



TYSONS

2017-2018 Progress Report
on the
Implementation of the Comprehensive Plan



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TABLE OF CONTENTS

INTRODUCTION	1
Development and Public Infrastructure Balance Dashboard	2
LAND USE.....	7
Conceptual Planned Land Uses	7
Existing Development Levels.....	8
Land Use Changes Over Time	10
Major Applications Approved and Development Activity.....	11
Major Applications Under Review and Indefinitely Deferred	14
Tysons Total Development Levels and Land Use Mix	16
Population and Jobs.....	17
Affordable and Workforce Housing.....	18
TRANSPORTATION.....	21
Transportation Infrastructure Improvements Funding.....	21
Infrastructure Improvements and Transportation Studies.....	23
Tysons Grid of Streets - Implementation Progress	25
Travel Monitoring	26
Transit Monitoring	29
Walking and Bicycling in Tysons	32
Parking Management	35
ENVIRONMENTAL STEWARDSHIP	41
Stormwater Design and Management	41
Stream Restoration and Natural Resource Management.....	42
Green Building Design and Energy/Resource Conservation.....	43
PUBLIC FACILITIES & PARKS	47
Public Facilities.....	47
Parks and Recreational Facilities.....	53
IMPLEMENTATION	63
Current Issues.....	63
Partnering with the Partnership	64
Urban Design	65
APPENDIX A - Tracking Implementation.....	69
Follow-on Motions	69
On-going Implementation	73
APPENDIX B - Development within Tysons.....	79
TYSONS WEST DISTRICT	82
TYSONS CENTRAL 7 DISTRICT.....	100
TYSONS CENTRAL 123 DISTRICT.....	110
TYSONS EAST DISTRICT	122
WEST SIDE DISTRICT	138
OLD COURTHOUSE DISTRICT.....	140

TABLE OF CONTENTS

NORTH CENTRAL DISTRICT.....	150
EAST SIDE DISTRICT	164
APPENDIX C - Transportation	169
Infrastructure Improvements	169
Transportation Studies	171
Travel Monitoring	177
Transit Monitoring	186
Walking and Bicycling in Tysons	192
Transportation Demand Management.....	193
ACKNOWLEDGEMENTS.....	195

LIST OF FIGURES

Figure L1: Planned Conceptual Land Use.....	7
Figure L2: Existing Development in Tysons	8
Figure L3: Existing Land Use Pattern in Tysons.....	9
Figure L4: Change in Land Use: 2011 to 2018	10
Figure L5: Approved Major Projects.....	11
Figure L6: Major Applications Under Review and Indefinitely Deferred	15
Figure T1: Tysons Grid of Streets Rezoning Status as of August, 2018	25
Figure T2: Level-of-Service Analysis – AM and PM Peak Hour (2018)	28
Figure T3: Tysons Bus Passengers Main Route Traveled (2018)	31
Figure T4: Existing and Proposed Capital Bikeshare Docking Stations 2018.....	34
Figure E1: USGBC LEED Certifications in Tysons.....	43
Figure P1: Public Facilities, Existing and Proffered	48
Figure P2: Students Residing in Tysons	51
Figure P3: Proffered Parks.....	54
Figure P4: Progress towards Comprehensive Plan Athletic Field Goal	57
Figure P5: Athletic Field Needs Generated by Constructed GFA vs. Athletic Fields Built ...	57
Figure P6: Athletic Field Locations.....	58
Figure C1: Tysons Metrorail Station Access Improvement Project Status	170
Figure C2: Person Trips in AM and PM Peak Periods	177
Figure C3: AM Peak Period SOV and Non-SOV Person Trips (2011-2018)	179
Figure C4: PM Peak Period SOV and Non-SOV Person Trips (2011-2018).....	179
Figure C5: Vehicle Count Locations	180
Figure C6: Vehicle Counts in AM and PM Peak Period	181
Figure C7: Average Weekday Peak Period Entry/Exit Comparisons - April 2018.....	186
Figure C8: Average Weekend Peak Period Entry/Exit Comparisons - April 2018.....	187
Figure C9: Transit System, Spring 2018.....	188
Figure C10: Bus Peak Period Passengers (2011-2018)	189

LIST OF TABLES

Table L1: Population, Employment, & Building Space Goals.....	8
Table L2: Existing Development Levels as of August 1, 2018.....	9
Table L3: Employment History	10
Table L4: Current Activity on Approved Major Applications (by District).....	12
Table L5: Total Maximum Development Approved by Major Applications.....	14
Table L6: Total Proposed Maximum Development in Major Applications Under Review	15
Table L7: Tysons Development Levels.....	16
Table L8: Population and Jobs Estimates; Maximum Non-Residential Development.....	17
Table L9: Population and Jobs Estimates; Maximum Residential Development	17
Table L10: ADUs and WDUs Delivered in Tysons as of July 31, 2018.....	18
Table T1: Transportation Infrastructure Improvements.....	23
Table T2: Transportation Studies	24
Table T3: AM and PM Trip Changes Over Time (Growth Rates, Peak Period)	27
Table T4: AM and PM Peak Period SOV and Non-SOV Trips (2011-2018)	27
Table T5: Silver Line Ridership, Tysons and Reston Stations (Typical Weekday Riders	29
Table T6: Tysons Trip Reduction Goals.....	37
Table T7: Summary of TDM Reporting for 2017.....	37
Table E1: Major Zoning Applications: Energy/Resource Conservation Proffers.....	44
Table P1: Existing Public Facilities (as shown in Figure P1)	48
Table P2: Proffered Public Facilities (as shown in Figure P1)	49
Table P3: Public Facility Needs	50
Table P4: Students Residing in Tysons	50
Table P5: Current and Projected School Membership and Capacity Utilization	51
Table P6: Proposed School Capacity Solutions.....	52
Table P7: Public Park Acreage by Ownership Type.....	53
Table P8: Public Park Acreage by Type, Proffered Since 2010.....	54
Table P9: Stream Restoration Proffer Commitments.....	59
Table C1: Person Trips by Mode Entering and Exiting Tysons	178
Table C2: Motorized Vehicles Entering and Existing Tysons in the Peak Period (2018)	182
Table C3: Tysons AM Peak Hour Intersection Level of Service.....	184
Table C4: Tysons PM Peak Hour Intersection Level of Service	185
Table C5: Fairfax Connector Routes Serving Tysons - 2018	189
Table C6: Bus Route Description and Number of Passengers	190
Table C7: Number of Passengers by Main Route Traveled.....	191
Table C8: Existing and Proposed Bicycle Facilities in Tysons	192

INTRODUCTION

On June 22, 2010, the Fairfax County Board of Supervisors (Board) adopted a new Comprehensive Plan (Plan) for the Tysons Corner Urban Center (Tysons). The Plan for Tysons is an essential element in the County's strategic efforts to effectively and efficiently manage future growth. The Plan created a vision for the County's largest downtown that was designed to take advantage of the new Metrorail stations as 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.

At the time of Plan adoption, redevelopment was needed to support the new vision for Tysons. As discussed in this report, much progress toward this redevelopment has occurred since 2010. Consistent with the Plan's vision, Tysons is transforming into a 24 hour place where people live, work and play that, by 2050, will be a walkable, vibrant urban center with over 100,000 residents and 200,000 jobs. As part of this, the vehicle-based road network will transition into a multi-modal transportation system providing transportation choices for residents, employees and visitors; and, a civic infrastructure comprised of new facilities and community activities will be integrated as an essential component of a vibrant Tysons.

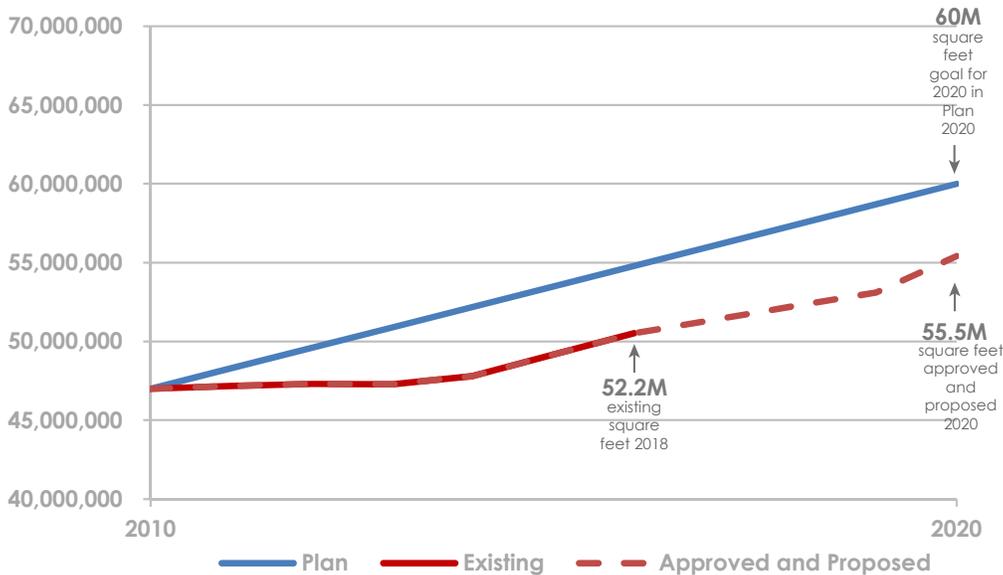
A culture of public outreach, with a collaborative approach involving stakeholders, was critical in reaching the milestones achieved to date. Outreach continues, particularly related to the implementation of specific projects and private sector land use proposals. The Tysons webpage, www.fairfaxcounty.gov/Tysons, continues to serve as the primary collection point for information about Tysons.

Monitoring the progress of the Plan is critical to ensuring that the vision for Tysons is achieved because many of the Tysons strategies and systems will require maturation over time. 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 eighth such Progress Report, covering the time period of August 2017 to August 2018.

In the 12 months since the last report was released, two major buildings (Kingston, a 319 unit, 15-story residential building, and the Capital One Headquarters building, a 32-story office building) were delivered in Tysons East. Ten buildings are currently under construction. A summary of the activities is provided in subsequent chapters of this report. In addition, considerable work was undertaken to implement the vision for Tysons, including ongoing work on a number of transportation studies; planning of public facilities; ongoing implementation of infrastructure projects; completion of new park spaces and field upgrades; and approval of three additional major rezoning applications.

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

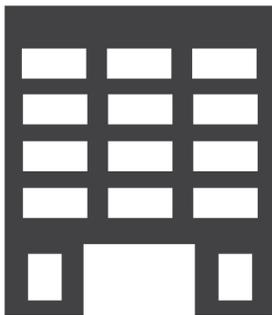
Development and Public Infrastructure Balance Dashboard



To the left is a comparison of projected development levels in Tysons to existing developments and those either under construction or anticipated to begin construction by 2020. Development levels estimated for the near term closely track, but do not exceed, Plan projections. The gap between the two lines shows additional capacity for new development under Plan projections.

Major Projects Delivered 2010-2018

- The Avalon at Park Crest, a six-story (354 unit) residential building, and Ovation at Park Crest, a 19-story (300 unit) residential building (Park Crest);
- An urban-style Walmart and a fitness center (Tysons West Promenade);
- Tysons Overlook, an 11-story office building;
- The Ascent, a 26-story (404 unit) residential building (Spring Hill Station);
- Tysons Tower, a 22-story office building, VITA Residences, a 28-story (429 unit) residential building, the Hyatt Regency Hotel, and additional retail (Tysons Corner Center Phase I);
- The Adaire, a 34-story (400 unit) residential building (Spring Hill Station);
- Nouvelle, a 27-story (461 unit) residential building (Arbor Row);
- 1775 Tysons Boulevard, an 18-story office building (Tysons II);
- Haden, 15-story (222 units) and 18-story (203 units) residential buildings (Garfield Block of Scotts Run South);
- MITRE 4, a 14-story office building (MITRE); and,
- Highgate at The Mile, a six-story (398 units) residential building (7915 Jones Branch Drive/Amherst);
- Kingston at McLean Crossing, a 15-story residential building (The Commons); and,
- Capital One Headquarters, a 32-story office building with retail uses (Capital One).



1.3M square feet delivered since 2017



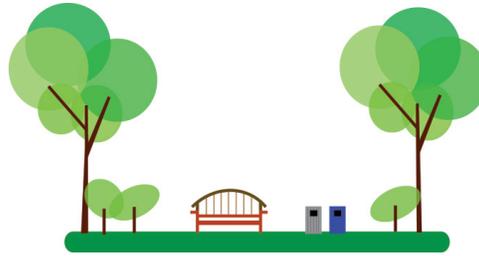
2.6M square feet under construction



836K square feet approved by site plan, unbuilt



2 athletic fields built, 6.9 additional proffered



99.3 publicly owned acres of park space, 4.8 acres privately owned



12 proffered public facilities



26 Tysons Area Metrorail Station Access Improvement Projects* completed, 6 under construction, 6 in design, 1 in land acquisition

Improved pedestrian connections built with developments



10.6 miles bike lanes, 11 miles of trails

12 Capital Bikeshare stations operating, 2 in planning and design



4 Silver Line Metrorail Stations connecting Tysons with Reston and the rest of the regional Metrorail network

Jones Branch Connector

- Major east-west connection within Tysons, connecting Route 123 with Jones Branch Drive via a new I-495 crossing
- Will accommodate vehicles, bicycles, pedestrians and transit
- At least one lane in each direction is expected to be open by late 2018, with project completion expected in November 2019



Expanded and modified Fairfax Connector and Metrobus service

3 Express Bus Service routes to Tysons

Route 7 Bridge Over Dulles Toll Road

- Completed May 2018, will improve access to Tysons from the west
- Shared-use path included on both sides
- Bridge widened from 4 to 6 lanes



New grid streets with developments

I-495 Express Lanes

*Information on individual projects can be found at: <https://www.fairfaxcounty.gov/transportation/study/tysons-metrorail>



1

LAND USE

[Existing and Future]

Photo on previous page courtesy of MPO Paul DeHaven, Fairfax County Police Department

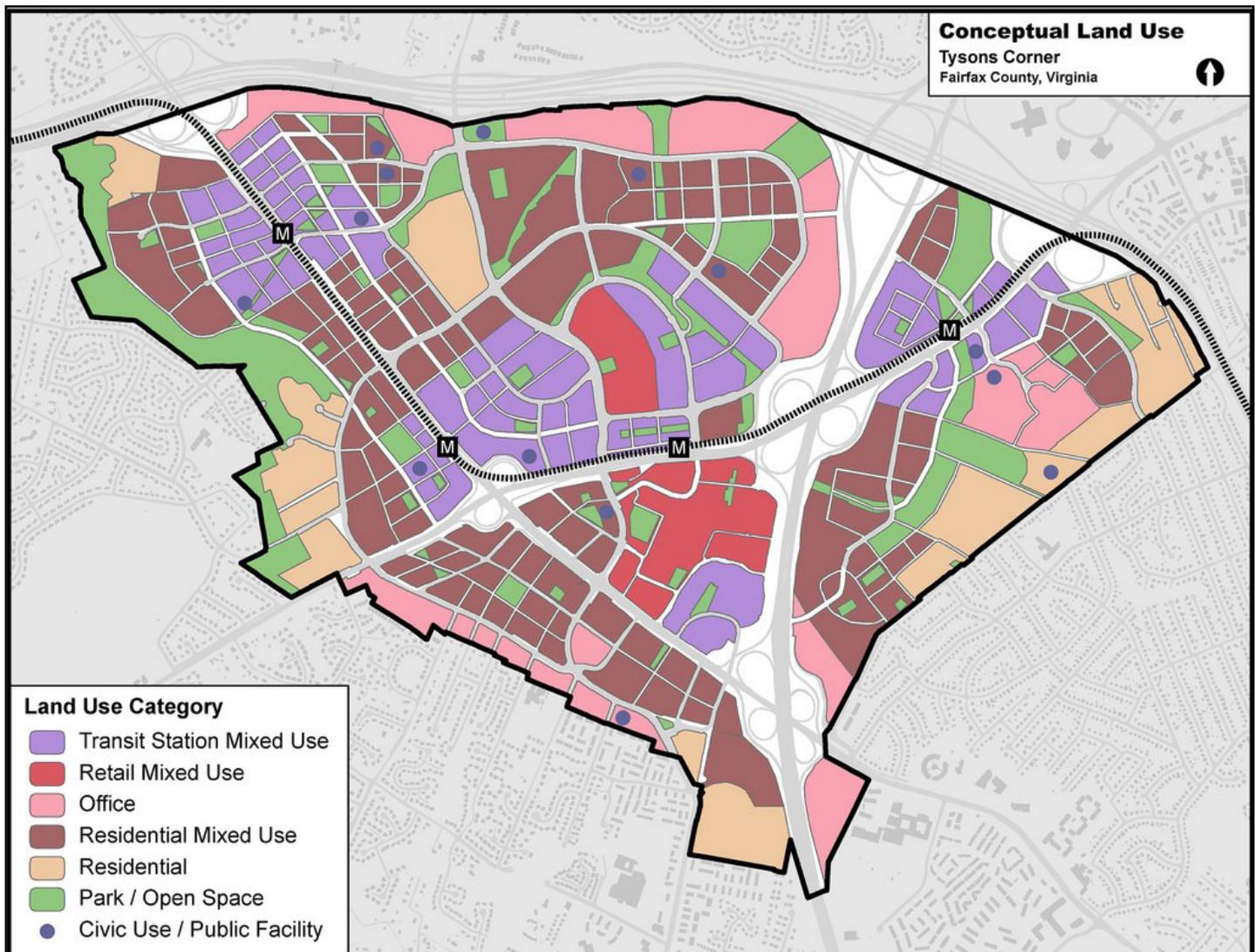
LAND USE

The Plan's Areawide Recommendations for Land Use provide guidance for the transformation of Tysons into a vibrant urban place, with much of the area proposed to redevelop as compact, mixed-use transit oriented developments (TODs) and neighborhoods. This land use pattern focuses growth near the Metrorail stations by allocating higher intensity development in the areas closest to the stations. Monitoring the progress of land use change in Tysons consists primarily of tracking existing, proposed, approved, and constructed developments. Changes to the land use pattern since publication of the 2017 Tysons Progress Report include completion of the Kingston, a residential building with 319 units, and the Capital One Headquarters building. A summary of development activity is included later in this chapter.

