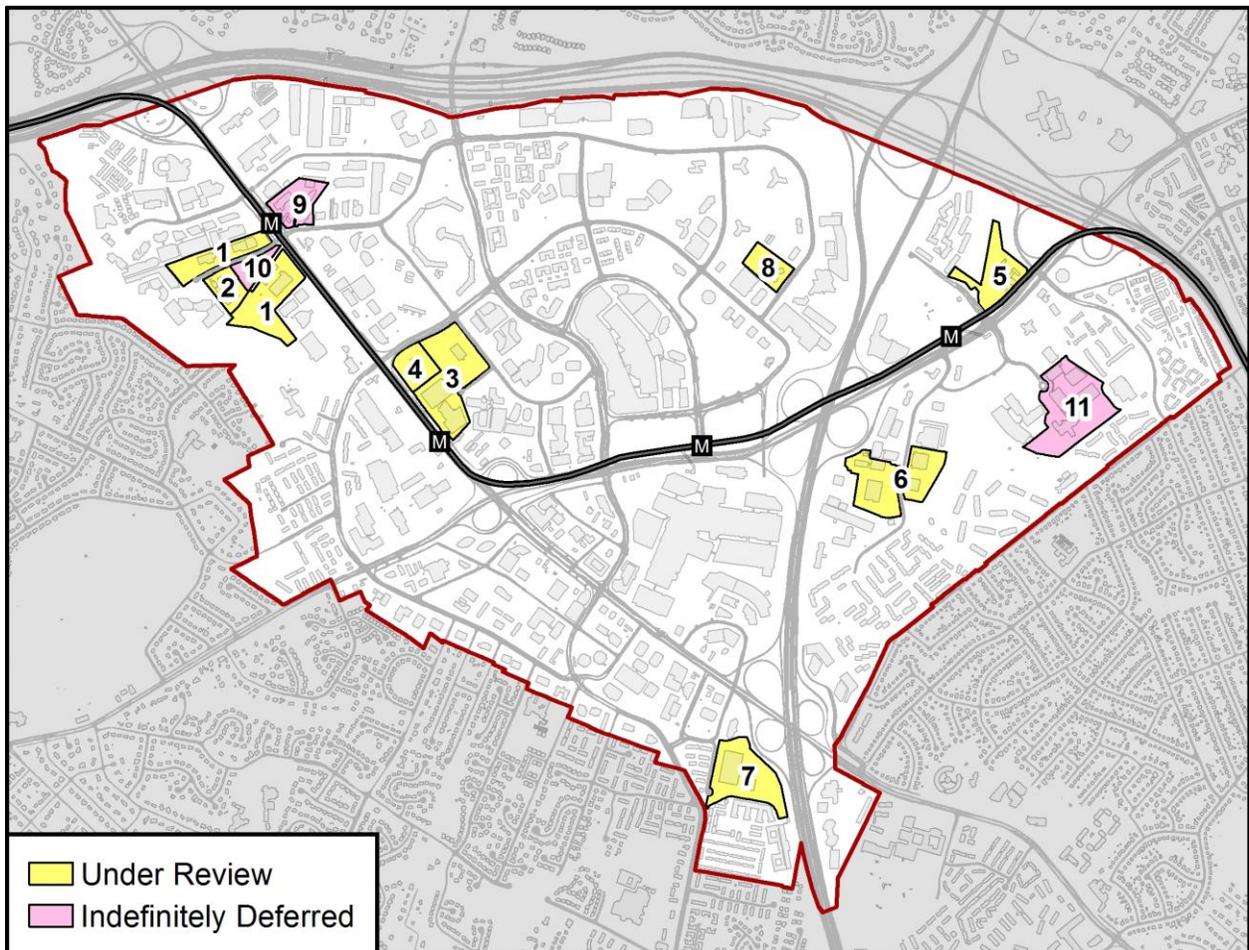
1. Total may not equal sum of land uses shown because total includes public facility uses and/or because some applications include a development cap that is less than the sum of individual land uses

Major Zoning Applications Pending and Indefinitely Deferred

As of September 2014, nine major rezoning applications are pending. Collectively, these nine applications cover approximately 94 acres of land. In addition, three major rezoning applications previously under review have been deferred indefinitely. *Figure 4* illustrates the location of these pending and deferred applications. As with the approved applications, *Figure 4* treats concurrent applications by the same applicant as a single application (in this case, Dominion Square is technically two zoning applications, RZ 2011-HM-012 and RZ 2011-HM-013 but is shown graphically as one).

Table 5 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 5 depicts the maximum potential development under the pending CDP options and shows the maximum residential and non-residential development potential that could be constructed.

Figure 4: Pending and Indefinitely Deferred Major Applications



Pending Applications

- 1 - Dominion Square (CARS) (RZ 2011-HM-012, RZ 2011-HM-013)
- 2 - Sunburst at Spring Hill Metro (RZ 2011-HM-027)
- 3 - Greensboro Place (RZ 2010-PR-022)
- 4 - Westpark Plaza (RZ 2013-PR-009)
- 5 - Scotts Run North (RZ 2011-PR-009)
- 6 - The Highland District (RZ 2014-PR-021)
- 7 - Tysons Technology Center (RZ 2014-PR-017)
- 8 - 7915 Jones Branch Drive (RZ 2014-PR-004)

Indefinitely Deferred Applications

- 9 - Spring Hill Station / Cherner (RZ 2010-PR-014C)
- 10 - Perseus (RZ 2011-HM-026)
- 11 - MITRE 5 (RZ 2010-PR-023)

Table 5: Total Proposed Maximum Development for Pending Major Applications

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Proposed by FDP (Pending Applications)						
	2	0	16,000	1,065,000 (1,010 du)	0	1,078,500
Proposed by CDP (Pending Applications)						
Options that Maximize Non-Residential	51	6,310,864	702,800	9,090,519 (9,352 du)	715,000	15,740,019
Options that Maximize Residential	50	5,410,864	697,800	10,096,661 (10,226 du)	715,000	15,735,131

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

Tyson's Total Development Levels and Land Use Mix

Staff is monitoring progress towards achieving the planned mix of uses and intensity within Tysons. Table 6 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 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 Annual Reports. Indefinitely deferred applications are not reflected in this table.

Table 6: Tysons Development Levels: Existing, Under Construction, Approved and Proposed

	Existing Development	Under Construction	Approved Development ¹	Proposed Development ¹	Total
Office ²	27,985,000	1,103,576	12,239,780	5,384,578	46,712,773
Retail ³	4,946,000	37,864	595,747	702,800	6,282,647
Hotel	2,609,000	252,213	1,286,396	556,479	4,704,140
Total Non-Residential	35,565,000	1,407,953	14,138,355	6,643,857	57,754,902
Residential	12,250,000	1,015,215	15,308,947	9,090,519	37,664,995
Residential Units	10,285	890	14,550	9,352	35,077
Total Development	47,815,000	2,423,168	29,447,302	15,722,076	95,407,597

1 Net increase over existing level, less amount under construction

2 Includes industrial uses

3 Includes car dealerships

Population

Staff is monitoring the number of dwelling units proposed, approved and constructed, which, along with other data, is used to develop population estimates. Staff is also monitoring non-residential land use, which will be used to develop employment population estimates. *Tables 7 and 8* summarize the current estimates for existing residential and employment populations, as well as estimates based upon the approved major applications through September 2014, 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 7* depicts the estimated population changes under the maximum non-residential development. *Table 8* depicts the estimated population changes under the maximum residential development.

Table 7: Population Estimates; Maximum Non-Residential Development Options

	Existing	Under Construction	Approved Development	Proposed Development	Total
Residential Population	18,800	1,560	25,460	16,370	62,190
Residential Units	10,001	890	14,550	9,350	34,790
Employment Population	93,000	3,950	43,075	19,925	159,950

Table 8: Population Estimates; Maximum Residential Development Options

	Existing	Under Construction	Approved Development	Proposed Development	Total
Residential Population	18,800	1,560	28,165	17,900	66,420
Residential Units	10,001	890	16,095	10,225	37,210
Employment Population	93,000	3,950	40,315	16,910	154,175

Land Use / 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.

Land Use

Significant new development delivered in Tysons since 2010 includes:

- The Avalon Park Crest six-story (354 unit) and Ovation at Park Crest nineteen-story (300 unit) residential buildings 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;
- The Ascent at Spring Hill Station twenty-six-story (404 unit) residential building associated with Spring Hill Station (RZ 2010-PR-014A); and,
- Tysons Tower, a 22-story office building associated with Tysons Corner Center (RZ 2004-PR-044);

All of these projects except for the Ascent at Spring Hill Station were approved prior to adoption of the current Plan in 2010.

Table 3 and Appendix B detail a number of other site plans and construction projects that are under review or under construction.

Transportation

There are a number of regional transportation improvements that have been completed, are under construction, or have been funded and programmed. These include:

- Phase I of the Silver Line began service on July 26, 2014. This critical transit service provides the underpinning for the redevelopment of Tysons and includes four Metrorail stations in Tysons and one in Reston providing access from those areas to the Metrorail system.
- Expanded and modified Fairfax Connector and Metrobus service went into effect with the start of Silver Line operations.
- The I-495 Express Lanes (opened November, 2012) created four new high occupancy toll lanes on I-495 and new access points from I-495 into Tysons.
- Three Express Bus Service routes to Tysons started operation in 2013, utilizing the Express lanes.
- The Jones Branch Connector (funded and programmed) will provide a major east-west connection within Tysons, connecting Rt. 123 with Jones Branch Drive via a new I-495 crossing designed to accommodate vehicles, bicycles, pedestrians and transit uses.
- The Tysons Area Metrorail Station Access Improvement Projects (funded and programmed, various timeframes) include 37 pedestrian and bicycle improvement projects intended to increase access in the near-term to the new Metrorail stations. Information on individual projects may be found at: <http://www.fairfaxcounty.gov/fcdot/silverline/tysonsimp.htm>

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

The transportation benefits resulting from the infrastructure investments of the Silver Line and Express Lanes in and of themselves far out-weigh the additional traffic generated by new development that has

been delivered in Tysons since the adoption of the Plan. The transportation investments, as currently completed, under construction, or funded and programmed, are more than adequate to balance delivered development and development under construction. Staff will continue to assess this balance in the Annual Reports, and to conduct major studies at appropriate intervals. As noted in the Transportation section, monitoring of traffic congestion in and around Tysons (pre and post Metrorail opening) will provide additional metrics for this assessment in the coming years.

Public Facilities

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

Construction began in December, 2013 on Westgate Elementary School to renovate the existing 50,000 sq.ft. of space, and expand the school to over 90,000 sq.ft. Completion of the school expansion is anticipated in 2015.

A number of new public facilities have been proffered by the approved zoning applications, as detailed in the Public Facilities section of this report, although none have been constructed at this time. 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.

Affordable Housing

In addition to providing sufficient housing to improve the jobs/housing ratio, a critical aspect of the Plan is the provision of housing choices so that a population with a variety of income levels has the ability to live in Tysons. To that end, the Plan encourages affordable and workforce housing in Tysons, and recommends that all projects with a residential component provide 20% of their units as affordable and/or workforce dwelling units (ADUs/WDUs). All PTC rezoning applications approved to date have committed to provide 20% affordable/workforce units; based on the total number of units provided, development under residential maximums could result in the creation of as many as 2,928 workforce housing units in Tysons. The Ascent at Spring Hill, which began leasing in 2014, includes 81 WDU units.

In addition, new non-residential development within Tysons is expected to contribute towards housing choice by providing a cash or in-kind contribution towards a housing trust fund to be used to create affordable and workforce housing. All approved PTC applications with non-residential development have proffered cash contributions to implement this Plan objective. Most approved applications have included the option to provide this as either a one-time contribution of \$3.00 per square foot of non-residential development, or as an annual payment of \$0.25 per square foot of non-residential development for a term of 16 years.

Amendments to the Comprehensive Plan

On March 5, 2013, the Board authorized three Plan amendments, organized by topical areas, to update the Plan based on experience, studies, and planning activities that have been completed since the Plan was adopted in 2010. Although authorized as three separate amendments, subsequent community input led to a decision to review the Plan in three topical phases, but to merge the components into a single amendment prior to the public hearings. Phase 1 covers the implementation, land use, and urban design sections. Phase 2 covers transportation. Parks, public facilities and other updates (as needed) will be addressed during Phase 3. When review of the three phases is complete, a single Plan Amendment will be forwarded to the Planning Commission and Board for consideration, estimated in 2015.

County staff initiated a public dialogue regarding Phase 1 of the Plan amendment on October 7, 2013, at the Spring Hill Elementary School. A follow-up meeting was held on December 4, 2013, at the Freedom Hill Elementary School. Following the decision to modify the process to a phased review of the component parts followed by a single amendment, the public input opportunities were incorporated into the Planning Commission's Tysons Committee review process. Beginning in February, 2014, staff began working with the Planning Commission's Tysons Committee to review proposed edits to the Tysons Plan and gather additional feedback from the public.

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 takes place. The Plan recommends that the increase in development over time be phased and coordinated with the provision of additional transportation infrastructure and capacity, and that developments incorporate programs to reduce vehicular trips. Monitoring the performance of the transportation system as Tysons develops is critical to this strategy.

Monitoring overall transportation performance in Tysons relies upon tracking the critical components of the transportation system. These include use of private automobiles, transit, walking and bicycling. In addition to these modal activities, progress towards achieving parking management and transportation demand management goals will be monitored and assessed.

This section includes transportation data obtained in October/November 2013. The analysis and summary of this data does not include the effects of the opening of the Silver Line rail service, which began in July 2014. The ridership for a new system such as the Silver Line typically takes about 6 months to stabilize. Future reports will include the impacts of the new rail service and will be based upon April/May counts and surveys beginning in 2015.

Transportation Infrastructure Improvements Funding

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

The transportation improvements identified in Table 7 of the Plan require significant capital investment, as well as on-going operating funds for increased transit services. At the direction of the Board, the Planning Commission engaged in an inclusive process to address funding of the Table 7 items and provided 31 recommendations to the Board on these issues on September 20, 2012.

On October 16, 2012, the Board heard public comment on the Planning Commission's funding recommendations. Following the public comment, the Board endorsed the Planning Commission's transportation funding plan and approved a series of motions directing staff to implement elements of the funding plan for Tysons.

The Board's directions are summarized below along with subsequent actions. The full text of the Board's endorsement and follow-on motions to implement the funding plan recommendations can be found at:

http://www.fairfaxcounty.gov/tysons/implementation/trans_funding_followonmotions_fall2012.htm

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

One key component of the funding plan is for redevelopment to provide or fund the local grid of streets. The grid will serve as an urban street network that will provide convenient connections within Tysons, distribute multi-modal traffic efficiently, and enhance the quality of the network through the use of complete 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 set guidelines for how to implement the fund. The 2013 contribution rates were established at \$6.44 per gross square foot (GSF) for new non-residential space and \$1,000 per unit for new residential uses. On January 28, 2014, the Board approved a Consumer Price Index increase in the contribution rates which for 2014 are \$6.57 per GSF of non-residential building structure and \$1,020 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 such as new access points from the Dulles Toll Road to 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 also established the Tysons-wide Transportation Fund (Tysons-wide Fund) and set guidelines for implementation. The 2013 contribution rates were established at \$5.63 per GSF of new non-residential space and \$1,000 per unit for new residential uses. On January 28, 2014, the Board approved a Consumer Price Index increase in the contribution rates which for 2014 are \$5.74 per GSF of non-residential building structure and \$1,020 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 following: 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. The TTSDAB met three times between January and April 2014. The TTSDAB recommended holding the FY2014 tax rate flat at \$0.04 per \$100 of assessed value for FY2015 which was subsequently approved by the Board as part of the FY2015 Budget. As of June 2014, \$2.3 million in service district taxes have been collected.

The Board directed staff to continue to proactively seek federal, state, and other funding opportunities and 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 includes approximately \$200 million in “unidentified state and federal transportation revenues”. During its 2013 Session, the Virginia General Assembly approved HB 2313 which provides additional statewide and regional transportation funding. HB 2313, therefore, provides a potential funding source to address the “unidentified state and federal transportation revenue” included in the plan adopted by the Board. Staff continues to program and seek funding for projects from a variety of regional, state and federal sources as opportunities evolve.

On July 10, 2012, the Board approved its third Four-Year Transportation Plan (FY2013-2016). This plan programmed current and projected revenues toward implementing transportation improvements within Fairfax, including projects within Tysons.

Approximately \$1.32 million has been expended through FY2013 on the Jones Branch Connector project for work associated with preliminary engineering. In FY2015 through early FY2016, approximately \$3.3 million will be spent to take the project through final design. The FY2015 Adopted Budget Plan includes \$4.3 million for the operation of the Tysons Circulator transit service which began operation on July 26, 2014, along with Silver Line service. County staff is currently revising revenue estimates, project costs and schedules of the Tysons funding plan through 2053. Revisions of the Tysons funding plan are scheduled to be final in late 2014, and will be updated periodically.

Transportation Studies and Infrastructure Improvements

In recent years, the Fairfax County Department of Transportation (FCDOT) has advanced a number of transportation studies necessary for implementing the Tysons Plan. Brief highlights of key studies are below and primarily relate to County activities prior to the opening of the Silver Line rail service.

Tysons Multimodal Transportation Hub Analysis – The Transportation Section of the Plan includes a goal of establishing multimodal transportation hubs “strategically placed close to Metrorail and circulator stations and/or other retail, employment and residential centers to allow flexibility in trip making within Tysons”. At a minimum, the hubs permit alternative modes for transit users to reach a final destinations that are beyond walking distances from transit stations, and for Tysons residents and workers to travel

within Tysons and beyond without the need for a private vehicle. The Tysons Multimodal Transportation Hub Analysis was begun in November 2011 and completed in 2013. The project provided a plan for each station, including recommendations for service implementation and for locations for car share programs, bike share programs, bike racks and lockers, taxi stands, kiss and ride lots, commuter kiosks and civic greens. These plans are utilized by staff in reviewing zoning applications around the Metrorail stations.

Consolidated Traffic Impact Analyses (CTIAs) – 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 individual traffic studies for applications.

Dulles Toll Road Ramp Study – 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 in the March 25, 2014, BOS meeting. More information is available at:

<http://www.fairfaxcounty.gov/tysons/transportation/tollroadramps.htm>

It is not anticipated that actual design and formal environmental work on the ramps, including required National Environmental Policy Act (NEPA) determinations, will begin for some time. Actual schedules for implementing these projects will depend on the rate of development in Tysons.

Jones Branch Connector – Final design has been initiated to provide a connection between Route 123 and the I-495 Express Lanes ramps. Preliminary design (30% level) plans for the project were developed in 2013. The project will ultimately connect Route 123 to Jones Branch Drive via the extended Scotts Crossing Road. The segment between the I-495 Express Lane ramps and Jones Branch Drive opened as part of the I-495 Express Lanes project in 2012. The Interchange Modification Report (IMR) and the National Environmental Policy Act (NEPA) reevaluation documents are being finalized with the approvals from VDOT and FHWA anticipated in Fall 2014. Plans are currently being prepared in anticipation of a

public hearing in late 2014. FCDOT will administer the Preliminary Engineering and Right-of-Way phases for this project, and then transfer it to VDOT to administer project construction.

Tysons Circulator (Short Term) - The first phase of the Circulator System, serving the Metrorail stations in Tysons, is bus service operating in mixed-traffic, on existing rights-of-way. Five routes were planned for this initial service and are described as "Tysons Circulator" routes in the Fairfax County Transit Development Plan. In the operations planning process, the initial five-route configuration was substantially modified and a Circulator service was implemented with the opening of the Silver Line Phase 1 that consists of three routes, all of which will operate within the area defined by Route 7, Route 123, and the Dulles Toll Road / Dulles Airport Access Highway. Ultimately, these three routes will transition into a different long-term configuration as new roadway and grid connections are built. The final report was published in Spring 2013 and is posted at:

<http://www.fairfaxcounty.gov/tysons/transportation/tysonscirculator.htm>

Tysons Circulator Study (Long Term) – The Tysons Circulator Study is a planning study to support the redevelopment of Tysons over the next 40 years. The Tysons Corner Circulator 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 close to 100,000 and the employment population is anticipated to be close to 200,000. The purpose of the study is to design a circulator system that will 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 the remainder of the routes.

Tysons Metrorail Station Access Management Study (TMSAMS) – The purpose of this study was to prioritize access improvements to the Metrorail stations in Tysons. The study was completed in late 2011. Staff recommendations were approved by the Board in May 2012, and many are funded in the Board's Four-Year Transportation Plan. In May 2013, the Board approved a project agreement with VDOT to spend up to \$21.7 million of 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. FCDOT staff is working to design and construct those projects. As of August 2014, 11 of the 41 projects have been completed. Additional information on TMSAMS, including the status of the projects, is available at

<http://www.fairfaxcounty.gov/fcdot/silverline/tysonsimp.htm> and

<http://www.fairfaxcounty.gov/fcdot/tmsams/>

Tyson's Neighborhood Traffic Study – Phase I of this study analyzed 19 intersections outside of Tysons to determine the impact of the Plan on these intersections. This analysis was completed in 2010. Phase II of the Neighborhood Traffic Study was initiated in 2012, and includes the following:

- An additional 10 intersections, for a total of 29 intersections
- The latest land use information based on rezoning approvals and applications associated with the Tysons CTIAs
- The use of the detailed CTIA travel demand model to analyze intersections and identify mitigation measures

Public and stakeholder meetings are anticipated in Fall 2014, and the study is expected to be completed in December 2014.

Countywide Transit Network Study – The Countywide Transit Network Study began in 2012. Three public meetings have been held: July 2012 (goals and objectives); November 2012 (transit corridor functions); and, July 2013 (proposed high quality transit network concept). In addition, an online survey and crowdsourcing website have been employed to collect community and stakeholder input, feedback and comments. A recommendation on a high quality transit network concept is expected to be presented to the Board in Winter 2015. The study includes recommendations on where Metrorail should be extended; where light rail, bus rapid transit and/or streetcar systems are appropriate; and, where dedicated lanes for bus transit could be located and associated right-of-way requirements established. Land use recommendations (not within Tysons, but along Route 1 and Route 28), system cost estimates, recommendations on phasing and potential funding options will also be included. Comprehensive Plan amendments will follow, as appropriate. While the Countywide Transit Network Study is not specific to Tysons, the resulting recommendations will impact the transit network within and around Tysons.

State Street Study – A new roadway, State Street, is being considered and evaluated. State Street will connect a future section of Boone Boulevard with Greensboro Drive via an at-grade intersection with Leesburg Pike (Route 7) that crosses under the Silver Line superstructure. The final three preferred alignments have been discussed with the stakeholders, including adjacent property owners. The final alignment will be contingent upon the future redevelopment of the surrounding properties.

Route 7/123 Intersection Study – This study of the intersection of Routes 7 and 123 is intended to evaluate three options: two at-grade intersection options and an interchange option. All options will be examined with respect to their ability to accommodate projected traffic demands, as well as to facilitate all road users (cars, transit, pedestrians and bicycles) in the context of the urban character Tysons is expected to achieve in the future. A recommendation regarding the final configuration will be reviewed by stakeholders and VDOT. This study is expected to be completed by Spring 2015.

Route 7 Widening Study (Route 123 to the Capital Beltway) – A study is being conducted to widen this critical segment of Route 7 between Route 123 and the Capital Beltway. The design will add a lane in each direction to accommodate projected traffic demands and will be integrated with the grid of streets

and the intersection configuration recommended by the CTIA Study. The widening study is being conducted in conjunction with the Route 7/123 Intersection Study.

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 additional bus services are expected to have a significant impact on the transit mode split. Improved pedestrian and bicycle accessibility to/from Metrorail stations will further encourage transit usage and discourage single occupant vehicle use. These changes to travel patterns to, from, through and around Tysons are important in 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.

The three primary monitoring metrics are person travel, vehicle travel, and level-of-service analysis (LOS). These are discussed in the following sections. Primary and secondary cordons have been established to better differentiate locally generated traffic (trips with either an origin or destination within Tysons) from through traffic (trips with both an origin and destination located outside the boundaries).

Person Travel

Changes in person trips (including through trips) entering and exiting Tysons will continue to be assessed annually. Person trips are assessed by an examination of trip-making by transit, motor vehicle and non-motorized travel entering and exiting Tysons (i.e., crossing into and out of the boundaries of Tysons) during the AM and PM weekday peak hours of travel, as well as the AM and PM peak periods.

Table 9 below provides a summary of total person movement entering and exiting Tysons during the AM and PM peak hours, and during peak periods of travel on a typical weekday. The monitoring of person movement by mode was initiated in 2011. Person trips entering and exiting (including through trips) Tysons are identified through traffic volume counts and transit passenger counts conducted at the boundaries of Tysons. The AM and PM peak periods of travel were counted from 7-10 a.m. and 3:45-6:45 p.m., respectively. From these counts, AM and PM peak hour data was tabulated for 7:45-8:45 a.m. and 5-6 p.m., which represent the busiest hours of travel into and out of the Tysons on a typical weekday. Counts were taken in November 2013, a representative time period that is at the seasonal annual average for travel in the given year. The next set of annual counts will be conducted in April/May 2015.

Table 9 demonstrates that the peak directions of travel during the AM and PM peak hours and peak periods are AM inbound and PM outbound, reflecting Tysons' status as a major employment center attracting trips in the morning and dispersing them in the evening hours. Approximately 29,000 persons entered Tysons in the AM peak hour, with approximately the same number exiting in the PM peak hour. In assessing peak period travel, the AM inbound and PM outbound directions continue to be the predominant movements for person travel into and out of Tysons. The table shows approximately

79,000 persons enter Tysons during the AM peak period, with over 81,000 exiting in the PM period. Unlike travel during the peak hours when entering and exiting person movement during the AM and PM is almost identical, the peak period data show PM exiting travel exceeding AM entering travel by close to 3,000 trips.

Table 9 also shows that the predominant mode of travel to/from and through Tysons continues to be the automobile, with vehicle (or auto driver) trips accounting for approximately 89% of all trips in the AM hours and 86% in the PM hours of travel. In both the peak hour and peak period data, auto passenger trips account for about 8.5% of all travel in the AM and 12.5% in the PM. The bus passengers percentage (or transit mode split) for all trips to/from Tysons is in the range of 1-2%, with the AM inbound direction of travel (reflecting a preponderance of work trips) representing the highest mode splits 1.8 - 1.9 %. Pedestrian volumes are low, accounting for less than one percent of all travel into and out of Tysons during these critical travel periods.

Total two-way person travel entering and exiting Tysons (including through trips) in 2013 is approximately 46,900 in the AM peak hour, and 48,600 in the PM peak hour. Assessing the peak periods, total person travel is 128,200 in the AM time period and 137,300 in the PM period. In the last two years, persons traveling during the AM peak period in and out of Tysons has grown by 27 percent. The growth has not been as great during the PM peak period with only a 7 percent increase. During this same period of years, peak hour travel has become a smaller proportion of the total peak period dropping from 43 percent to 36 percent in the AM but remaining stable at 35-36 percent during the PM. It is expected that, as improvements to transit service and pedestrian access/walkability/bicycling are made over the coming years, and as high density development near Metrorail stations takes place, the percentages of person trips made by transit, walking and/or biking will increase to the target levels identified in the Plan.

Table 9: Total Person Travel Entering and Exiting Tysons

Peak hour	AM				PM			
	Enter		Exit		Enter		Exit	
Auto drivers/vehicles	25,736	89.3%	16,093	88.9%	16,930	86.3%	24,017	82.9%
Auto passengers	2,468	8.6%	1,799	9.9%	2,416	12.3%	4,398	15.2%
Bus passengers	559	1.9%	145	0.8%	234	1.2%	532	1.8%
Pedestrians	63	0.2%	65	0.4%	43	0.2%	26	0.1%
Total:	28,826		18,102		19,623		28,973	

Peak Period	AM				PM			
	Enter		Exit		Enter		Exit	
Auto drivers/vehicles	70,250	89.4%	44,177	88.9%	48,766	86.6%	67,285	83.1%
Auto passengers	6,733	8.6%	4,954	10.0%	6,975	12.4%	12,363	15.3%
Bus passengers	1,376	1.8%	332	0.7%	544	1.0%	1,229	1.5%
Pedestrians	193	0.2%	203	0.4%	39	0.1%	128	0.2%
Total:	78,552		49,666		56,324		81,005	

Notes:

1. Person travel totals are derived from counts of traffic and transit passengers taken by the FCDOT in October - November, 2013 and from ridership counts of Express Service by Fairfax, Prince William and Loudoun Counties. Peak periods of travel are 7-10 a.m. and 3:45-6:45 p.m. Peak hours of travel are 7:45-8:45 a.m. and 5-6 p.m.
2. Auto drivers = vehicle volumes. 'Auto passengers' excludes drivers and is derived from application of typical auto occupancy rates based on data collected in November 2013.
3. Pedestrian volumes derived from intersection counts.
4. Bicycle person travel crossing the cordon was not explicitly counted as a mode. Bicycle trips are subsumed in the vehicle volume totals.
5. This table represents vehicles entering and exiting Tysons as well as through trips.

A travel survey conducted in Tysons by FCDOT over the past year, prior to Silver Line Metro service, asked people about features such as their mode of travel, where their trip started, and their parking choices if they drove. The methodology included the use of intercept (in-person), online and telephone surveys. The survey targeted key locations within Tysons to ensure a satisfactory sample of respondents capturing a variety of travelers, including employees, residents, and visitors. There were 2,007 responses that were used in the analysis, with 588 identifying themselves as Tysons residents; the responses are shown in *Tables 10* and *11* below. *Table 10*, depicting work trips to Tysons, illustrates ridesharing of 8.9% and transit use of 5.4%. *Table 11*, depicting visitor (retail) trips to Tysons, shows a heavier percent of ride-sharing and less transit use.