Conceptual Planned Land Uses

Up to 100,000 residents and 200,000 employees are expected in Tysons by 2050. Future land uses are planned to be mixed, either vertically (in the same building) or horizontally (within a distance of two or three blocks). This mixing of uses will reduce the separation among residents, workers, and services, thus encouraging walking, biking and transit usage. *Figure L1* depicts the conceptual planned land uses in the Comprehensive Plan.

Figure L1: Planned Conceptual Land Use



The Plan contains specific guidance on land use mix and location in both the Areawide and District Recommendations. These recommendations are implemented through the development review process as individual rezoning proposals are submitted for review. The anticipated changes in population and employment are highlighted in *Table L1*.

Table L1: Population, Employment, & Building Space Goals

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

Existing Development Levels

Figures L2, L3 and Table L2 illustrate the 2018 land use patterns and existing development levels in Tysons. At the time that the Plan was adopted, existing pattern of development was characterized by segregated land uses and low levels of residential development relative to office uses, although this pattern is changing with newly developments and projects under construction.

Figure L2: Existing Development in Tysons

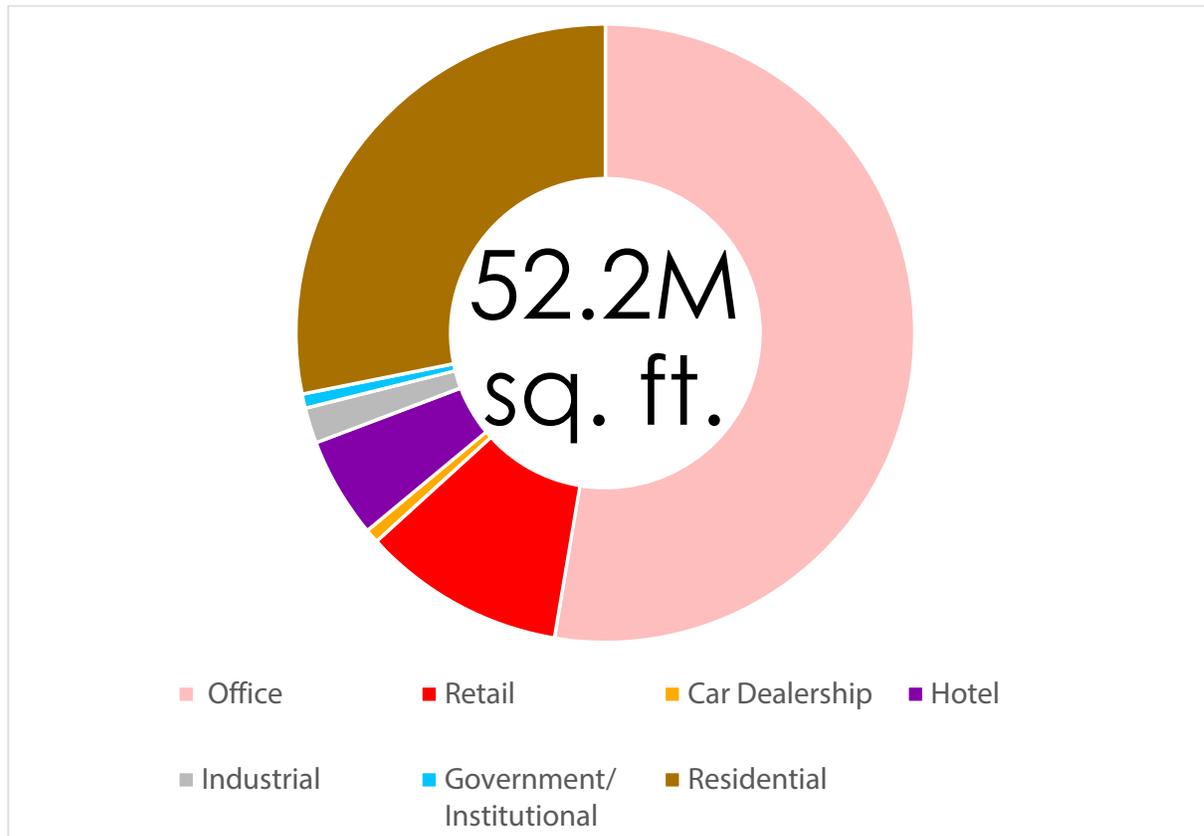


Figure L3: Existing Land Use Pattern in Tysons

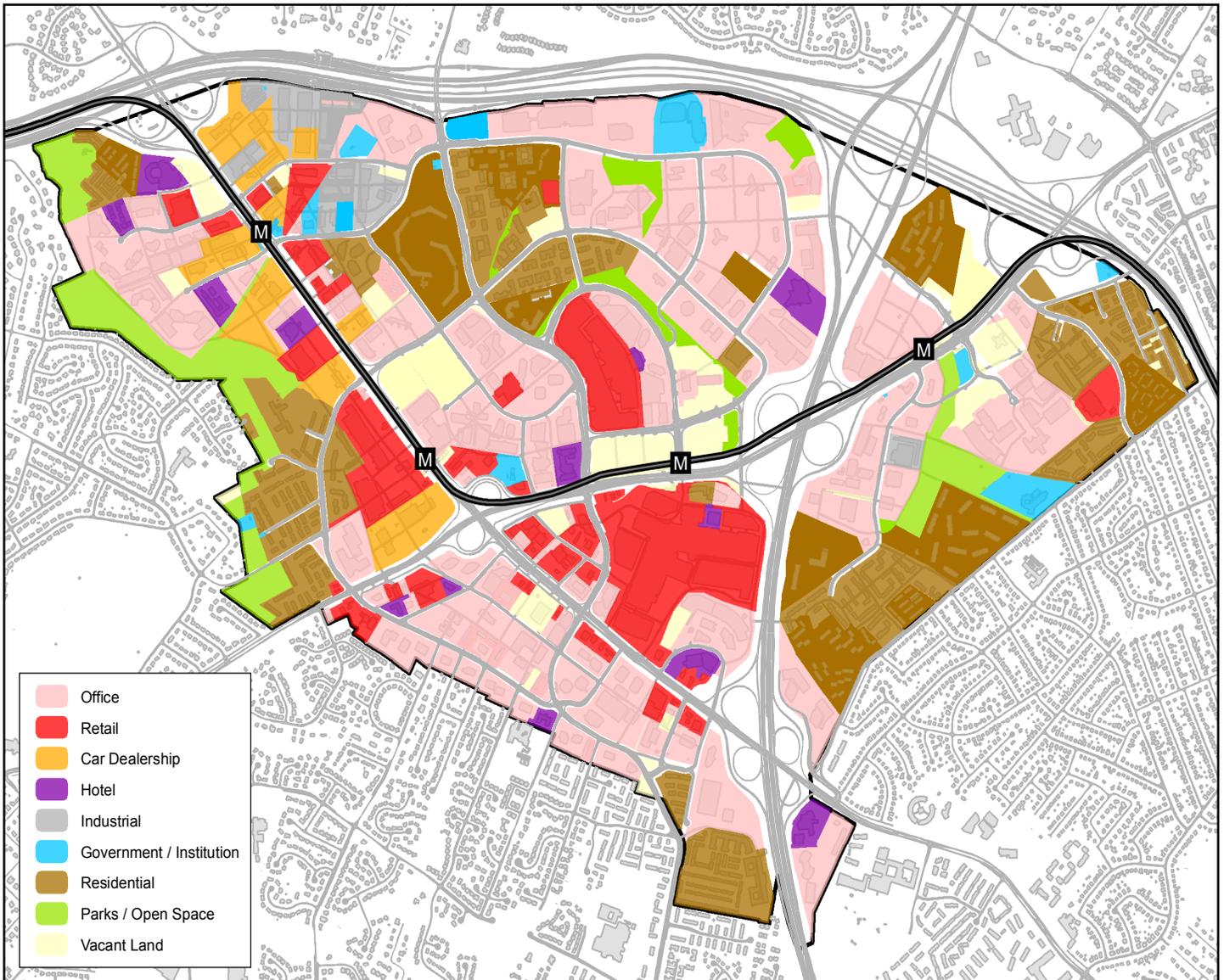


Table L2: Existing Development Levels as of August 1, 2018

Land Use	Gross Floor Area (square feet) ¹
Office	27,447,410
Retail	5,553,708
Car Dealership	383,000
Hotel	2,740,000
Industrial	971,000
Government/Institutional	387,000
Residential (sq. ft.)	14,690,000
Residential (units)	12,593
Total All Uses	52,152,118

¹ Rounded to the nearest 1,000

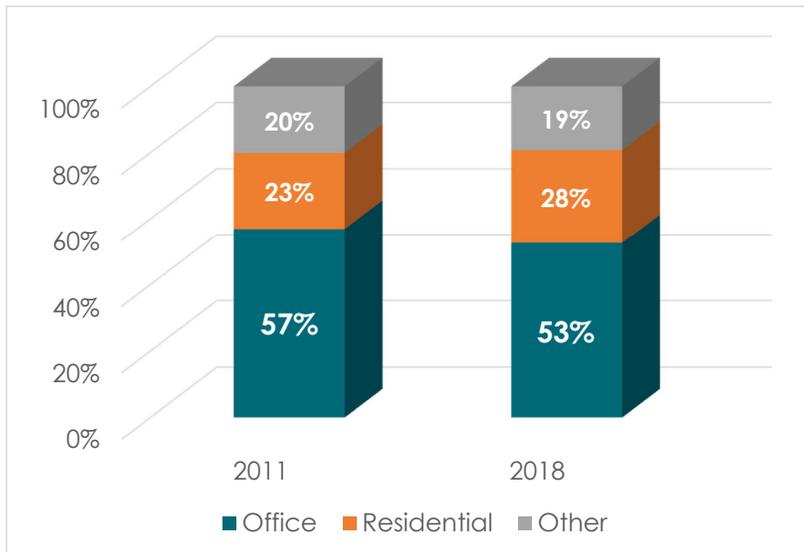


The Kingston, Tysons' newest residential building

Land Use Changes Over Time

The Plan envisions that the proportion of residential development to overall development will increase as development occurs. *Figure L4* depicts changes in land use since 2011. In 2011, residential square footage was approximately 23% of the total development within Tysons. In 2018, residential uses comprise 28% of the development. Currently, an additional 1.2 million square feet of residential use is under construction and expected to be completed within the next three years. It is notable that the increase in residential use as a percentage of total land use is occurring while Tysons as a whole is growing. From 2011 to 2018, the total square feet of development within Tysons increased by nearly 11%. In addition, construction continues in Tysons today. Ten buildings, totaling approximately 2.6 million square feet, are anticipated for delivery within the next three years.

Figure L4: Change in Land Use: 2011 to 2018



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

The Plan goal is four jobs per household, which will likely entail residential uses comprising approximately 35% of the developed area (depending upon the types of employment and residential unit sizes).

The jobs to household ratio within Tysons has improved from 12.4/1 in 2005, to 11.7/1 in 2010, to 5.8/1 in 2018. Residential square footage has increased since 2005, contributing to the decrease in the ratio. An additional factor in the ratio decrease between 2017 and 2018 is a change in data methodology. This report uses data from Infogroup, rather than an employment estimate used in previous iterations of this Progress Report, and will utilize this same methodology moving forward. *Table L3* shows the change in employment over the past three years using this data. In 2018, there are 3,563 businesses with a total of 73,310 employees. The decrease in the number of businesses and employees over the past three years may be due to redevelopment of existing non-residential uses to new residential and mixed-use development.



Table L3: Employment History

Year	Businesses	Employees
2016	3,645	79,259
2017	3,552	76,105
2018	3,563	73,310

Major Applications Approved and Development Activity

Thirty-four major rezoning applications, 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 28 Planned Tysons Corner Urban Center District (PTC) applications approved since that time. Of the 28 PTC applications, three were approved since the last Progress Report was published in September 2017. Approved applications are shown in *Figure L5* in 26 project locations. Their Conceptual Development Plans (CDPs) set the maximum development level for the project and uses by building, although optional development scenarios may have been approved for some or all of the buildings. The maximum development levels for residential and non-residential uses may vary 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, which may include all or a portion of the site area covered by the CDP. An FDP may propose the same or a lower level of intensity than what was approved on the CDP, and its approval is a prerequisite for approval of site and building plans under which construction is authorized. While the CDP shows the maximum approval, it may not be fully implemented for decades. Development approved by FDP can be reasonably expected to occur within a shorter timeframe, while development with an approved site plan can be expected to occur in the near term.

Figure L5: Approved Major Projects

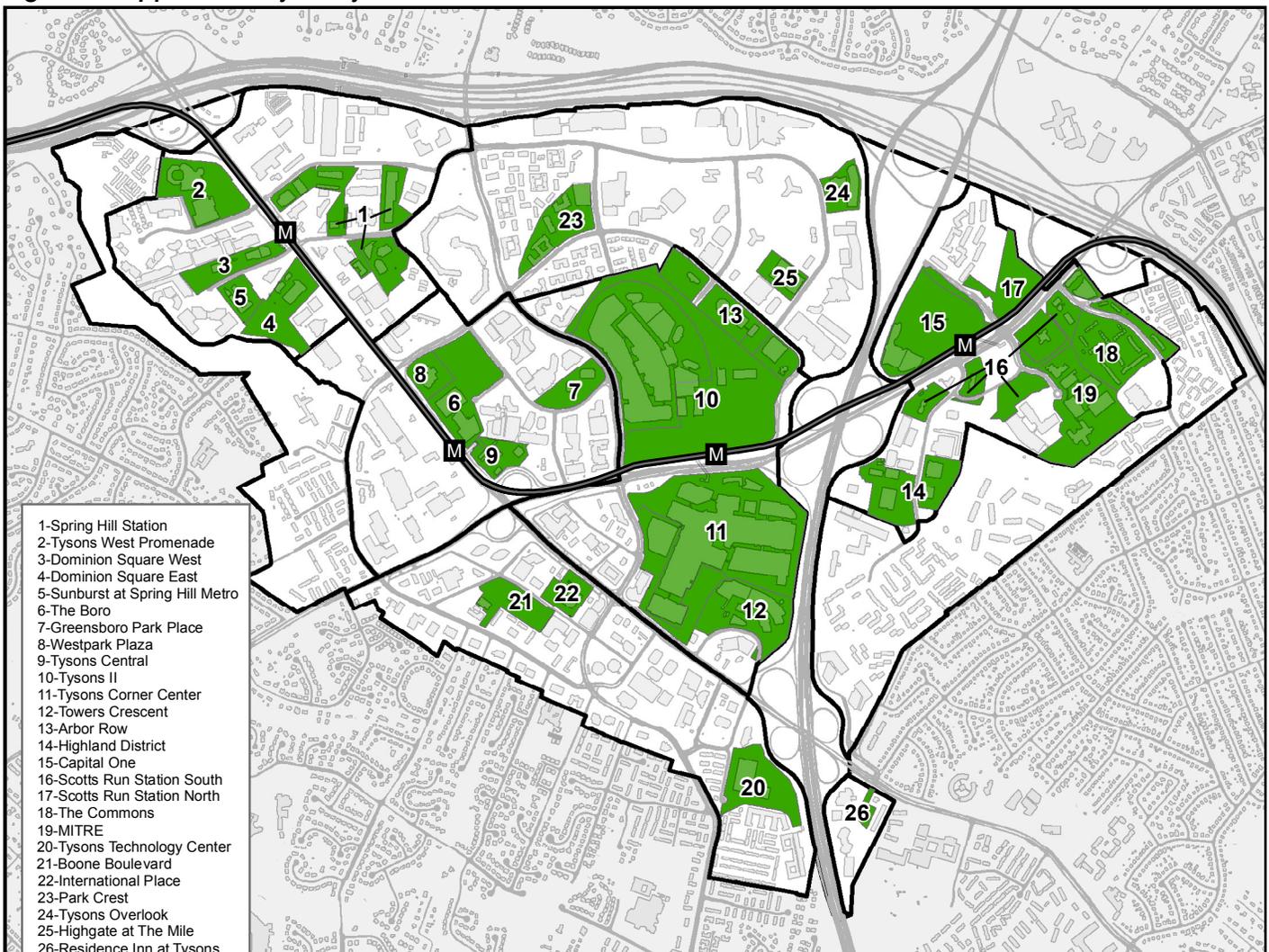


Table L4 provides updates on these applications, focusing on activity that has occurred this year. Concurrent applications by the same applicant are treated as a single project (for example, Scotts Run Station South is technically two zoning applications, RZ 2011-PR-010 and RZ 2011-PR-011, but is depicted as one project); therefore the 34 approved rezonings are shown as 26 projects). Additional details on individual applications are found in *Appendix B*.

In addition to the development activities highlighted in the map and table, 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.

Table L4: Current Activity on Approved Major Applications (by District)

	Development / Application(s) (Board Approval Date)	Current Activity (September 2017 – August 2018)
Tysons West District		
1.	Spring Hill Station: RZ 2010-PR-014A/014B (9/27/2011) RZ 2010-PR-014D/014E (2/12/2013)	No current activity
2.	Tysons West Promenade: RZ 2011-HM-032 (9/24/2013)	Site Plan 6279-SP-005 approved for four interim retail structures
3.	Dominion Square West: RZ 2011-HM-012 (2/14/2017)	No current activity
4.	Dominion Square East: RZ 2011-HM-013 (9/26/2017)	No current activity
5.	Sunburst at Spring Hill Metro RZ 2011-HM-027 (9/26/2017)	No current activity
Tysons Central 7 District		
6.	The Boro: RZ 2010-PR-022 (1/12/2016)	Block A and Building B3 are under construction, pursuant to Site Plan 0826-SP-009 Buildings C2 and C3 are currently under construction, pursuant to Site Plan 0826-SP-010
7.	Greensboro Park Place: RZ 2012-PR-002 (2/25/2014)	No current activity
8.	Westpark Plaza: RZ 2013-PR-009 (11/18/2014)	Site Plan 0826-SP-008-1 under review for a 31-story residential building with retail, Building D1
9.	Tysons Central: RZ 2011-PR-005 (11/19/2013) RZ 2015-PR-017 (5/2/2017)	Building F, Lumen, is currently under construction, pursuant to Site Plan 1682-SP-001
Tysons Central 123 District		
10.	Tysons II: PCA 84-D-049-5 (6/16/2003)	No current activity
11.	Tysons Corner Center: RZ 2004-PR-044 (1/22/2007) PCA 2004-PR-044-02 (Phase 3 & 4); (10/6/2015)	No current activity
12.	Towers Crescent: RZ 2006-PR-028 (10/15/2007)	No current activity
13.	Arbor Row: RZ 2011-PR-023 (11/20/2012) PCA 2011-PR-023 (Block D; 4/5/2016)	Site Plan 25530-SP-004 under review for Building A-2 Site Plan 25530-SP-005 approved for Building D

	Development / Application(s) (Board Approval Date)	Current Activity (September 2017 – August 2018)
Tysons East District		
14.	The Highland District: RZ 2014-PR-021 (7/12/16)	Site Plan 7788-SP-004 under review for Building B
15.	Capital One: RZ 2010-PR-021 (9/25/2012) PCA 2010-PR-021 (5/12/2014) PCA 2010-PR-021-02 (7/11/2017)	Building 3 was delivered, pursuant to Site Plan 6835-SP-006 Site Plan 6835-SP-008 under review for Block A Block C is under construction, pursuant to Site Plan 6835-SP-007
13.	Scotts Run Station South: RZ 2011-PR-010 (4/9/2013) RZ 2011-PR-011 (4/9/2013)	MITRE 4, a 340,000 square foot office building, and the Haden buildings, two residential buildings associated with the Garfield block, delivered
16.	Scotts Run Station South: RZ 2011-PR-010 (4/9/2013) RZ 2011-PR-011 (4/9/2013)	No current activity
17.	Scotts Run Station North: RZ 2011-PR-009 (6/2/2015)	No current activity
18.	The Commons (Anderson Park): RZ 2011-PR-017 (6/3/2013)	Building 1, The Kingston, was delivered, pursuant to Site Plan 3797-SP-002
19.	MITRE RZ 2010-PR-023 (2/20/2018) PCA 2011-PR-011 (2/20/2018)	Site Plan 1702-SP-010 is under review for MITRE 5
West Side District		
No Approved Major Applications		
Old Courthouse District		
20.	Tysons Technology Center: PCA 75-7-004-03 (5/17/2016)	No current activity
21.	Boone Boulevard (Tycon): PCA C-597-4 (7/21/2008)	No current activity
22.	International Place: RZ 2015-PR-006 (7/25/2017)	No current activity
Tysons North Central District		
23.	Park Crest: RZ 2002-PR-016 (5/11/2001)	No current activity
24.	Tysons Overlook (MRP): SEA 94-P-040 (5/18/2011)	No current activity
25.	Highgate/7915 Jones Branch Drive: RZ 2014-PR-004 (12/2/2014)	No current activity
East Side District		
26.	Residence Inn at Tysons RZ 2014-PR-025 (4/7/2015)	No current activity

Table L5 aggregates the total development approved under the major applications in Tysons, as of August 1, 2018. 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 L5: Total Maximum Development Approved by Major Applications

	# of Buildings	Office (GFA)	Retail (GFA)	Residential		Hotel (GFA)	Total ¹ (GFA)
				GFA	DUs		
Implemented ²							
	14	2,266,999	65,458	2,734,670	2,514	262,913	5,668,040
Under Construction							
	10	526,189	403,875	1,255,218	1,108	295,500	2,586,582
Approved by Site Plan, Not Under Construction							
	3	198,740	50,574	586,110	492	0	835,424
Approved by FDP							
	101	14,101,490	4,888,476	14,279,782	12,861	4,078,842	36,931,992
Approved by CDP							
Options that Maximize Employment Options	181	27,400,880	5,738,256	28,054,688	26,049	3,835,397	63,149,212
Options that Maximize Residential Options	182	26,223,880	5,718,056	30,380,388	28,447	3,442,397	63,654,912

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

2 Implemented since Plan adoption

Major Applications Under Review and Indefinitely Deferred

As of August 2018, eight major projects have applications under review. Collectively, these applications cover approximately 60 acres of land. In addition, one major rezoning application previously under review has been deferred indefinitely. *Figure L6* illustrates the location of the pending and deferred applications. As with the approved applications, *Figure L6* treats concurrent applications by the same applicant as a single project. FDP-only and amendment applications are not listed as separate applications in this report, although their development data is included with the associated rezoning.

Table L6 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 L6* depicts the maximum potential development under the pending CDP options and shows the maximum residential and non-residential development potential that could be constructed.

Figure L6: Major Applications Under Review and Indefinitely Deferred

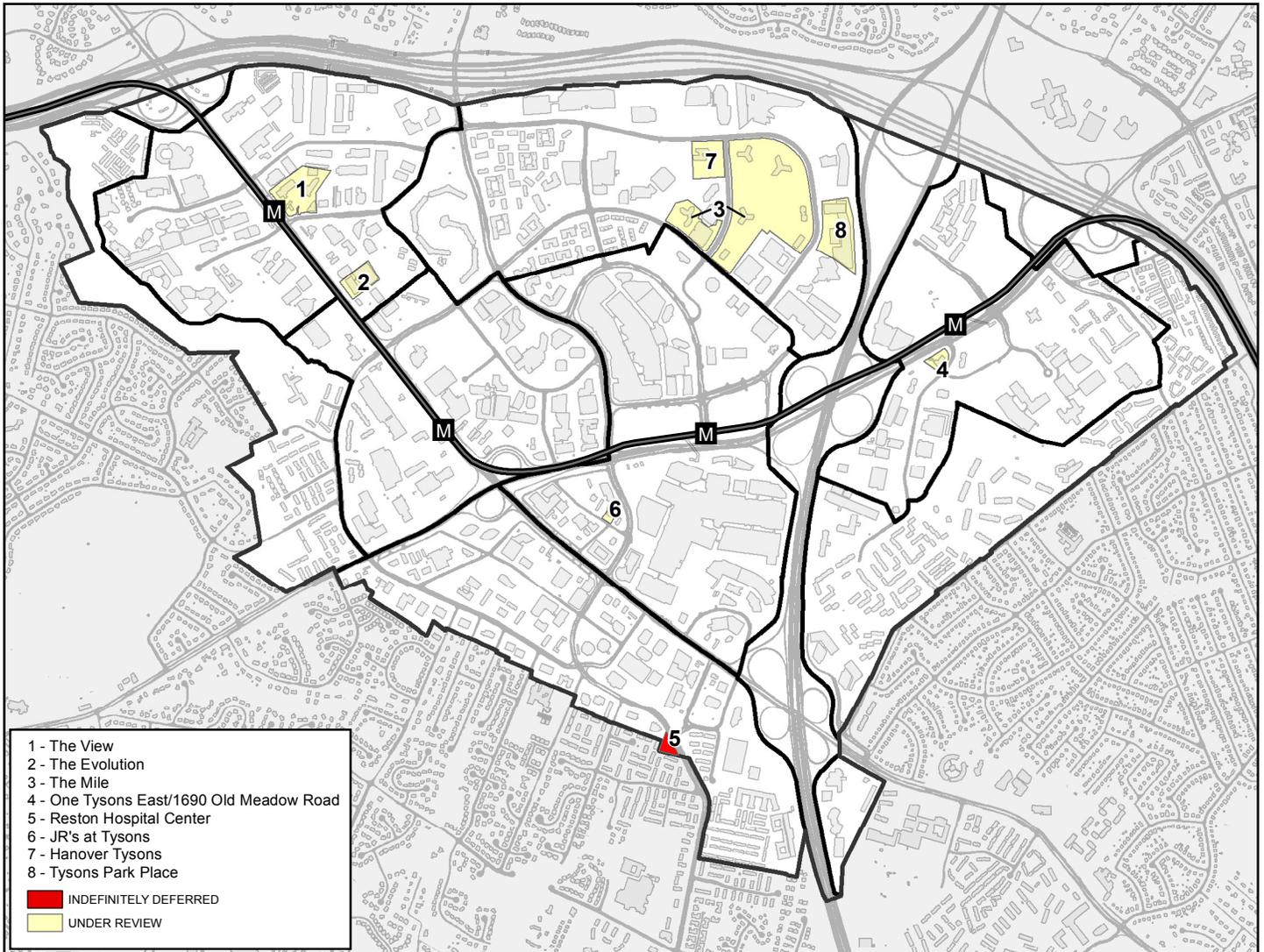


Table L6: Total Proposed Maximum Development in Major Applications Under Review

	# of Buildings	Office (GFA)	Retail (GFA)	Residential		Hotel (GFA)	Total ¹ (GFA)
				GFA	DUs		
Proposed by FDP							
	7	1,593,991	186,308	952,000	825	0	3,254,613
Proposed by CDP							
Options that Maximize Employment Options	21	2,976,347	340,007	6,566,872	6,024	634,808	9,160,873
Options that Maximize Residential Options	21	2,976,347	340,007	6,566,872	6,024	634,808	9,160,873

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

Tysons Total Development Levels and Land Use Mix

Progress towards achieving the planned mix of uses and intensity within Tysons is being monitored. *Table L7* provides the current (as of August 1, 2018) existing development level and land use mix, amount of development under construction, amount of approved but unbuilt development, and amount of development proposed with pending rezoning applications (using the option that maximizes non-residential development). The specific development levels and land use mixes are subject to change during the rezoning process for pending applications and/or subsequent to rezoning approval but prior to construction based upon options selected or choices to develop less than the maximum amount approved. Any such changes will be monitored and reflected in future Progress Reports. Indefinitely deferred applications are not reflected in this table.

Table L7: Tysons Development Levels: Existing, Under Construction, Approved, and Proposed

	Existing Development (GFA)	Under Construction (GFA)	Approved, Unbuilt Development ¹ (GFA)	Proposed Development, Under Review ² (GFA)	Total (GFA)
Office	28,805,410 ³	526,189	17,747,861	2,976,347	50,055,807
Retail	5,916,708 ⁴	403,875	1,061,760	340,007	7,722,350
Hotel	2,740,000	295,500	2,330,831	634,808	6,001,139
Total Non-Residential	37,462,118	825,564	21,540,452	3,951,162	63,779,296
Residential	14,690,000	1,255,218	24,040,832	6,566,872	46,552,922
Residential Units	12,593	1,108	22,403	6,024	42,128
Total Development	52,152,118	2,586,582	42,823,939 ^{5,6}	9,160,873 ^{5,6}	106,723,512 ^{5,6}

1 Net increase over existing and under construction

2 Net increase over existing, under construction and approved

3 Includes industrial uses and government/institutional uses

4 Includes car dealerships

5 Includes public facilities

6 May be lower than sum of Total Non-Residential and Residential due to development maximums

Population and Jobs

The number of dwelling units proposed, approved and constructed is being monitored, along with other data, to develop population estimates. Non-residential land use is also monitored and is used to develop employment population estimates. *Tables L8 and L9* summarize the current estimates for existing residential and employment populations, as well as estimates based upon the approved major applications as of August 2018, 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 L8* depicts the estimated population changes under the maximum non-residential development. *Table L9* depicts the estimated population changes under the maximum residential development.