Table 10: Mode Share of Tysons Employee Trips Originating Outside Tysons

Origin of Trip	Drive Alone	Shared Ride	Taxi	Transit	Bike	Walk	Number of Trips
Fairfax, Other	87.7%	8.2%	0.0%	2.4%	1.1%	0.6%	320
Alexandria	97.9%	2.1%	0.0%	0.0%	0.0%	0.0%	33
Arlington	90.9%	5.0%	0.0%	4.1%	0.0%	0.0%	74
Washington, D.C.	76.1%	7.0%	0.0%	16.9%	0.0%	0.0%	48
Elsewhere	82.5%	10.7%	0.0%	6.8%	0.0%	0.0%	451
All Origins	85.2%	8.9%	0.0%	5.4%	0.4%	0.2%	925

Source: Preliminary Findings of Tysons Travel Survey (FCDOT)

Table 11: Mode Share of Tysons Visitor Trips Originating Outside Tysons

Origin of Trip	Drive Alone	Shared Ride	Taxi	Transit	Bike	Walk	Number of Trips
Fairfax, Other	62.0%	32.0%	0.4%	4.0%	0.0%	1.6%	250
Alexandria	63.6%	18.2%	0.0%	18.2%	0.0%	0.0%	11
Arlington	40.0%	50.0%	0.0%	10.0%	0.0%	0.0%	20
Washington, D.C.	66.7%	25.0%	0.0%	8.3%	0.0%	0.0%	12
Elsewhere	59.2%	34.3%	0.0%	6.5%	0.0%	0.0%	201
All Origins	60.1%	33.2%	0.2%	5.7%	0.0%	0.8%	494

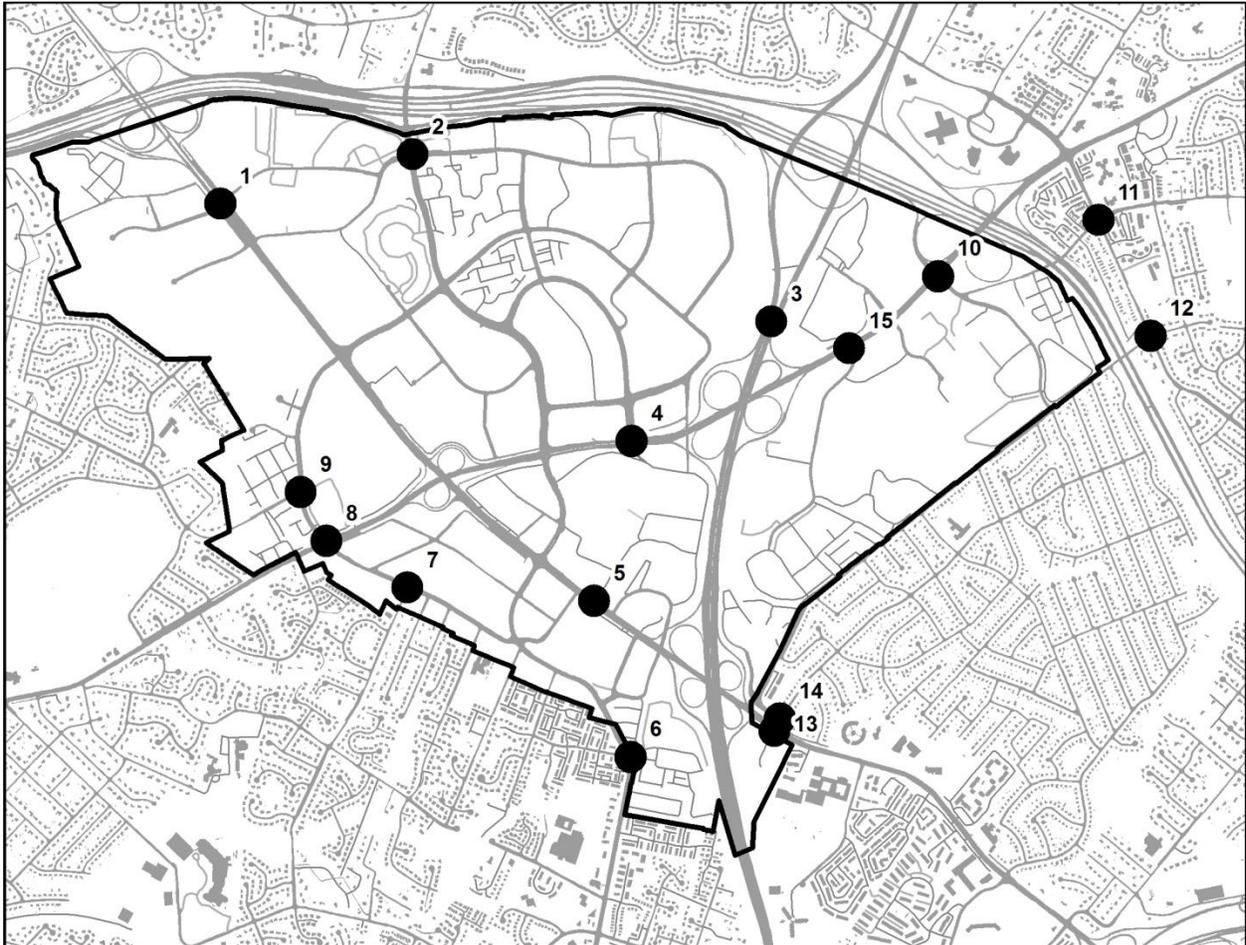
Source: Preliminary Findings of Tysons Travel Survey (FCDOT)

Vehicle Travel

Growth in vehicle trips entering and exiting Tysons are assessed annually. The monitoring program counts the volumes of vehicles entering and exiting Tysons (i.e., crossing into and out of the boundaries of Tysons) during the AM and PM weekday peak hours of travel, as well as the AM and PM peak periods.

Counts of vehicles were conducted at locations where traffic enters and exits Tysons and tabulated for the critical AM and PM peak hours and peak periods of travel. Fourteen intersections were counted in November 2013, around the boundaries of Tysons, as depicted on *Figure 5*. These intersections were chosen as they best capture traffic using the major and minor arterials and collector roadways that provide the primary access to Tysons. Primary and secondary cordons were established to better differentiate locally generated traffic (trips with either an origin or destination within Tysons) from through traffic (trips with both an origin and destination located outside the boundaries).

Figure 5: Traffic Monitoring Analysis Locations



As *Table 12* illustrates, peak hour travel is currently much greater west of the Capital Beltway and directionally skewed (inbound versus outbound). The predominant movements are AM inbound to Tysons and PM outbound from Tysons. The area of Tysons located east of the Capital Beltway exhibits lower traffic levels but a more balanced flow of traffic entering and exiting during the peak hours. Traffic volumes in the PM peak hour are greater than in the AM peak hour, due to the more diverse trip purposes, including retail and other non-work trips in addition to the commuting traffic flows.

Compared to the peak hour traffic data, AM and PM peak period data provide a more complete picture of demand into and out of Tysons. Peak period traffic at the Tysons' cordon crossing locations was counted from 6–10 a.m. and 3:30–7:30 p.m. These time periods coincide with the busiest periods of travel into and out of Tysons during a typical weekday. *Table 13* provides the AM and PM peak period traffic data for Tysons and shows peak period traffic volumes that are significantly greater than that occurring during the peak hour. Traffic into and out of Tysons is more directionally skewed around the core area west of the Beltway than it is east of the Beltway. Total traffic volumes are similar during AM and PM peaks, however, the distribution of inbound versus outbound traffic is most skewed during the AM peak period. West of the Beltway, inbound AM peak period travel is approximately double that of outbound traffic.

Some count locations currently experience saturated conditions in the peak hour. Under this condition, growth in traffic can be expected to take place before and after the peak hour. Peak period traffic, rather than specific peak hour traffic, will exhibit growth and more peak spreading. Over the past several years vehicular traffic in the peak period has steadily grown by 7-9 percent per year. Both peak hour and peak period traffic data will continue to be collected in the Tysons traffic monitoring program.

It should be noted that traffic volumes at several of the locations counted in November 2013 were likely affected by construction associated with the Dulles Metrorail. Future vehicle and transit counting will occur each April at these intersections, to continue to provide an annual assessment of traffic and transportation utilization trends and changes to the underlying traffic patterns in the Tysons area.

Table 12: Motorized Vehicles Entering and Exiting Tysons in the Peak Hour – 2013

Traffic Entering and Exiting Tysons (motorized vehicles) (Peak Hour)					
		AM		PM	
<i>West of the Capital Beltway</i>		<i>Enter</i>	<i>Exit</i>	<i>Enter</i>	<i>Exit</i>
1	Rt. 7 N of Tyco Road	3,228	1,539	1,953	2,863
2	Spring Hill Road N of Int'l Drive	2,611	451	917	2070
3	I-495 / Express Lane Access	628	129	56	684
4	Rt. 123 E of Tysons Blvd.	4,401	2,864	3,192	4,240
5	Rt. 7 E of Tysons Corner SC Entrance	3,543	2,952	2,329	2,181
6	Gallows Road S of Science App Ct.	1,804	804	1,123	1,821
7	Woodford Rd. S of Old Courthouse Rd	419	177	236	486
8	Rt. 123 W of Old Courthouse Road	1,748	589	950	1346
9	Old Courthouse Rd W of Gosnell Road	939	195	268	1,092
Totals:		19,321	9,700	11,024	16,783
<i>East of Capital Beltway</i>					
10	Rt. 123 E of Anderson Road	1,946	1,684	1,900	2,077
11	Chain Bridge Road W of Great Falls St.	289	506	330	511
12	Magarity Road W of Great Falls St.	427	593	511	583
13	Ramada Road S of Rt. 7	430	311	257	346
14	Lisle St./Magarity Road N of Rt. 7	505	528	349	628
15	Rt. 123 W of Old Meadow Road	2,818	2,771	2,559	3,089
Totals:		6,415	6,393	5,906	7,234

Notes: Traffic counts were taken by FCDOT between November 19 – 21, 2013. The AM peak hour is 7:45-8:45 a.m. and the PM peak hour is 5-6 p.m. Express lane counts taken in October, 2013 (source: I-495 Shoulder Use Project, Traffic Forecasting and Analysis Report, February, 2014, VDOT). 90% of entering points were included in the counts.

Table 13: Motorized Vehicles Entering and Exiting Tysons in the Peak Period - 2013

Traffic Entering and Exiting Tysons (motorized vehicles) (Peak Period)					
		<i>AM</i>		<i>PM</i>	
<i>West of Capital Beltway</i>		<i>Enter</i>	<i>Exit</i>	<i>Enter</i>	<i>Exit</i>
1	Rt. 7 N of Tyco Road	9,099	4,331	5,750	9,022
2	Spring Hill Road N of Int'l Drive	6,939	1,230	2,523	5,289
3	I-495 / Express Lane Access	1,725	355	160	1,965
4	Rt. 123 E of Tysons Blvd.	11,986	7,695	9,117	11,963
5	Rt. 7 E of Tysons Corner SC Entrance	9,888	8,021	6,963	6,382
6	Gallows Road S of Science App Ct.	4,770	2,436	3,319	5,005
7	Woodford Rd. S of Old Courthouse Rd	962	491	640	1,186
8	Rt 123 W of Old Courthouse Road	4,845	1,757	2,817	4,162
9	Old Courthouse Rd W of Gosnell Road	2,430	605	835	2,706
Totals:		52,644	26,921	32,124	47,680
<i>East of Capital Beltway</i>					
10	Rt. 123 E of Anderson Road	5,248	5,044	5,501	5,706
11	Chain Bridge Road W of Great Falls St.	695	1,248	982	1,282
12	Magarity Road W of Great Falls St.	1,176	1,445	1,337	1,505
13	Ramada Road S of Rt. 7	1,090	672	731	1,007
14	Lisle St/Magarity Road N of Rt. 7	1,201	1,341	1,071	1,735
15	Rt. 123 W of Old Meadow Road	8,196	7,506	7,020	8,370
Totals:		17,606	17,256	16,642	19,605

Notes: Traffic counts were taken by FCDOT between November 19 -21, 2013. The AM peak period is 7-10 a.m. and the PM peak period is 3:45-6:45 p.m. Peak period express lane counts are estimated from peak hour counts taken in October, 2013 (source: I-495 Shoulder Use Project, Traffic Forecasting and Analysis Report, February, 2014, VDOT)

Traffic Level-of-Service Analysis

Traffic level-of-service (LOS) is a metric used to determine transportation system performance. Annual LOS analysis of key intersections will provide a representative sample of the level of traffic delay in Tysons on an annual basis; will serve as a barometer indicating to what degree a balance is maintained between the growth of Tysons and transportation improvements; will provide an indication of the adequacy of the roadway system; and, will allow for comparative analyses.

Figures 6 and 7 depict the most recent level-of-service analyses for key Tysons intersections in the AM and PM peak hours. These intersections were assessed using Synchro analysis software which reveals a

broad range of vehicle delay. The most congested intersections experience average delays of 50 to 90 second during the peak hours. More recent LOS analysis awaits completion of major transportation construction projects that are affecting conditions in the area. As the analyses show, several of the intersections are currently at or below the LOS E goal stated in the Plan. There have been some slight shifts in level-of-service between 2011 and 2013, but that may only be due to variation in up-stream traffic conditions or day of week differences.

Figure 6: Level-of-Service Analysis – AM Peak (2013)

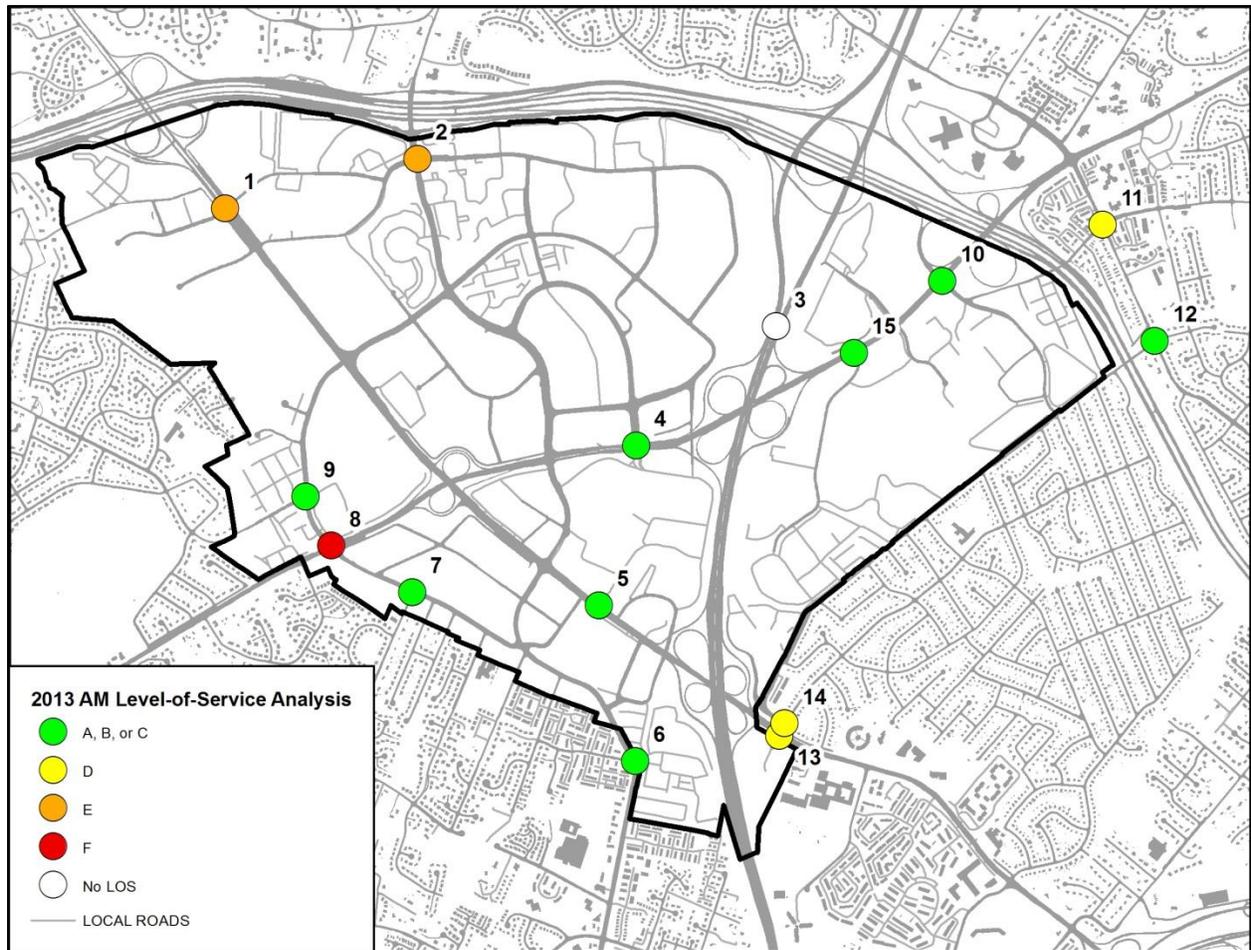
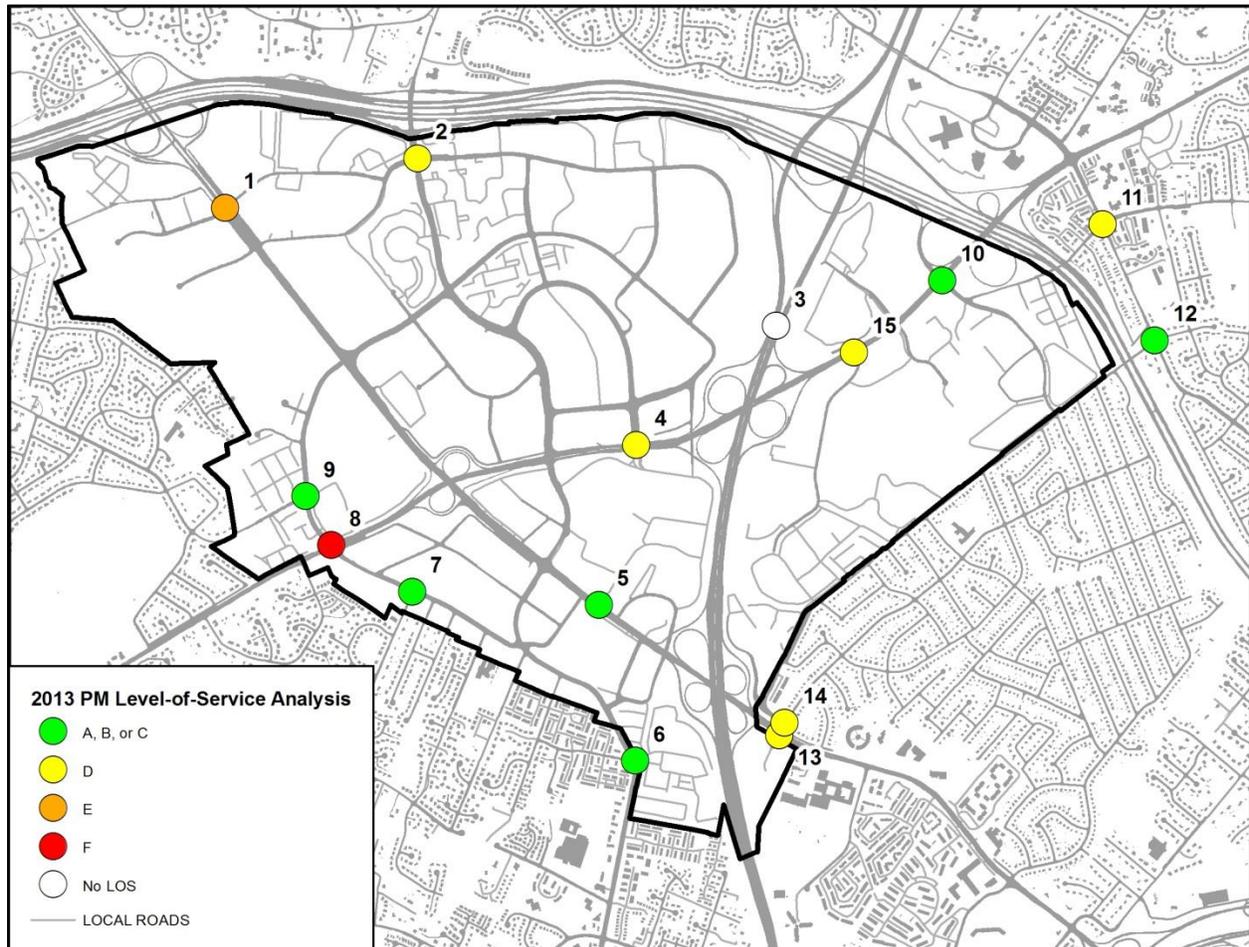


Figure 7: Level-of-Service Analysis – PM Peak (2013)



Transit Monitoring

Increased transit utilization and improved transit service levels are Plan recommendations that are critical to the future success of Tysons. Monitoring of transit began prior to the addition of the four new Metrorail stations. Metrics to be used include counts of transit use, such as bus passenger counts, and rail boardings and alightings by station now that Metrorail operations have begun. Silver Line ridership since service began in July, 2014, is not incorporated in this report; ridership statistics will be included in the 2015 Annual Report. Planning estimates for the Silver Line ridership were projected to reach 25,000 boardings at the five new stations after one full year of service. In September, WMATA reported ridership already performing at 60% of the projected ridership, at an average of 15,000 boardings. Transit usage levels will also be determined through surveys of residential, retail and employment sites.

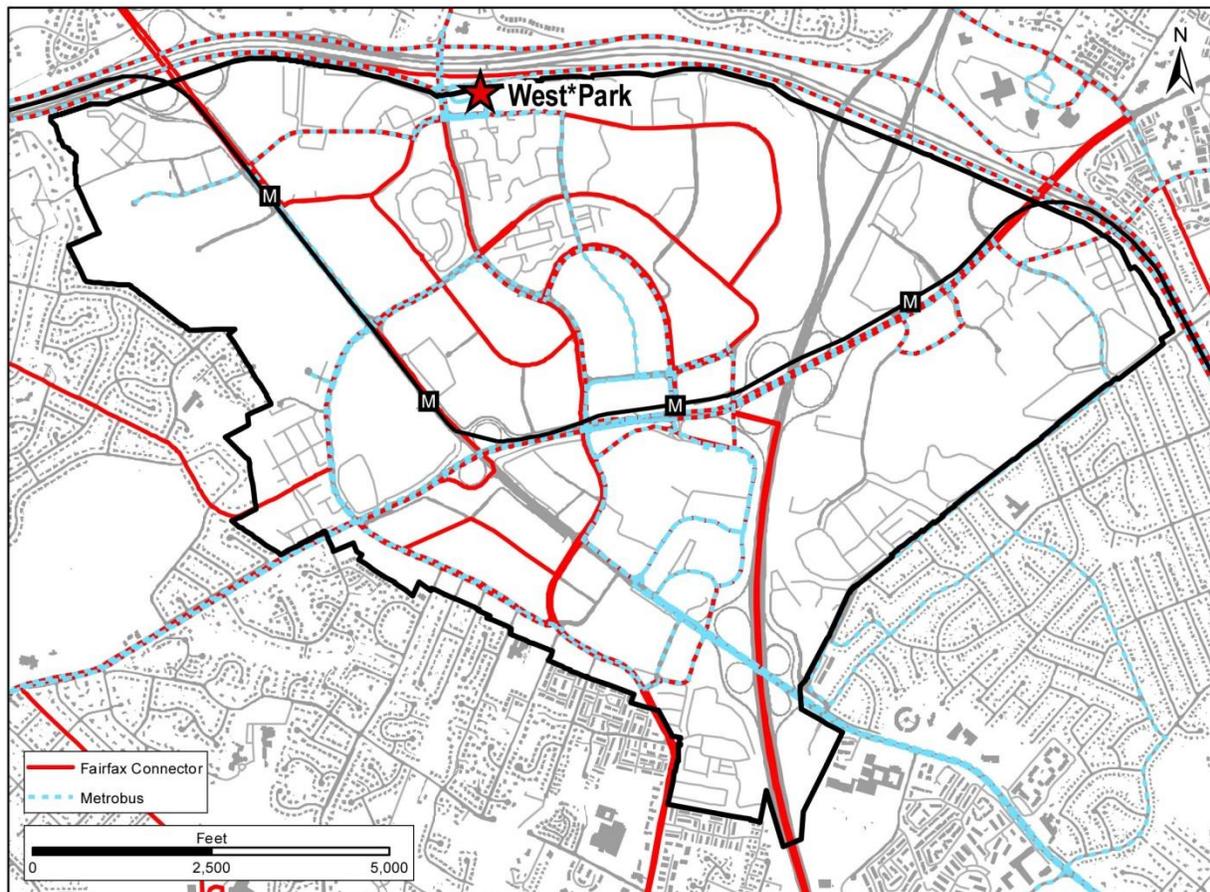
These measures may be supplemented by data derived from other sources and transit operators, such as the Washington Metropolitan Area Transit Authority and the Fairfax Connector.

To fulfill the primary Plan recommendations to monitor expanded transit services, usage levels, and mode splits over time, implementation of the following actions has begun:

Transit Service Enhancement

The Plan calls for expanded transit services accessing Tysons to increase transit availability and use over time. Aside from rail, 14 bus routes serve the Tysons area. The number of bus routes and the area covered by those routes are expected to increase over time. New neighborhood feeder and circulator services were implemented when Metrorail service began. An initial circulator service provides enhanced service throughout Tysons with a series of interconnected routes running on short headways.

Figure 8: Existing Transit System



In 2013, bus routes used one of the two major bus transfer locations: Tysons West*Park Transit Station and the Tysons Corner Center bus transfer center. In 2014, the new transit network (*Figure 8*) has moved the primary transit transfer points to new multi-modal transfers at the Metrorail stations. *Figure 8* shows the Metrorail line and stations, and Metro and Fairfax Connector bus service lines and the non-Metrorail related bus transfer center at West*Park. Providing multi-modal transportation hubs at the Metrorail stations provides greatly enhanced services designed to increase transit usage and mode splits.

Between January and May 2013, a significant public outreach effort to gather input on the Silver Line Bus Service Plan was conducted. The revised bus service plan to support the opening of Phase I of the

Silver Line was approved by the Board in June 2013. The service changes took place concurrently with the opening of the Silver Line. A substantial part of the plan is the implementation of a circulator bus system within Tysons (routes 422, 423 and 424) which provides frequent bus connections from the new Silver Line stations in Tysons to the employment and other activity centers. These circulator routes connect to the new stations in Tysons, as well as to the feeder bus service from McLean, Vienna and the Route 7 corridor. Another major component of the Silver Line bus service plan is the redesign, modification and addition of new routes in the Dulles Corridor, feeding the Wiehle-Reston East Metrorail Station. In total, approximately 40 percent of all Fairfax Connector bus service changed on July 26, 2014.

Another transit system enhancement is Express Bus Service. Fairfax County has developed express bus service that utilizes the enhanced access and route reliability within the Beltway High Occupancy Toll (HOT) Express Lanes. In 2013, three new Express bus routes to Tysons were implemented, beginning with Burke Centre-Tysons Route 495. The remaining two Express routes, Route 493 from Lorton and Route 494 from Springfield, launched in March 2013. Accompanying the launch of all three routes was an aggressive marketing campaign designed to target employees who work in Tysons and live in Burke, Lorton and Springfield, as well as local homeowners' associations and community groups. A temporary reduction of the fares on the routes from the Express fare of \$3.65 to the base fare of \$1.75 was made effective July 1, 2014. In addition to the Fairfax Connector Express Service, Loudoun County and the Potomac Rappahannock Transportation Commission also offer express bus services to Tysons. With the opening of the rail service, the express service from Springfield provides bi-directional service in the peak periods. The circulation patterns in Tysons were redesigned to accompany the Phase 1 Silver Line Metro opening, and ridership and performance data will be monitored

Transit Use

Transit utilization is measured by counts of passenger ridership. Passengers on buses entering and exiting Tysons during peak travel periods were counted between November 6 - 12, 2013, to coincide with the counts of vehicle traffic entering and exiting Tysons. As with the traffic volume counts, bus passenger counts will be conducted on an annual basis. Now that Metrorail service has begun, these bus passenger counts will be augmented by Metrorail boarding and alighting data.

Table 14 shows AM and PM peak hour data for bus passengers entering and exiting Tysons. Counts of bus passengers were taken at stops located closest to the traffic monitoring locations identified in *Figure 5*. As with the traffic data, the AM peak hour transit usage was tabulated for 7:45 – 8:45 a.m., and the PM peak hour for 5 - 6 p.m. Total transit passengers entering and exiting Tysons exceeds 500 in each of the peak hours, as shown in *Table 14*. The PM peak hour is more directionally balanced than the AM peak hour of travel. Since 2011 bus passengers have increased by 8 – 10 percent per year during the AM peak hour/peak period and by 13 – 22 percent per year during the PM peak hour/peak period. A significant part of this growth is due to the Express bus service.

Table 14: Transit Passengers Entering and Exiting Tysons in the Peak Hour – 2013

	Location	AM		PM	
		Enter	Exit	Enter	Exit
1	Rt. 7 N of Tyco Rd.	5	5	2	3
2	Spring Hill Rd. N of Int'l Dr. (Tysons Westpark TC)	168	22	72	124
5	Rt. 7 E of Tysons Corner SC Entrance	132	32	46	128
6	Gallows Rd. S of Merry Oaks La.	24	16	46	77
8	Rt. 123 W of Old Courthouse Rd.	35	11		6
11	Chain Bridge Rd. W of Great Falls St.	41	35	44	56
14	Lisle St/Magarity Rd. N of Rt. 7	26	24	24	3
--	Tysons Express Bus – Loudoun	65	-	-	65
--	Tysons Express Bus – OmniRide	45	-	-	45
--	Tysons Express Connector - Fairfax	18	-	-	25
	Total:	559	145	234	532

Note: Counts of bus passengers were conducted by the FCDOT between November 6-12, 2013.

The AM peak hour is 7:45-8:45 a.m. and the PM peak hour is 5-6 p.m. Express Service is derived from monthly ridership in October/November 2013. These counts were conducted before the opening of Metrorail and associated changes to bus routes in Tysons.

Table 15 shows bus passengers counted for the AM and PM peak periods of travel. As with the traffic counts, these correspond to 6:30-9:30 a.m. and 3:30-6:30 p.m. counting periods. These hours represent the busiest periods of travel into and out of Tysons during the typical weekday. These are also the periods with the most transit service and coverage available. As shown in Table 15, approximately 1,800 bus passengers enter and exit the urban center in the AM peak period, and approximately 1,950 passengers do so in the PM peak period.

Table 15: Transit Passengers Entering and Exiting Tysons in the Peak Period – 2013

	Location	AM		PM	
		Enter	Exit	Enter	Exit
1	Rt. 7 N of Tyco Rd.	15	17	8	14
2	Spring Hill Rd. N of Int'l Dr. (Tysons Westpark TC)	338	65	154	218
5	Rt. 7 E of Tysons Corner SC Entrance	165	27	78	125
6	Gallows Rd. S of Merry Oaks La.	206	52	148	221
8	Rt. 123 W of Old Courthouse Rd.	80	31		57
11	Chain Bridge Rd. W of Great Falls St.	133	72	88	155
14	Lisle St/Magarity Rd. N of Rt. 7	74	68	68	70
	Tysons Express Bus – Loudoun	170	-	-	170
	Tysons Express Bus – OmniRide	100	-	-	113
	Tysons Express Connector - Fairfax	95	-	-	86
	Total:	1,376	332	544	1,229

Note: Counts of bus passengers were conducted by FCDOT between November 6-12, 2013. The AM peak period is represented by 7 - 10 a.m., and the PM peak period by 3:45-6:45 p.m. Express Bus Service is derived from monthly ridership in October/November 2013.

Transit Mode Splits

Transit modal split refers to the share of persons traveling to or from an area who use public transportation (transit) as their primary mode of travel. Previous regional estimates of transit modal share for users traveling to Tysons for employment had been about 5%. As stated in a previous section of this report, the travel survey conducted this year in Tysons (prior to Silver Line Metro service) indicated that 5.4 percent of employees traveling to Tysons use transit, 5.7 percent of visitors (retail oriented) use transit and 3.4 percent of residents leaving Tysons for non-work purposes use transit. The Plan sets an overall Tysons-wide goal of 22% transit mode split for the development anticipated to occur by 2030, with an eventual goal of 31% by the anticipated development in 2050.

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

Walking/Bicycling

The Plan recommends that walking and bicycling within Tysons should be made more friendly and safe through sound planning; implementation of a network of interconnected sidewalks, trails, shared use paths and on-road bike routes, which create ample, safe, and convenient bicycle parking options; and, a robust wayfinding system aiding movement within Tysons. Progress toward creating safe pedestrian and bicycle networks has already been made through the rezoning applications approved to date.

The TMSAMS, conducted from 2010 to 2012 with substantial public input, developed a set of recommendations for improved access to the Metro stations. County staff, in conjunction with VDOT, has secured an agreement for the scoping, design and construction phases in the amount of \$21.7 million through FY2019. More information on these projects can be found at:

<http://www.fairfaxcounty.gov/fcdot/silverline/tysonsimp.htm>

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 the complete draft of the countywide bicycle master plan can be found at: http://www.fairfaxcounty.gov/fcdot/bike/county_bicycle_master_plan.htm.

The Planning Commission and the Board are considering the Tysons Bicycle Master Plan as part of the overall County Bike Plan in late Fall 2014.

Table 16: Existing and Proposed Bicycle Facilities for Tysons

<i>Facility</i>		<i>Type</i>	<i>Link Miles</i>
Existing:	Gallows Road (Cottage Street to Old Courthouse Road)	On-Road Bike Lane	2.2
	Towers Crescent Drive / Shoptysons Blvd	On-Road Bike Lane	0.2
	Oak Street (Gallows Road to Sandburg Street)	On-Road Bike Lane	0.3
	Ashgrove Plantation Trail (on Park Authority property)	Shared-Use Path	0.5
Proposed (in Bicycle Master Plan):	Ashgrove Plantation (outside of Park Authority property), Vesper and Scotts Run Trails	Shared-Use Paths	5.0
	Throughout Tysons	On-Road Bike Lanes	11.6
	Throughout Tysons	Signed Bike Routes	41.1

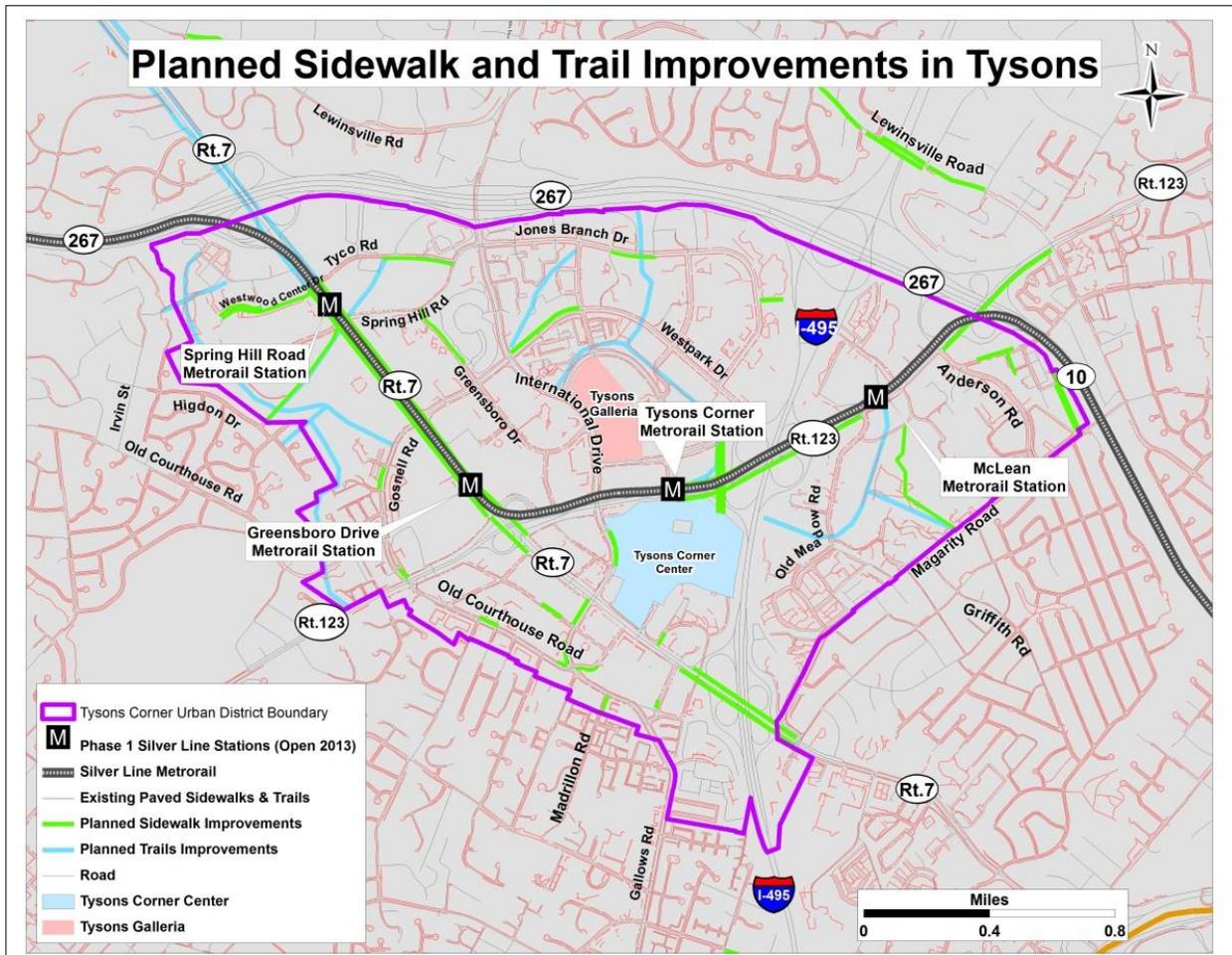
Note: Information provided from the Tysons Corner Bicycle Master Plan, encompassing the area within a 3-mile radius of the urban center

Table 16 shows the locations, types, and miles of bicycle facilities planned for Tysons. Increased bicycle parking options, a goal identified in the Plan both in the short and long term, is being implemented through proffers secured with the rezoning of properties. In addition, the Board’s Four-Year Transportation Program includes seven projects from the Tysons Corner Bicycle Master Plan.

Figure 9, Planned Sidewalk and Trail Improvements in Tysons, shows existing and planned sidewalks and trails. Existing sidewalks comprise 47 miles; planned sidewalks comprise 7.5 miles; and, planned trail segments comprise 1.5 miles. These figures do not include sidewalks to be developed as part of the new Grid of Streets.

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

Figure 9: Planned Sidewalk and Trail Improvements in Tysons



Parking Management

Parking in Tysons serves the needs for office, retail, residential and all other land uses. Limiting parking in the areas closest to rail stations is recommended in the Plan. The Plan and associated PTC zoning regulations generally eliminate minimum parking levels for office and hotel uses and set maximum parking requirements. Some parking capacity is expected to be created with on-street parking options.

Off-street private parking is expected to be reduced commensurate with the Plan's vision to reduce automobile dependency and create a more walkable, transit-oriented urban center. Rather than supplying 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 being addressed through implementing Plan guidance during the development review process. Each development applicant is expected to conform to 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 has recently been conducted. Initial findings show that there are approximately 107,302 spaces in Tysons, including 723 on-street spaces, 11,649 spaces in secure locations, 36,908 surface spaces, and 58,022 structured spaces. Previous estimates of parking supply were much higher but those were rough estimates, while the recently completed inventory is based upon a more thorough methodology. During the survey a peak occupancy of 57 percent was observed and ranged from 23 to 88 percent for individual facilities. More detailed findings regarding the survey will be produced under separate cover this year. After the baseline inventory is completed, and as future studies become available, 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

Pursuant to one of the Board's Follow-On Motions (#14), staff was directed "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". In response to the Board's direction, a Tysons Interim Metrorail Parking Request for Interest (RFI) was released in November 2012. Cityline Partners responded to the RFI with a proposal to build a 711-space interim Metrorail parking lot immediately adjacent to the McLean Metrorail Station, to serve primarily the McLean and Great Falls communities. The Board approved an agreement between Cityline Partners and the County on July 30, 2013. This facility opened in July 2014, concurrent with the beginning of rail service. At the time of publication, approximately 130 of these spaces are filled on an average weekday.

On September 9, 2014, the Board approved a second interim parking agreement for 100 spaces at 7900 Westpark Drive in an existing parking structure. In addition, a number of the rezoning applications that have been approved include options for commercial parking as an interim use on underutilized parcels.

Transportation Demand Management

Transportation Demand Management (TDM) programs are a key method to support the transit-oriented development proposed in the Plan. TDM refers to a variety of strategies and measures which have the

end goal of reducing single occupant vehicle use during the peak hour. Successful TDM outcomes result in decreased peak-period congestion and more efficient use of the transportation system.

The TDM goals embrace the latest information technology techniques to encourage teleworking. They also provide information to commuters and other trip makers to aid in choosing travel modes and travel times. Funding is being provided by developers for a Transportation Management Association (TMA) to coordinate TDM outreach and assist in coordinating TDM programs occurring through development proffers. The TMA will capitalize on synergies among multiple developments that alone could not be achieved. The Board of Supervisors established the Tysons Partnership as the official operator of the Tysons TMA on July 1, 2014. The TMA's strategic plan calls for distribution of information via website, mailings, events and meetings to achieve single-occupancy vehicle (SOV) trip reductions. Outreach to employers and employees will occur to encourage the use of commuting alternatives such as ride-shares, rail, bus, flex-time, and remote workplaces, among other TDM strategies. Additionally, the TMA will facilitate the implementation of the proffered Planned Tysons Corner (PTC) rezoning TDM programs in coordination with the development community.

Attainment of TDM vehicle trip reduction goals will be monitored annually beginning with occupancy of the first buildings. Some existing developments in Tysons currently implement TDM plans and submit annual reports. TDM program attainment will be monitored in terms of achieving trip-reduction targets through vehicle traffic counts. Surveys will also be conducted to determine travel behavior and mode split to help determine which TDM program elements should be improved or enhanced. Developers are expected to commit monetary contributions to a "Remedy Fund" that will be drawn upon to enhance TDM programs, if they are not achieving their goals. The structure of the Remedy Fund also creates an incentive to achieve higher goals than those specified in the Plan. In combination with improvements to transit service and service levels, effectively administered TDM programs should result in significantly higher transit and non-single occupant vehicle shares among employees and residents in Tysons. To date, no developments have reached the milestones that require submission of a TDM annual report.

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. A primary factor in protecting and improving both the man-made and natural environments will be the new land-use pattern and multi-modal transportation system. Success in these areas, as discussed in more detail in their respective sections of this report, will reduce land consumption and vehicle miles traveled, reducing the environmental impact of new development.

Stormwater Design and Management

Developing a dense urban core in Tysons demands a fresh approach to stormwater management. The stormwater management goals for Tysons provide stringent standards for mitigating the impacts of development. The Plan and the Tysons Urban Design Guidelines encourage a progressive approach to stormwater management that recognizes evolving technologies and 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.

Urban stormwater practices include controls that can efficiently manage the large volume of runoff, fit within the urban streetscape, and function unobtrusively in the built environment. In an urbanized setting, smaller scale distributed stormwater practices are more suitable than a 'pipe to pond' approach. Rather than centralizing stormwater runoff in a wet pond or detention basin, stormwater management design must be integrated into the context of the pedestrian-oriented environment. Tree spaces and planters can collect and treat runoff from the hardscape while supporting street trees and other vegetation. Permeable paving can be utilized in courtyards, alleys, and parking areas to infiltrate or store runoff. Green roofs can be used as collection points for the harvesting and reuse of rainwater to be used for irrigating landscaped areas, cooling mechanical systems, and/or flushing toilets within buildings.

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. Each of these tools, along with a "How To" guide, is 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 is also addressing comments from industry about the stormwater toolkit and will update the Toolkit as warranted.

To date, applicants have committed to innovative stormwater management solutions such as harvesting rooftop rainwater to supply makeup water for building air conditioning and site irrigation; vegetated (green) roofs; infiltration practices that return runoff to the soil and groundwater; bioretention facilities; and, urban stormwater planters within the streetscape. Detention vaults are also included in most designs as a source of harvested rainwater and as backup storage where excess runoff cannot be treated by other methods so that storm runoff can be slowly released without damaging downstream channels.

Other Stormwater Initiatives

The County is continuing to work with the Virginia Department of Transportation (VDOT) on the implementation of private, innovative storm water management facilities within the public street right-of-way. 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; included among these are “special drainage feature, 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 be permitted and installed in the public rights-of-way.

Stormwater Management Ordinance (Ordinance), Chapter 124 of The Code of the County of Fairfax, Virginia, and related amendments to the Public Facilities Manual (PFM) became effective July 1, 2014. The new Ordinance and PFM amendments implement the Virginia Stormwater Management Act (Va. Code Ann. § 62.1-44.15:24, et seq.) and Virginia Stormwater Management Program (VSMP) Regulation (9VAC25-870 et seq.). In general, the new ordinance will require greater reduction of runoff volume from developments countywide. To date, there are not enough cases submitted under the new regulations to evaluate whether it is more stringent than the stormwater requirements of the Plan. The new regulations should not impact or interfere with the recommendations of the plan for Tysons.

Green Building Design and Energy/Resource Conservation

The Plan for Tysons includes guidance for energy and water conservation measures. The Plan recommends that development 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 Initiative adopted by the Board. 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 building in development centers such as Tysons. The Plan for Tysons built on the County policy to reflect

the significantly increased development potential in Tysons. 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, 21 buildings in Tysons have some category of LEED certification. Of those, one building has been certified as LEED for Core and Shell Gold, six buildings have spaces certified as LEED for Commercial Interiors, and 14 buildings have been certified under the LEED for Existing Buildings program. A number of additional buildings have registered for various LEED certifications, including LEED for New Construction, although at this time no buildings in Tysons have been certified as LEED for New Construction. None of the buildings that have received some category of LEED certification are associated with any of the major rezoning applications addressed in this report, although several of those now going through the certification process are.

New Construction and Core and Shell are rating systems which certify the entire building during the initial construction. Existing Buildings and Commercial Interiors ratings are granted for buildings that may not have been constructed to green specifications during initial construction.

All of the major zoning applications approved since the Plan was adopted have provided for LEED certification or its equivalent, consistent with the Plan. In addition, five of the major rezoning applications that were approved prior to 2010 have some green building commitment included in their proffers.

Energy/Resource Conservation

While the Plan recommends that new development be designed in a manner consistent with the LEED program, certification could be achieved by focusing on non-energy features (such as stormwater or site design). New development 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 applications approved since the Plan was adopted provide 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, heating and power, distributed energy resources and district heating and cooling; commitments to provide electric vehicle charging stations or assess the feasibility and costs associated with electric vehicle charging stations; and/or provision of utility data to the County to allow for the monitoring of energy efficiency. As mentioned in the Stormwater Design and Management section, reuse of portions of the stormwater runoff for building cooling systems where applicable is being explored. *Table 17* illustrates which applications have provided which types of proffers.

Table 17: Major Zoning Applications: Energy / Resource Conservation Proffers

	Spring Hill Station RZ 2010-PR-014A/014B	Spring Hill Station RZ 2010-PR-014D/014E	Capital One PCA 2010-PR-021	Scotts Run Station South RZ 2011-PR-010/011	The Commons RZ 2011-PR-017	Arbor Row RZ 2011-PR-023	Tysons West Promenade RZ 2011-HM-032	Tysons Central RZ 2011-PR-005	Greensboro Park Place RZ 2012-PR-021
Explore shared energy systems	X	X	X	X	X	X		X	
Explore electrical vehicle charging	X*		X						
Provide electrical vehicle charging stations		X		X	X	X	X	X	X
Provide utility data to the County	X	X		X	X	X	X	X	

* 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.

Arbor Row Block E installed two charging stations and committed to providing capacity for additional stations. This capacity was determined to be up to seven additional charging stations once electrical design of the building was permitted. There are about 730 approved parking spaces.

Stream Restoration and Natural Resource Management

The protection, enhancement, and management of existing stream valley parks in Tysons is critical to ensure 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.

Commitments by Major Zoning Applications

To date, four approved developments have proffered to make improvements to these stream valley areas, through stream restoration, habitat improvement, trail construction, and/or enhanced amenity features, as set forth below.

Capital One (PCA 2010-PR-021) proffered to undertake stream bank restoration improvements using natural channel stream design concepts within the portion of the Scotts Run Stream Valley that is within the Capital One property.

Scotts Run Station South (RZ 2011-PR-010/011) proffered a number of improvements to the Scotts Run Stream Valley. The applicant has prepared a stream restoration plan for a portion of Scotts Run which has been provided to the County and FCPA at no cost. In addition, the applicant has proffered to

implement a portion of the plan adjacent to its development. Finally, the applicant will make improvements within the stream valley to enhance community use and enjoyment of the stream valley such as pedestrian paths, a new bridge crossing, public art, reflection points, resource interpretation features and new access points into the stream valley from the surrounding pedestrian network. These improvements will be coordinated with the restoration efforts.

Tysons West Promenade (RZ 2011-HM-032) committed to provide \$10,000 to the County towards the preparation of a restoration plan for the Old Courthouse Spring Branch stream valley or for actual improvements to the stream valley.

Arbor Row (RZ 2011-PR-023) proffered to dedicate the 7.9 acre Hanover Park site, which contains a tributary to Scotts Run. Cityline Partners partnered with the Fairfax County Department of Public Works and Environmental Services to restore the stream channel located between Westpark Drive and Jones Branch Drive, on the Hanover site. Approximately 800 feet of stream channel was restored, including burial of an exposed sanitary sewer line, stabilization of an eroded bank impacting an off-site parking garage, and installation of an asphalt trail serving the athletic fields proffered by Cityline on Jones Branch Drive. The project, illustrated in the following photos, began in March 2014 and was completed in the summer of 2014.

Sewer Line Crossing



Before



After

Outfall Underneath Westpark Drive



Before



After

Stream Bed Adjacent to Off-Site Parking Garage



Before



After

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 to have 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 growth projections (*Table 2*). As development applications are approved and constructed, the pace of development will be monitored to evaluate how the provision of such public facilities is keeping pace with projected development levels.

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

Public Facilities (Not Including Parks and Recreational Facilities)

Additional public facilities are needed when the population of an area reaches certain threshold levels. In an area such as Tysons with very little open, undeveloped land, and a long range redevelopment plan, this means that a particular facility may not be needed for several years but it is important that facility locations be secured early, so that when they are needed there is a place for them. The Plan recommends that commitments to locate those public facilities needed by 2050 should generally be provided as development approvals occur during the first 10 to 20 years of Plan implementation. The actual construction and occupancy of such facilities can then 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 continues to refine public facility needs and identify locations for and commitments to such facilities. Staff has developed urban models for public facilities that include features such as multi-story construction, inclusion 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 seven facilities have been proffered by major zoning cases but not yet delivered. *Figure 10* illustrates the existing and proffered major public facilities in Tysons. *Tables 18 and 19* list existing and proposed facilities, and provide additional information about the facilities, if applicable.

Figure 10: Public Facilities, Existing (green) and Proffered (yellow)

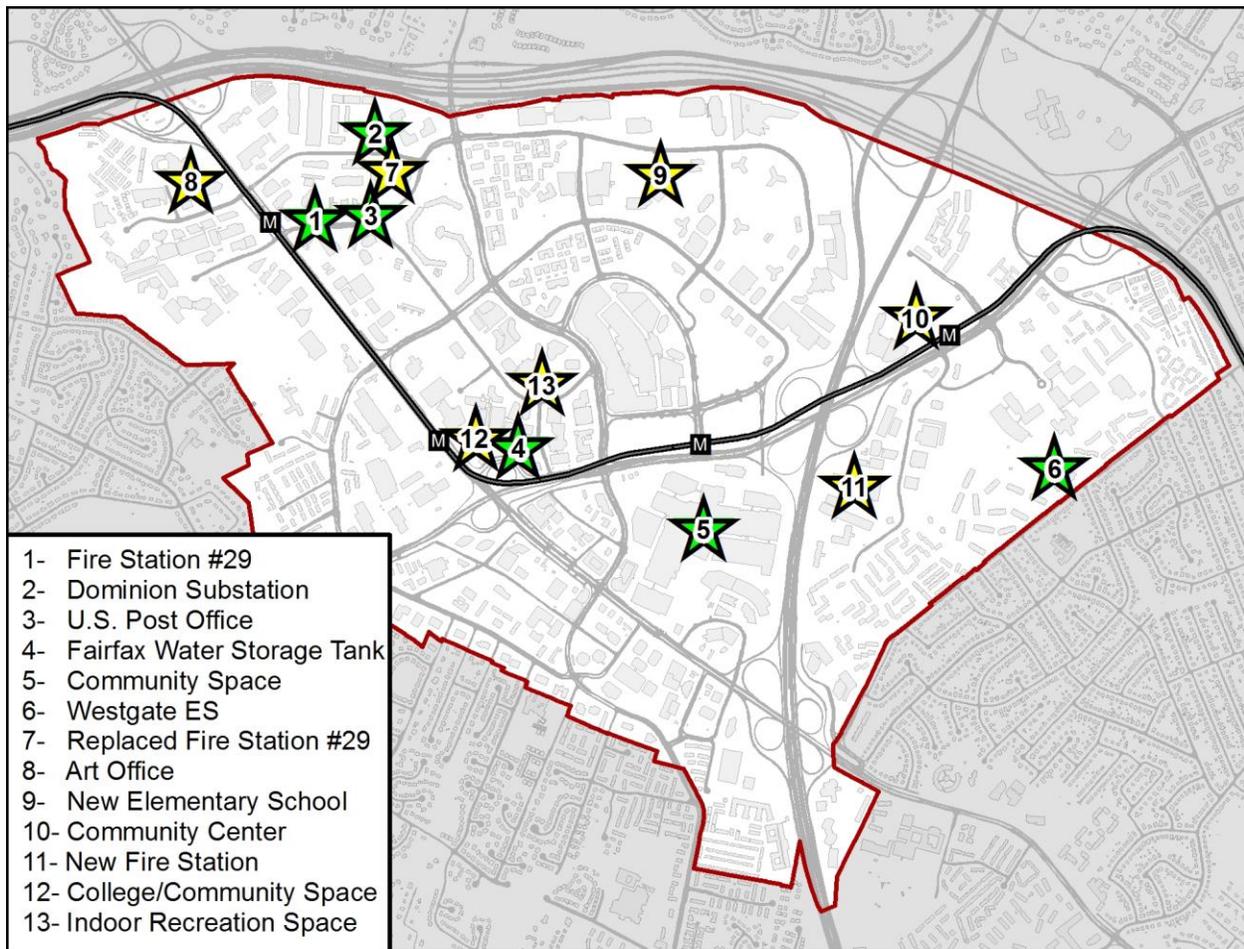


Table 18: Existing Public Facilities

Facility	
(1) Fire Station #29	To be replaced as noted in <i>Table 19</i>
(2) Dominion Power Electrical Substation	--
(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	40k sf expansion and 50k sf renovation currently under construction.

Table 19: Proffered Public Facilities

Facility	Associated Application	Commitment
(7) Replace Fire Station #29	Spring Hill Station (RZ 2010-PR-014A, 014B, 014D, 014E)	Construct, fit out, and dedicate 25,000 sf fire station in a residential high-rise building (condominium ownership) by 2020, with options for stand-alone station
(8) Arts Office & Funding	Tysons West Promenade (RZ 2011-HM-032)	3,500 sf office for arts in mixed use building; 50 yr lease option; \$350,000 funding for arts master plan
(9) New Elementary School	Arbor Row (RZ 2011-PR-023)	Dedicate land for school (by June 30, 2015); \$600,000 for school design costs
(10) Community Center	Capital One (PCA 2010-PR-021)	Construct and fit out 30,000 sf community center in office building, 70 yr lease option ¹
(11) New Fire Station	Scotts Run Station South (RZ 2011-PR-010/11) ²	Construct, fit out, and dedicate 15,000 sf free-standing fire station by 2020
(12) College/Community Space	Tysons Central (RZ 2011-PR-005)	Construct, fit out, and dedicate 5,400 sf for public/community use, identified as an institution of higher learning; 50 yr lease option; Additional 9,100 sf available for potential expansion.
(13) 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

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

2 This facility will also address the public facility commitment for the pending Scotts Run Station North application (RZ 2011-PR-009)

Table 20 lists additional facilities that are expected to be needed in Tysons. This list is intended to be a dynamic document, and is subject to change as additional public facilities or public partnerships are identified and/or 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 20: Additional Public Facility Needs

Type of Facility	Threshold	Proposed District	Associated with Pending Zoning Application
Dominion VA Power Substation #2	Strained capacity at existing Tysons substation	Tysons West	Dominion Square (RZ 2011-HM-011/012) and Sunburst (RZ 2011-HM-027)
Expansion of Spring Hill Rec. Center	18,000 pop. increase	Northeast of Tysons	--
Two additional Indoor Recreation Spaces	No set threshold	Tysons West & Tysons Central 123	--
Dominion VA Power Substation #3 (tentative)	Development in North Central & Central 123	In vicinity of North Central	--
Community Library	50,000 pop.	Tysons Central 7	Greensboro Place (RZ 2010-PR-022) in coord. w/ Westpark Plaza (RZ 2013-PR-009)
Performing and Visual Arts Center (or multiple separate smaller theaters)	50,000 pop.	Tysons Central 7 or spread among several districts	--
Civic Commons	No set threshold	Tysons Central 7	--
Third Fire Station	64,000 pop. & 188,600 jobs	Tysons Central 7 or Tysons Central 123	--
Police Facility	Undetermined	Tysons Central 7 or Tysons Central 123	--
Elementary School	20,700 new households	East Side	--
Expansion of Middle School (Kilmer or Thoreau) & High School (Marshall)	33,600 new households	N/A (outside Tysons)	--
Higher education facilities	No set threshold (one provided in Tysons Central 7)	No requirement	--
Fire Marshal Review office space	No set threshold	No requirement	7915 Jones Branch Drive / Amherst (RZ 2014-PR-004)

Parks and Recreational Facilities

As recognized in the Plan, parks are essential to creating a high quality of life for residents and in achieving important environmental goals. The Plan calls for a “green network” of parks, a comprehensive system of parks and open spaces that connects 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 and common greens, recreation-focused parks, and two centrally located signature parks.

In addition to providing open space benefits and amenities, the park system serves as a location for active recreation opportunities. In determining athletic field needs for Tysons, the countywide recreation facility service level standard was used as a base and adjusted for urban demographics; urban athletic field patterns of use; optimal field design; and, longer scheduling periods. The result of this analysis is a recommendation for 20 new athletic fields to serve Tysons by 2050.

Tysons Park System Concept Plan

In 2012, the Park Authority, in collaboration with the Department of Planning and Zoning and the Office of Community Revitalization, embarked upon an effort to develop a comprehensive park system plan for Tysons to refine and elaborate upon the Tysons Conceptual Park Network Map and text guidance found in the Plan. A Tysons Parks Advisory Group consisting of citizens, design professionals, urban park planners, and members of the Tysons Partnership met during Winter 2012/2013 to provide feedback and guidance on the evolving plan. Staff developed a draft document that was reviewed with various stakeholder groups, the Tysons Partnership, and the general public, culminating in open house meetings and other outreach efforts in Spring 2014.

The Tysons Park System 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 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 Concept Plan includes two new signature connectivity elements that will tie the elements of the park system together. The Tysons Community Circuit is a 5 mile recreational trail loop proposed along existing and planned roads that connects the stream valleys and other off-road trail routes with the distributed network of urban parks, mainly along avenues that are planned to have on-road bike lanes. The Green Artery, a new linear park under and around the Metro rail guideway, is proposed to enhance connectivity between Metro Stations and the TOD districts that surround them. The concept for the Linear Park sprang from the June 2014 ‘Art + Place: Beneath the Spans’ Silver Line design charrette championed by Chairman Sharon Bulova to address concerns about the appearance and function of the area under and around the Metro rail through Tysons.

The Tysons Park System Concept Plan is not a regulatory document, but rather a conceptual guide that will help to bring about future park development by the public, private and non-profit sectors to serve Tysons’ residents, employees and visitors. The Concept Plan is intended to stimulate public discussion and participation to ensure the intended individual, social and economic benefits are maximized as the future park system evolves.

The Park Authority Board is expected to endorse the final Tysons Park System Concept Plan in late October 2014. As previously noted, Phase 3 of the authorized Plan amendment for Tysons will include any necessary revisions to park recommendations based on guidance provided in the Concept Plan. The Concept Plan is available at: <http://www.fairfaxcounty.gov/parks/plandev/tysons-park-planning.htm>

Existing, Proffered and Needed Park and Recreation Facilities

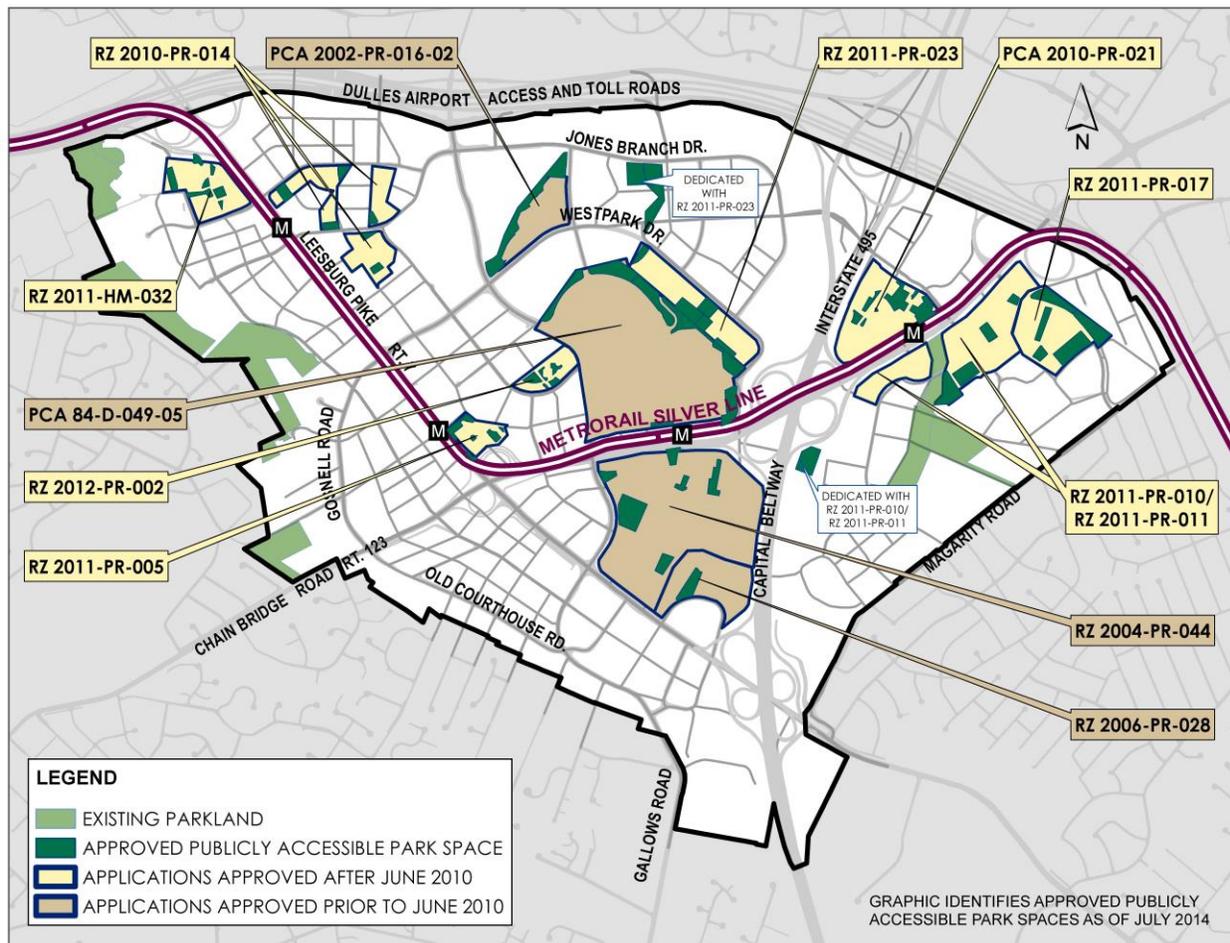
Prior to 2010, there were almost 90 acres of publicly owned park land in Tysons. In addition, approximately 8.5 acres of privately owned land that will either be dedicated to the Park Authority or accessible for public use was committed in major zoning applications approved prior to that time. Combined, the major applications approved since 2010 provide commitments to create an additional 41 acres of new publicly-accessible urban park space in Tysons. *Table 21* compares the distribution of existing and proffered public park acreage between public ownership and private ownership with public access easements.