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

	Existing (GFA)	Under Construction (GFA)	Approved, Unbuilt Development ¹ (GFA)	Proposed Development, Under Review ¹ (GFA)	Total (GFA)
Residential Population	25,895	1,939	43,402	10,542	81,778
Residential Units	12,593	1,108	24,801	6,024	44,526
Number of Jobs	73,310	2,871	58,986	11,147	149,109

¹ Net increase over existing and under construction

Table L9: Population and Jobs Estimates; Maximum Residential Development Options

	Existing (GFA)	Under Construction (GFA)	Approved, Unbuilt Development ¹ (GFA)	Proposed Development, Under Review ¹ (GFA)	Total (GFA)
Residential Population	25,895	1,939	39,205	10,542	77,581
Residential Units	12,593	1,108	22,403	6,024	42,128
Number of Jobs	73,310	2,871	63,246	11,147	153,369

¹ Net increase over existing and under construction

Affordable and Workforce Housing

In addition to providing sufficient housing to improve the jobs/housing balance, a critical aspect of the Plan is the provision of housing choices so that a population with a variety of income levels is able to live in Tysons. To that end, the Plan encourages affordable and workforce housing in Tysons, and recommends that all projects with a residential component provide a certain percentage of their units as affordable and/or workforce dwelling units (ADUs/WDUs). If an applicant provides rental housing, 20% should be affordable or workforce units; in the instance of for sale product, if all of the for-sale workforce housing units are provided onsite, the percentage of affordable units should be 14%. If the units are provided as new construction for-sale units in another property offsite in Tysons, 16% of the units should be affordable. All PTC rezoning applications approved to date have committed to provide affordable/workforce units; based on the total number of approved units to date, as many as 4,200 workforce housing units will be developed in Tysons. *Table L10* shows the ADUs and WDUs delivered to date.

Table L10: ADUs and WDUs Delivered in Tysons as of August 1, 2018

Project Name	Program	Date Delivered	Number of Units
The Reserve at Tysons Corner	ADU - Rental	April 2009	40
Ovation at Park Crest	ADU - Rental	April 2014	4
The Ascent at Spring Hill Station	WDU - Rental	May 2014	81
VITA	WDU - Rental	April 2015	39
Nouvelle	WDU - Rental	February 2016	77
Adaire	WDU - Rental	June 2016	80
Haden	WDU - Rental	August 2016	85
Highgate at The Mile	WDU - Rental	August 2017	66
Kingston at McLean Crossing	WDU - Rental	April 2018	64
TOTAL			536

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

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



2

TRANSPORTATION

Photo on previous page courtesy of the Tysons Partnership

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

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

This section includes transportation data obtained through June 2018. The analysis and summary of this data includes the effects of the opening of the Metrorail Silver Line rail service, in July 2014.

Transportation Infrastructure Improvements Funding

The Plan recommends that increases in development be coordinated with the provision of transportation infrastructure to support additional demand. This includes new components of the infrastructure, such as an internal grid of streets, new transit routes, and roadway and transit connections into and out of Tysons. All new or reconstructed road improvements will include pedestrian facilities and many will include bicycle facilities. The needed improvements and their associated general timeframes can be found in the Comprehensive Plan: "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons" (Table 7; Comprehensive Plan) and in the "Transportation Infrastructure Resulting from Changes in Land Use Distribution and Resulting from Further Analysis and Planning of the Grid of Streets" (Table 7B) included in the amendment to the Tysons Comprehensive Plan adopted by the Board on March 14, 2017.

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

The funding plan, originally estimated at \$3.1 billion dollars over 40 years, is reviewed annually and revised as necessary to reflect refined project cost estimates and schedule updates for project implementation. In the fall of 2014, the revised total cost for the funding plan was \$2.8 billion, \$300 million less than the original estimate, primarily due to a recalculation of Table 7 Roadway Improvements and an assessment of the future transit needs for Tysons.

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

Road Funds

The funding plan includes two new road funds for Tysons, which were established on January 8, 2013. A third, previously existing, fund also remains. Contribution rates for all funds are reviewed annually. The three funds, with their FY 2018 contribution rates, are as follows:

- The Tysons Grid of Streets Transportation Fund (Tysons Grid Fund):
Creates a mechanism for redevelopment projects to provide construction of, or funding for, the local grid of streets. Contribution rates, effective March 1, 2018, are \$7.04 per gross square foot (GSF) of building structure of the total proposed new non-residential space and \$1,093 per unit of proposed new residential uses.
- The Tysons-wide Transportation Fund (Tysons-wide Fund):
Creates a mechanism for redevelopment projects to contribute towards the Table 7 Tysons-wide transportation improvements (as one of multiple funding sources). Contribution rates, effective March 1, 2018, are \$6.17 per GSF of non-residential use and \$1,093 per unit of proposed new residential uses.
- The Tysons Road Fund (previously existing):
Remains as a funding source for general transportation projects in Tysons. Applications approved prior to the adoption of the new Comprehensive Plan in June 2010 continue to provide proffered contributions to this fund. Contribution rates, effective March 1, 2018, are \$4.57 per GSF of non-residential use and \$1,014 per residential uses.

As of August 2018, approximately \$21 million from these funds were allocated to projects including: the Jones Branch Connector, the Modified Intersection Treatment projects on Route 123 east of I-495, the Route 123/Route 7 interchange project, Lincoln Street, and the Tysons East Dulles Connector Ramps study. More detailed information about the status of these initiatives can be found in the “Infrastructure Improvements and Transportation Studies” section of this chapter.

Tysons Transportation Service District

To provide additional revenue for the Table 7 Tysons-wide projects, the Board established the Tysons Transportation Service District (the Service District), a special tax assessment district which collects revenue based upon the assessed value of all properties within the district. Revenue generated by the district may only be used for transportation improvements within the service district. Appendix A contains information on the formation of the Service District. The FY2019 tax rate for the Service District is set at \$0.05 per \$100 of assessed value. In 2018, the Service District collected approximately \$7.3 million. Through FY 2018, a total of approximately \$28 million has been collected. In September 2015 and May 2018, the Board approved allocation of Service District funds totaling approximately \$20 million for the following projects:

- Route 7 Widening (Route 123 to I-495)
- Route 123 Widening (Old Courthouse to Rt. 7)
- Route 123 Widening (Route 7 to I-495)
- Route 7 Widening (Reston Avenue to Jarrett Valley Drive/Dulles Toll Road)
- I-495 Pedestrian Overpass (Old Meadow Road to Tysons Corner Center)
- Route 7 Widening (I-496 to I-66)

Funding Progress of Tysons Transportation Projects

The Jones Branch Connector has a total project estimate of \$60 million, and is fully funded by the following revenues: \$13.5 million in state Revenue Sharing (RS); \$28 million in local commercial and industrial tax and proffer revenues; and, \$18.5 million in federal Regional Surface Transportation Program (RSTP) funds. The project is currently under construction and will have one lane of travel in each direction open for traffic by the end of 2018.

The Route 7 Widening (Jarrett Valley Drive/Dulles Toll Road to Reston Avenue) has a total project estimate of approximately \$314 million and is fully funded from the following sources: \$104 million in federal RSTP funding; approximately \$120 million in state funding approved by the Commonwealth Transportation Board on June 15, 2016; and \$10 million approved by the Northern Virginia Transportation Authority (NVTA) on July 14, 2016. CTB approved the award of a contract July 18, 2018 to Shirley LLC in the amount of \$252,871,777 for design and construction of the project. A project kick-off meeting is scheduled for Fall 2018. Construction on the project is scheduled to start in Spring 2019.

The widening of Route 7 over the Dulles Toll Road had a total project cost of approximately \$44.82 million and was fully funded through NVTA and Bridge funds. The ribbon cutting ceremony was held on May 22, 2018. The project widened Route 7 from four lanes to six lanes, approximately from just west of Jarrett Valley Drive to just west of Tyco Road, for a total length of approximately 0.4 miles. The decks of the two existing bridges over Dulles Airport Toll Road (DTR) were replaced and widened in the middle to accommodate one extra lane on each side of the bridge. A shared use path was built for pedestrians and bikes to travel in each direction.

Infrastructure Improvements and Transportation Studies

Since Plan adoption, the Fairfax County Department of Transportation (FCDOT) has advanced a number of transportation projects and studies necessary for implementing the Tysons Plan. *Table T1* and *Table T2* summarize infrastructure improvements and transportation studies. *Appendix C* contains additional information on the projects and studies listed in the tables.

Table T1: Transportation Infrastructure Improvements

Infrastructure Improvement	Overview	Status
Jones Branch Connector	Multimodal connection between Tysons East (Route 123) and West (Jones Branch Drive)	Construction started February 2017. One lane in each direction will be open by the end of Fall 2018, with expected completion November 2019
Tysons Metrorail Station Access Improvements (TMSAMS)	Access improvements to the Metrorail stations in Tysons	26 of the 39 projects are completed, 6 are under construction, 6 are in design and 1 is in land acquisition
Route 7 Bridge over Dulles Toll Road	The project widened bridge from 4 to 6 lanes with a shared use path on both sides. Improved access to Tysons from the west	Completed May 2018
Tysons/Old Meadow Road Bike/Ped Improvements	This project will build a pedestrian and bicycle bridge over the beltway, in the vicinity of Route 123 and I-495, to improve bicycle and pedestrian safety and connectivity in the Tysons area	In process, design underway

Table T2: Transportation Studies

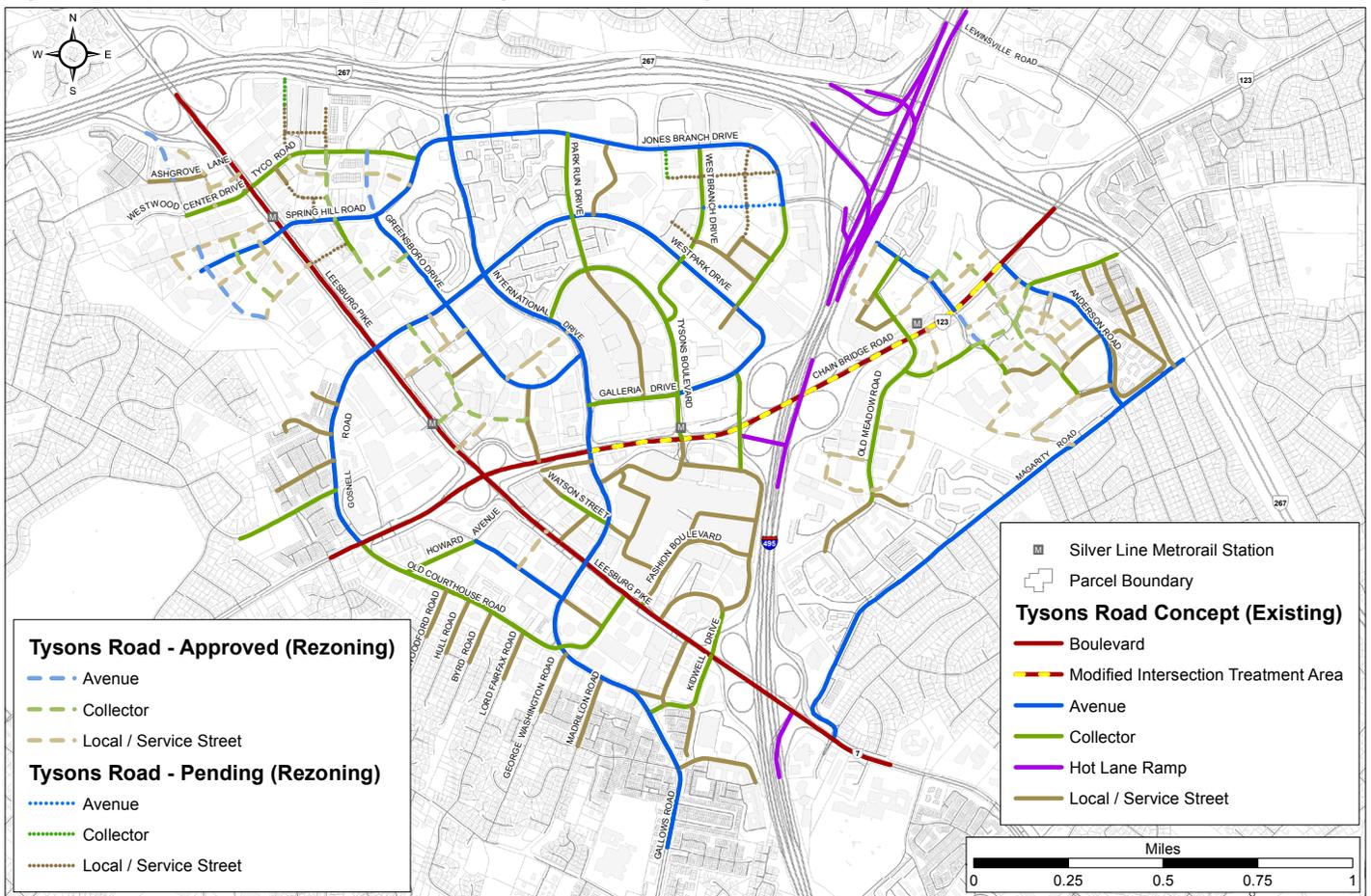
Infrastructure Improvement	Overview	Status
Route 7 Bus Rapid Transit (BRT) Study	Assessment of how a BRT system will function along the Route 7 Corridor from Route 123 to the I-66 Interchange, Being coordinated with NVTC Study	In process, Phase III expected to be completed in 2018. County preparing a more detailed study of the segment in Tysons.
Route 7 Corridor Transit Study (NVTC Study)	Assessment of travel needs within the Route 7 corridor between Tysons and the City of Alexandria, Primarily focused on I-66 to Alexandria. Being coordinated with Route 7 BRT Study	In process, data collection has been conducted
Tysons Neighborhood Traffic Study	Analysis of 2030 traffic impacts and potential mitigation measures for intersections in the neighborhoods surrounding Tysons	In process, Phase II recommendations to be reviewed and staff work plan expected to be completed by end of 2018
Route 123 Modified Intersection Treatment (Inside and Outside the Beltway)/Route 123 Corridor Study	Refinement of concepts for Route 123 inside the Beltway and improvement option identification for Route 123 outside the Beltway	In process, Alternative concepts being developed and assessed. Preferred alternative and phasing plans to be developed by Fall 2018
Route 7 Widening Study	Evaluation of options to widen Route 7 between Route 123 and the Capital Beltway	In process; being coordinated with Route 7 BRT Study
Route 7/123 Intersection Study	Evaluation of options to reconfigure the intersection of Route 7 and Route 123 to accommodate future traffic demand	In process, being coordinated with Route 7 BRT Study and Route 7 Widening Study
State Street Study	Study includes potential alignments and impacts for the newly proposed State Street	Completed 2014
Lincoln Street Feasibility Study	Lincoln Street, as part of the future Tysons' Grid of Streets Plan, will provide connection between Old Meadow Road and Magarity Road as a two-lane local roadway with multimodal accommodations	In Process, study to be completed by end of 2018
Consolidated Traffic Impact Analysis (CTIAs)	Three CTIAs were conducted to determine current and future traffic conditions associated with planned densities and new developments	Completed 2013
Ultimate Operation Study for the Tysons Circulator	Study covers the development of a long term Circulator System in Tysons by 2050	Completed 2013
Tysons East Dulles Connector Study	Two alternatives were recommended to facilitate a new connection from the Dulles Connector Road to the Tysons East roadway network	Completed 2016
Countywide Transit Network Study	Study identified transit needs throughout county, including recommendations specific to Tysons	Completed 2016
Tysons Multimodal Transportation Hub Analysis	Recommendations were made for multimodal transportation hubs close to Metrorail or other activity centers	Completed 2013

Tysons Grid of Streets - Implementation Progress

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

Figure T1 illustrates progress on the implementation of the conceptual Tysons road network as of August 2018. The map shows the existing road network prior to the adoption of the conceptual Tysons network in the Comprehensive Plan (“Existing”), network links that have been implemented since adoption of the Plan (“Constructed”), and network links that have been approved (“Approved Through Rezoning”) but not yet built, or are currently proposed (“Pending Rezoning”) by a rezoning application. The County will continue to monitor and report on the implementation of the grid of streets annually.

Figure T1: Tysons Grid of Streets Rezoning Status as of August, 2018



Travel Monitoring

Travel monitoring in Tysons began in 2011 and is assessed annually, with the exception of 2014 when monitoring was put on hold for the opening of the Silver Line. Travel patterns are assessed in the morning (AM) and evening (PM) peak travel times. Peak travel is measured in two ways: peak hour represents the single hour in the AM and PM with the highest number of trips, while peak period represents the top three consecutive hours in the AM and PM with the highest number of trips. In Tysons, the peak hours are 8:00 AM – 9:00 AM and 4:45 PM – 5:45 PM. The peak periods are 7:00 AM – 10:00 AM and 4:00 PM – 7:00 PM.