Table 21: Public Park Space

Existing Park Acreage		Proffered Park Acreage	
Publicly Owned	Privately Owned	Publicly Owned	Privately Owned
89	1	26	23.25

Figure 11 illustrates approved applications and their park spaces, as well as existing parks. A majority of the new park spaces will be smaller pocket parks remaining in private ownership and private maintenance with public access easements.

Figure 11: Proffered Parks



Existing, Proffered, and Needed Recreational Facilities

The current inventory of existing public recreational facilities in Tysons includes one little league baseball diamond, two tennis courts, a playground, and multi-use trails.

Collectively, the major rezoning applications approved since 2010 generate a need for 5½ new athletic fields under their maximum development levels. Applicants have proffered to provide for this need through dedications of land, construction of facilities, and/or contribution of funds to Fairfax County to be used towards land acquisition and facility development.

The nine pending rezoning applications generate a combined need for 3½ additional new athletic fields. Negotiations are underway for two new fields to be built within Tysons, an expansion of a proffered ¾ size field to a full size field, and for funding to be contributed by smaller applications to be applied towards synthetic turf field upgrades at Westgate Park and Westgate Elementary School, which will increase capacity equivalent to that of a new field.

Major Zoning Applications - Proffered Athletic Field Commitments

Spring Hill Station (RZ 2010-PR-014A, 014B, 014D, 014E), **Tysons West Promenade** (RZ 2011-HM-032), **Greensboro Park Place** (RZ 2012-PR-002), and **Tysons Central** (RZ 2011-PR-005) have proffered to provide funding to Fairfax County to be used towards land acquisition and facility development for the equivalent of two athletic fields.

Capital One (PCA 2010-PR-021) committed to provide a small, lit synthetic turf rectangle field onsite for public use. This field will be built with the residential towers in Block C of the planned redevelopment. As noted, Capital One was also part of a partnership with the Commons (RZ 2011-PR-017). Each application created a need for half of an athletic field (in addition to the small on-site field on Capital One's site) and half of a public facility; the Commons provided a full-sized athletic field and Capital One provided a full public facility. The approved PCA for Capital One modified the configuration of onsite public park spaces in blocks A & B from what had been approved with the original rezoning, but there was no change to the total acreage of onsite park space.

Scotts Run Station South (RZ 2011-PR-010/11) included a commitment to dedicate four acres of offsite land adjacent to the Beltway off of Old Meadow Road for a fire station and an athletic field. The proffer includes a commitment to construct and deliver for public use a lit synthetic turf rectangle field by the end of 2023. This field has been designed such that it could be expanded in the future to increase its utility if adjacent properties redevelop. (This expansion is now proposed under pending application RZ 2014-PR-021.)

The Commons (RZ 2011-PR-017) application committed to dedicate over nine acres of new urban parkland onsite, including a full-size, lit synthetic turf rectangle field to be delivered for public use by the year 2035, or sooner if redevelopment occurs more rapidly.

Arbor Row (RZ 2011-PR-023) included a commitment to dedicate eight acres of offsite land along Jones Branch Drive for future school and park use. The proffer includes a commitment to construct and deliver for public use by June, 2015, a full-size, lit, synthetic turf rectangle field and a smaller interim rectangle field on the future school site (also with synthetic turf and lights). The application also committed to restoration in the adjacent stream valley park.

Major Zoning Applications -- 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. Four major applications have included commitments towards stream valley restoration.

Capital One (PCA 2010-PR-021) committed to make stream bank restoration improvements using natural channel stream design concepts within the Scotts Run Stream Valley adjacent to the Capital One property.

Scotts Run Station South (RZ 2011-PR-010/011) committed to restoring a degraded stream valley in the Scotts Run Watershed in conjunction with construction of new park facilities. The stream valley is located between the two applications. In addition to this restoration work, the applicant proffered, and has provided, design plans to continue the restoration off-site.

Arbor Row (RZ 2011-PR-023) committed to restoring a degraded stream valley in the Scotts Run Watershed adjacent to the Hanover site (the location of the proffered school site and athletic fields). The stream restoration work was completed in 2014.

Tyson's West Promenade (RZ 2011-HM-032) committed to contribute \$10,000 to the County for the preparation of a restoration plan for the Old Courthouse Spring Branch stream valley or for actual improvements to the stream valley.

IMPLEMENTATION FEATURES

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 have not previously been implemented in Fairfax County, and it is understood that this new style of development may 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 section provides information on process modifications that have been made to facilitate the redevelopment of Tysons. A review of some of the urban design features currently being implemented is also included, providing examples of how the new community vision for Tysons is emerging.

Process Modifications

The Board directed staff to "be flexible" when reviewing plans in Tysons in a follow-on motion adopted with the Plan. This flexibility should allow for projects to include 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 facilities guidelines; and, on balance, meet the objectives of the Plan. The Board's direction also encourages new techniques and design features related to site and building construction while still adhering to federal, state and local code requirements. Finally, from a broader perspective, the direction to "be flexible" also indicates a desire for staff to think "outside the box" in terms of processes and procedures. Staff has adopted and is working on a variety of new procedures to support such flexibility in these development processes, as further discussed below.

Ongoing Initiatives

As reported in previous Tysons Annual Reports, the County created a number of new policies relating to staffing and processing of development applications that are on-going. These include:

- Development of an interdepartmental Core Team made up of staff from 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 how all of the issues fit together in an application, 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 the OCR.
- Development of an inter-departmental Steering Committee to provide a regular point of contact with senior staff. The Tyson Steering Committee allows issues to be quickly reviewed at the senior staff level when Tysons-wide or County-wide policy may be impacted. The Tysons Steering Committee has logistical support from OCR.

- Creation of “Tysons Coordinator” positions in OCR and the 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.
- Implementation of Section 2-1200 of the Public Facilities Manual (PFM), Tysons Corner Urban Center, which allows designers to submit “alternative” specifications for infrastructure and/or design features “where strict application of the PFM standard cannot be met for a particular site and where new or creative urban designs are proposed” (*PFM Section 2-1200*). The goal of the section is to provide designers (and the reviewing agency) the flexibility to comply with the Plan and the Tysons Urban Design Guidelines (TUDG), while providing sufficient surety about the performance of the proposed alternatives. Design alternatives are listed in site plan submittals, but will not require the submission of a stand-alone PFM waiver.

County Development Review Changes

As has been noted, 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. These include work on urban street standards, bus shelters, innovative stormwater management techniques, and locational criteria for electrical transformer vaults, among others. In addition to transitioning the “lessons learned,” the format of a “Core Team” and “Steering Committee” has been adopted by staff working on the new development in the Reston Transit Corridor, which was recently re-planned to acknowledge of the extension of the Silver Line.

Site Plan Review Changes

DPWES has modified the site plan process to more promptly alert applicants to significant plan approval concerns. In 2013, staff began a pilot project for a 30-day on board review process for all major plans, including several in Tysons. The process was intended to produce a checklist of critical issues for applicants within 30 days of submission. Based on feedback from staff and submitting engineers, the “30 day review” process has evolved into a Plan Facilitation Meeting between staff and the submitting engineer within two weeks of the plan’s submission to identify any long lead time items that might affect expeditious processing of the plan. Staff believes that implementing this procedure will expedite Tysons site plan reviews by quickly identifying plan approval concerns, allowing the applicants to address issues concurrently with the rest of the review.

In addition to the primary site plan reviewer being a member of the Tysons Core Team, staff has developed a process whereby members of the Core Team who do not have site plan approval authority (such as OCR and DPZ) review and comment on submitted site plans. This allows early identification of any concerns about substantial conformance, and addresses review and approval of certain proffered

features and conditions by these agencies. It also allows the Core Team to identify potential issues that may be avoided with future cases.

Tysons Training Opportunities

In addition to on-going discussions with various staff and industry groups on development in Tysons, staff convened a meeting with the land development community in February 2014, to solicit feedback on the review of plans and permits in Tysons. From this meeting, staff created a “lessons learned” summary to assist submitting engineers in efficiently processing site plans.

Streetlights

Streetlight standards in the PFM apply to public roadways and regulate standard and non-standard lighting. Because the fixtures recommended in the TUDG are considered to be non-standard fixtures, the PFM does not contain a standard design for height, spacing or fixture placement. In order to provide safe, efficient lighting levels for public roadways and adjacent pedestrian corridors, and to streamline the non-standard streetlight review, staff developed Technical Bulletin 14-07, dated May 5, 2014. This bulletin provides guidance and criteria for lighting design for public roads and sidewalks using the fixtures recommended in the TUDG. The bulletin translates the functional classifications for roads found in Tysons transportation documents to the Illuminating Engineering Society of North America (IESNA) roadway classifications, and clarifies how to prepare a streetlight plan for an overall development when submitting a site plan for a single building within that development. The bulletin also provides design expectations for pole and fixture placement (including height and spacing) and photometric calculations.

Current Issues

What follows 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 under the new Plan. 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 sections of this report are not duplicated here.

Comprehensive Wayfinding

The PTC Zoning District includes provisions to allow for off-site signage as part of a Tysons-wide wayfinding plan. Staff worked with the Tysons Partnership to explore how a Tysons-wide wayfinding plan could be implemented. The Partnership developed a plan that includes entry / identification signage, pedestrian-scale wayfinding signage, and streetlight banners. The plan proposes to place a major identification sign for Tysons on the Fairfax Water water tower. The majority of the proposed signs would be located along major roads in the VDOT rights-of way, and as such, will be permitted by VDOT. The proposed water tower sign has been submitted under a Tysons wayfinding comprehensive sign plan application; review of this CSP application is on-going.

Permitting and bonding of non-standard features in the public rights-of-way

A major component of the Tysons plan is a high standard of design quality and a commitment to provide urban features in the public space of the streets and streetscapes. A second major component is to frame the public space by bringing the buildings close to the street. In the County, public streets are maintained by the Commonwealth through VDOT, and therefore non-standard features such as those desired in Tysons must be maintained by another entity, such as the adjacent developer who installs them. Non-standard streetscape features in the right-of-way are subject to permitting by and maintenance agreements with VDOT, which also requires a bond that may be utilized should the permittee fail to adequately maintain the feature. Because non-standard streetlights and certain non-standard stormwater features are also subject to maintenance agreements with the County, staff from the County and VDOT have been working together to minimize, or eliminate, parallel agreements with two public agencies.

Electric utility vaults and distribution facility locations

Development blocks with activated facades on all sides may not have an appropriate “back” where electrical transformers may be located. Some developers have proposed locating electrical vaults underground beneath sidewalks in the public right-of-way. While the *Transportation Design Standards for Tysons Corner Urban Center* allows the placement of utility electrical vaults and distribution lines in the public right-of-way, the design of such facilities continues to be under discussion among County staff, VDOT, developers and Dominion Virginia Power (DVP). These discussions include what legal protections would be necessary to locate such features in a public right-of-way, as well as identifying mutually acceptable locations and design solutions for electrical vaults outside of the right-of-way. Because of the size of the underground vaults (averaging 20 x 60 feet) and the minimal building zones provided by some applicants, the building zone is often not a viable solution. Underground vaults may be located in alleys or driveways or transformers may be located in electrical rooms located within the building footprint along a less active building edge or adjacent to a loading dock.

Athletic Field Fencing and Lighting

As athletic fields are proposed and constructed in Tysons, one issue to be addressed is the design of containment fencing and lighting. While lights are expected on all fields to extend the duration of use for the fields, many of these new fields will be located in close proximity to residential uses. Similarly, containment fencing is needed to protect both the players and surrounding streets and neighborhoods. Standard designs for light fixtures and fencing that may be appropriate for a traditional park or field complex, may be a concern when fields are closely integrated into the fabric of the community and adjacent urban uses. Staff continues to work with applicants to design fields with lighting and fencing that minimize the visual impact on the surrounding area while meeting the functional needs of a field. Staff has worked with some applicants to provide alternative lighting and fencing options that are of higher design quality, while remaining functional.

Urban Design Features

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

The TUDG 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. During the development review process, staff continues to monitor commitments to design features and evaluate them against the TUDG, and evaluate the TUDG to identify possible updates. Updates to the TUDGs are expected to be proposed in 2015.

The Plan amendment currently under review proposes edits to the Urban Design section of the Plan, both to align the Plan and the TUDG and to reflect current practice in zoning review. The amendment proposes to remove some specific details from the Plan that are now covered in the TUDG, and adds some new sections based on guidance developed in the TUDG. These include a discussion of developing a pedestrian hierarchy for the street system as an organizing principle within a development.

Interim (Pop-Up) Retail and Park Uses

Across the country developers are looking for ways to utilize vacant or underdeveloped parcels, particularly in areas in close proximity to transit nodes. In many cases, developers are turning to short term interim uses, commonly referred to as 'pop-up' retail or 'pop-up' parks, to attract activity, add vitality, and provide income. Tysons, with four new Metrorail stations operating, many underutilized surface parking lots, and a long-term time frame for redevelopment, provides a perfect location for pop-up uses.

Pop-up uses can create a sense of place and excitement in an area in advance of redevelopment, and can capture an audience that may later transition to permanent developments. Pop-up uses are generally designed around a temporary social gathering space, and often involve recreation opportunities and/or food and beverage sales. While true pop-up retail usually entails temporary construction (such as re-purposed shipping containers, that can virtually 'pop-up' almost overnight), longer term but still interim uses serving the same purpose might include simple built structures or the re-use of existing buildings. In any case, the intent is to increase activity and excitement in an area without having to wait for the build-out of a large multi-year project.

In Spring 2013, students from the George Mason University School of Public Policy investigated the viability of implementing 'pop-up' solutions in Tysons, and a number of pending and recently approved development applications have included the concept as an option. In the **Tysons Central** (RZ 2011-PR-005) application, the applicant proposed turning the area adjacent to the Metro entry pavilion for the Greensboro Station into a temporary plaza with pop-up retail and food uses in repurposed shipping containers. Site and building permits for this use have been submitted, and staff continues to work with the applicant to ensure that the pop-up uses, compliant with building code requirements, can be installed.

In the **Greensboro Park** (RZ 2010-PR-022) application, the landowner is working to install a pop-up park at the corner of Greensboro Drive and Solutions Drive. The applicant proposes to cover existing parking with tree planters, artificial turf, paint and furniture such as tables, benches and solar phone charging stations. These amenities will create an exciting, new public open space. While temporary spaces such as this will be permitted when shown on an approved zoning case, in this instance the landowner wanted to install the park in advance of zoning approval to respond to the opening of the Silver Line Metrorail. Staff worked with the applicant to design a space that could be constructed under existing zoning, and without requiring the time and expense of a minor site plan. This also means the park is a true 'pop-up', with very minimal land disturbance. The first photo below shows the site before installation; the second drawing shows the proposed 'pop-up' park features.



Placemaking

Another feature that creates excitement and activity in an area is interim use of surface parking lots and vacant parcels for temporary festivals and other similar uses. The Tysons Partnership has developed a series of programming including a farmer's market, the Tour de Tysons bicycle race, and various art, music, and food festivals. Many of the Tysons Partnership community events occur at the Lerner Town Square at Tysons II. The Lerner Town Square, located at 8101 Galleria Drive, is a privately owned 10-acre parcel that provides a location for community-building initiatives as interim uses.

These events occur in under-utilized sites and create excitement and interest, helping to define Tysons as a place. Like the pop-up uses, festivals and programming get people engaged in activities and in the Tysons community prior to redevelopment.

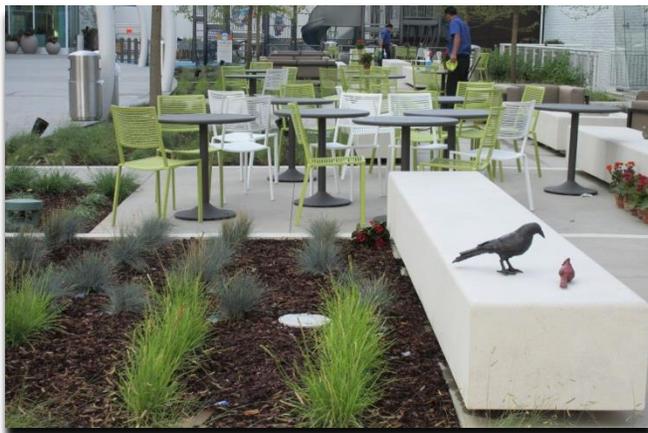
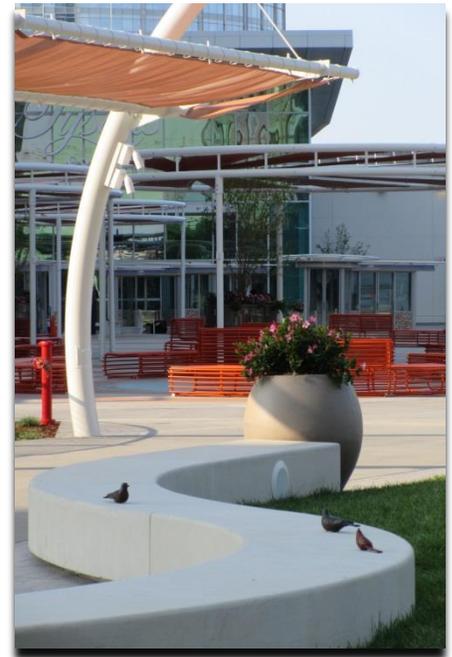
Placemaking also became the cornerstone of a recent design event focused on the physical structure of the Silver Line metro. To address design on, under, and around the bridges and trestles of the Silver Line through Tysons, Fairfax County convened a design charrette – or workshop – entitled “*Art + Place: Beneath the Spans.*” The diverse group of designers, architects, and planners that participated came to the conclusion that the true challenge is not the Metro infrastructure itself, but rather the suburban-esque corridors along Route 7 and Route 123 in which the Metro infrastructure is only one component, as well as the relationship of the developments along the corridor to the Metro and to each other. The primary conclusion from the group was that placemaking around the Metro stops and connections between the stations should be pursued and would be more beneficial than any attempt to decorate the Metro infrastructure itself. The sketches below illustrate some of the design solutions presented at the charrette. Elements of these design solutions were included in the Tysons Park System Concept Plan, and staff produced a booklet presenting the results of the charrette. This booklet will be made available in electronic form on the Tysons website: <http://www.fairfaxcounty.gov/tysons>.



Public Art

Both the Plan and the TUDG identify the benefit of having art installations to enliven both public and private spaces. Many of the approved zoning applications have included proffer language that provides for the installation of art and/or identifies locations in public parks and plazas 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.

An example of the incorporation of public art is located in the new public plaza in the Tysons Corner Center (RZ 2004-PR-044), where a sculpture installation was commissioned by the land owner. “*Early Bird*” was designed by George Mason University professors Peter Winant and Tom Ashcraft, along with undergraduate assistant Park Swan. This installation consists of 63 life size birds. Five local bird species are represented: the mourning dove, the red-tailed hawk, the robin, the crow and the cardinal (the Virginia state bird). The birds are scattered around the plaza to create a sense of whimsy and discovery.



“Early Bird” installation at Tysons Corner Center



The Arts Council of Fairfax County launched a public art engagement project called “*Imagine Art Here*” within Tysons. As part of this effort, temporary public art will be commissioned to engage the residents, workers, and shoppers in Tysons about public art and the arts. The feedback will help inform a future Master Arts Plan for Fairfax County. The selected artist, Julia Vogl, will engage the public in different sites throughout Tysons. The project is funded in part by a National Endowment for the Arts “*Our Town*” grant for creative placemaking and is expected to be installed in Spring/Summer 2015.

APPENDIX A

Appendix A – Follow-On Motions

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.

The following table provides an update on each of the 20 Follow-On Motions.

Appendix A - Follow On Motions

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

2014 Update on Follow-On Motion Status

#1	<p>The Board directs staff to continue its work on potential arrangements for financing the public share of Tysons infrastructure improvements; to facilitate co-operative funding agreements with the private sector; and, to return to the Board with its recommendations. The Board further directs that this include funding for transit systems, including Metrorail. The Board strongly believes that public and private reinvestment in Tysons is both critical and responsible for ensuring that Tysons continues to be the economic engine for the County. The portion of revenue stemming from growth at Tysons that is proposed to be applied in Tysons should take into account the past and continuing contribution of Tysons to the County's economy.</p>	<p>On October 16, 2012, the Board adopted a comprehensive funding plan for Tysons' infrastructure improvements and directed staff to begin implementation. The Board created the Tysons Transportation Service District on January 8, 2013. As of June 2014, \$2.3M has been collected from the Tysons Transportation Service District; the FY15 rate was set at \$0.04. On January 8, 2013, the Board also adjusted its Tysons Road Fund policy to create two new road club funds and adopted implementation guidance for them. Rates for the road clubs were revised on January 28, 2014, in keeping with Board policy. Staff is implementing the Board's funding plan through the rezoning process, including commitments to in-kind construction of local streets and Road Fund contributions toward the Grid of Streets and Tysons-wide transportation improvements.</p>
#2	<p>The Board directs staff to work with stakeholders to produce the necessary organizational and resource requirements for the Tysons Partnership by October 15, 2010 so that it is positioned to be in place prior to any redevelopment activity in Tysons. This should include the aspects of the Partnership presented previously, such as BID-like functions, Transportation Management Association functions and development advisory services</p>	<p>The Tysons Partnership was established on January 19, 2011, as a private, non-profit membership organization. On July 1, 2014, the Board created the Tysons Transportation Management Association (TMA) and appointed the Tysons Partnership as operator of the TMA, to be branded TyTran.</p>
#3	<p>The Board recommends that the Tysons Partnership initiate a process to review and potentially change district names to enhance community character and identity.</p>	<p>In April 2012, WMATA approved the Board's recommended names for the eight Silver Line Metrorail stations (which include four in Tysons). Updating the station names in the Plan will be a part of the authorized Plan Amendment to be reviewed by the Board in 2015. Staff anticipates working with the community and the Tysons Partnership on the issue of renaming the districts in the future.</p>
#4	<p>The Board recommends that the Tysons Partnership work with Tysons landowners, County agencies, non-profit housing organizations, and interested private entities to establish options for workforce and affordable housing and to help develop options for meeting the workforce and affordable housing elements of this Plan by establishing off-site options for developers when the cost of constructing workforce housing in high rise developments is cost prohibitive. The Tysons Partnership should report back to the Board by January 2011 on the status of these efforts</p>	<p>All rezoning applications in Tysons have proffered to the affordable and workforce housing options consistent with the Plan's recommendations. Staff has met with affordable housing providers and advocates, and continues to explore creative opportunities for the provision of affordable and workforce housing within Tysons. Staff continues to work with the development community and housing advocates on issues associated with providing workforce housing in condominium projects.</p>
#5	<p>In order to create a greater sense of community for the residents of Tysons, a residential organization that represents all of the residential stakeholders and entities in Tysons should be established.</p>	<p>The Tysons Partnership has residential representation and forms the basis to create a Tysons-wide residential organization.</p>

Appendix A - Follow On Motions

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

2014 Update on Follow-On Motion Status

#6	The Board directs staff to make recommendations to the Legislative Committee on financial incentives such as tax abatement, that can offset the initial cost and help to encourage green buildings, especially at the LEED or equivalent Gold and Platinum levels; and the authority to require adequate public facilities as a condition for development in urban areas like Tysons.	The Board's Legislative Committee reviewed staff's recommendations on September 21, 2010, and accepted staff's recommendations to not seek legislation on tax incentives for green buildings at this time and 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, and reports on them in this Annual Report. The authorized Plan Amendment for Tysons includes an update to the Plan's recommendations relating to development levels. The amendment is expected to be reviewed by the Board in 2015.
#8	The Board directs staff to commence the planning and operational analysis necessary to implement the higher priority transportation facilities listed in the Plan table titled "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons."	A number of the transportation related projects are underway. Major projects not covered in other Follow-On Motions include: Tysons Bicycle Master Plan which is complete and expected to be presented to the Board in late 2014 as part of the Fairfax County Bicycle Master Plan; Operational Analysis and Conceptual Design of the Dulles Toll Road Ramps were provided to the Board in March, 2014; and, the Jones Branch Connector Study, for which final design consultants were selected in June, 2013. FCDOT will administer the Preliminary Engineering and right-of-way acquisition for the Jones Branch Connector, with VDOT administering the construction phase. Public hearings for this project are planned in Spring 2015.
#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. Three public meetings have been held to date; July 2012 (Goals & Objectives), November 2012 (Transit Corridor Functions), and July 2013 (Proposed High Quality Transit Network Concept). A recommendation on a high quality transit network concept is expected to be presented to the Board in Spring 2015.
#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.	Phase I of the Neighborhood Traffic Study, which analyzed 19 intersections outside of Tysons to determine the impact of the adopted Tysons Comprehensive Plan on these intersections, was completed in 2010. Phase II of the Neighborhood Traffic Study was initiated in 2012, and will include an additional 10 intersections for a total of 29 intersections. Phase II of the Neighborhood study is scheduled to be completed in late 2014.
#11	The Board directs staff to issue an RFP for the circulator study and bring the results of that study to a future Board transportation committee meeting for discussion. In the circulator study and other future studies, such as the one on Enhanced Public Transportation Corridors, the Board directs staff to include consideration of dedicated transit lanes on Route 7 and other roads in and around Tysons and tie into the mass transit and HOV coming off the HOT lanes on I-495.	The Tysons Circulator Study recommends 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 proposed as part of the authorized Plan Amendment to be reviewed by the Board in 2015.

Appendix A - Follow On Motions

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

2014 Update on Follow-On Motion Status

#12	<p>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.</p>	<p>The Consolidated Transportation Impact Analyses 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. Staff anticipates that changes to the conceptual road network map in the Plan will be part of the authorized Plan Amendment to be brought to the Board for review in 2015.</p>
#13	<p>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.</p>	<p>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 to spend up to \$22.4 million of 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.</p>
#14	<p>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.</p>	<p>On June 30, 2013, the Board entered into a Tysons Interim Metrorail Public Commuter Park-and-Ride Lot Agreement with Cityline Partners at 1820 Dolley Madison Blvd. Cityline Partners opened its commuter parking lot with 711 parking spaces on July 26, 2014. On September 9, 2014, the Board approved an interim parking agreement for 100 spaces in an existing structure at 7900 Westpark Drive. Staff continues to pursue additional locations for potential commuter parking.</p>
#15	<p>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 rezoning's when such are required to address the alignments of new or modified streets that have been conceptually engineered.</p>	<p>No official map is proposed. The Conceptual Grid of Streets map contained within the Comprehensive Plan will be updated as part of the authorized Plan Amendment anticipated to be reviewed by the Board in 2015.</p>

Appendix A - Follow On Motions

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

2014 Update on Follow-On Motion Status

#16	<p>The Board directs staff to bring to the Board for adoption an official map of public facilities concurrently with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should include the locations of existing and planned public facilities, including parks and athletic fields, that have been identified within the district or sub district of the rezoning application. The Board further directs staff to bring forward amendments to the official map with subsequent rezoning's when such are required to reflect the locations of additional public facilities as they are identified.</p>	<p>An interdepartmental team has refined the type, location, space needs, timing and costs for public facilities in Tysons, including parks and athletic fields. A Tysons Park System Concept Plan has been developed that will be used to refine and elaborate upon the Conceptual Parks and Open Space Network contained within the Plan. The plans for public facilities and for parks are conceptual in nature and provide guidance without being overly prescriptive. Staff has recommended that, to reflect changes over time, amendments to the Plan for Tysons are preferred over adoption of an Official Map. Staff anticipates that changes to the public facility plan language in the Plan will be part of the authorized Plan Amendment to be reviewed by Board in 2015. As part of the review of the rezoning applications, proffer commitments from developers/landowners have been made for parks, athletic fields and public facilities on a case-by-case basis.</p>
#17	<p>The Board directs staff to bring back to the Board an evaluation of two possible changes to the Policy Plan, one of which would modify the County's workforce housing policy to encourage monetary contributions to affordable and workforce housing from future non-residential development; and, the other would modify the Transit Oriented Development policy to incorporate specific conditions related to walking distance from station entrances rather than station platforms.</p>	<p>On March 29, 2011, these two items were referred by the Board to the Planning Commission. 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.</p>
#18	<p>The Board directs staff to prepare, in coordination with appropriate stakeholders, the urban design guidelines manual that expands upon, and provides additional detail on the urban design elements contained in the Plan.</p>	<p>The Tysons Urban Design Guidelines were endorsed by the Board on January 21, 2012. Minor updates to the Plan for consistency with the guidelines will be part of the authorized Plan Amendment which will be reviewed by the Board in 2015.</p>
#19	<p>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.</p>	<p>A staff resource plan was developed, approved and implemented to support the implementation of the Plan for Tysons.</p>
#20	<p>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.</p>	<p>On-going.</p>

APPENDIX B

Appendix B –Development Within Tysons

Appendix B contains information on all of the major Tysons zoning applications. These include six major applications that were approved prior to Plan adoption in anticipation of rail, as well as all major Tysons rezoning applications (PTC rezonings) that have been approved or reviewed between Plan adoption and September 2014. Case sheets for each application (approved, pending and deferred) are provided, organized locationally 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 (Site Plans, Minor Site Plans, Public Improvement Plans, etc.) 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 significant 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 4 for approved applications and Table 5 for pending applications which are found in the Land Use section of this report (pages 13 and 15).

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 section of this report.

As pending applications move through the review process, they may change significantly from what is reported in this appendix. 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.

Nineteen major Tysons rezoning applications have been approved and are not yet fully built out. Summary information for these nineteen approved applications can be found in the table below.

Maximum of Development Options for Approved Major Applications

	Existing Development	Under Construction	Approved by Site Plan	Approved Development ¹	Total
Office ²	5,700,793	1,103,576	0	12,711,357	19,515,726
Retail ³	3,952,689	37,864	0	747,218	4,737,771
Hotel	787,632	252,213	0	1,366,655	2,406,500
Total Non-Residential	10,450,683	1,407,953	0	15,111,661	26,970,297
Residential					
Residential	2,120,933	1,015,215	0	15,308,947	18,445,095
Residential Units	1,855	890	0	14,550	17,295
Total Development					
Total Development	12,571,616	2,423,168	0	30,420,608	45,415,392

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

2 Includes industrial uses

3 Includes car dealerships

Of the approved major Tysons rezoning applications, 13 were approved since the Plan was amended in 2010. These 13 rezoning applications have a maximum total development potential of approximately 27.5 million square feet under their non-residential maximum options (or a net maximum of 24 million square feet above existing levels) , with approximately 50% of the development potential in residential uses.

In addition to the approved applications, an additional 12 rezoning applications have been filed. Of these 12, three have been indefinitely deferred. The remaining nine pending rezoning applications currently propose a net maximum total development of approximately 16 million square feet of development under their non-residential maximum options, with approximately 58% 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

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

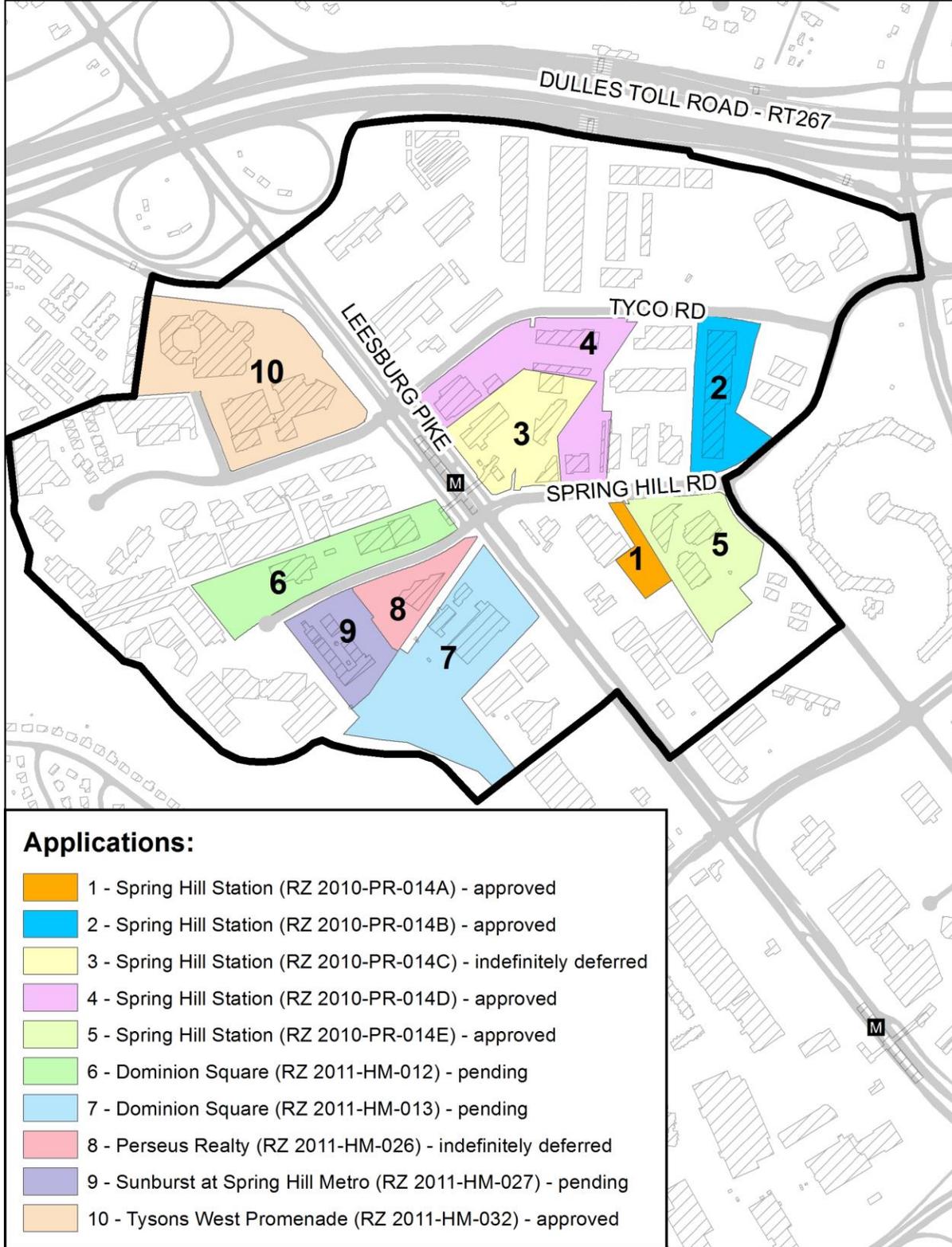
	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Existing						
To be Removed	15	233,031	190,619	0	80,259	513,477
To Remain	5	459,938	153,373	416,834 (404 du)	430,820	1,460,965 (404 du)
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP (Approved Applications)						
	5	28,768	213,373	1,242,000 (1,314 du)	430,820	1,914,961 (1,314 du)
Approved by CDP (Approved Applications)						
Maximum of Employment Options	22	2,531,938	383,473	4,092,000 (4,409 du)	754,820	7,790,731 (4,409 du)
Maximum of Residential Options	23	2,096,938	367,473	4,792,500 (5,328 du)	430,820	7,716,231 (5,328 du)
Proposed by FDP (Pending Applications)						
	0	0	0	0	0	0
Proposed by CDP (Pending Applications)						
Maximum of Employment Options	17	2,585,000	245,000	2,705,000 (2,715 du)	205,000	5,740,000 (2,715 du)
Maximum of Residential Options	16	2,140,000	240,000	3,105,000 (3,115 du)	205,000	5,690,000 (3,115 du)
Total Proposed or Approved by CDP						
Maximum of Non-Residential Options	39	5,116,938	628,473	6,797,000 (7,124 du)	959,820	13,530,731 (7,124 du)
Maximum of Residential Options	39	4,236,938	607,473	7,897,500 (8,443 du)	635,820	13,406,231 (8,443 du)

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

Five major site plan submissions are under review or have been approved within the Tysons West District since June 2010. These submissions are identified in the table below.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
8333 Greensboro Dr	1970-SP-003	RZ 2011-PR-023	+14,422 sq.ft. office use	Renovation / expansion
The Ascent at Spring Hill Station	8158-SP-003	RZ 2010-PR-014A	+416,834 sq.ft. residential use in 404 dwelling units	Construction of a 26 story residential structure
Elan Tysons West	8158-SP-004	RZ 2010-PR-014D	+393,501 sq.ft. residential use in 400 dwelling units +6,414 sq.ft. retail use	Construction of a 34 story residential tower
Building C	6279-SP-003	RZ 2011-HM-032	+374,576 sq.ft. residential use in 368 dwelling units +40,844 sq.ft. retail use	Construction of a 6 story retail and residential structure
Phase 1 Retail (Building D)	6279-SP-004	RZ 2011-HM-032	+153,373 sq.ft. retail use +28,768 sq.ft. office use	Urban-style WalMart and fitness center

Tysons West Major Applications



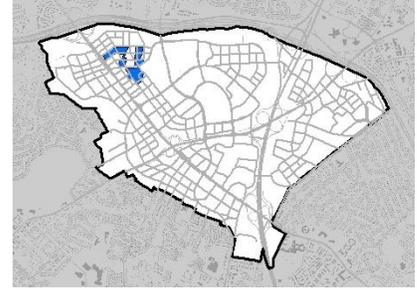
Spring Hill Station

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 – under review (Building D2A)



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

DEVELOPMENT OVERVIEW



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

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

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

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

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

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

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

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

CURRENT DEVELOPMENT ACTIVITY

Building F1 (The Ascent at Spring Hill Station), in application RZ 2010-PR-014A, was substantially complete in April, 2014 and has begun occupancy. Building F1 is a 26-story residential building with 404 residential units. Site Plan 8158-SP-004 is currently under review for Building D2A (Elan Tysons West), proposing a 34-story residential building with 400 residential units. Site work has begun for this building under a rough grading plan.

SUMMARY LAND USE

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

	# of Buildings	Office ¹	Retail ²	Residential	Hotel	Totals
Existing						
To be Removed	8	233,031	39,148	0	0	281,747 ³
To Remain ⁴	3	431,170	0	416,834 (404 du)	0	848,004
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP						
	2	0	10,000	842,000 (914 du)	0	852,000
Approved by CDP						
Option 1	17	2,123,170	130,100 ⁵	3,392,000 (3,740 du)	324,000	5,994,270 ⁶ (5.63 FAR)
Option 2	18	1,688,170	114,100 ⁵	4,092,500 (4,659 du)	0	5,919,770 ⁶ (5.56 FAR)

1 Includes industrial use for existing uses

2 Includes car dealerships for existing uses

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

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

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

6 Total includes 25,000 sq.ft. of public use for a 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	808	2,301
Estimated Proposed	6,545	7,606

Maximum Residential Option (Option 2)

	Residents	Employees
Estimated Current	808	2,301
Estimated Proposed	8,153	5,881

DETAILED APPROVED DEVELOPMENT INFORMATION

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

RZ 2010-PR-014A

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

RZ 2010-PR-014B

	Option	Office	Retail ¹	Residential	Hotel	Totals
Existing to Remain						
	N/A	0	0	0	0	0
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
	N/A	0	0	0	0	0
Approved by CDP						
Building G1	Option 1	0	4,100	430,000 (478 du)	0	434,100
	Option 2	0	7,500	430,000 (478 du)	0	437,500
Building G2	Option 1	0	5,700	430,000 (478 du)	0	435,700
	Option 2	0	9,100	430,000 (478 du)	0	439,100
Building G3	Option 1	0	5,800	430,000 (478 du)	0	435,800
	Option 2	0	0	378,500 (478 du)	0	378,500
Building G4	Option 1	0	2,500	430,000 (478 du)	0	457,500 ²
	Option 2	0	1,500	338,000 (478 du)	0	339,500
Building G5	Option 2	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 25,000 sq.ft. for a public use (fire station)

RZ 2010-PR-014D

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

RZ 2010-PR-014E

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

1 Existing to remain are not included on an approved FDP

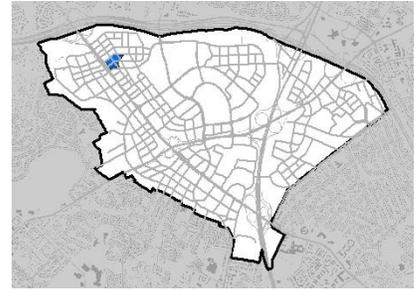
Spring Hill Station (Cherner Property)

Zoning Applications

RZ 2010-PR-014C – indefinitely deferred

SITE AREA: 7.13 acres

DEVELOPMENT OVERVIEW



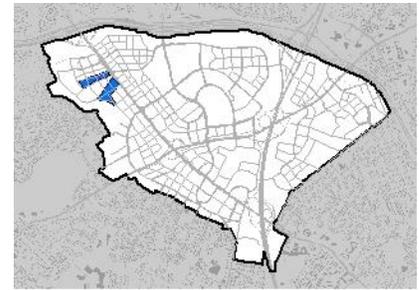
*Image depicted is from CDP Illustrative Plan, dated – November 30, 2011

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

Dominion Square (CARS)

Zoning Applications

- RZ 2011-HM-012 – pending
- RZ 2011-HM-013 – pending
- SE 2014-HM-034 – pending
- FDP 2014-0366 - pending



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

Development Overview



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

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

The three applications, which were filed by a single property applicant, propose to redevelop an area which is currently developed with several automobile dealerships. Under the proposed rezoning applications, the new

development proposes a total of 12 structures, which include a mix of office, residential and hotel uses. The buildings would range in height from 150 to 400 feet, with the larger structures closer to the Spring Hill Metrorail station. None of the existing structures are proposed to remain.

Because the two land bays are not contiguous, two separate rezoning applications were filed but will be heard concurrently. In addition, RZ 2011-HM-027 (Sunburst at Spring Hill Metro) has been filed on property located between the two Dominion Square land bays and will be heard concurrently with these applications. RZ 2011-HM-026 (Perseus Realty) was filed on property immediately adjacent to Leesburg Pike, between the Dominion Square land bays and immediately north of Sunburst, but has been deferred indefinitely and will not be heard concurrently with the other three applications. A FDP has been filed for the proposed Dominion Power electric substation.

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

The proposed layout includes a full size rectangular 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 is proposed to 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 Board-owned parcel and partially on the Sunburst (RZ 2011-HM-027) area.

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

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail ¹	Residential	Hotel	Totals
Existing						
To be Removed	5	0	145,048	0	0	145,048
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	0	0	0	0	0	0
Proposed by CDP						
	12	2,140,000	215,000	2,000,000 (2,000 du)	205,000	4,560,000 (5.33 FAR)

¹ Includes car dealerships for existing uses

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	322
Estimated Proposed:	3,500	7,760

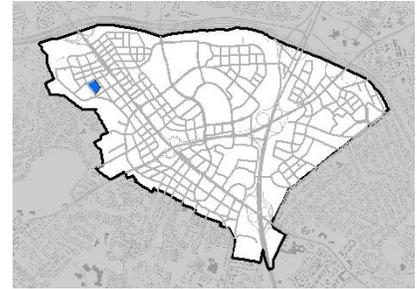
Sunburst at Spring Hill Metro

Zoning Applications

RZ 2011-HM-027 – pending

FDP 2014-0367 - pending

SITE AREA: 4.09 acres



DEVELOPMENT OVERVIEW



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

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

This application is being reviewed in concert with the Dominion Square applications, RZ 2011-HM-012 and RZ 2011-HM-013; these three applications will be heard concurrently. RZ 2011-HM-026 (Perseus Realty) was filed on property immediately adjacent to Leesburg Pike, between the Dominion Square land bays and immediately north of Sunburst, but has been indefinitely deferred and will not be heard concurrently with the other three. A FDP has been filed for the proposed Dominion Power electric substation.

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, skyarks and 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, the Board-owned property, and the Dominion Square (RZ 2011-HM-013) area.

Discussions regarding LEED standards and stormwater management goals are ongoing.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	2	0	6,423	0	80,259	86,682
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	0	0	0	0	0	0
Proposed by CDP						
Option A	5 ¹	445,000	30,000	705,000 (715 du)	0	1,180,000 (6.62 FAR)
Option B	4 ¹	0	25,000	1,105,000 (1,115 du)	0	1,130,000 (6.34 FAR)
Option C	4 ¹	375,000	30,000	705,000 (715 du)	0	1,110,000 (6.23 FAR)

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

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 A)

	Residents	Employees
Estimated Current:	0	74
Estimated Proposed:	1,251	1,550

Maximum Residential (Option B)

	Residents	Employees
Estimated Current:	0	74
Estimated Proposed:	1,951	56

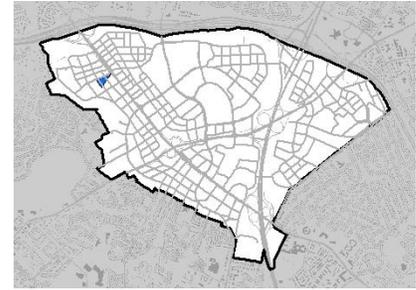
Perseus Realty

Zoning Applications

RZ 2011-HM-026 – indefinitely deferred

SITE AREA: 3.80 acres

DEVELOPMENT OVERVIEW



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

The subject site is currently developed with a six-story office building. Prior to being indefinitely deferred, the rezoning application proposed to fully redevelop the site with a mixed use building (office, hotel and retail) and a residential building, with a total gross floor area of 855,500 square feet. A multi-purpose field and play area were also shown.

Tyson's West

Zoning Applications

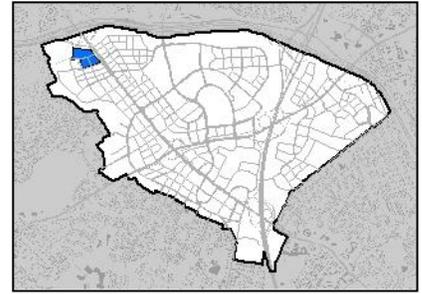
RZ 2011-HM-032 – approved 9/24/2013

FDP 2011-HM-032 – approved 7/31/2013

Site Plans

6279-SP-003 – under review (Building C)

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



SITE AREA: 16.02 acres

DEVELOPMENT OVERVIEW



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

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

The redevelopment will add a mix of uses that integrate with the existing uses. Three new buildings are planned, including residential and office uses with ground floor retail. The new buildings range in height from 95 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 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

Construction for the Walmart and fitness center was completed in 2013 pursuant to Site Plan 6279-SP-004. Site Plan 6279-SP-003 is currently under review for Building C, proposing a 6-story residential building with 368 residential units and up to almost 41,000 sq.ft. of ground floor retail.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	2	28,768	153,373	0	430,820	612,961
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP						
	3 ¹	28,768	203,373	400,000 (400 du)	430,820	1,062,961
Approved by CDP						
	5	408,768	253,373	700,000 (669 du)	430,820	1,796,461 ² (2.75 FAR)

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

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

RESIDENTIAL AND EMPLOYEE POPULATION

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

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

DETAILED APPROVED DEVELOPMENT INFORMATION

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

RZ 2011-HM-032

	Option	Office	Retail	Residential	Hotel	Totals
Existing To Remain						
Building D	N/A	28,768	153,373	0	0	182,141
Building E	N/A	0	0	0	430,820	430,820
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Building C	N/A	0	50,000	400,000 (400 du)	0	450,000
Building D	N/A	28,768	153,373	0	0	182,141
Building E	N/A	0	0	0	430,820	430,820
Approved by CDP						
Building A	N/A	380,000	15,000	0	0	395,000
Building B	N/A	0	35,000	300,000 (269 du)	0	338,500 ¹
Building C	N/A	0	50,000	400,000 (400 du)	0	450,000
Building D	N/A	28,768	153,373	0	0	182,141
Building E	N/A	0	0	0	430,820	430,820

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

TYSONS CENTRAL 7 DISTRICT

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Existing						
To be Removed	8	48,666	82,402	0	158,521	289,589
To Remain	5	1,099,438	0	0	0	1,099,438
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP (Approved Applications)						
	5	504,574	18,999	873,438 (934 du)	0	1,400,011 ²
Approved by CDP (Approved Applications)						
Maximum of Non-Residential Options	10	1,135,574	174,999	1,327,438 (1,405 du)	155,000	2,810,511
Maximum of Residential Options	10	824,574	174,999	1,920,438 (2,029 du)	155,000	3,032,511
Proposed by FDP (Pending Applications)						
	1	0	13,500	615,000 (610 du)	0	628,500
Proposed by CDP (Pending Applications)						
	17	1,995,864	290,500	3,610,000 (3,605 du)	510,000	5,339,500
Total Proposed or Approved by CDP						
Maximum of Non-Residential Options	27	3,131,438	465,999	4,937,438 (5,010 du)	665,000	8,150,011
Maximum of Residential Options	27	2,820,438	465,999	5,530,438 (5,634 du)	665,000	8,372,011

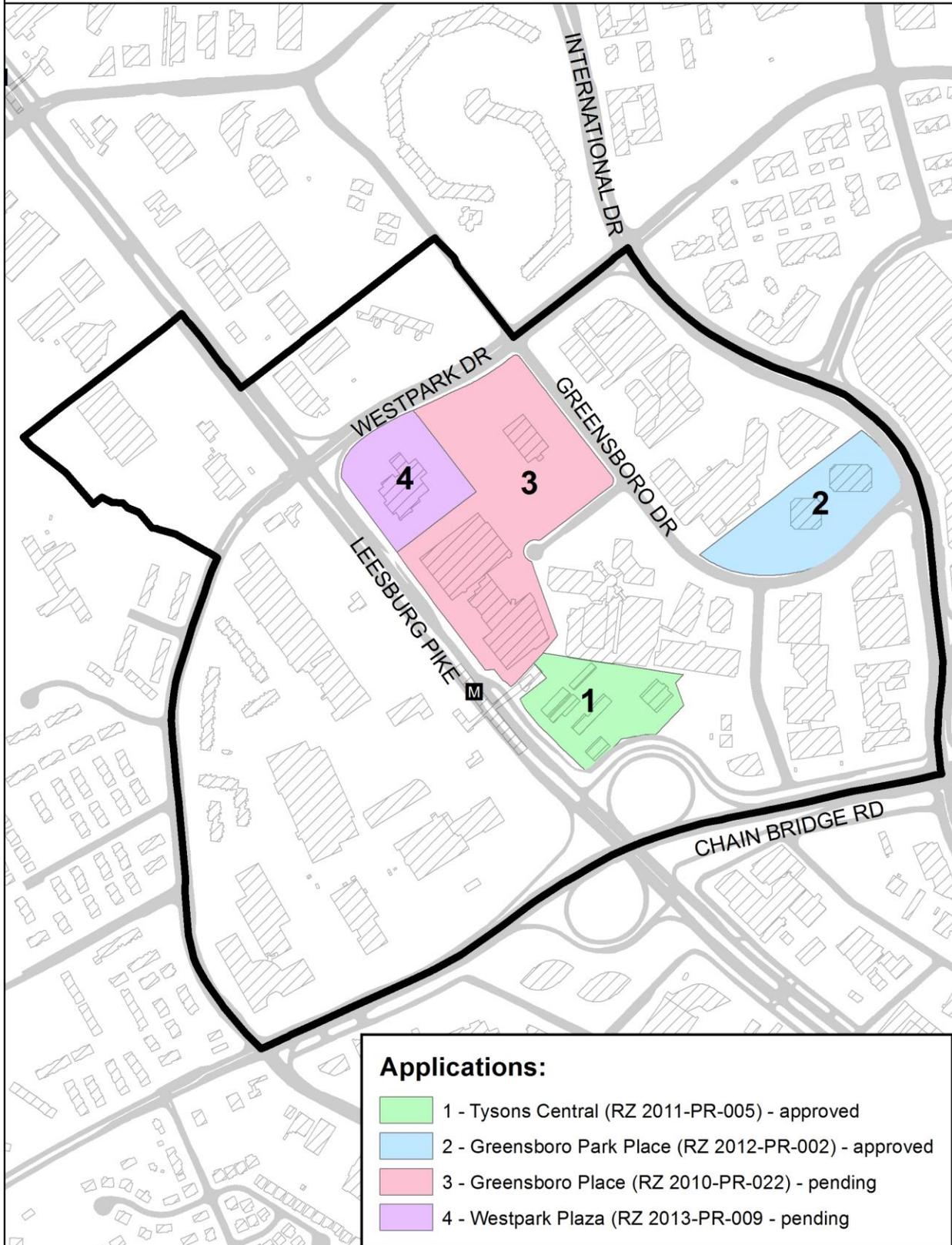
1 Totals may not be the sum of potential land uses due to development maximums proposed and/or public facility sq.ft. not shown

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

One site plan submissions is under review within the Tysons Central 7 District since June 2010.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
Tysons Central 7 Station, Pop-up retail	25084-MSP-001	RZ 2011-PR-005	+800 sq.ft. retail	Pop-up retail uses adjacent to Tysons Corner Metrorail station

Tyson's Central 7 Major Applications



Tyson's Central (NV Commercial)

Zoning Applications

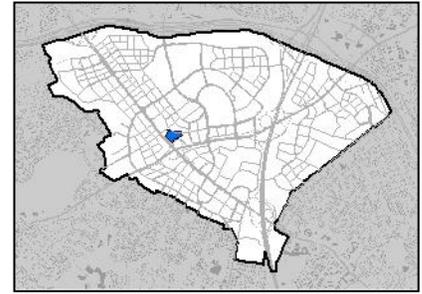
RZ 2011-PR-005 – approved 11/19/2013

FDP 2011-PR-005 – approved 11/6/2013

SEA 2008-MD-036 – approved 11/19/2013

Site Plans

25084-MSP-001 – under review (Interim Pop-up Retail)



SITE AREA: 5.79 acres

DEVELOPMENT OVERVIEW



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

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

The 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 are proposed, one that maximizes

residential uses and one that maximizes office uses. Building heights range from 75 to 400 feet. The approved FDP application is for Building F, located in the southeast corner of the site.

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

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

The applicant has proposed to construct an interim sidewalk from Solutions Drive to the Greensboro Metro Station within 18 months of approval of the application (if such can be coordinated with the adjacent landowner). The applicant has also proposed to provide a "pop-up" retail experience in the area surrounding the Greensboro Metro Station to provide interest and activity in the near term, prior to full site redevelopment.

CURRENT DEVELOPMENT ACTIVITY

The owner of the property has submitted a minor site plan (25084-MSP-001) to permit the installation of several pop-up retail structures in the area surrounding the metro station. It is anticipated that the next step will be filing for the appropriate Non-Residential Use Permits, should the minor site plan be approved.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	6	0	82,402	0	0	82,402
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP						
	1	0	17,000	394,000 (414 du)	0	411,000
Approved by CDP						
Option 1- Office	6	631,000	173,000	848,000 (885 du)	155,000	1,821,500 ¹ (7.17 FAR)
Option 1 - Hotel	6	560,000	173,000	848,000 (885 du)	347,000	1,942,500 ¹ (7.64 FAR)
Option 2	6	320,000	173,000	1,441,000 (1,509 du)	155,000	2,043,500 ¹ (8.04 FAR)

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 1)

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

Maximum Residential (Option 2)

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

DETAILED APPROVED DEVELOPMENT INFORMATION

RZ 2011-PR-005

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
	N/A	0	0	0	0	0
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Building F	Option 2	0	17,000	394,000 (414 du)	0	411,000
Approved by CDP						
Building A	Options 1 & 2	320,000	62,000	0	0	382,000
Building B	Options 1 & 2	0	33,000	170,000 (175 du)	155,000	358,000
Building C	Options 1 & 2	0	8,000	335,000 (350 du)	0	357,500 ¹
Building D	Options 1 & 2	0	20,000	343,000 (360 du)	0	363,000
Building E	Option 1 - Office	212,000	33,000	0	0	245,000
	Option 1 - Hotel	0	33,000	0	192,000	225,000
	Option 2	0	33,000	195,000 (210 du)	0	228,000
Building F	Option 1	240,000	17,000	0	0	257,000
	Option 2	0	17,000	398,000 (414 du)	0	415,000

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

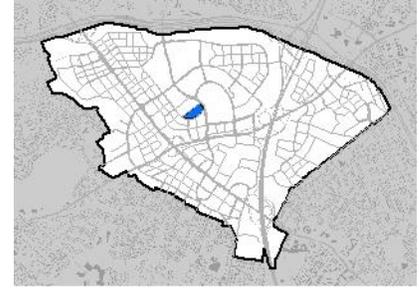
Greensboro Park Place

Zoning Applications

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

SITE AREA: 6.98 acres

DEVELOPMENT OVERVIEW



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

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

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

County for up to 50 years, with an intended use as an adjunct recreational facility. The applicant has committed to meet the LEED standards for the residential buildings.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

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

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

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

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	1,682
Estimated Proposed:	910	1,686

DETAILED APPROVED DEVELOPMENT INFORMATION

RZ 2012-PR-002

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

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

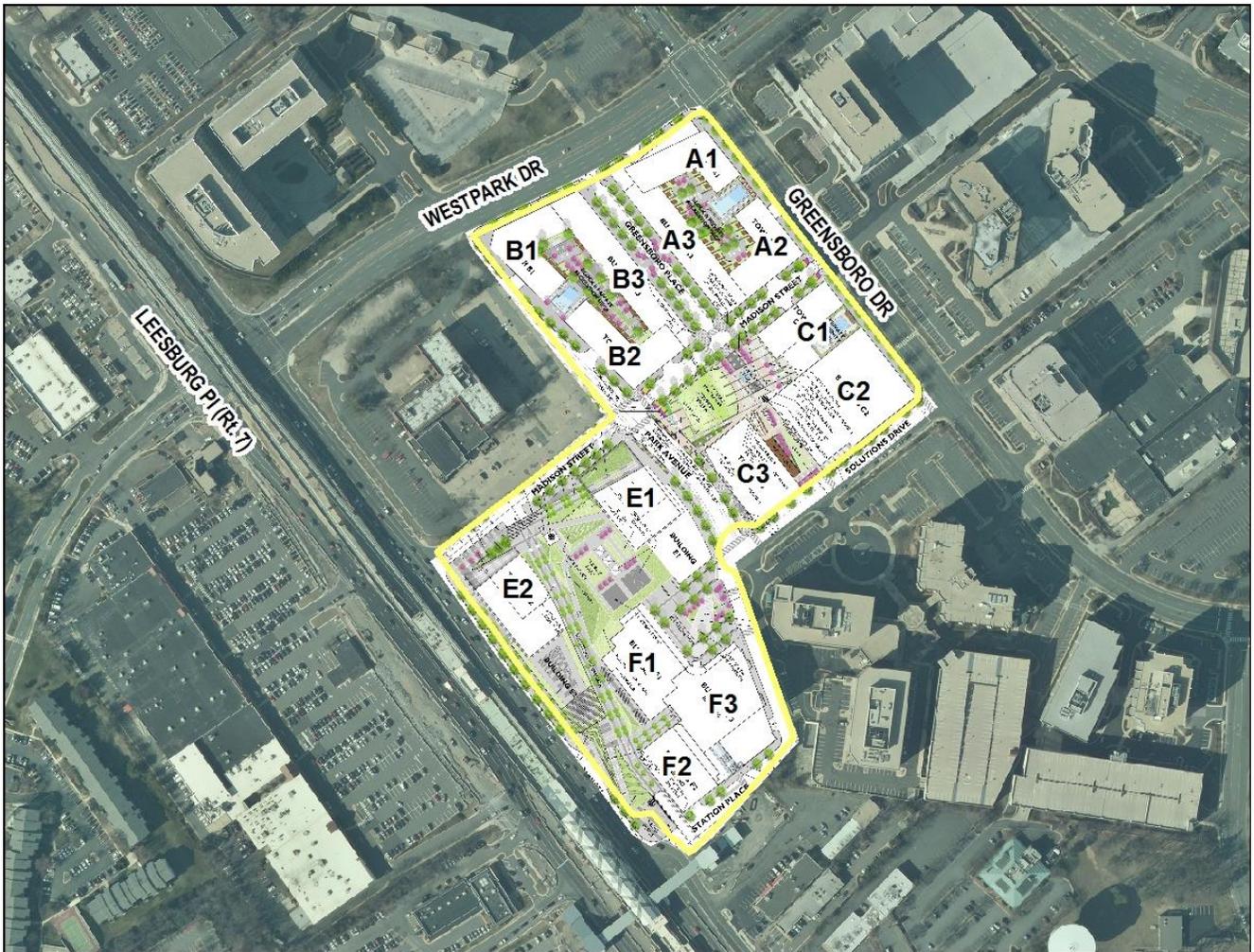
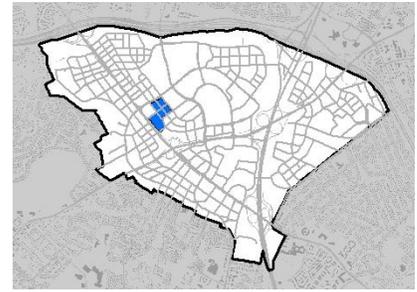
Greensboro Place

Zoning Applications

RZ 2010-PR-022 – pending

SITE AREA: 18.33 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP-Overall Illustrative dated – April 8, 2014

The subject site is currently developed with four office buildings with structured and surface parking associated with SAIC. Under the proposed redevelopment, eleven 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. Building heights would range from 125 to 400 feet in height.