An inventory of needed and missing sidewalks, trails and bike lanes within Tysons, as well as connection points between Tysons and the surrounding communities, was compiled beginning in 2012. These needed facilities are a County priority and funding is being sought to advance them towards implementation. Additional studies to monitor pedestrian and bicycle use at selected locations will be undertaken as needed. In early 2018, with funding from the Metropolitan Washington Council of Governments (MWCOC) Transportation/Land-Use Connection (TLC) Program, Fairfax County was able to analyze current data collection methods and cordon points at major and minor entry/exits. Fairfax County worked with consultants to create a more efficient and holistic approach to gathering multi-modal data through incorporating newer techniques in data collection. The study also came up with a long-term guide to collecting data in Tysons as new transportation infrastructure is implemented.

For the purpose of this report, travel is characterized during the peak period, unless otherwise noted as being characterized in the peak hour. The three primary metrics used to monitor travel in Tysons are person travel, vehicle travel, and level-of-service analysis (LOS). These metrics and their associated results are discussed in the following sections, with greater detail located in *Appendix C*.

Person Travel

A person trip is a trip made by one person in any mode of transportation. Person trips account for auto occupancy (the driver and the number of passengers in a vehicle), transit users and trips made using non-motorized modes, so that every traveler is counted. Counting people, rather than cars, provides a more holistic evaluation of the number of travelers to, through and from Tysons. Person trips entering and exiting Tysons, including through trips, are assessed using vehicle, pedestrian, and bicycle counts, as well as bus and rail ridership data collected at the boundaries of Tysons. Counts were conducted in the spring of 2018.

As in previous years, the number of person trips is slightly higher in the evening as compared to the number of person trips in the morning, and the peak direction of travel continues to be inbound in the morning and outbound in the evening. Inbound person trips accounted for 64% of AM peak period trips (63% in 2017) and outbound trips accounted for 60% of PM peak period trips (58% in 2017). This reflects Tysons' status as a major employment center, attracting trips in the morning and dispersing them in the evening. The percentage of growth for non-SOV modes of travel continues to increase at a slightly faster rate than for SOVs (*Table T3*), and strategies such as the use of public transportation and other non-SOV modes of travel help lessen the burden on the existing street network. As seen in *Table T3*, total person trips for the AM and PM decreased from 2017 to 2018. The decrease in Non-SOV trips in the morning could be due to Metrorail's SafeTrack repair program, which could have had an effect on the number of riders using the Metrorail as a means of transportation. Successful non-SOV modes of travel can help attract development, improve travel options and overall travel time, all in an effort to help support Tysons' economic vitality and create a higher quality of life.

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

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

Characteristics of person trips will continue to be assessed. As improvements to transit service, pedestrian access and bicycling are made over the coming years, and as additional high density development near Metrorail stations takes place, it is expected that the percentages of person trips made by transit, walking, and biking will increase to the target levels identified in the Comprehensive Plan. An increase in non-SOV trips overall between 2011 and 2018 could indicate that transit, bicycle and pedestrian facility enhancements, as well as other transportation demand management (TDM) strategies, are working in Tysons. Cumulative data from 2011 to 2018 shows that non-SOV trips have grown at a greater rate than SOV trips.

Vehicle Travel

Change in the number of vehicle trips entering and exiting Tysons is assessed annually through vehicle counts during the AM and PM weekday peak periods of travel. Vehicle counts are conducted at 16 locations, using tube counts, where traffic enters and exits Tysons. Locations were selected to capture traffic using the roadways that provide the primary access to Tysons.

Morning and evening peak period vehicle trips decreased in 2018 compared to last year. *Table T4* illustrates this change over time.

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

Table T4: AM and PM Peak Period SOV and Non-SOV Trips (2011-2018)

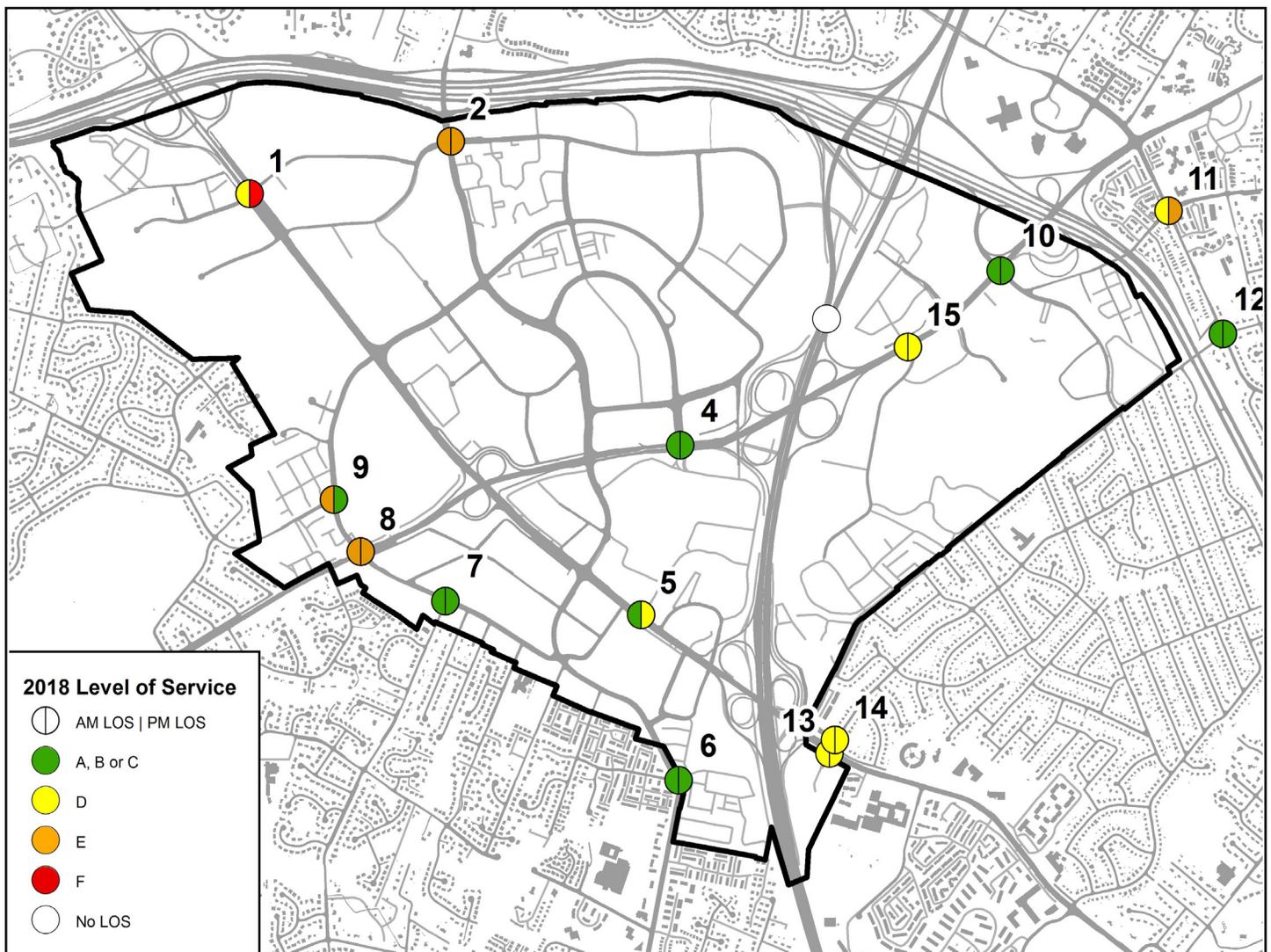
Year	AM (7:00 - 10:00)				PM (4:00 - 7:00)			
	SOV		Non-SOV		SOV		Non-SOV	
	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total
2011	77,910	77%	23,005	23%	95,353	74%	32,949	26%
2012	100,827	78%	29,047	22%	109,268	74%	37,927	26%
2013	104,128	81%	24,090	19%	105,606	77%	31,743	23%
2015	101,675	71%	41,108	29%	108,839	69%	48,066	31%
2016	102,320	71%	41,329	29%	104,157	71%	41,838	29%
2017	106,389	72%	40,518	28%	108,604	68%	51,248	32%
2018	99,472	72%	37,949	28%	104,596	69%	46,139	31%

Traffic Level-of-Service Analysis

Traffic level-of-service (LOS) for intersections is a measure of average vehicle delay (seconds per vehicle) and is used to determine transportation system performance. LOS scores are measured from LOS A (0-10 seconds of delay/vehicle) to LOS F (greater than 80 seconds of delay/vehicle). LOS E (55-80 seconds of delay/vehicle) is the standard for adequate vehicle travel conditions in Tysons during the AM and PM peak hours. Annual LOS analysis of 15 key intersections in Tysons provides a representative sample of the level of traffic delay on a typical weekday during the AM and PM peak hours. Assessed over time, LOS demonstrates changes in transportation system performance, indicating to what degree a balance is maintained between the growth of Tysons and the implementation of transportation improvements and the adequacy of the roadway system.

Figure T2 depicts the most recent LOS for the 15 key Tysons intersections during the AM and PM peak hours. These intersections were assessed using Synchro analysis software. Vehicle counts tabulated for the 2018 AM and PM peak hours are available in Appendix C and serve as the basis for the LOS assessment. In 2018, there was only one intersection which was at LOS F for the PM (Route 7 at Tyco Road).

Figure T2: Level-of-Service Analysis – AM and PM Peak Hour (2018)



As *Figure T2* shows, five intersections are operating at LOS E and/or LOS F during either or both peak hours.

- Route 7 and Tyco Road (Intersection 1): LOS F in the PM
- Spring Hill Road and International Drive (Intersection 2): LOS E in the AM and PM
- Route 123 and Old Courthouse Road (Intersection 8): LOS E in the AM and PM
- Old Courthouse Road and Gosnell Road (Intersection 9): LOS E in the AM
- Chain Bridge Road and Great Falls St. (Intersection 11): LOS E in the PM

Transit Monitoring

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

Silver Line Rail Service

Monitoring of Silver Line usage began with the first full month of Silver Line operation in August 2014. *Table T5* below shows the typical weekday ridership of the Silver Line during the opening year of 2014, as well as ridership on a typical weekday in each successive April. The final column displays the percentage change in ridership between 2017 and 2018 conditions.

Table T5: Silver Line Ridership, Tysons and Reston Stations (Typical Weekday Riders (Entries))

Tysons Stations	Silver Line Opening 2014*	April 2015	April 2016	April 2017	April 2018	Percent Change April 2017-April 2018
McLean	1,439	1,619	1,623	1,673	1,832	9%
Tysons Corner	2,993	3,032	3,147	3,127	3,452	9%
Greensboro	893	1,075	1,139	1,122	1,252	10%
Spring Hill	1,316	1,410	1,264	1,220	1,188	-3%
Total Tysons Stations	6,641	7,136	7,173	7,142	7,723	8%
Reston Stations						
Wiehle-Reston East	8,434	8,558	7,780	7,447	7,721	4%

*August 2014, first full month of Silver Line operation

The most active Metrorail station within Tysons is Tysons Corner, which averages over 3,400 passengers per day (total entries) on weekdays and over 2,500 for Saturdays, exceeding the ridership at the other three stations shown in *Figure C8* in *Appendix C*.

Overall Metrorail ridership has increased over the course of the last year except at the Spring Hill Metro Station which has seen a decline in ridership since 2015. This could be due to Metrorail's effort regarding the SafeTrack¹ repair program (which has since been completed) and the corrections of other service-related issues; Typical weekday ridership will continue to be assessed annually to understand future trends.

Transit Service Enhancement

The Plan calls for a robust transit network to provide alternatives to automobile travel and to support a balance between land use and transportation. As of Spring 2018, 13 bus routes operated circulator, express, peak and local bus service in Tysons.

The first phase of the Circulator System, serving the Metrorail stations in Tysons, was implemented with the opening of the Silver Line Phase 1 and consists of bus service operating in mixed-traffic on existing rights-of-way. The routes were modified in their first year of operation to improve performance, reliability and attractiveness. As new roadway facilities open throughout Tysons, this circulator service will transition further. Descriptions of Fairfax Connector routes as of Spring 2018 are available in *Appendix C*.

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



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

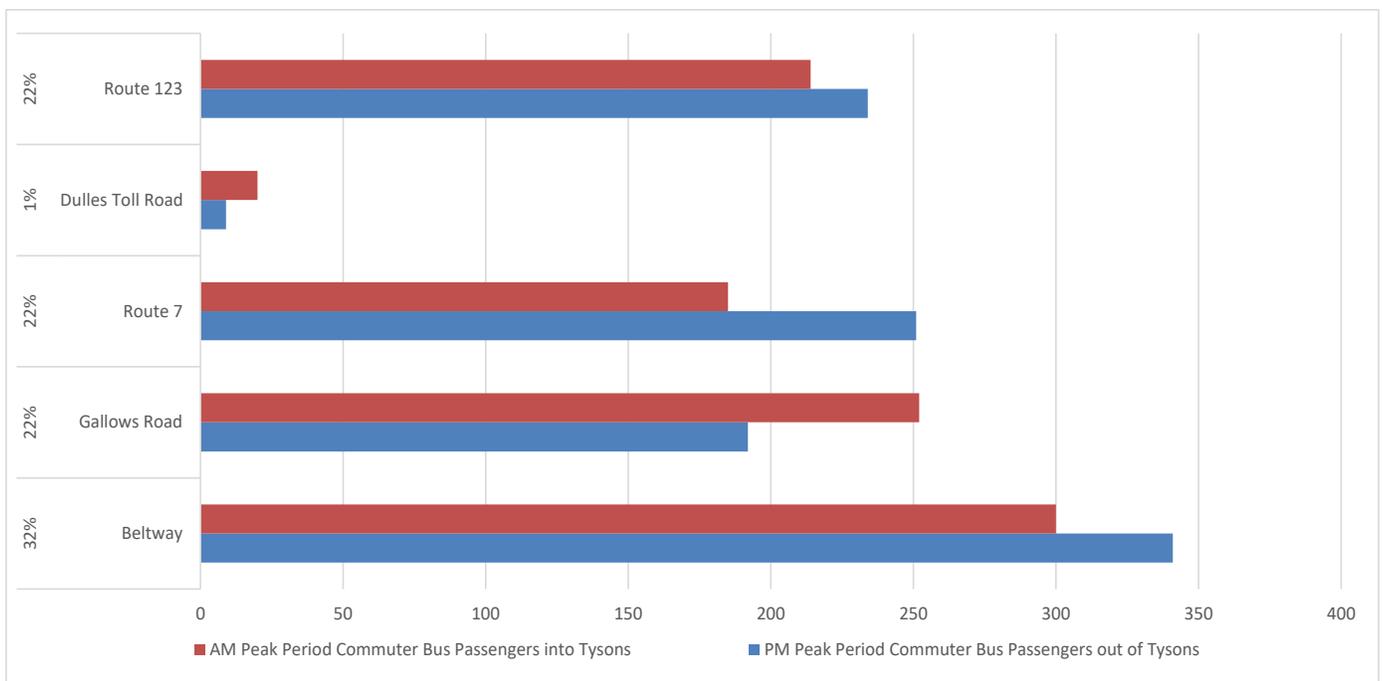
Bus Transit Use

From 2013 to 2015 the number of bus passengers traveling into Tysons in the morning and out of Tysons in the evening decreased by 51% in the AM and 37% in the PM, most likely due to the opening of the Silver Line (see *Appendix C, Figure C10*). Bus ridership has since risen, with 49% more riders traveling into Tysons in the morning and 33% more traveling out of Tysons in the evening in 2018 as compared to 2015.

Bus routes that utilize the Capital Beltway transport the highest number of passengers into and out of Tysons, as shown in *Figure T3*, with 32% of bus travelers in the peak period taking routes along the Capital Beltway.

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

Figure T3: Tysons Bus Passengers Main Route Traveled (2018)



Walking and Bicycling in Tysons

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

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

Bicycle and pedestrian counts were taken at the 15 LOS locations shown in *Figure T2* (Traffic LOS Analysis) to reflect trips into and out of Tysons and does not reflect internal trips within Tysons. These counts indicate that bicycle and pedestrian person trips make up less than one percent of person trips entering and exiting Tysons (see *Appendix C, Table C1*). While cyclists and pedestrians make up a small portion of overall trips in Tysons today, non-SOV trips (including cycling and walking) are growing at a faster rate than SOV trips, as shown in *Table T3*. The construction of developments approved through rezoning applications and implementation of improvements identified in the Tysons Metrorail Station Access Management Study (TMSAMS, see *Appendix C*) will make walking and biking safer and more attractive modes of transportation.



Bike lane on Westpark Drive in Tysons

Route 7 - New Pedestrian Amenities

New pedestrian amenities were added along Route 7 in Tysons in late 2015 and early 2016. These improvements included additional crosswalks on both major approaches, new countdown pedestrian signals, audible push-button locators, Americans with Disabilities Act (ADA) compliant curb cuts and new crosswalk striping. Pedestrian amenities were improved along Route 7 at Tyco Road, Gosnell Road, Westpark Drive, and Spring Hill Road. In the spring of 2018, a new 14-foot-wide shared-use path that will tie into future trails north of the Dulles Toll Road was built for pedestrians and bikes to travel in each direction along Route 7 over the Dulles Toll Road.

Scotts Run Trail

The Scott's Run Trail project will provide 2,676 linear feet of new 8-foot wide pedestrian trail connecting Magarity Road at Westgate Elementary School to Colshire Meadow Drive near the McLean Metrorail Station. Its purpose is to facilitate pedestrian access to/from the Metrorail station for local residents. The trail will be lighted and include a 90' bridge over Scotts Run Stream and a 50' bridge over a tributary. The trail will be

located within Scott's Run Stream Valley Park and Westgate Park. Construction is set to begin in Spring 2019.

Ashgrove Trail

the Ashgrove Trail Extension will be located in the Tysons West area, and will connect cyclists and pedestrians from the Tysons Green community to Westwood Center Drive, and ultimately to the Spring Hill Metrorail Station in Tysons. This project is locally funded and in coordination with the Fairfax County Park Authority (FCPA).

Vesper Trail

The Vesper Trail includes 2,025 linear feet of a shared use path connecting Vesper Court to Route 7 and the Spring Hill Metrorail Station. The trail will be lighted and include one 90-foot bridge. It is currently under construction and is scheduled for completion by Fall 2018.



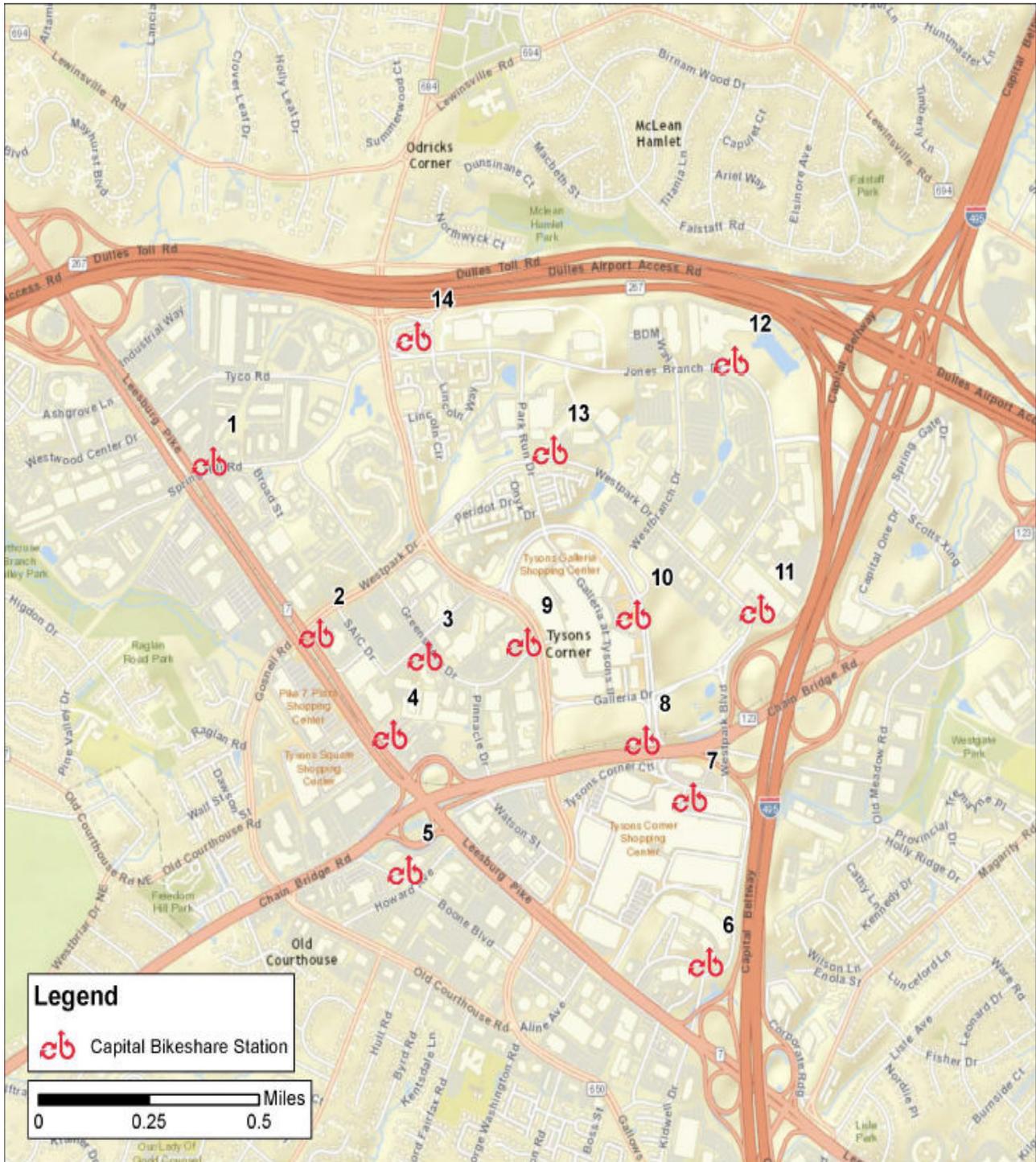
Vesper Trail under construction Winter 2017

Bikeshare

In Fall 2016, after approximately ten miles of bike lanes were added in Tysons, the Tysons Partnership and FCDOT brought Capital Bikeshare to Tysons. The Tysons Partnership partners with the County to financially support the cost of launching and running the system. In January 2016, the Board of Supervisors approved a \$1.7 million plan to launch the Capital Bikeshare system in Reston and Tysons. Capital Bikeshare launched on October 21, 2016, with eight of the planned 14 stations. Since then, four additional stations have been installed and the final two stations are in planning and design. There has been a 19% increase in total trip segments (starting/ending within Tysons) from 2017 to 2018. *Figure T4* shows the existing and proposed bikeshare stations.

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

Figure T4: Existing and Proposed Capital Bikeshare Docking Stations 2018



- | | |
|--|---------------------------------------|
| 1 - Spring Hill Metro | 8 - Tysons Corner Metrorail station |
| 2 - Route 7 and Westpark Drive | 9 - 8180 Greensboro Drive |
| 3 - Solutions Drive and Greensboro Drive | 10 - 1750 Tysons Boulevard (Proposed) |
| 4 - Greensboro Metro (Proposed) | 11 - 7900 Westpark Drive |
| 5 - 8300 Boone Boulevard (Proposed) | 12 - 7950 Jones Branch Drive |
| 6 - Towers Crescent Plaza | 13 - 8008 Westpark Drive |
| 7 - Tysons Corner Center | 14 - Westpark Transit Station |

Bicycle Infrastructure

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

In 2015, 7.7 miles of on road bicycle facilities (a combination of bike lanes, shared use markings and buffered bike lanes) were implemented in Tysons at a nominal cost through VDOT's 2015 summer repaving program. A table of existing and proposed bicycle facilities in Tysons is located in *Appendix C*.

Parking Management

Parking in Tysons serves the existing and proposed land uses, and is an integral part of the overall transportation system. Limiting parking in the areas closest to rail stations is recommended in the Plan to encourage non-vehicular usage. Plan guidance, and the associated Planned Tysons Corner (PTC) zoning regulations, generally eliminate minimum parking levels for office and hotel uses and set maximum parking requirements. While some parking capacity will be created via on-street parking spaces, reduced off-street private parking is anticipated commensurate with the Plan's vision to decrease automobile dependency and create a more walkable, transit-oriented urban center. Rather than providing parking for each individual use, parking should be shared and treated as a common resource for multiple uses.

Parking Monitoring

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

A parking study of the Tysons area was conducted in 2014 prior to the opening of the Silver Line. Initial findings showed that there were 108,901 spaces in parking structures and 723 on-street spaces in Tysons at that time. The majority (approximately 63%) of off-street parking spaces were located in structured (garage) lots, and the remainder (approximately 37%) in surface parking lots. During the survey, a peak occupancy of 57% was observed for a typical weekday at 1 PM. The results of future studies will be analyzed to determine the appropriate parking reduction strategies, and the need for program adjustments to improve effectiveness.

Interim Parking

The Board's Follow-On Motion #14 directed staff to "explore options for providing commuter parking at Metrorail station(s) in Tysons on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable."

There is one interim commuter parking lot in Tysons, a 711 space commuter lot at the McLean Station. This facility opened in July 2014, concurrent with the beginning of rail service. In April 2018, 558 of these spaces were filled on an average weekday, up from 500 in April 2017. The lot is also open on weekends.

In addition to interim parking agreements, several of the approved rezoning applications include the option for commercial parking as an interim use, generally in underutilized parking lots or structures. In the beginning of 2018, an RFI (Request for Interest) was distributed to property owners, within Tysons, in an effort to form agreements with Tysons property owners who are interested in providing parking for Metrorail users on an interim basis. The surveys were distributed through the Tysons Partnership and advertised on Fairfax County's website. County staff also met with the Tysons Partnership Board of Directors to promote the opportunity for providing interim parking within Tysons to developers. Fairfax County Department of Transportation has received no interest in regards to the RFI at this time.

Transportation Demand Management

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the transportation system through reducing single-occupancy vehicle trips during peak periods, and expanding the transportation choices available to residents, employees, and visitors. TDM programs embrace the latest information technology techniques to encourage teleworking and increased transit ridership. They also provide information to commuters and other trip makers to aid in choosing travel modes and the times they travel. Successful TDM outcomes result in decreased peak-period congestion and more efficient use of the transportation system.

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

TDM programs are a key method of supporting transit-oriented development in Tysons. In 2013, the County adopted new countywide TDM Guidelines, which set specific trip-reduction goals based on a site's distance from Metrorail Stations. The reductions (in percentages) are taken from the trip generation rates found in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Tysons trip reduction goals, which are higher than most in the county, are shown in *Table T6*.

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

Table T7 illustrates the trip goals and the numbers reported in 2017 for those developments currently submitting annual reports. Due to the age of the proffers for these developments, the metrics and methodologies may differ from the standardized methods used in more recent zoning cases (after the 2013 TDM Guidelines were adopted). Additional information on TDM can be found in Appendix C.

Table T6: Tysons Trip Reduction

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

Table T7: Summary of TDM Reporting for 2017

Development	Primary Method	Goal	2016 Performance	2017 Performance
Towers Crescent	Counts	24% trip reduction	31% trip reduction	46% trip reduction
Tysons II	Surveys	20% non-SOV	No report submitted	No report submitted
The Reserve	Surveys	20% non-SOV	30% non-SOV	25% non-SOV trip reduction
Park Crest	Surveys	18% non-SOV	22% non-SOV	21% non-SOV trip reduction
Tysons Corner Center - Office	Surveys	29% non-SOV	Not required to report until 2017	62% AM, 70% PM trip reduction
Tysons Corner Center - Residential	Surveys	47% non-SOV	Not required to report until 2017	68% AM, 73% PM trip reduction
MITRE	Counts	31% trip reduction	31% trip reduction	64% trip reduction
Arbor Row	Counts	30% trip reduction	Report postponed to September 2017	50% trip reduction
Tysons Spring Hill Station (The Ascent)	Counts	35% trip reduction	78% trip reduction	78% trip reduction
Tysons Spring Hill Station (The Adaire)	Counts	35% trip reduction	Not required to report until 2017	82% trip reduction

Note: SOV = Single-occupancy vehicle.



3

ENVIRONMENTAL STEWARDSHIP

ENVIRONMENTAL STEWARDSHIP

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

Stormwater Design and Management

Implementing the vision for Tysons demands an approach to stormwater management that includes stringent standards for mitigating the impacts of development. The Plan and the Tysons Urban Design Guidelines (Guidelines) encourage a progressive approach to stormwater management that recognizes evolving technologies and 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 this goal, stormwater management practices must be fully integrated into the design of buildings, landscapes, and streetscapes. This requires in-depth and early coordination between the public and private sectors' multi-disciplinary design teams.

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

Stormwater designs encouraged by the Toolkit were recently included in the design of buildings, and several are constructed and occupied. Bioretention tree pits are a part of the streetscape design of a number of sites, including the completed and occupied Nouvelle apartment building, as discussed below. In addition, several commercial office buildings are capturing and reusing the rainwater from their roofs for cooling towers.

Other Stormwater Initiatives

As previously reported, on September 12, 2011, the County and VDOT signed a Memorandum of Agreement (MOA) on design and maintenance standards for the public streets in Tysons. The MOA allows for certain non-standard facilities to be installed within the right-of-way, including "special drainage features, underground storage and mechanical vault structures, and innovative drainage features such as rain gardens." County staff continues to work with VDOT to ensure that appropriately designed facilities can receive permits and be installed in the public right-of-way. The first successful street acceptance associated with Tysons development per the 2011 MOA occurred in 2016 along Westpark Drive.

As part of the Nouvelle residential building associated with the Arbor Row rezoning (RZ 2011-PR-023), additional right-of-way for Westpark Drive was dedicated and accepted into the state system for maintenance. This right-of-way included privately maintained bioretention tree pits serving both as stormwater management and landscaping along the streetscape. Below is a comparison of the bioretention basins at Nouvelle under construction and completed.



Under Construction



Complete

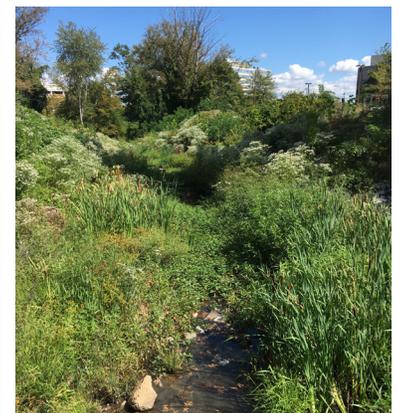
Stream Restoration and Natural Resource Management

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

A small stream stabilization project was constructed in 2016 along an unnamed tributary of Scotts Run, between Westpark Drive and Jones Branch Drive. The project was part of the 7915 Jones Branch Drive/Amherst development (RZ 2014-PR-004). As part of the development plan, an older pond that did not provide water quality treatment was filled in to allow for active uses as part of a larger park. The eroded stream channel connecting the filled-in pond to another pond about 220 feet downstream was converted to a series of step pools that protects the channel from further erosion and alleviate sediment deposition of the downstream pond.