This application is being reviewed in conjunction with RZ 2013-PR-009 (Westpark Plaza). Previously, the land area included within RZ 2013-PR-009 was part of this application; although the two applications have been separated they will be heard concurrently. No FDP has been submitted at this time.

Major transportation improvements proposed 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 will provide improved access to the Greensboro Metro Station. The Tysons Circulator is accommodated along the Westpark Drive frontage. Discussions regarding contributions toward the Tysons-wide and Tysons Grid of Streets transportation funds are ongoing.

The proposed layout includes four on-site parks, including Common Green (located in Block C) and Energy Park (located in Block E). Discussions regarding athletic fields, LEED standards, and stormwater management goals are ongoing. As part of the redevelopment, the applicant has proposed 17,000 sq.ft. of space to accommodate a new library.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	1	48,466	0	0	0	48,666
To Remain	3	594,864	0	0	0	594,864
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	0	0	0	0	0	0
Proposed by CDP						
	14	1,995,864	266,000	2,305,000 (2,305 du)	350,000	3,850,000 ¹ (4.82 FAR)

1 The overall proposed maximum sq.ft. for the application area is less than the sum of the proposed land uses

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	2,145
Estimated Proposed:	4,610	7,500

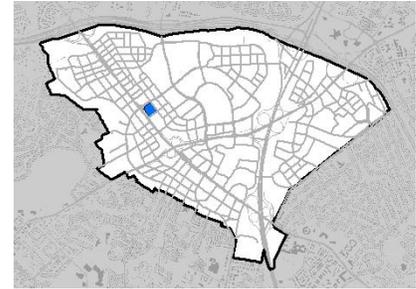
Westpark Plaza

Zoning Applications

RZ 2013-PR-009 – pending

FDP 2013-PR-009 – pending

SITE AREA: 5.37 acres



DEVELOPMENT OVERVIEW



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

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

The land area included within this rezoning application was previously part of RZ 2010-PR-022 (Greensboro Place). RZ 2013-PR-009 is anticipated to be heard concurrently with RZ 2010-PR-022. The FDP filed for this site covers the entire land area, and shows the construction of Building D1, along with interim surface parking and park spaces on the remainder of the site.

Major transportation improvements proposed include the creation of a portion of a new grid street, Park Avenue, which would run parallel to Greensboro Drive and Leesburg Pike. The Tysons Circulator is accommodated along the Westpark Drive frontage. Discussions regarding contributions toward the Tysons-wide and Tysons Grid of Streets transportation funds are ongoing.

The proposed 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. Discussions regarding contributions to public facilities, athletic fields, LEED standards and stormwater management goals continue.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	1	0	0	0	158,521	158,521
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	1	0	13,500	615,000 (610 du)	0	628,500
Proposed by CDP						
	3	0	24,500	1,305,000 (1,300 du)	160,000	1,489,500 (6.37 FAR)

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	117
Estimated Proposed:	2,275	173

TYSONS CENTRAL 123 DISTRICT

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Existing						
To be Removed	4	303,624	0	0	0	303,624
To Remain	12	2,974,659	3,611,165	0	356,812	6,942,636
Under Construction						
	5	456,576	37,864	1,015,215 (890 du)	252,213	1,776,168 (890 du)
Approved by FDP (Approved Applications)						
	35	6,936,937	3,626,866	3,998,510 (3,436 du)	602,603	15,129,216 ² (3,436 du)
Approved by CDP (Approved Applications)						
	45	8,154,922	3,819,688	4,666,510 (4,018 du)	764,603	17,370,023 ² (4,018 du)
Proposed by FDP (Pending Applications)						
	0	0	0	0	0	0
Proposed by CDP (Pending Applications)						
	0	0	0	0	0	0
Total Proposed or Approved by CDP						
	45	8,154,922	3,819,688	4,666,510 (4,018 du)	764,603	17,370,023 ² (4,018 du)

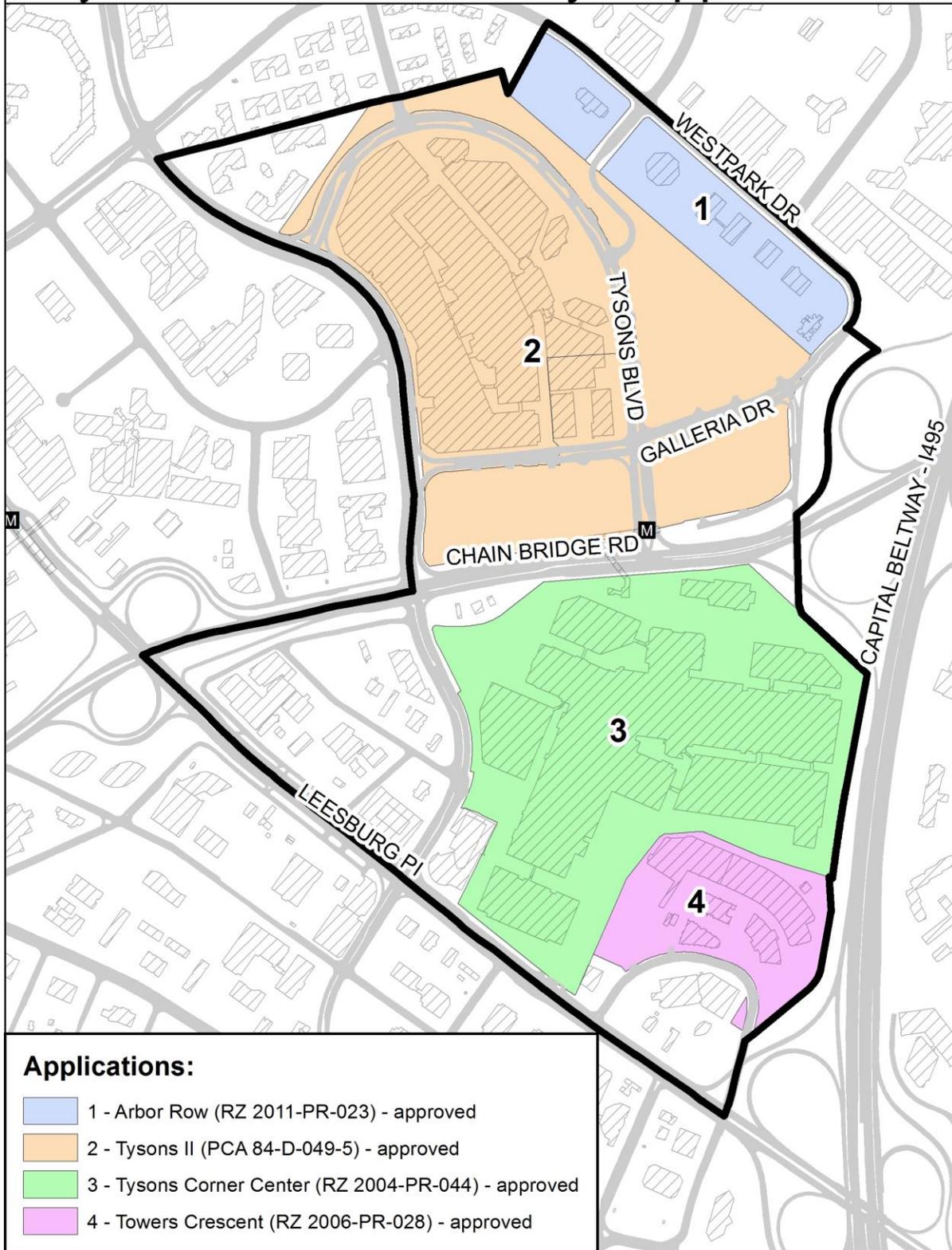
1 Totals may not be the sum of potential land uses due to development maximums proposed and/or public facility sq.ft. not shown

2 Includes 14,300 sq.ft. conference center associated with hotel use

Eight major site plan submissions are under review or have been approved within the Tysons Central 123 since June 2010. These submissions are identified in the table below.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
Arbor Row, Building E	25530-SP-002	RZ 2011-PR-023	+509,800 sq.ft. residential use in 480 dwelling units +7,000 sq.ft. retail use	Construction of a 27 story residential structure
Arbor Row, Building F	25530-SP-001	RZ 2011-PR-023	+197,844 sq.ft. office use +2,156 sq.ft. retail use	Construction of a 10 story office structure
Arbor Row, Building A2	25530-SP-004	RZ 2011-PR-023	+420,102 sq.ft. residential use in 416 dwelling units + 8,000 sq.ft. retail use	Construction of 22 story residential structure
Tysons II, Building H	6028-SP-018	PCA 84-D-049-5	+456,576 sq.ft. office use	Construction of a 17 story office structure
Tysons II, Pond 2 retrofit	6028-SP-019	PCA 84-D-049-5	0	Improvements to detention pond
Tysons Corner Center, Phase 1 Infrastructure	6399-SP-017	RZ 2004-PR-044	0	Utility infrastructure enhancements for Phase 1
Tysons Corner Center, Phase 1; Buildings 1-A, 1-B, 1-C, and 1-D	6399-SP-018	RZ 2004-PR-044	+499,275 sq.ft. residential use in 395 dwelling units +35,978 sq.ft. retail use +536,228 sq.ft. office use +252,213 sq.ft. hotel use	Construction of four buildings consisting of Phase 1 development
Tysons Corner Center, Phase 1 Trail and Road Improvements	6399-SP-019	RZ 2004-PR-044	0	Improvements to pedestrian and street network

Tyson's Central 123 Major Applications



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

Site Plans

25530-PI-001 – under review (Westbranch Dr / Westpark Dr)

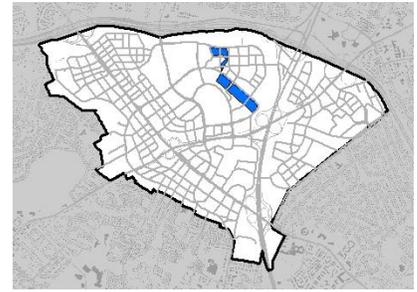
25530-PI-002 – approved 11/6/2013 (Hanover Parcel, Stream Restoration)

25530-SP-001 – under review (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)



SITE AREA: 19.40 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP – approved Illustrative Plan, October 5, 2012

The approved rezoning proposes to redevelop six parcels, characterized by 1970s era office buildings, into a mixed-use development containing office, hotel, residential, and retail uses in up to 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), and Block F for an office building (FDP 2011-PR-023-2).

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) is proposed to be dedicated to the County for athletic fields and a future elementary school site.

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 Scott's Run Stream Valley, adjacent to the Hanover site.

CURRENT DEVELOPMENT ACTIVITY

Construction for Building E (25530-SP-002) is currently underway. A number of site construction plans are 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 Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	4	303,624	0	0	0	303,624
To Remain	0	0	0	0	0	0
Under Construction						
Building E	1	0	7,000	509,800 (461 du)	0	516,800 (461 du)
Approved by Site Plan, Not Under Construction¹						
	0	0	0	0	0	0
Approved by FDP						
	4	197,844	17,156	1,246,600 (1,174 du) ²	0	1,461,600 (1,174 du)
Approved by CDP						
	8	1,108,429	58,656	1,246,600 (1,174 du) ²	162,000	2,575,685 (3.05 FAR)

1 Site plans for Buildings A2 and F have not been approved at this time, and therefore not included

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

RESIDENTIAL AND EMPLOYEE POPULATION

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

	Residents	Employees
Estimated Current:	0	1,012
Estimated Proposed:	2,055	3,945

DETAILED APPROVED DEVELOPMENT INFORMATION

RZ 2011-PR-023

	Option	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	N/A	303,624	0	0	0	303,624
Under Construction						
Building E	N/A	0	7,000	509,800 (461 du)	0	516,800 (461 du)
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP ¹						
Building A1	N/A	0	0	279,405 (267 du)	0	279,405 (267 du)
Building A2	N/A	0	8,000	457,395 (427 du)	0	465,395 (427 du)
Building E	N/A	0	7,000	509,800 (480 du)	0	516,800 (480 du)
Building F	N/A	197,844	2,156	0	0	200,000
Approved by CDP ¹						
Building A1	N/A	0	0	279,405 (267 du)	0	279,405 (267 du)
Building A2	N/A	0	8,000	457,395 (427 du)	0	465,395 (427 du)
Building B	N/A	384,285	8,500	0	0	392,785
Building C1	N/A	263,150	12,500	0	0	275,650
Building C2	N/A	263,150	12,500	0	0	275,650
Building D	N/A	0	8,000	0	162,000	170,000
Building E	N/A	0	7,000	509,800 (480 du)	0	516,800 (480 du)
Building F	N/A	197,844	2,156	0	0	200,000

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

Tyson's II

Zoning Cases

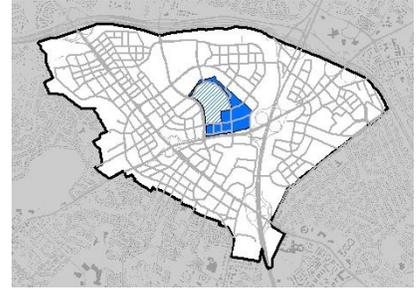
PCA 84-D-049-5 –approved 6/16/2003

FDPA 84-D-049-6 –approved 6/16/2003

Site Plans

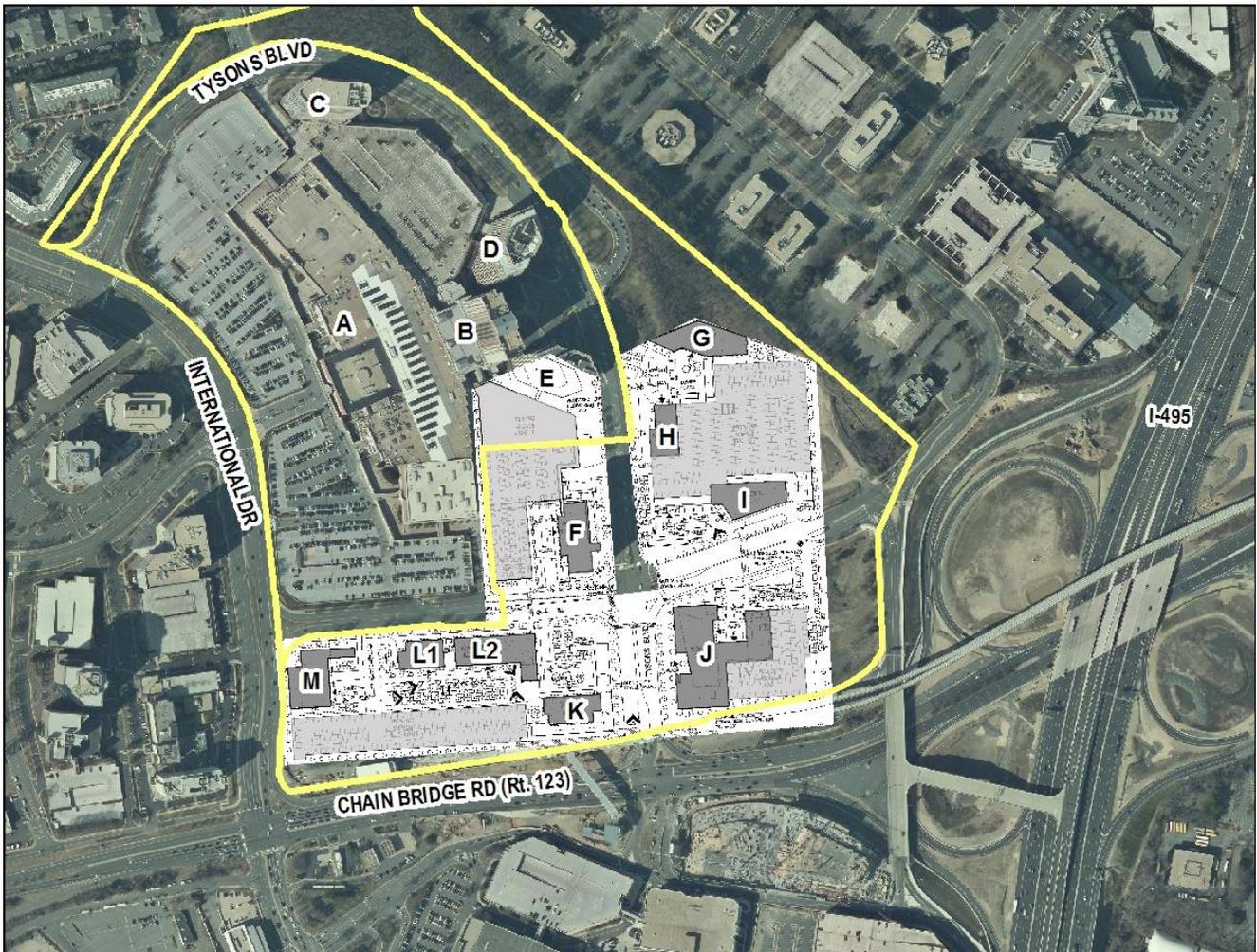
6028-SP-018 – approved 3/18/11 (Building H)

6028-SP-019 – approved 7/7/2014 (Pond 2 retrofit)



SITE AREA: 106.84 acres (PCA application area 57.44 acres)

DEVELOPMENT OVERVIEW



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

The site is developed with the Tysons Galleria regional mall, and several surrounding hotel and office buildings (Buildings A-F). The approval permits the development of an additional eight office, hotel and residential buildings in the vacant lots surrounding mall. The approved FDPs cover 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 is currently under construction pursuant to Site Plan 6028-SP-018 as an 18-story office building. The building is anticipated to be completed in 2015.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain ¹	6	1,527,525	1,072,131	0	356,812	2,956,468
Under Construction						
	1	456,576	0	0	0	456,576
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP ¹						
	14	4,748,507 ²	998,555	772,154 (540 du)	350,390 ²	6,819,606 (540 du)
Approved by CDP ²						
	14	4,748,507 ²	998,555	772,154 (540 du)	350,390 ²	6,819,606 (1.47 FAR)

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

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

RESIDENTIAL AND EMPLOYEE POPULATION

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

	Residents	Employees
Estimated Current:	0	7,739
Estimated Proposed:	945	18,307

DETAILED APPROVED DEVELOPMENT INFORMATION

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

PCA 84-D-049-5

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
Building A	N/A	0	1,072,131	0	0	1,072,131
Building B	N/A	0	0	0	356,812	356,812
Building C	N/A	319,841	0	0	0	319,841
Building D	N/A	402,290	0	0	0	402,290
Building E	N/A	429,381	0	0	0	429,381
Building F	N/A	376,013	0	0	0	376,013
Under Construction						
Building H	N/A	456,576	0	0	0	456,576
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Building A ¹	N/A	0	998,555	0	0	998,555
Building B ¹	N/A	0	0	0	350,390	350,390
Building C	N/A	291,667	0	0	0	291,667
Building D	N/A	364,698	0	0	0	364,698
Building E	N/A	338,238	0	0	0	338,238
Building F	N/A	296,123	0	0	0	296,123
Building G	N/A	607,500	0	0	0	607,500
Building H	N/A	455,600	0	0	0	455,600
Building I	N/A	483,840	0	0	0	483,840
Building J	N/A	0	0	722,154 (540 du)	0	722,154 (540 du)
Building K	Office	563,174 ²	0	0	0 ²	563,174
Building L1	Office	285,600 ²	0	0	0 ²	285,600
Building L2	Office	478,800 ²	0	0	0 ²	478,800
Building M	Office	533,267 ²	0	0	0 ²	533,267

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

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

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

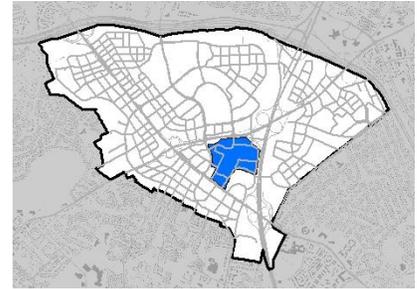
Site Plans

6399-SP-017 – approved 5/19/2011 (Phase 1 Infrastructure)

6399-SP-018 – approved 6/29/2012

(Phase 1, Buildings 1-A, 1-B, 1-C, and 1-D)

6399-SP-019 – approved 10/23/2013 (Phase 1 Trails & Road Improvements)



SITE AREA: 78.65 acres

DEVELOPMENT OVERVIEW



*Image depicted is from Overall Plan, dated – January 8, 2007

Tysons Corner Center is the largest regional mall in Virginia. The approved application would transform much of the 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 adds 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 FDP covers the entire site and shows all phases, but per the proffered commitments, Phases 3 and 4 must return through the zoning process for a CDPA/FDPA prior to any development occurring in those phases.

CURRENT DEVELOPMENT ACTIVITY

Construction is underway on Phase I. The 22-story office building, Tysons Tower, was delivered in 2014. A 28-story residential building, a Hyatt Regency hotel, and a retail structure, pursuant to Site Plan 6399-SP-018, are under construction and expected to be delivered late-2014/early-2015. A central, elevated outdoor plaza of over one-acre in size and 32ft above street level, 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.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	2	509,476	2,463,725	0	0	2,973,201
Under Construction						
	3	0	30,864	505,415 (429 du)	252,213	802,792 ¹ (429 du)
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP²						
	10	1,052,928	2,520,487	1,060,175 (803 du)	252,213	4,900,103 ¹ (803 units)
Approved by CDP						
	16	1,360,328	2,671,809	1,728,175 (1,385 du)	252,213	6,026,825 ¹ (1.76 FAR)

1 Includes 14,300 sq.ft. conference center associated with hotel use

2 Reflects approvals for existing development, Phase 1 and Phase 2. Phases 3 & 4 are not included as "approved by FDP" in this 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	5,437
Estimated Proposed:	2,424	10,659

DETAILED APPROVED DEVELOPMENT INFORMATION

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

RZ 2004-PR-044

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
Existing Mall	N/A	0	2,446,713	0	0	2,446,713
Building 1-B	Development w. Rail	509,476	17,012	0	0	526,488
Under Construction						
Building 1-A	Development w. Rail	0	15,000	505,415 (429 du)	0	520,415
Building 1-C	Development w. Rail	0	5,114	0	252,213	271,627 ¹
Building 1-D	Development w. Rail	0	10,750	0	0	10,750
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP²						
Existing Mall	Development w. Rail	0	2,442,057	0	0	2,442,057
Macy's Exp.	Development w. Rail	0	47,578	0	0	47,578
Circuit City Demo	Development w. Rail	0	-42,922	0	0	-42,922
Building 1-A	Development w. Rail	0	13,118	499,275 (355 du)	0	512,393 (355 du)
Building 1-B	Development w. Rail	551,638	0	0	0	551,638
Building 1-C	Development w. Rail	0	4,400	42,900 (40 du)	252,213	313,813 ¹ (40 du)
Building 1-D	Development w. Rail	0	7,756	0	0	7,756
Building 2-A	Development w. Rail	0	0	518,000 (408 du)	0	518,000 (408 du)
Building 2-B	Development w. Rail	488,290	23,800	0	0	512,090
Building 2-C	Development w. Rail	0	14,500	0	0	14,500
Building 2-D	Development w. Rail	0	10,200	0	0	10,200
Building 2-E	Development w. Rail	13,000	0	0	0	13,000

Approved by CDP						
Existing Mall	Development w. Rail	0	2,442,057	0	0	2,442,057
Macy's Exp.	Development w. Rail	0	47,578	0	0	47,578
Circuit City Demo	Development w. Rail	0	-42,922	0	0	-42,922
Building 1-A	Development w. Rail	0	13,118	499,275 (355 du)	0	512,393 (355 du)
Building 1-B	Development w. Rail	551,638	0	0	0	551,638
Building 1-C	Development w. Rail	0	4,400	42,900 (40 du)	252,213	313,813 ¹ (40 du)
Building 1-D	Development w. Rail	0	7,756	0	0	7,756
Building 2-A	Development w. Rail	0	0	518,000 (408 du)	0	518,000 (408 du)
Building 2-B	Development w. Rail	488,290	23,800	0	0	512,090
Building 2-C	Development w. Rail	0	14,500	0	0	14,500
Building 2-D	Development w. Rail	0	10,200	0	0	10,200
Building 2-E	Development w. Rail	13,000	0	0	0	13,000
Building 3-A	Development w. Rail	0	25,800	298,000 (282 du)	0	323,800 (282 du)
Building 3-B	Development w. Rail	26,100	30,000	0	0	56,100
Building 4-A	Development w. Rail	0	17,500	320,000 (300 du)	0	337,500 (300 du)
Building 4-B	Development w. Rail	45,900	8,400	0	0	54,300
Building 4-C	Development w. Rail	235,400	23,000	0	0	258,400
Building 4-D	Development w. Rail	0	19,200	0	0	19,200
Phase 3/4 Res.	Development w. Rail	0	0	50,000	0	50,000
Macy's Retail	Development w. Rail	0	27,422	0	0	27,422

1 Includes 14,300 sq.ft. conference center associated with hotel use

2 Reflects approvals for existing development, Phase 1 and Phase 2. Phases 3 & 4 are not included as "approved by FDP" in this table

Towers Crescent

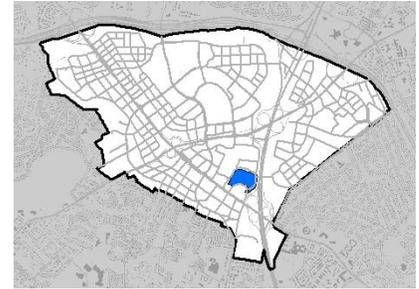
Zoning Applications

RZ 2006-PR-028 – approved 10/15/2007

FDP 2006-PR-028 – approved 10/3/2007

SITE AREA: 18.03 acres

DEVELOPMENT OVERVIEW



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

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

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

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

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

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

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 for dwelling units (du)

RZ 2006-PR-028

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
Building A	N/A	402,015	23,521	0	0	425,536
Building B	N/A	196,702	16,271	0	0	212,973
Building C	N/A	65,259	16,121	0	0	81,380
Building F	N/A	273,682	19,396	0	0	293,078
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Building A	N/A	402,015	23,521	0	0	425,536
Building B	N/A	196,702	16,271	0	0	212,973
Building C	N/A	65,259	16,121	0	0	81,380
Building D	N/A	0	0	248,455 (248 du ¹)	0	248,455
Building E	N/A	0	0	211,176 (211 du ¹)	0	211,176
Building F	N/A	273,682	19,396	0	0	293,078
Building G	N/A	0	0	164,473 (164 du ¹)	0	164,473
D,E, & G Podium	N/A	0	15,359	295,477 (296 du ¹)	0	310,383
Approved by CDP						
Building A	N/A	402,015	23,521	0	0	425,536
Building B	N/A	196,702	16,271	0	0	212,973
Building C	N/A	65,259	16,121	0	0	81,380
Building D	N/A	0	0	248,455 (248 du ¹)	0	248,455
Building E	N/A	0	0	211,176 (211 du ¹)	0	211,176
Building F	N/A	273,682	19,396	0	0	293,078
Building G	N/A	0	0	164,473 (164 du ¹)	0	164,473
D,E, & G Podium	N/A	0	15,359	295,477 (296 du ¹)	0	310,383

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

TYSONS EAST

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

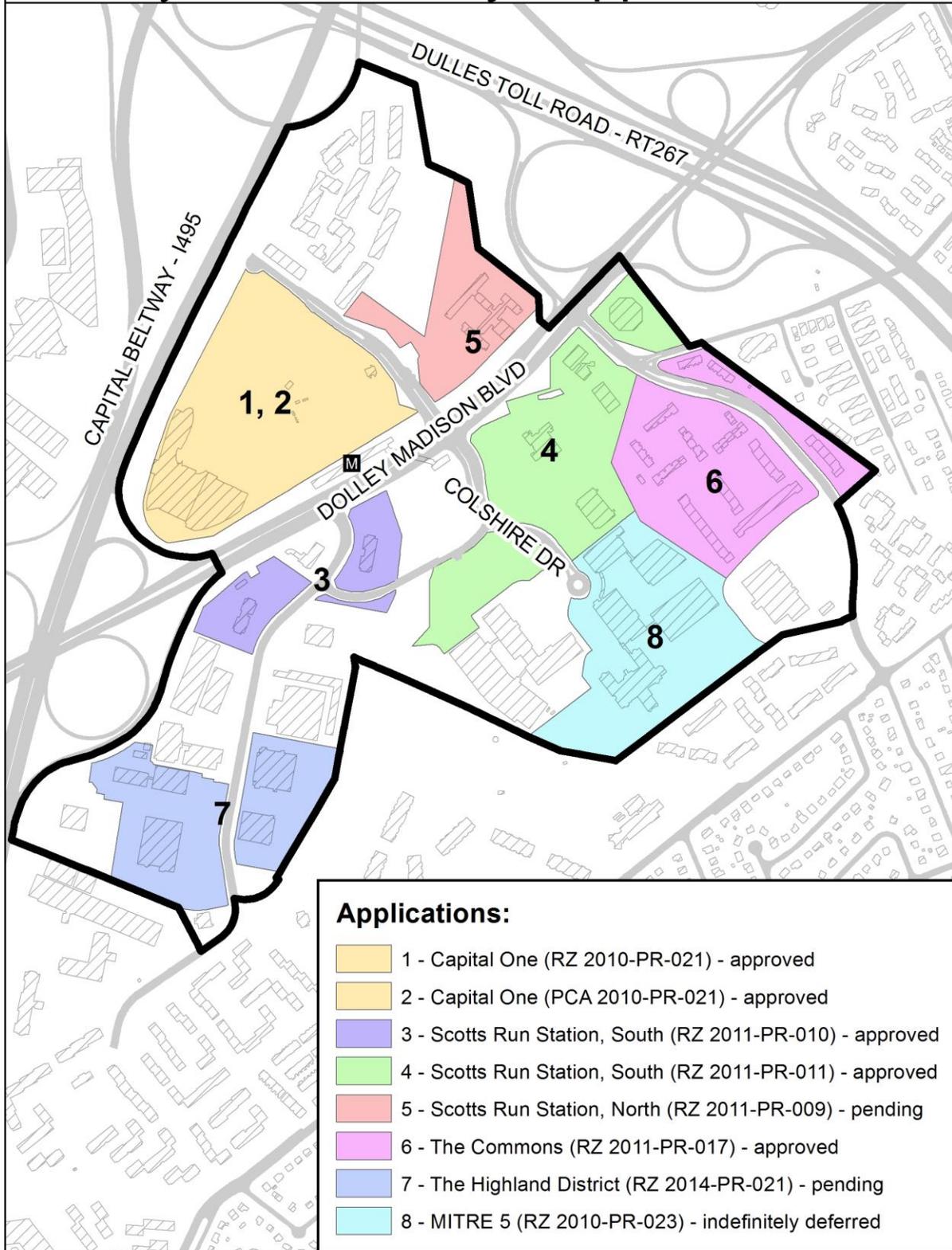
	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Existing						
To be Removed	23	776,180	0	411,244 (331 du)	0	1,187,424 (331 du)
To Remain	2	505,500	0	0	0	505,500
Under Construction						
	1	340,000	0	0	0	340,000
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP (Approved Applications)						
	12	2,380,797	48,744	863,694 (756 du)	406,762	3,729,997 (756 du)
Approved by CDP (Approved Applications)						
	37	6,920,362	272,301	6,471,358 (6,109 du)	624,962	14,318,983 (6,109 du)
Proposed by FDP (Pending Applications)						
	0	0	0	0	0	0
Proposed by CDP (Pending Applications)						
Maximum of Non-Residential Options	12	1,180,000	155,000	1,910,519 (2,167 du)	0	3,245,519 (2,167 du)
Maximum of Residential Options	12	725,000	155,000	2,516,661 (2,641 du)	0	3,290,661 (2,641 du)
Total Proposed or Approved by CDP						
Maximum of Non-Residential Options	49	8,100,362	427,301	8,381,877 (8,276 du)	624,962	17,564,502 (8,276 du)
Maximum of Residential Options	49	7,645,362	427,301	8,988,019 (8,750 du)	624,962	17,609,644 (8,750 du)