Before



After

Green Building Design and Energy/Resource Conservation

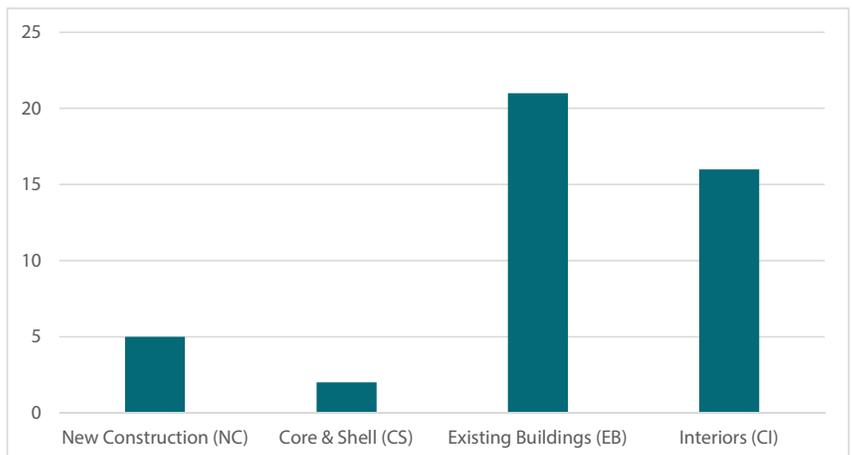
The Plan for Tysons includes guidance for energy and water conservation measures. The Plan recommends that developments within Tysons reduce greenhouse gas emissions to help achieve 80% greenhouse gas reductions within the region by 2050, in accordance with the Cool Counties Climate Stabilization Declaration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

Green Building Design

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

Figure E1 shows the number of buildings in Tysons that have achieved some category of LEED certification, according to the U.S Green Building Council’s database. As of July 1, 2018, there are five New Construction (NC) certified buildings, and two Core and Shell (CS) certified buildings. Additionally, there are 16 buildings with Commercial Interior certifications and 21 that have received an Existing Building (EB) rating since 2009.

Figure E1: USGBC LEED Certifications in Tysons



Energy/Resource Conservation

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

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

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

	Explore shared energy systems	Explore electrical vehicle charging stations	Provide electrical vehicle charging stations	Provide utility data to the County
Spring Hill Station RZ 2010-PR-014A/014B	X	X ¹		X
Spring Hill Station RZ 2010-PR-014D/014E	X		X	X
Capital One PCA 2010-PR-021	X	X		
Scotts Run Station South RZ 2011-PR-010/011	X		X	X
The Commons RZ 2011-PR-017	X		X	X
Arbor Row RZ 2011-PR-023	X		X	X
Tysons West Promenade RZ 2011-PR-005			X	X
Tysons Central RZ 2011-PR-005	X		X	X
Greensboro Park Place RZ 2012-PR-021			X	
Westpark Plaza RZ 2013-PR-009	X		X	X
7915 Jones Branch Drive RZ 2014-PR-004	X			X
Scotts Run Station North RZ 2011-PR-009	X		X	X
The Boro RZ 2010-PR-022			X	X
Highland District RZ 2014-PR-021			X	X
Dominion Square West RZ 2011-HM-012			X	X
International Place RZ 2015-PR-006			X	X

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



4

PUBLIC FACILITIES & PARKS

PUBLIC FACILITIES & PARKS

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

As commitments for public facilities are proffered through the development review process, or secured through other means, the inventory of necessary public facilities will change. Components of the public facility and park plans will be reviewed on a periodic basis and revised as necessary. The Plan amendment adopted by the Board on March 14, 2017 includes a review of the park and public facility recommendations of the Plan.

Public Facilities

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

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

Existing, Proffered and Needed Public Facilities

In addition to the public facilities existing in Tysons today, an additional eight facilities were proffered by major zoning cases but not yet delivered. *Figure P1* illustrates the existing and unbuilt proffered public facilities in Tysons. *Table P1* lists existing facilities while *Table P2* lists proffered but unbuilt facilities. Both tables provide additional information about the facilities, where applicable. In addition to the facilities discussed here, the expansion of the Spring Hill Recreational Center (located outside the boundaries of Tysons) was funded through bonds and is completed.

Figure P1: Public Facilities, Existing and Proffered

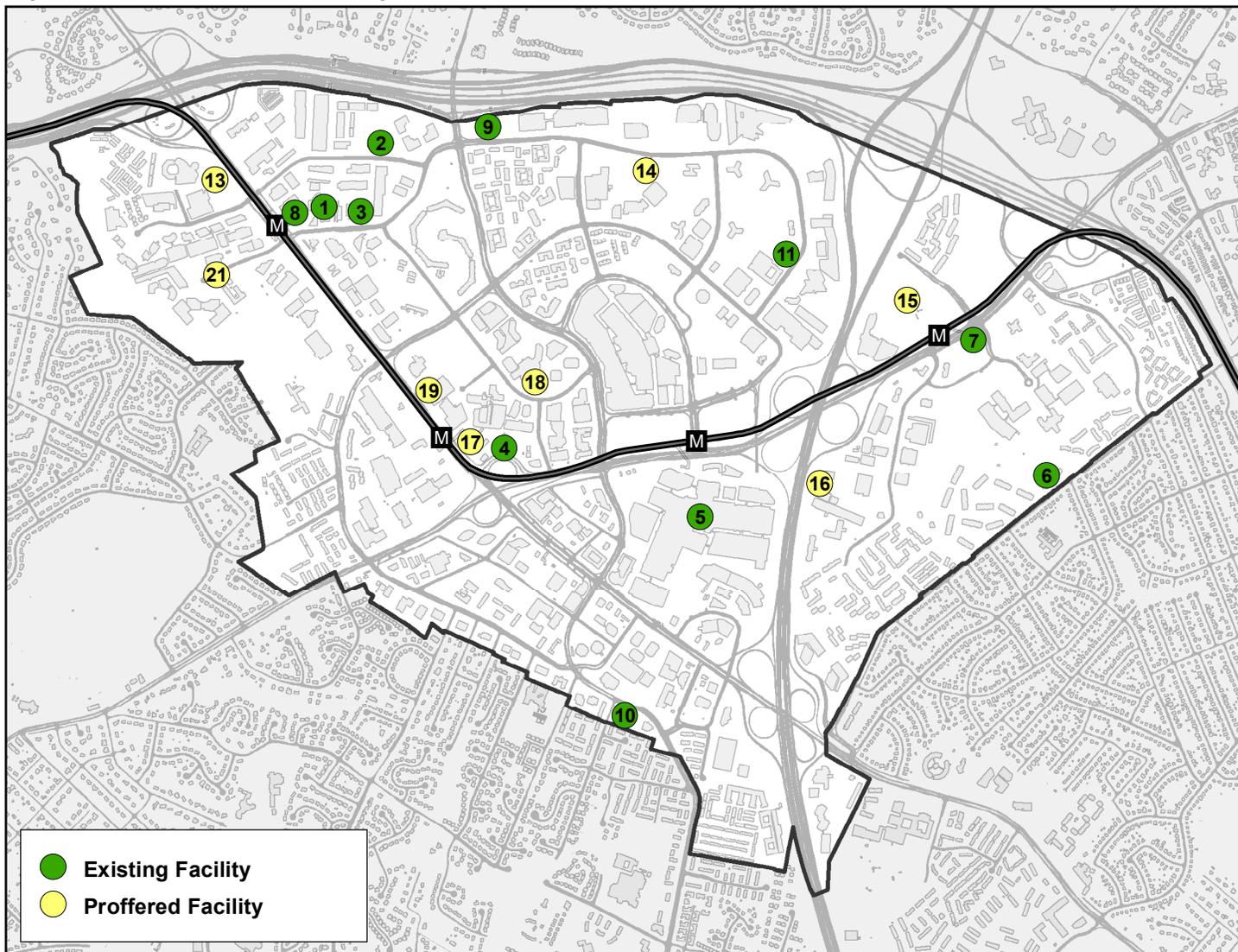


Table P1: Existing Public Facilities (as shown in Figure P1)

	Facility	Note
1.	Fire Station #29	To be replaced as noted in <i>Table P2</i>
2.	Dominion VA Power Distribution Substation (Tyco Road)	Generally serves area north of Leesburg Pike and west of Route 123 Could possibly be expanded in the future
3.	U.S. Post Office	--
4.	Fairfax Water Storage Tank	Previously owned by Falls Church
5.	Tysons Corner Center Community Space	1,700 sf for Fairfax County use, proffered with RZ 2004-PR-044
6.	Westgate Elementary School	--
7.	McLean Metrorail Station Kiss & Ride	Opened in 2014
8.	Spring Hill Metrorail Station Kiss & Ride	Opened in 2014
9.	Tysons West*Park Transit Station Kiss & Ride	--
10.	Virginia Dept. of Motor Vehicles office	--
11.	Fire Marshal Review office space	Ten year (2015-2025) no-cost lease in existing office building, proffered with RZ 2014-PR-004

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

Facility		Associated Application	Commitment
12.	Replace Fire Station #29 (NOT SHOWN)	Spring Hill Station (RZ 2010-PR-014A, 014B, 014D, 014E)	Provide funding for replacement fire station (on current site), with options for other locations
13.	Arts Office & Funding	Tysons West Promenade (RZ 2011-HM-032)	Construct and fit out 3,500 sf arts office in mixed use building, 50 yr lease option; Provide \$250,000 funding for arts master plan
14.	New Elementary School	Arbor Row (RZ 2011-PR-023)	Dedicate land for school (complete); Provide \$600,000 for school design cost
15.	Performing Arts Center	Capital One (PCA 2010-PR-021-02)	Construct 125,000 sf performing arts center in office building, time designated for public use, for a minimum of 30 years. Currently under construction
16.	New Fire Station (East)	Scotts Run Station South (RZ 2011-PR-010/11) Scotts Run Station North (RZ 2011-PR-009)	Construct, fit out, and dedicate 15,000 sf free-standing fire station by 2020. Preliminary design work began in 2018
17.	College/Community Space	Tysons Central (RZ 2011-PR-005)	Construct and fit out 5,400 sf for public/community use, identified as an institution of higher learning, 50 yr lease option; Additional 9,100 sf available for expansion
18.	Indoor Recreation Space	Greensboro Park Place (RZ 2012-PR-002)	Construct 3,000 sf for community/recreational programming, 50 yr lease option; \$225,000 for fit-out costs
19.	Community Library	The Boro (RZ 2010-PR-022) Westpark Plaza (RZ 2013-PR-009)	Construct and fit out 19,000 sf library in office building, 60 yr lease option (The Boro); funding contributed by Westpark Plaza
20.	Bike/Pedestrian Facilities & Fire Station fit out (NOT SHOWN)	Highland District (RZ 2014-PR-021)	Provide funding for pedestrian and bicycle improvements in Tysons East District and for fire station fit out (station provided by others)
21.	Dominion VA Power Substation #2 (Spring Hill)	Dominion Square East (RZ 2011-HM-013) and Sunburst (RZ 2011-HM-027)	Provide land for substation to be (combined with County-owned land). Land to be dedicated to the County in 2018, FDP for substation currently under review

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

Table P3: Public Facility Needs

Type of Facility	Threshold	Notes
Dominion VA Power Transmission Substation	Current Need	Depending on design, may also be able to serve as third distribution substation
Two additional Indoor Recreation Spaces	No set threshold	--
Dominion VA Power Distribution Substation #3	Development in North Central & Central 123	Preferred location next to the Dulles Toll Road and close to Dominion's existing high voltage line
Community Center	Current Need	--
Civic Commons	No set threshold	--
Third Fire Station (Central)	64,000 pop. & 188,600 jobs	--
Police Station	Undetermined	Could be co-located with third Fire and Rescue station
Interim Police Office Space	Current Need	Space to accommodate approximately 20 staff members
Elementary School	20,700 new households	School likely needed by 2050
Expansion of Middle School(s) and High School(s)	33,600 new households	Expansions likely needed by 2040
Additional higher education facilities	No set threshold (one provided in Tysons Central 7)	--
Fire Marshal Office space (permanent)	2025	To replace temporary space (per RZ 2014-PR-004)
Helipad	Future Need	At least one needed

Schools

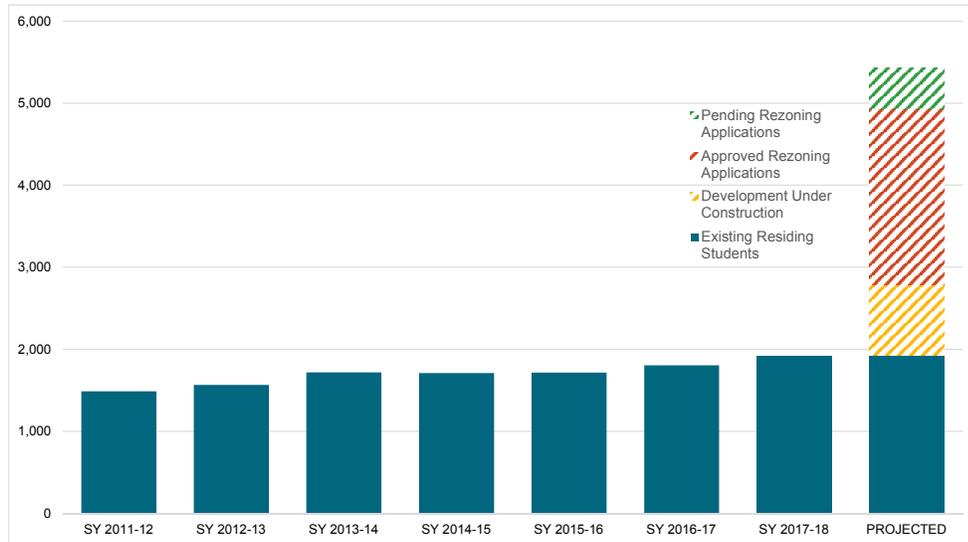
As the population in Tysons grows, the number of school-aged children and school capacity needs will also increase. Using certified membership data from School Year (SY) 2017-18, there were 1,920 students residing in the Tysons Urban Center. Schools that serve the Tysons Urban Center include Freedom Hill Elementary School (ES), Spring Hill ES, Westbriar ES, Westgate ES, Kilmer Middle School (MS), Longfellow MS, Marshall High School (HS), and McLean HS.

Table P4 shows the number of students residing in Tysons from SY 2017-18. *Figure P2* shows student growth from SY 2011-12 to SY 2017-18, as well as the projected number of students that may reside in the Tysons Urban Center after including anticipated students from residential buildings currently under construction and residential buildings from approved and pending development applications that have been reviewed by Fairfax County Public School (FCPS) Department of Facilities and Transportation Services. The anticipated number of students is calculated by using the countywide student yield ratios approved at the time of review which are subject to change in the future. Student yield calculations for *Figure P2* assume the largest student yield from the development if the developer provided multiple options and/or scenarios.

Table P4: Students Residing in Tysons

Elementary School	Middle School	High School	Total
1,099	288	533	1,920

Figure P2: Students Residing in Tysons



Based on September 30th certified membership for CIP purposes. Membership numbers include: general education, special education, AAP, FECEP/Head Start and preschool (wherever applicable) students, adult education, private school special education, home schooled, multi-agency, transitional ESOL high school, and special education centers.

At this time, all of the middle schools and high schools are over capacity and are projected to remain over capacity. Additionally, all of the elementary schools are under capacity and all but one of the elementary schools are projected to remain under capacity. Beyond the five-year projection horizon, membership projections are not available. Current and projected school membership and capacity utilization percent can be found in *Table P5*.

Table P5: Current and Projected School Membership and Capacity Utilization

School	Design Capacity	SY 2017-18			Projected Enrollment					Projected Enrollment				
		Program Capacity	Membership	Capacity Balance	SY17-18	SY18-19	SY19-20	SY20-21	SY21-22	SY17-18	SY18-19	SY19-20	SY20-21	SY21-22
Freedom Hill ES	672	661	601	91%	637	625	622	625	619	96%	95%	94%	95%	94%
Spring Hill ES	1,260	1,057	1,011	96%	1,044	1,101	1,136	1,171	1,189	99%	104%	107%	111%	112%
Westbriar ES	1,036	916	858	94%	861	850	856	855	846	94%	93%	93%	93%	92%
Westgate ES	790	717	558	78%	569	562	546	531	522	79%	78%	76%	74%	73%
Kilmer MS	1,152	1,152	1,197	104%	1,122	1,147	1,191	1,203	1,203	97%	100%	103%	104%	104%
Longfellow MS	1,347	1,338	1,362	102%	1,357	1,391	1,439	1,418	1,396	101%	104%	108%	106%	104%
Marshall HS	2,384	2,043	2,239	110%	2,292	2,275	2,381	2,388	2,430	112%	111%	100%	100%	102%
McLean HS	1,993	1,983	2,167	109%	2,258	2,339	2,384	2,393	2,418	114%	118%	120%	121%	122%

Based on September 30th certified membership for CIP purposes. Membership numbers include: general education, special education, AAP, FECEP/Head Start and preschool (wherever applicable) students. Membership numbers do not include: adult education, private school special education, home schooled, multi-agency, transitional ESOL high school, nor special education centers. Numbers in italics are future design capacity and projected capacity utilization percentages after a renovation or capacity enhancement.