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

Six major site plan submissions are under review or have been approved within the Tysons East District since June 2010. These submissions are identified in the table below.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
Cap One, Block A Infrastructure	6835-SP-005	RZ 2011-PR-011	0	Road, athletic field and utility infrastructure improvements
Cap One, Block B	6835-SP-005	PCA 2011-PR-011	+ 970,700 sq.ft. office use + 30,150 retail use	Construction of 32 story office building
Cityline, Interim Parking Lot	778-MSP-002	RZ 2011-PR-009	-170,537 office use	Construction of a 711 parking lot
MITRE 4	3538-SP-003	RZ 2011-PR-011	+340,000 sq.ft. office use	Construction of a 14 story office structure
The Commons, Building 1	3797-SP-002	RZ 2011-PR-017	+338,000 sq.ft. residential use (316 dwelling units)	Construction of 15 story residential structure
Garfield A & B	1217-SP-002	RZ 2011-PR-011	+475,694 sq.ft. residential use (425 dwelling units)	Construction of 2 residential structures

Tysons East Major Applications



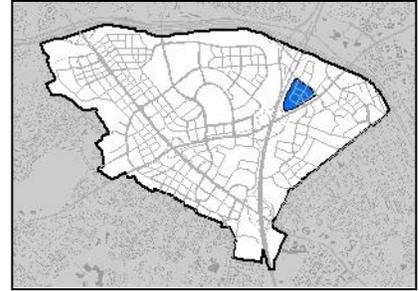
Capital One

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

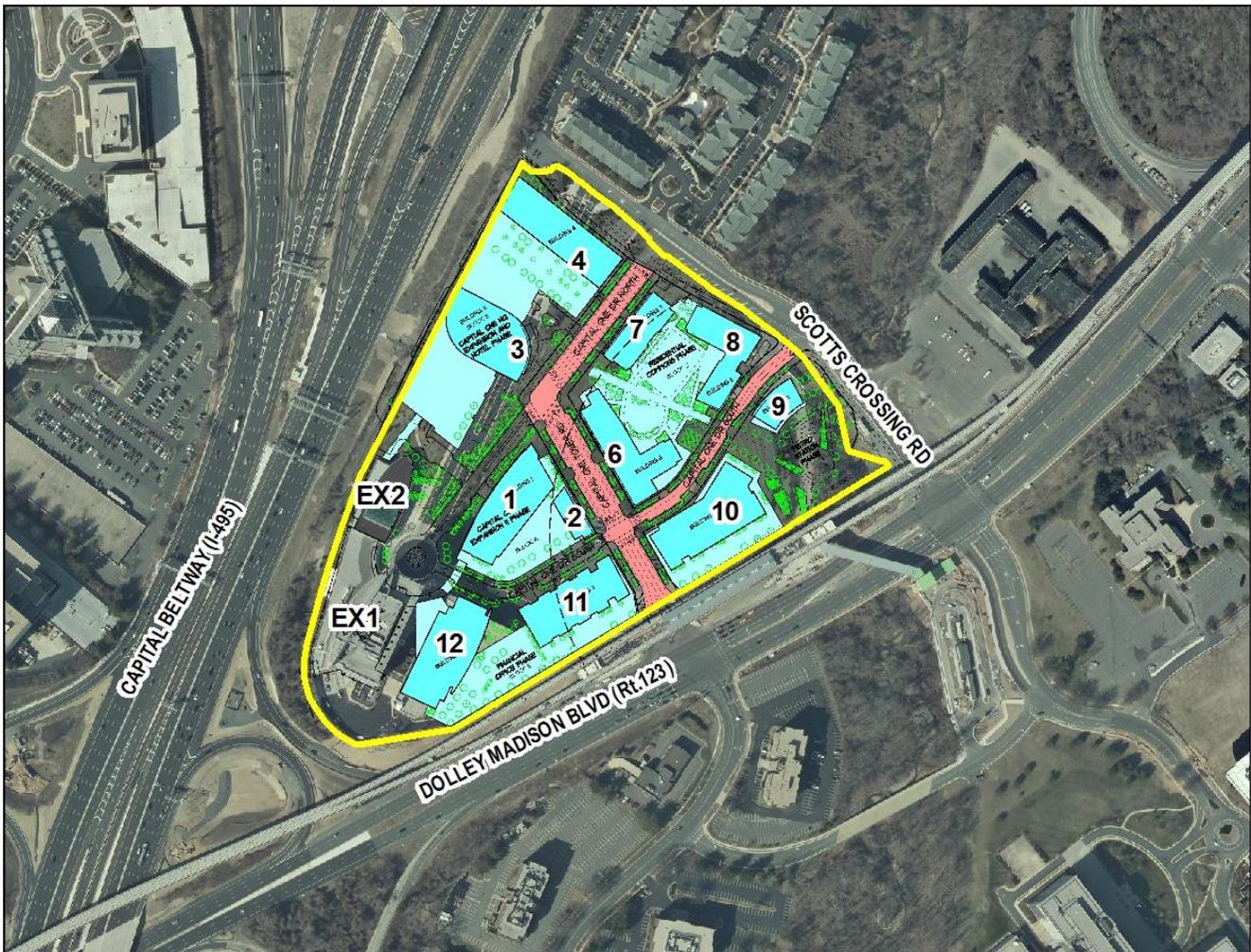
Site Plans

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



SITE AREA: 26.22 acres

GENERAL DESCRIPTION (PCA 2010-PR-021)



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

The site is currently developed with the Capital One office campus, including an office building, conference center and freestanding garage. Temporary athletic fields are constructed on the remainder of the site. As approved, the site will be redeveloped to a mixed-use development. The existing office building and conference center will remain, while 11 buildings with office, hotel, retail and residential uses will be added.

Building heights range from 42.5 to 470 feet. An FDPA application was also approved on the entire land area that shows the existing development and the new construction for Blocks A and B, as well as an interim standalone public facility to be located on the future site of Building 11.

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

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

CURRENT DEVELOPMENT ACTIVITY

Site work is currently underway for grading and construction of a portion of the internal street network. Site plans for Building 3, utility infrastructure, and recreational fields is currently under review.

SUMMARY LAND USE (PCA 2010-PR-021)

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To Remain	2	505,500	0	0	0	505,500
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP						
	8	2,040,797	48,744	0	406,762	2,526,303 ²
Approved by CDP ¹						
	13	3,182,152	128,781	1,251,828 (1,230 du)	406,762	4,999,523 ² (3.90 FAR)

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

2 Includes 30,000 public facility use

RESIDENTIAL AND EMPLOYEE POPULATION

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

	Residents	Employees
Estimated Current:	0	1,689
Estimated Proposed:	2,153	11,195

DETAILED APPROVED DEVELOPMENT INFORMATION

PCA 2010-PR-021

	Option	Office	Retail	Residential	Hotel	Totals
Existing, To Remain						
EX1	N/A	479,500	0	0	0	479,500
EX2	N/A	26,000	0	0	0	26,000
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
EX1	N/A	479,500	0	0	0	479,500
EX2	N/A	26,000	0	0	0	26,000
EX Accessory	N/A	0	0	0	0	1,247
Building 1	N/A	593,000	10,345	0	0	603,845
Building 2	N/A	0	8,249	0	81,388	89,637
Building 3	N/A	940,550	30,150	0	0	970,700
Building 4	N/A	0	0	0	325,374	325,374
Building 11	N/A	0	0	0	0	30,000 ²
Approved by CDP¹						
EX1	N/A	479,500	0	0	0	479,500
EX2	N/A	26,000	0	0	0	26,000
Building 1	N/A	593,000	10,345	0	0	603,845
Building 2	N/A	0	8,249	0	81,388	89,637
Building 3	N/A	940,550	30,150	0	0	970,700
Building 4	N/A	0	0	0	325,374	325,374
Building 6	N/A	0	30,670	499,569 (493 du)	0	530,239 (493 du)
Building 7	N/A	0	4,976	272,500 (267 du)	0	277,476 (267 du)
Building 8	N/A	0	12,470	356,479 (350 du)	0	368,949 (350 du)
Building 9	N/A	0	3,829	123,280 (120 du)	0	127,109 (120 du)
Building 10	N/A	459,623	28,092	0	0	487,715
Building 11	N/A	230,474	0	0	0	260,474 ²
Building 12	N/A	452,505	0	0	0	452,505

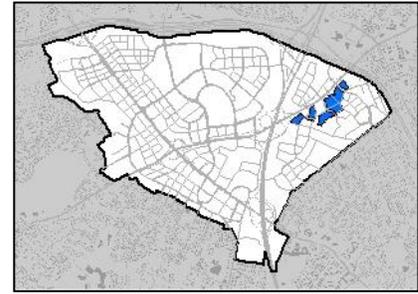
¹ Reflects proposed sq.ft. in CDP, rather than maximum

² Includes 30,000 public facility use

Scotts Run Station South

Zoning Applications

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



Site Plans

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

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

DEVELOPMENT OVERVIEW



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

The subject site is developed with existing low density office buildings. Under the approved rezoning, these office properties 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 a low of 75 feet to a height of 400 feet closest to the McLean Metrorail station along Route 123.

Scotts Run Station South consists of two approved 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. Two FDP applications were approved on the site: the Garfield block (for two residential buildings) and the MITRE 4 Building (for the previously approved 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 its 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.

CURRENT DEVELOPMENT ACTIVITY

A 340,000 sq.ft. office building, MITRE 4, is currently under construction pursuant to Site Plan 3538-SP-003.

Site work for two residential buildings on the Garfield site, Garfield A and Garfield B, is currently underway. Site plans for the two buildings are 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 Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	6	439,899	0	0	0	439,899
To Remain	0	0	0	0	0	0
Under Construction						
	1	340,000 ¹	0 ¹	0	0	340,000
Approved by Site Plan, Not Under Construction²						
	0	0	0	0	0	0
Approved by FDP						
	3	340,000 ¹	0 ¹	475,694 (425 du)	0	815,694 (425 du)
Approved by CDP³						
	17	3,738,210	143,520	2,597,130 (2,308 du)	218,200	6,697,060 (4.27 FAR)

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

2 Site plans for Garfield A and B have not been approved at this time, and therefore not included

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

RESIDENTIAL AND EMPLOYEE POPULATION

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

	Residents	Employees
Estimated Current:	0	1,466
Estimated Proposed:	4,039	12,941

DETAILED APPROVED DEVELOPMENT INFORMATION

RZ 2011-PR-010/011

	Option	Office	Retail	Residential	Hotel	Totals
Existing						
To Be Removed	N/A	439,899	0	0	0	439,899
To Remain	N/A	0	0	0	0	0
Under Construction						
MITRE 4	N/A	340,000 ¹	0 ¹	0	0	340,000
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Garfield A	N/A	0	0	251,747 (222 du)	0	251,747 (222 du)
Garfield B	N/A	0	0	223,947 (203 du)	0	223,947 (203 du)
MITRE 4	N/A	340,000 ¹	0 ¹	0	0	340,000
Approved by CDP²						
Grant A	N/A	506,907	5,000 ³	0	0	506,907
Grant B	N/A	0	5,000 ³	430,036 (391 du)	0	435,036 (391 du)
Lincoln A	N/A	362,603	8,640 ³	0	0	371,243
Lincoln B	N/A	250,000	8,640 ³	0	0	258,640
Garfield A	N/A	0	0	251,747 (222 du)	0	251,747 (222 du)
Garfield B	N/A	0	0	223,947 (203 du)	0	223,947 (203 du)
Westgate A	N/A	405,000	9,720	0	0	414,720
Van Buren A	N/A	0	7,560	466,000 (424 du)	0	473,560
Johnson I A	N/A	544,800	19,720 ³	0	0	564,520
Johnson I B	N/A	635,000	19,720 ³	0	0	654,720
Johnson I C	N/A	0	19,720 ³	450,000 (409 du)	0	469,720 (409 du)
Johnson I D	N/A	0	19,720 ³	450,000 (409 du)	0	469,720 (409 du)
MITRE 4	N/A	340,000	0	0	0	340,000
Taylor A	N/A	0	5,080 ³	325,400 (250 du)	0	330,480 (250 du)
Taylor B	N/A	443,700	5,000 ³	0	0	448,700
Taylor C	N/A	255,200	5,000 ³	0	0	260,200
Hotel	N/A	0	5,000	0	218,200	223,200

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

2 Proposed GFA listed, not maximum GFA range

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

Scotts Run Station North

Zoning Applications

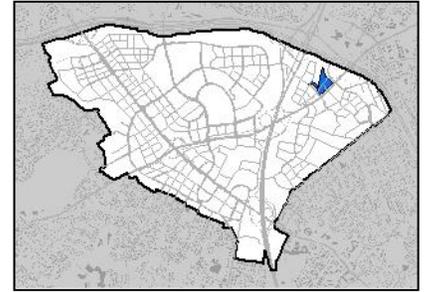
RZ 2011-PR-009 – pending

Site Plans

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

SITE AREA: 9.40 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP Illustrative Plan, dated – March 17, 2014

The site is currently developed with a surface parking lot which provides commercial off-street parking for Metrorail commuters. The rezoning application seeks to redevelop the site into a high-density, transit-oriented mixed-use development including residential and office uses with some ground floor retail. Building heights range from 128 to 322 feet. Major transportation improvements under review include the realignment of the site access opposite access to the Capitol 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 a larger park space adjacent to Scotts Crossing Road.

Rezoning Application RZ 2010-PR-009 was originally submitted concurrently with Scotts Run Station South (RZ 2011-PR-010/011). No FDPs have been filed with this application. The application had been deferred indefinitely, but was reactivated in 2014

CURRENT DEVELOPMENT ACTIVITY

In July, 2013, the Board approved an agreement with Cityline Partners to build a 711-space surface parking lot to provide parking for the McLean Metrorail station as an interim use on the site. The parking lot was constructed and opened on July 26, 2014.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	0	0	0	0	0	0
Proposed by CDP						
Base Option	6	954,000	49,000	497,000 (467 du)	0	1,500,000 (2.96 FAR)
Option 1	6	725,000	49,000	726,000 (691 du)	0	1,500,000 (2.96 FAR)

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 (Base Option)

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

Maximum Residential (Option 1)

	Residents	Employees
Estimated Current:	0	0
Estimated Proposed:	1,209	2,526

The Commons

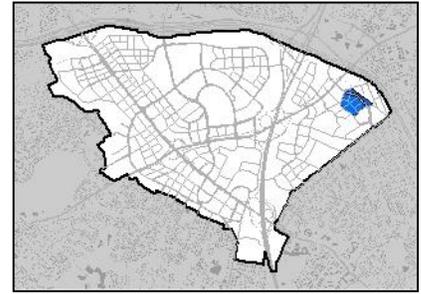
Zoning Applications

RZ 2011-PR-017 – approved 6/4/2013

FDP 2011-PR-017 – approved 5/9/2013

Site Plans

3797-SP-002 – under review (Building 1)



SITE AREA: 20.96 acres

DEVELOPMENT OVERVIEW



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

The subject site is currently 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 depicts 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.

CURRENT DEVELOPMENT ACTIVITY

A site plan for Building 1 is currently under review (3797-SP-002).

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	13	0	0	411,244 (331 du)	0	411,244 (331 du)
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP						
	1	0	0	388,000 (331 du)	0	388,000 (331 du)
Approved by CDP						
	7	0	0 ¹	2,622,400 ¹ (2,571 du)	0	2,622,400 (2.87 FAR)

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

	Residents	Employees
Estimated Current:	662	0
Estimated Proposed:	4,499	0

DETAILED APPROVED DEVELOPMENT INFORMATION

RZ 2011-PR-017

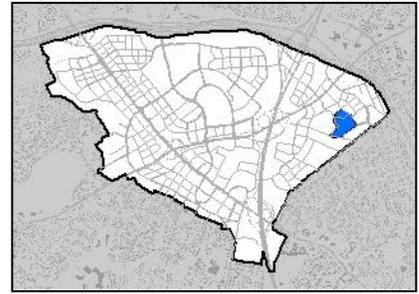
	Option	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	N/A	0	0	411,244 (331 du)	0	411,244 (331 du)
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Building 1	N/A	0	0	338,000 (331 du)	0	338,000 (331 du)
Approved by CDP						
Building 1	N/A	0	0	338,000 (331 du)	0	338,000 (331 du)
Building 2	N/A	0	0	465,800 (456 du)	0	465,800 (456 du)
Building 3	N/A	0	0	277,500 (272 du)	0	277,500 (272 du)
Building 4	N/A	0	0	260,800 (256 du)	0	260,800 (256 du)
Building 5	N/A	0	0	461,100 (452 du)	0	461,100 (452 du)
Building 6	N/A	0	0	499,300 (490 du)	0	499,300 (490 du)
Building 7	N/A	0	0	319,900 (314 du)	0	319,900 (314 du)

MITRE 5

Zoning Applications

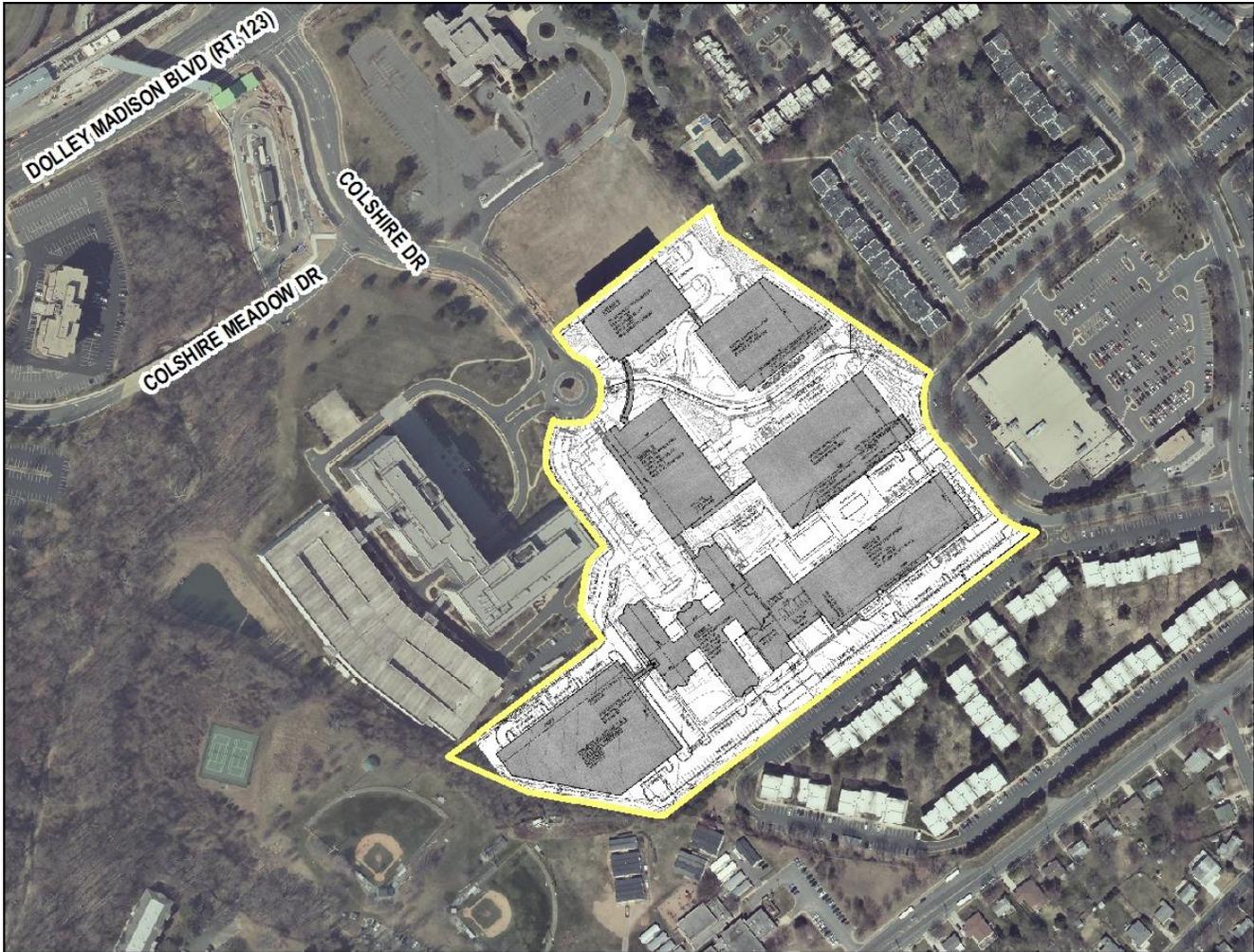
RZ 2010-PR-023 – indefinitely deferred

SE 2010-PR-034 – indefinitely deferred



SITE AREA: 19.60 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP Illustrative Plan, dated – November 16, 2010

The site is developed with a campus consisting of three office buildings and two parking garages. RZ 2010-PR-023 proposed to add one additional building and one freestanding parking structure to the existing campus. The application was filed as a combined CDP/FDP on the entire land area. This application has been deferred indefinitely. Should the application be reactivated, additional information will be provided.

The Highland District

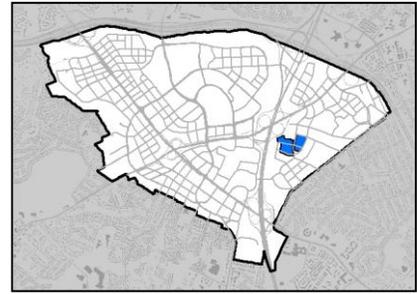
Zoning Applications

RZ 2014-PR-021 – pending

PCA 92-P-001-12 – pending

SITE AREA: 16.74 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP – Parks Plan, dated – July 14, 2014

The subject site is currently developed with four office buildings, ranging from 1-6 stories in height, with surface parking. Under the proposed layout, these buildings would be removed and replaced with a series of six new buildings, primarily residential uses with support retail. One of the proposed options substitutes a residential building for an office building. Building heights would range from 55 to 210 feet. No FDP has been filed at this time.

Major transportation improvements under discussion include improvements to Old Meadow Road, and additional local grid street connections. The street system will provide access to a new fire station and athletic field that were proffered as part of the Scotts Run Station South development (PCA-92-P-001-10).

Several on and off- site parks are proposed across the development, as well as an expansion of the previously referenced recreation field to accommodate a full-size field dimensions.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	4	336,281	0	0	0	336,281
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	0	0	0	0	0	0
Proposed by CDP						
Option 1	6	226,000	106,000	1,413,519 (1,700 du)	0	1,745,519 (2.40 FAR)
Option 2	6	0	106,000	1,790,661 (1,950 du)	0	1,790,661 (2.46 FAR)

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 1)

	Residents	Employees
Estimated Current:	0	1,121
Estimated Proposed:	2,975	989

Maximum Residential (Option 2)

	Residents	Employees
Estimated Current:	0	1,121
Estimated Proposed:	3,413	236

WEST SIDE DISTRICT

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

No major site plan submissions are under review or have been approved within the West Side District since June 2010.

West Side Major Applications



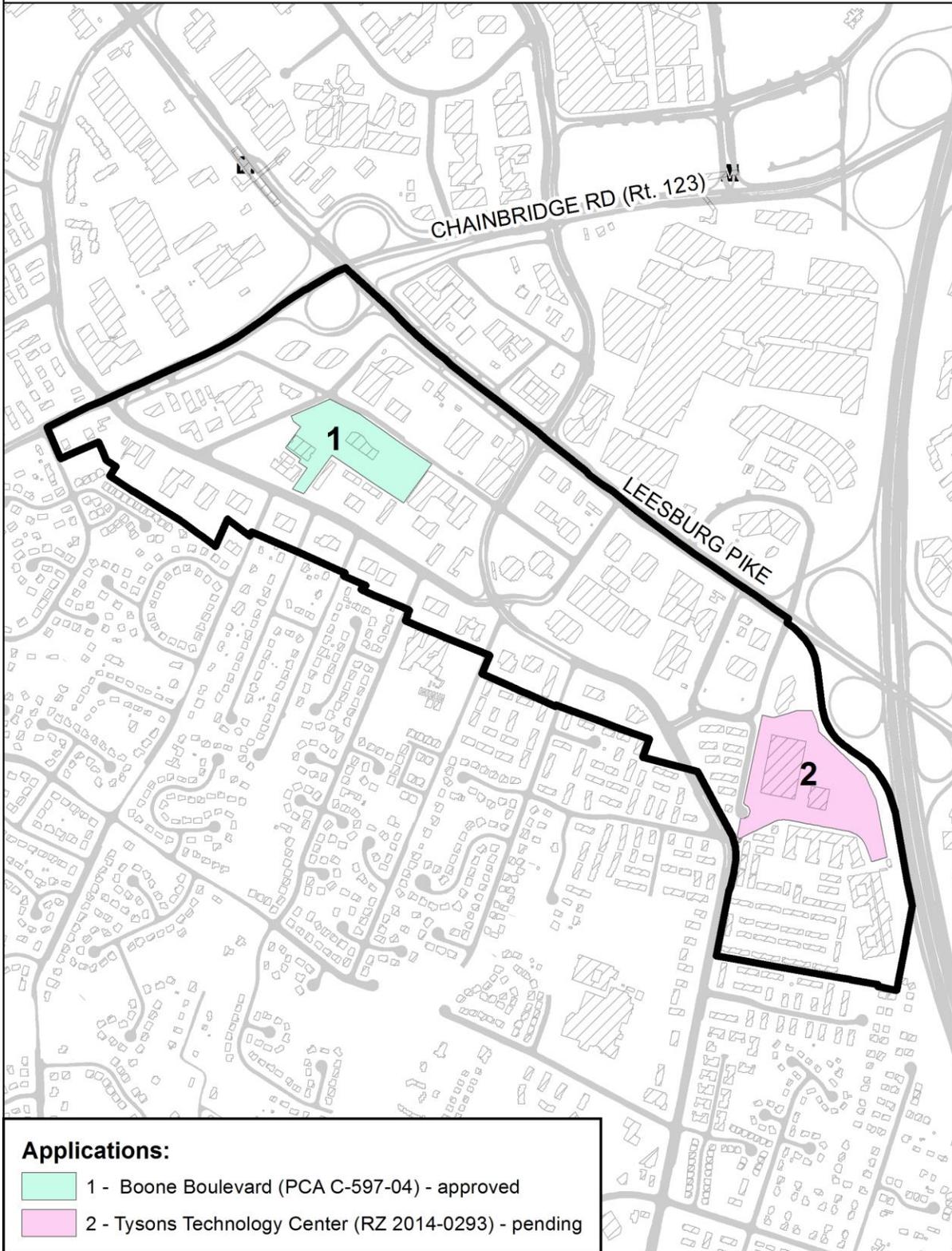
OLD COURTHOUSE DISTRICT

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	2	282,756	0	0	0	282,756
To Remain	2	279,568	0	0	0	279,568
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP (Approved Applications)						
	3	279,568	0	0	107,115	386,683
Approved by CDP (Approved Applications)						
	3	279,568	0	0	107,115	386,683
Proposed by FDP (Pending Applications)						
	0	0	0	0	0	0
Proposed by CDP (Pending Applications)						
	4	550,000	0	415,000 (465 du)	0	965,000 (465 du)
Total Proposed or Approved by CDP						
	7	829,568	0	415,000 (465 du)	107,115	1,351,683 (465 du)

No major site plans are under review or have been approved within the Old Courthouse District since June 2010.

Old Courthouse Major Applications



Boone Boulevard

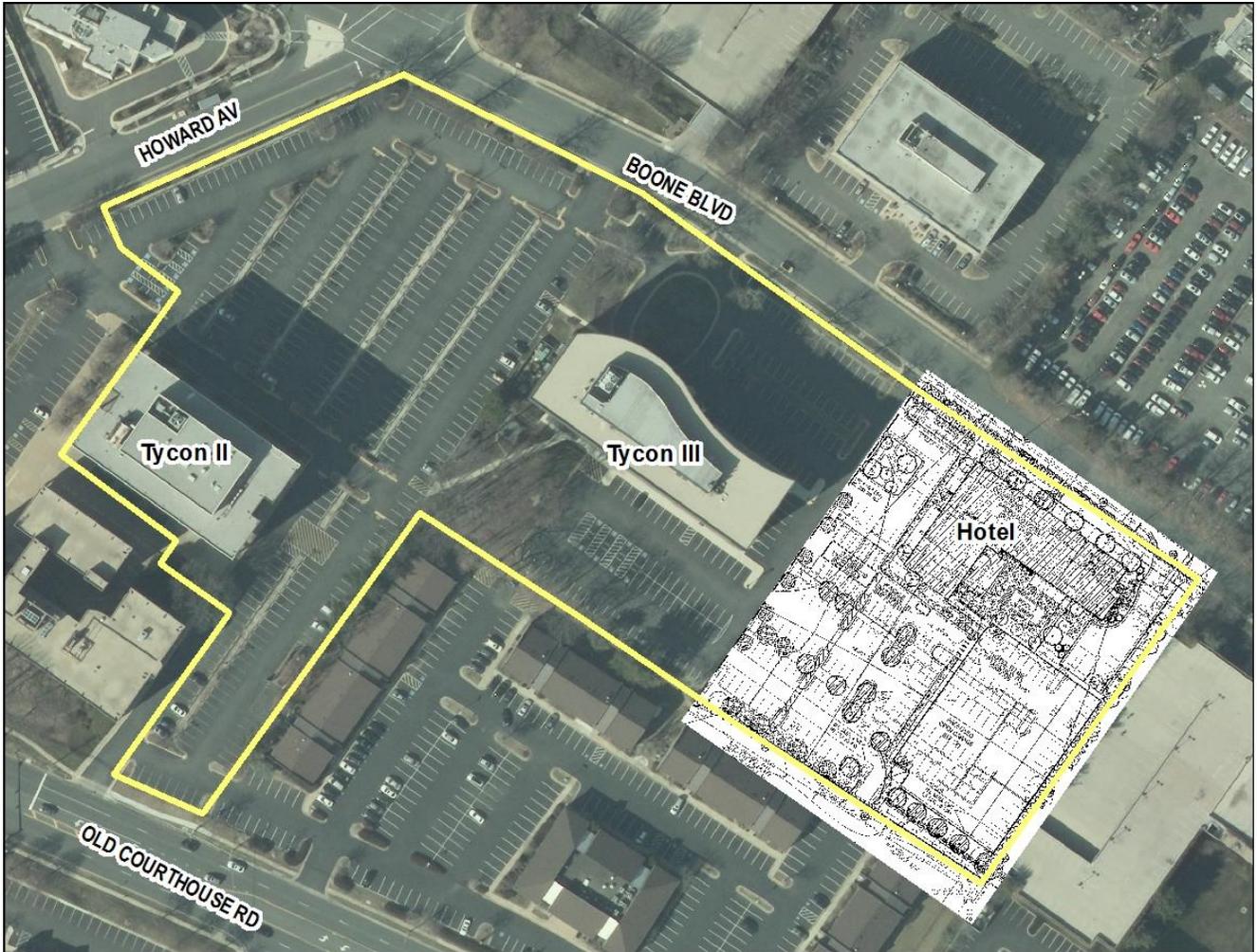
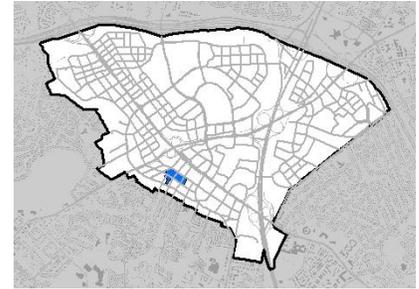
Zoning Applications

PCA C-597-4 – approved 7/21/2008

SE 2007-PR-014 – approved 7/21/2008

SITE AREA: 8.87 acres

DEVELOPMENT OVERVIEW



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

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

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

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

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

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

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	932
Estimated Proposed:	0	1,011

DETAILED APPROVED DEVELOPMENT INFORMATION*All numbers in square feet of development***PCA C-597-04**

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
Tycon II	N/A	138,300	0	0	0	138,300
Tycon III	N/A	141,268	0	0	0	141,268
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP ¹						
Hotel	N/A	0	0	0	107,115	107,115
Tycon II	N/A	138,300	0	0	0	138,300
Tycon III	N/A	141,268	0	0	0	141,268
Approved by CDP ¹						
Hotel	N/A	0	0	0	107,115	107,115
Tycon II	N/A	138,300	0	0	0	138,300
Tycon III	N/A	141,268	0	0	0	141,268

¹ General Development Plan (GDP) approved for application. For the purposes of this report the GDP approval is categorized in the CDP and FDP approval tabulations.

Tyson's Technology Center

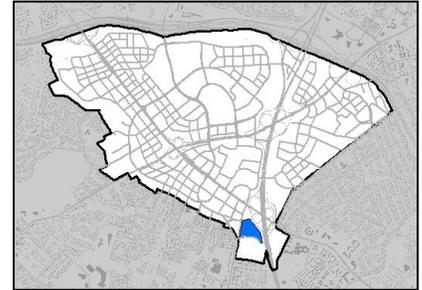
Zoning Applications

RZ 2014-PR-017 – pending

FDP 2014-PR-014 - pending

SITE AREA: 14.40 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP Illustrative Plan, dated – April 25, 2014

The subject site is currently developed with two office buildings, 2 and 4 stories in height, with associated mechanical buildings and large surface parking areas. Under the proposed layout, most of these buildings would be removed and replaced with a series of four new buildings, which would include a mix of residential and office uses. Building heights would range from 100 to 160 feet.

Major transportation improvements under discussion include improvements to Science Applications Court and potential accommodation of an additional ramp to the I-495 ramp.

The applicant has proposed a lit, synthetic playing field on top of a parking garage on the eastern side of the development, along with additional at-grade and field level park features.

Discussions regarding LEED standards and stormwater management goals are ongoing.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	2	282,756	0	0	0	282,756
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	0	0	0	0	0	0
Proposed by CDP						
	4	550,000	0 ¹	415,000 (465 du)	0	965,000 (1.54 FAR)

1 Up to 10,000 sq.ft. of retail can be substituted for office sq.ft.

RESIDENTIAL AND EMPLOYEE POPULATION

At the maximum 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:	814	1,833

NORTH CENTRAL DISTRICT

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Existing						
To be Removed	1	135,296	0	0	0	135,296
To Remain	4	0	66,601	1,292,855 (1,120 du)	0	1,359,456 (1,120 du)
Under Construction						
	1	307,000	0	0	0	307,000
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP (Approved Applications)						
	7 ²	493,362 ²	87,310	1,887,789 (1,354 du)	0 ²	2,468,461 ² (1,354 du)
Approved by CDP (Approved Applications)						
	7 ²	493,362 ²	87,310	1,887,789 (1,354 du)	0 ²	2,468,461 ² (1,354 du)
Proposed by FDP (Pending Applications)						
	1	0	2,500	450,000	0	450,000 (400 du)
Proposed by CDP (Pending Applications)						
	1	0	12,300	450,000	0	450,000 (400 du)
Total Proposed or Approved by CDP						
	8 ²	493,362 ²	99,610	2,337,789 (1,754 du)	0 ²	2,918,461 ² (1,754 du)

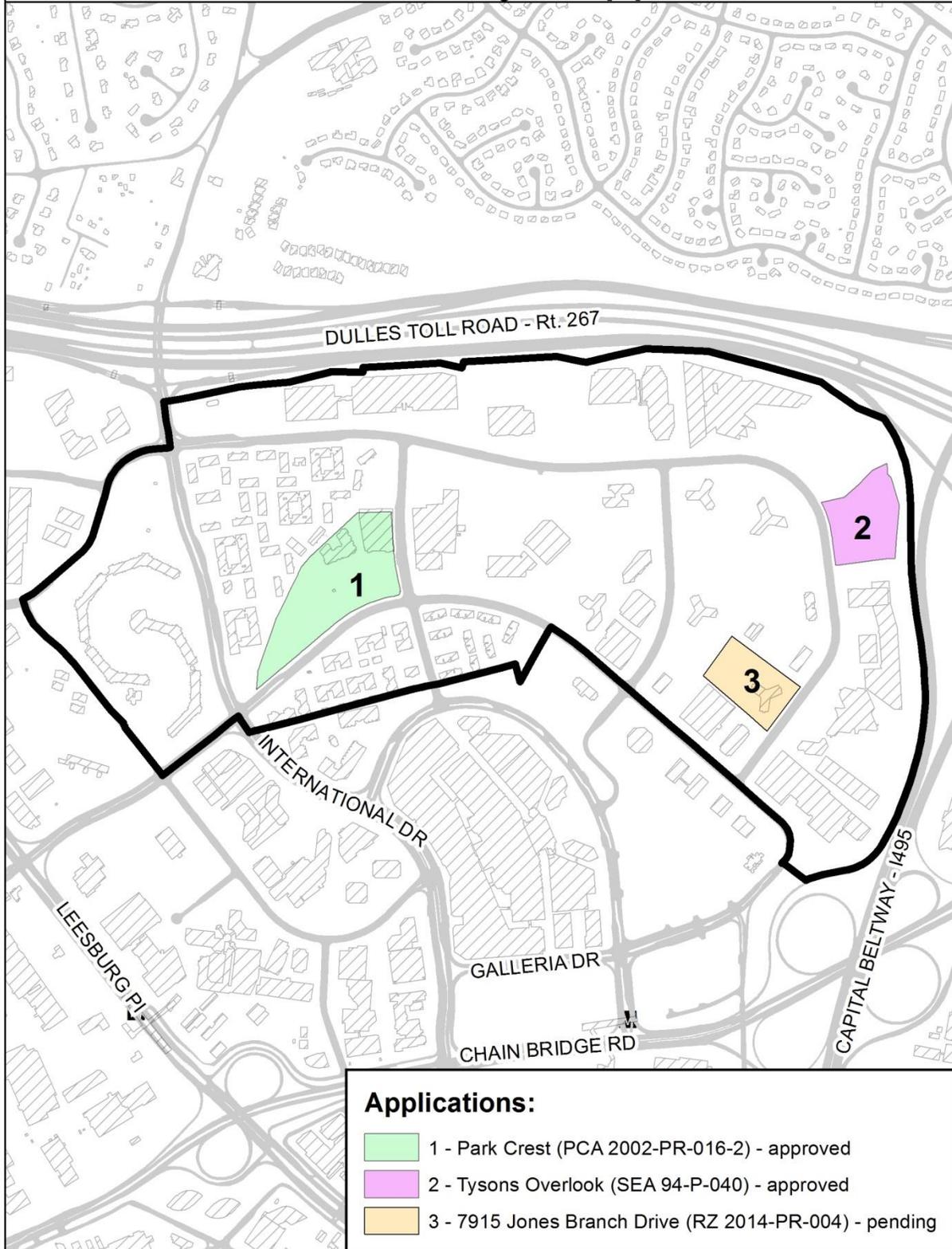
1 Totals may not be the sum of potential land uses due to development maximums proposed and/or public facility sq.ft. not shown

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

Six major site plan submissions are under review or have been approved within the North Central District since June 2010. These submissions are identified in the table below.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
Hannover Parcel, Athletic Fields	25530-SP-003	RZ 2011-PR-023	0	Improvements to Hannover site for 2 athletic fields
Hannover Parcel, Stream Restoration	25530-PI-002	RZ 2011-PR-023	0	Stream restoration improvements
Park Crest, Building 1	5166-SP-002	PCA 2002-PR-016-2	+363,805 sq.ft. residential use in 354 dwelling units	Construction of a low-rise residential structure
Park Crest, Building 2	5166-SP-003	PCA 2002-PR-016-2	+346,335 sq.ft. residential use in 300 dwelling units	Construction of a 19 story residential structure
Tyson's Overlook	24989-SP-002	SEA 94-P-040	+307,000 sq.ft. office use	Construction of an 11 story office building, some retail uses may be included
Kaiser Permanente	8122-SP-003	N/A	+6,000 sq.ft. office use	Renovation parking and office space

North Central Major Applications



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

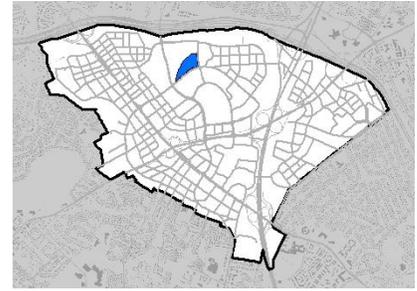
FDPA 2002-PR-016-2 – approved 4/22/2010

Site Plans

5166-SP-001 – approved 12/20/2005 (Phase 1, Buildings 4 and 5)

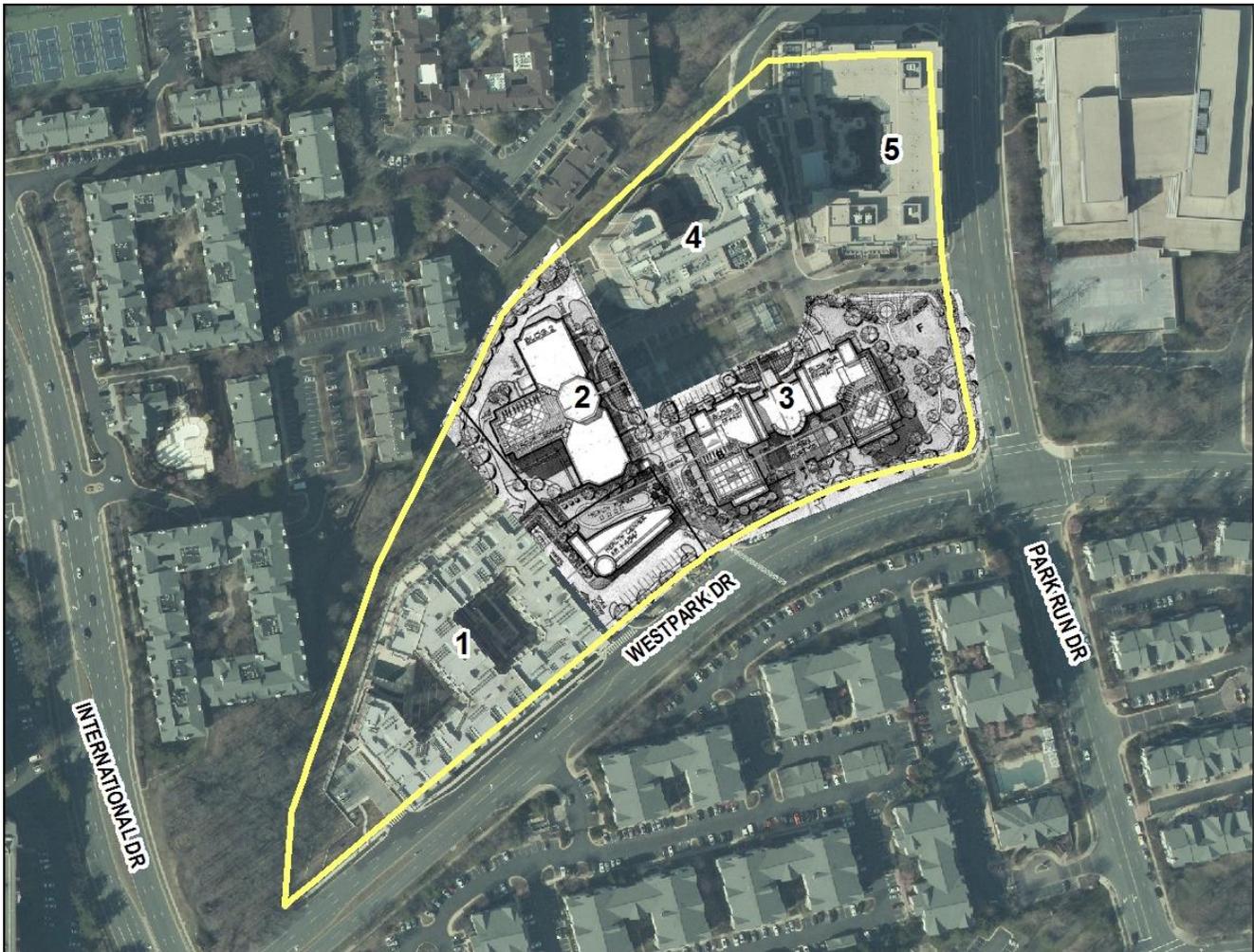
5166-SP-002 – approved 10/18/2011 (Building 1)

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 had included contributions to a trail fund and the Tysons Transportation Fund.

CURRENT DEVELOPMENT ACTIVITY

Building 2, Ovation at Park Crest, was completed in 2014.

SUMMARY LAND USE

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

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

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:	1,960	148
Estimated Proposed:	2,370	172

DETAILED APPROVED DEVELOPMENT INFORMATION

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

PCA 2002-PR-016-2

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

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

Tysons Overlook

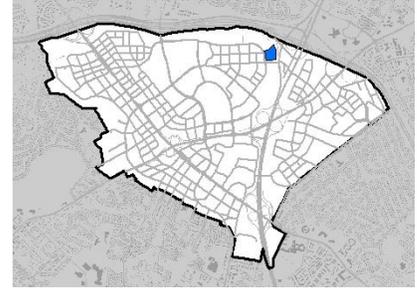
Zoning Applications

SEA 94-P-040 –approved 5/18/2011

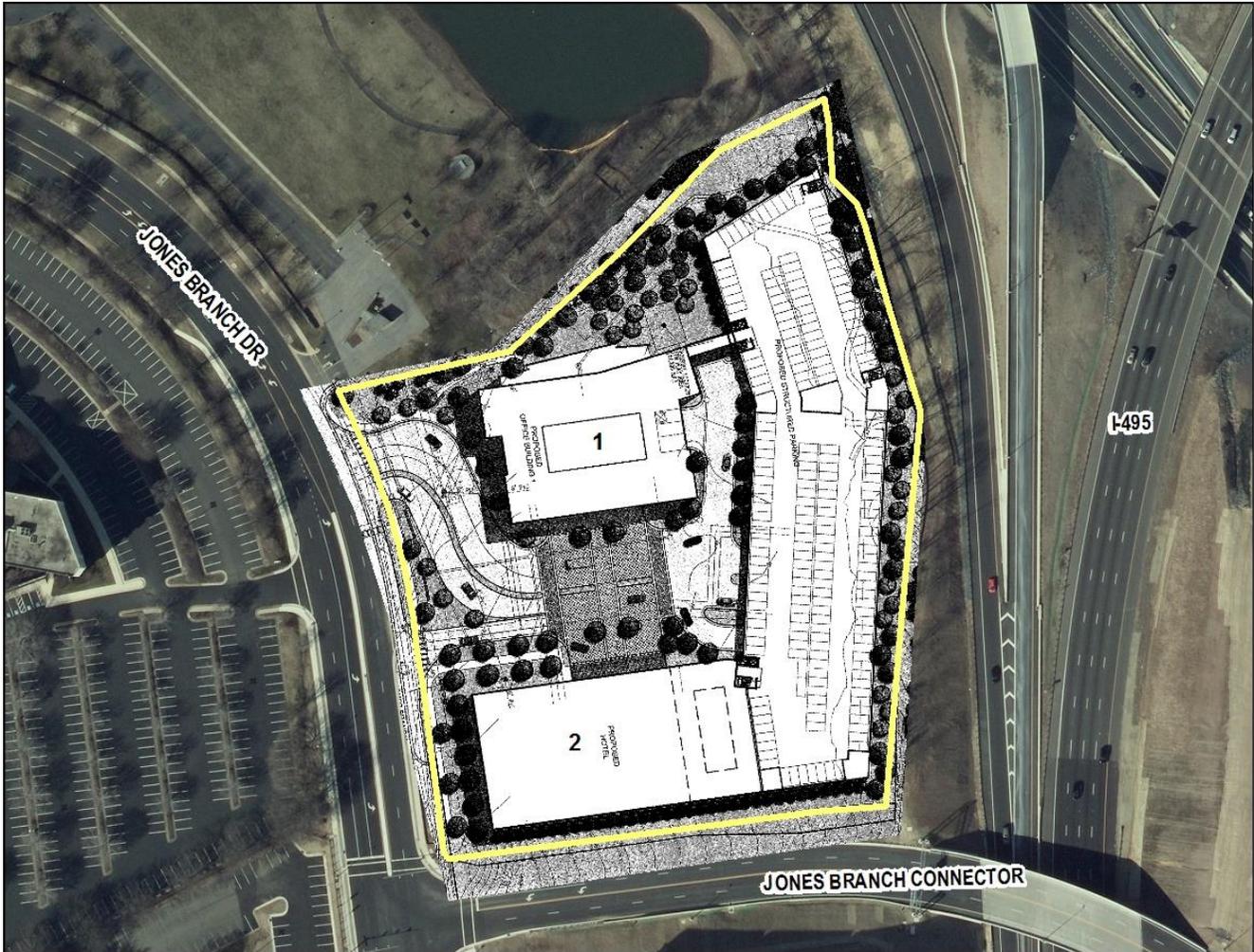
Site Plans

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

SITE AREA: 6.09 acres



DEVELOPMENT OVERVIEW



*Image depicted is from approved SEA-Overall Landscape Plan; Option 2B, 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

Building 1 is currently under construction pursuant to Site Plan 24989-SP-002 as an 11-story office building. The building is anticipated to be completed in 2015.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	0	0	0	0	0	0
Under Construction						
	1	307,000 ¹	0 ¹	0	0	307,000
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP ²						
Option 1	1	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2A	2	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2B	2	345,353	10,000	0	148,009	503,362 (1.87 FAR)
Approved by CDP ²						
Option 1	1	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2A	2	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2B	2	345,353	10,000	0	148,009	503,362 (1.87 FAR)

1 Actual allocation of square footage for buildings under construction will not be determined until construction is completed

2 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	0
Estimated Proposed:	0	1,667

DETAILED APPROVED DEVELOPMENT INFORMATION

All numbers in square feet of development

SEA 94-P-040

	Option	Office ¹	Retail	Residential	Hotel	Totals
Existing to Remain						
	N/A	0	0	0	0	0
Under Construction						
Building 1	N/A	307,000 ²	0 ²	0	0	307,000
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP ³						
Building 1	1	493,362	10,000	0	0	503,362
	2A	325,575	10,000	0	0	335,575
	2B	345,353	10,000	0	0	355,353
Building 2	2A	167,787	0	0	0	167,787
	2B	0	0	0	148,009	148,009
Approved by CDP ³						
Building 1	1	493,362	10,000	0	0	503,362
	2A	325,575	10,000	0	0	335,575
	2B	345,353	10,000	0	0	355,353
Building 2	2A	167,787	0	0	0	167,787
	2B	0	0	0	148,009	148,009

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

2 Actual allocation of sq.ft. between office and retail uses will not be determined until construction is completed

3 For this analysis, the Special Exception Plat is most similar to a combined CPD/FDP and has been treated as such; Applicant may move sq.ft. among buildings

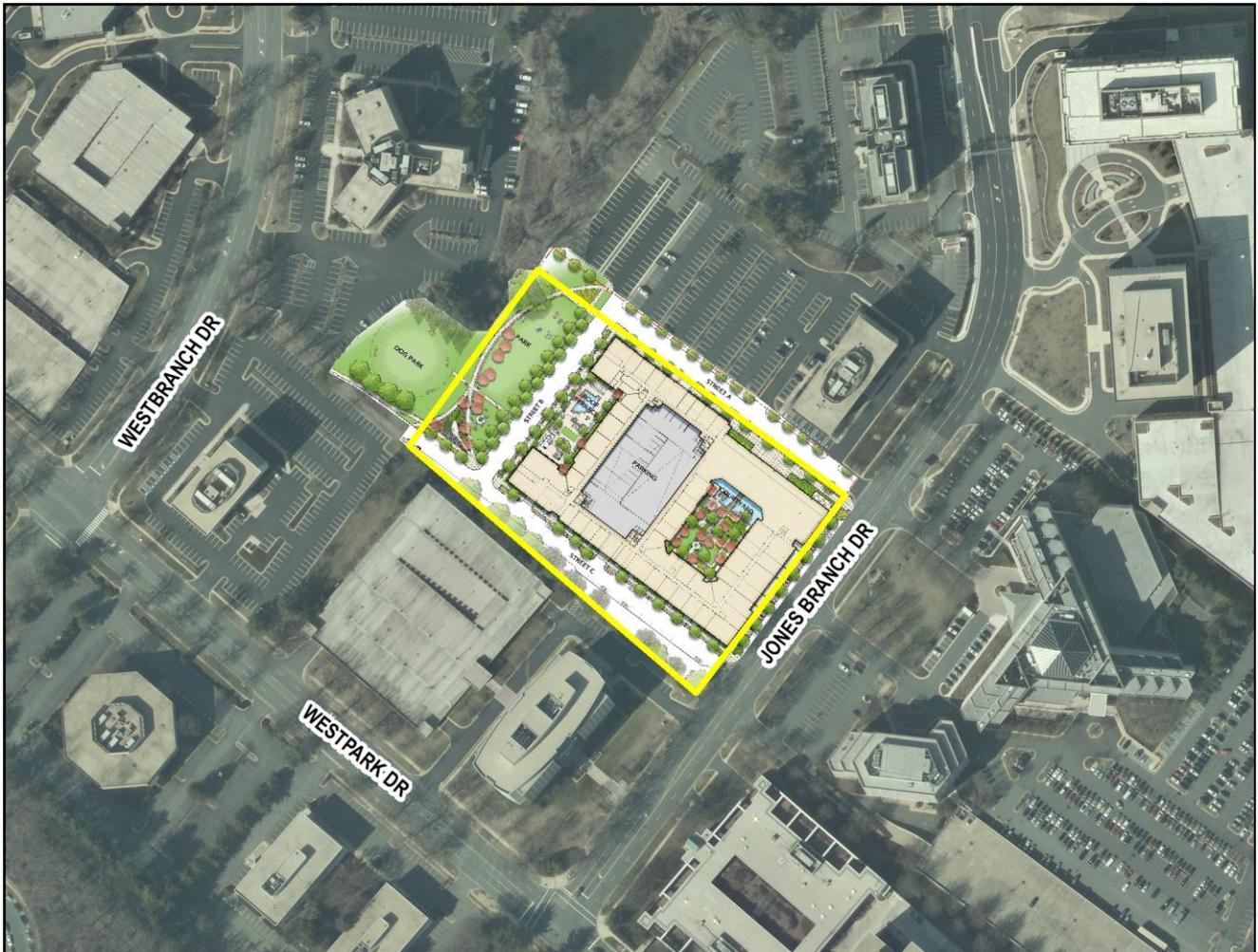
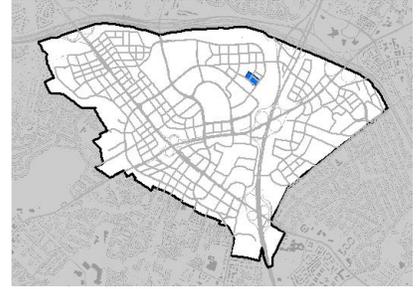
7915 Jones Branch Drive (Amherst)

Zoning Applications

RZ 2014-PR-004 – pending

SITE AREA: 5.75 acres

DEVELOPMENT OVERVIEW



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

The subject site contains a vacant office building surrounded by surface parking. The rezoning application seeks to redevelop the site into a midrise residential building with limited retail at the ground level. The building is proposed to be between 5-7 stories with up to 400 residential units. A concurrent FDP covers the entire site and shows all proposed improvements.

The applicant proposes three new streets, including an offsite connection between Jones Branch and Westbranch Branch, and has proposed proffered contributions to the Tysons-wide and Tysons Grid of Streets transportation funds.

The applicant proposes on and off-site park improvements including a dog park, commons and pathways. In addition, the building is proposed to have private, above grade plaza amenities for the use of the residents.

The public park features are intended to be the beginning 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 proposed to extend for an additional 10 years the expiring proffered use of space in a nearby building. 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. The applicant has also proposed to 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.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	1	135,296	0	0	0	135,296
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	1	0	2,500	450,000 (400 du)	0	450,000 (1.80 FAR)
Proposed by CDP						
	1	0	12,300	450,000 (400 du)	0	450,000 (1.80 FAR)

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	451
Estimated Proposed:	700	27

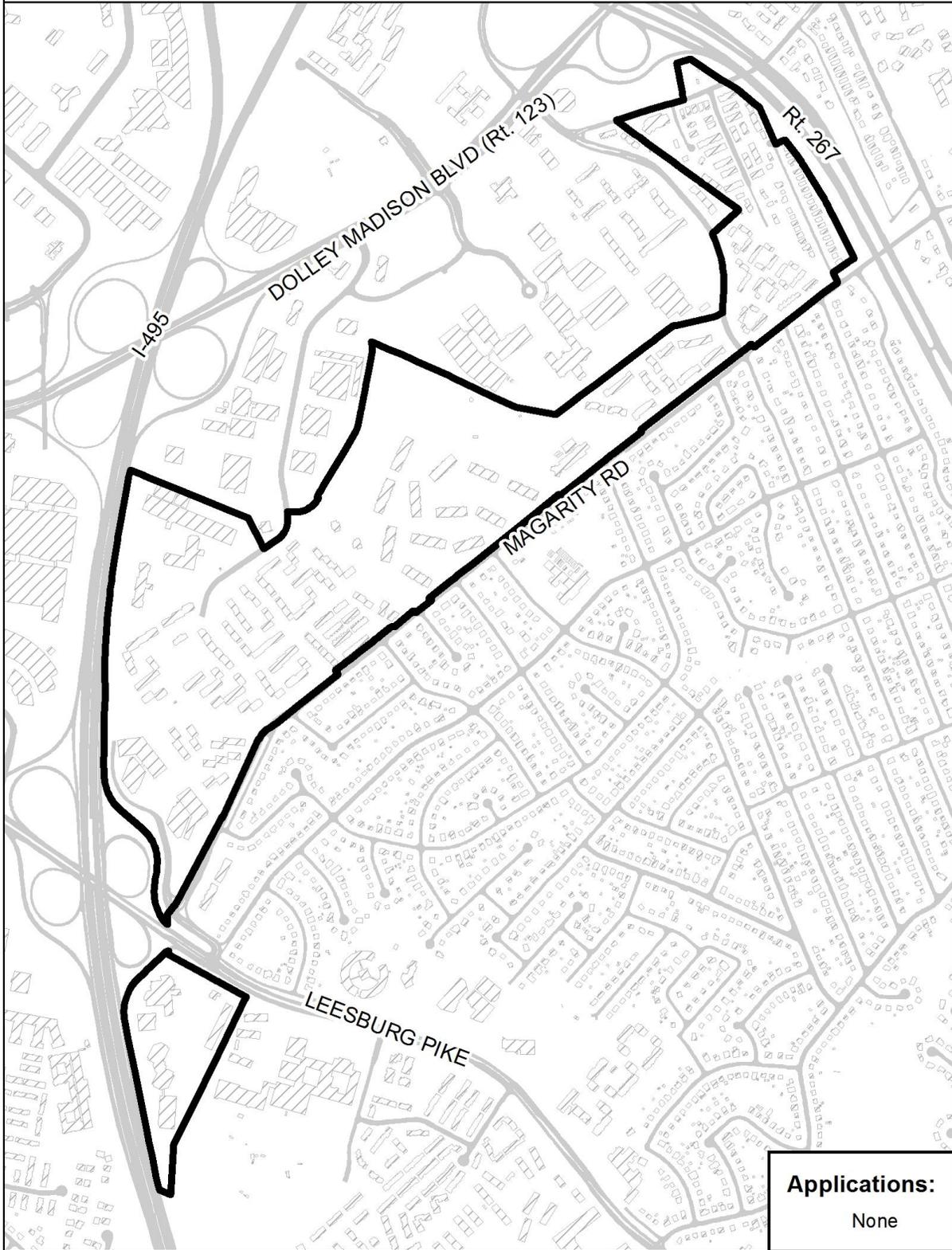
EAST SIDE DISTRICT

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

One major site plan submission has been approved within the East Side District since June 2010. This submission is identified in the table below.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
Westgate Elementary School	6332-SP-002	N/A	+41,439 sq.ft. public use	Renovation / expansion of Westgate ES

East Side Major Applications



ACKNOWLEDGEMENTS

A number of staff were responsible for contributing to this report. They include the following:

Department of Planning and Zoning

John Bell
Barbara Berlin
Maya Dhavale
Marianne Gardner
Bob Katai
Cathy Lewis
Pam Nee
Fred Selden
Indrani Sistla
Suzanne Wright

Department of Transportation

Vanessa Aguayo
Tom Biesiadny
Tad Borkowski
Tom Burke
Arpita Chatterjee
Christina Farrar
Jeff Hermann
Ray Johnson
Bob Kuhns
Todd Minnix
Kris Morley-Nikfar
Dan Rathbone
Sung Shin
Dan Stevens
Charlie Strunk
Tom Wampler
Chris Wells
Randy White
Leonard Wolfenstein

Department of Public Works and
Environmental Services

William Marsh
Bin Zhang

Fairfax County Park Authority

Andrea Dorlester
Gayle Hooper
Sandra Stallman

Office of Community Revitalization

Barbara Byron
Brent Payne
Scott Sizer
Jeremy Strauss
Tracy Strunk
Suzianne Zottl



A Fairfax County, Virginia, publication.

October 2014

Office of Community Revitalization
12055 Government Center Parkway, Suite 1048
Fairfax, Virginia 22035
www.fairfaxcounty.gov/tysons



Fairfax County is committed to a policy of nondiscrimination in all County programs, services, and activities and will provide reasonable accommodations upon request. To request this information in an alternate format, call 703-324-9300 or TTY 711.