The FCPS Capital Improvement Program Fiscal Year 2019-23 includes potential solutions to consider for schools with a capacity deficit. For consideration purposes, as many options as possible are identified for each school, in no significant order, and may be contingent on other potential solutions listed. Any options chosen for implementation will be discussed and decided through a transparent process with the appropriate stakeholders, in accordance with School Board Policies and Regulations. Potential solutions for each school serving the Tysons Urban Center are found in *Table P6*.

Table P6: Proposed School Capacity Solutions

School Name	Address	Proposed Improvements
Spring Hill Elementary School	Lewinsville Road, McLean, VA 22102	Increase efficiency by reassigning instructional spaces within a school to accommodate increase in membership; and/or potentially adjust boundaries with schools having a capacity surplus
Westbriar Elementary School	1741 Pine Valley Dr, Vienna, VA 22182	Monitor student membership
Freedom Hill Elementary School	1945 Lord Fairfax Rd, Vienna, VA 22182	Monitor student membership
Westgate Elementary School	7500 Magarity Rd, Falls Church, VA 22043	Monitor student membership
Longfellow Middle School	2000 Westmoreland St, Falls Church, VA 22043	Possibly change programs; add temporary classrooms to accommodate short-term capacity deficit; and/or potentially adjust boundaries with schools having a capacity surplus
Kilmer Middle School	8100 Wolfrap Rd, Vienna, VA 22182	Possibly change programs; and/or potentially adjust boundaries with schools having a capacity surplus
Marshall High School	7731 Leesburg Pike, Falls Church, VA 22043	Marshall HS is in construction
McLean High School	1633 Davidson Rd, McLean, VA 22101	Increase efficiency by reassigning instructional spaces within a school to accommodate increase in membership; create additional instructional space and help to accommodate capacity deficit with minor interior facility modifications; enhance capacity through either a modular or building addition; and/or potentially adjust boundaries with schools having a capacity surplus

The Pimmit Hills Center may in the future be considered for use as an elementary or middle school. Consistent with the vision of a more urban Tysons, a school use could be located in a commercial office building, provided that all access, safety, security and play space requirements are met.

Parks and Recreational Facilities

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

<https://www.fairfaxcounty.gov/parks/sites/parks/files/assets/documents/plandev/tysons-park-system-concept-plan-final.pdf>

Existing and Proffered Park Facilities

Prior to 2010, there were 89 acres of publicly owned or accessible park land in Tysons; this included privately owned park land with a public access easement to allow park use. In addition, prior to 2010, approximately 8.5 acres of park land were committed via proffers to either be dedicated to the Park Authority or accessible for public use. *Table P7* shows the change in existing park acreage between 2010 and 2018.

During the zoning review process, proposed parks are evaluated against the park typology contained in the Comprehensive Plan and the Tysons Park System Concept Plan. In addition to the 8.5 acres referenced above, all the major applications approved since 2010 collectively provide commitments for an additional 71.10 acres of new publicly owned or accessible urban park space in Tysons. *Table P8* shows proffered public park acreage by type and includes all acreage proffered since 2010; those parks that have been provided to date are also included in the existing public park acreage shown in *Table P7*.

Table P7: Public Park Acreage by Ownership Type

Existing Park Acreage 2010		Existing Park Acreage 2018	
Publicly Owned	Privately Owned	Publicly Owned	Privately Owned
89	1	99.3	4.83

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

Figure P3: Proffered Parks

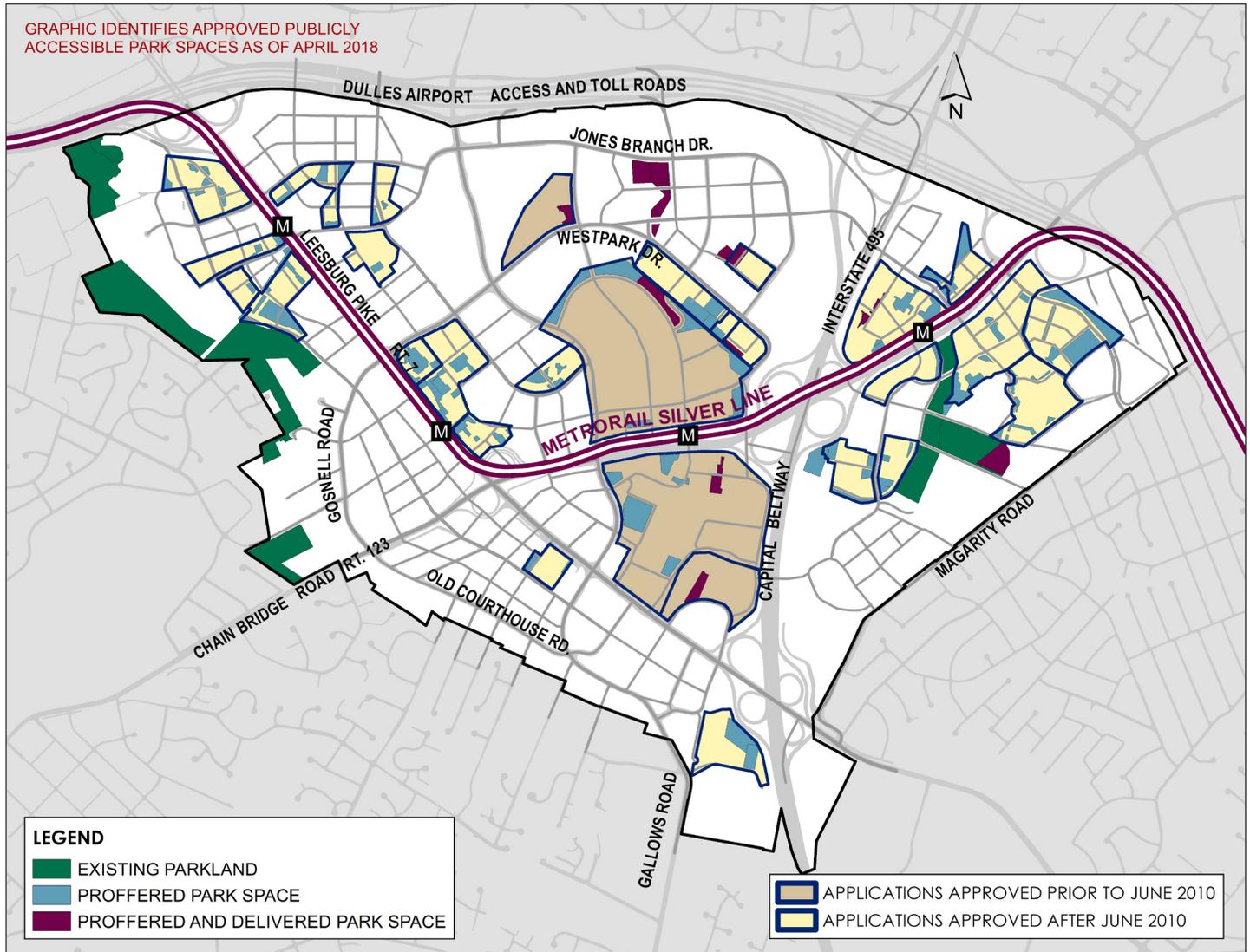


Table P8: Public Park Acreage by Type, Proffered Since 2010

Park Type	Proffered Acreage
Civic Plaza	4.82
Common Green	15.08
Pocket Park	14.27
Linear Park	1.00
Recreation Focused	27.50
Resource Based	8.43
Total	71.10

Tyson's Park Projects Delivered: 2017-2018

Highgate at The Mile installed a three-quarter acre common green park, located to the rear of the building. The park contains a large open lawn area, landscaping, and crisscrossing pathways, in addition to a small children's play area, seating options, and interactive water features. Highgate also installed an off-leash dog park to the rear of the building, which includes bench seating and landscaped areas, as well as an entrance to the common green. This space was previously a stormwater pond, which was filled to create the park. These two park spaces were completed in accordance with proffers associated with the approval of RZ 2014-PR-004.



Highgate at The Mile common green park



Highgate at The Mile common green park, children's play area



Highgate at The Mile dog park

Capital One installed two new pocket parks on their property, in accordance with proffers associated with the approval of PCA/CDPA 2010-PR-021-02. The pocket park adjacent to the conference center is a re-design of a previously existing park in the same location. The new park amenities and spaces include an open lawn area, plantings and trees, bench seating, and focal art sculptures. The second pocket park, located in front of the new headquarters building, is designed with decorative pavers, planters, trees, and open spaces. The focal amenities of the park include interactive and passive water features, amphitheater seating, and decorative security bollards and walls.



Focal art sculptures, seating and landscaping in the pocket park adjacent to the Capital One conference center

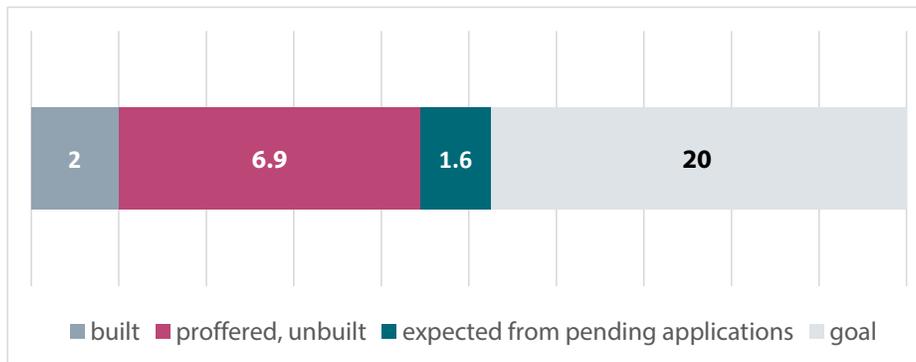


Amphitheater, seating and water features in the pocket park adjacent to the Capital One Headquarters building

Athletic Fields

The major rezoning applications approved since 2010 collectively generate a need for 8.5 new athletic fields at their maximum development levels; the equivalent of two provided and 6.9 remain to be built but were proffered through land dedication, facility construction and/or contribution of funds (*Figure P4*). The 4.8 million square feet of constructed development thus far has generated a need for one field, while two have been delivered (*Figure P5*). *Figure P6* shows the locations of the athletic fields that are built, proffered, updated and interim.

Figure P4: Progress towards Comprehensive Plan Athletic Field Goal



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



Athletic field in Tysons

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

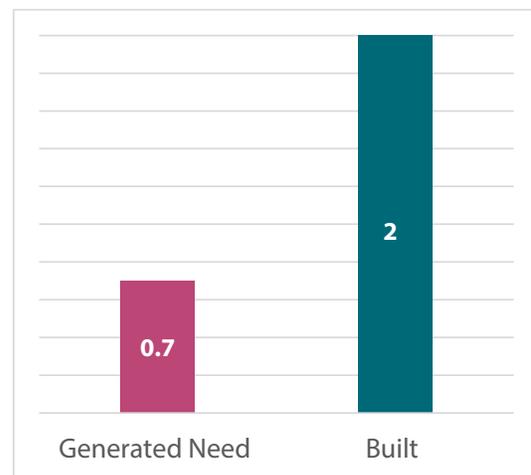
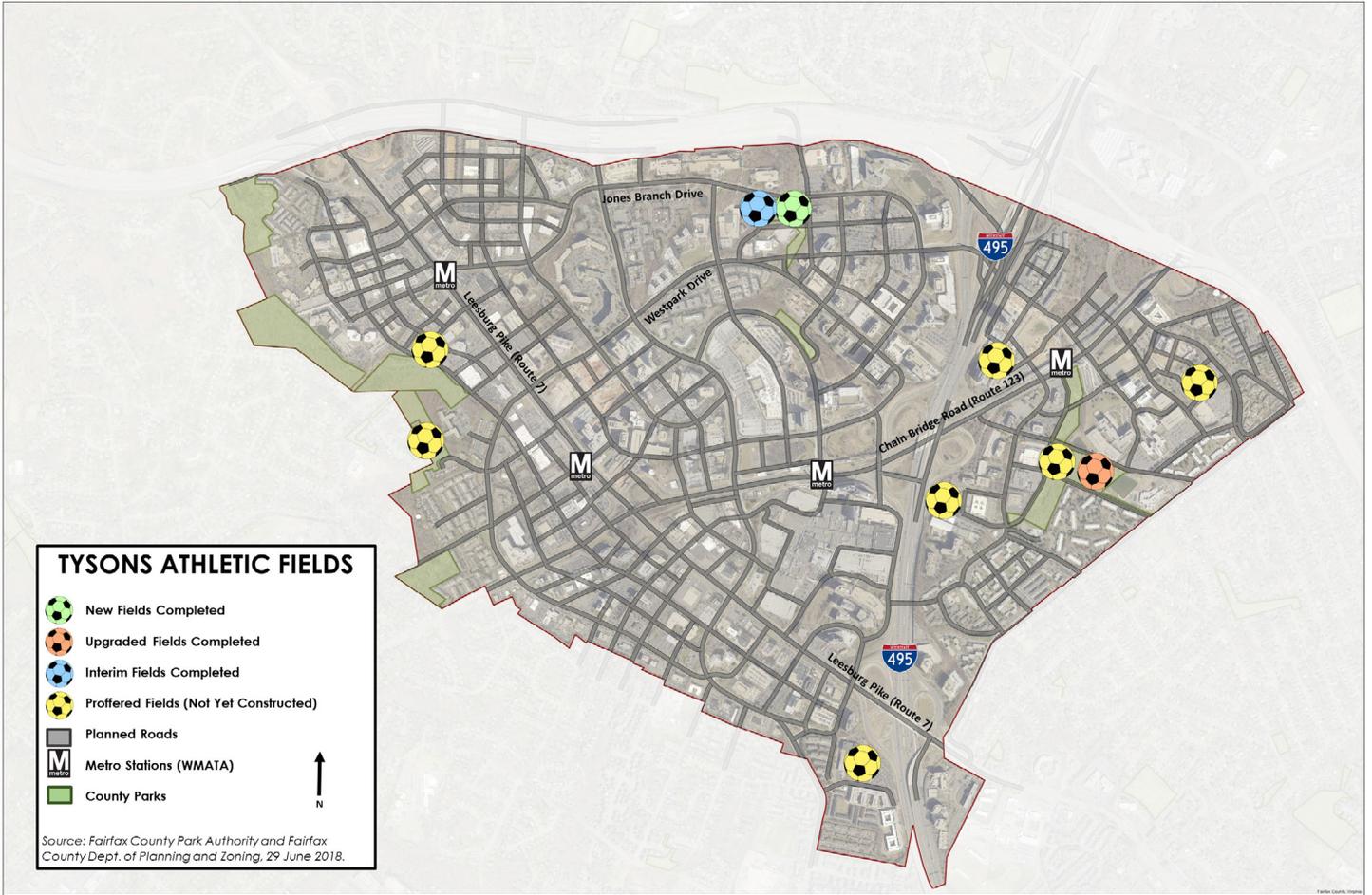


Figure P6: Athletic Field Locations



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. Eight major applications have included commitments toward stream valley restoration goals, including financial contributions, provision of design plans, and actual restoration. *Table P9* identifies these commitments and where they are located by zoning case.

Table P9: Stream Restoration Proffer Commitments

	Location			Commitment			
	Scotts Run	Arbor Row Stream Valley	Old Courthouse Spring Branch	On-site restoration	Adjacent to site restoration	Design plans for restoration	Cash contribution
Capital One PCA 2010-PR-021	X			X			
Scotts Run Station North RZ 2011-PR-009	X						
Scotts Run Station South RZ 2011-PR-010/011	X				X	X	
Arbor Row RZ 2011-PR-023		X		X ¹			
Tysons West Promenade RZ 2011-HM-032			X				X
Amherst (Jones Branch Drive) RZ 2014-PR-004	X			X ²	X ²		
The Highland District RZ 2014-PR-021	X						X
Sunburst RZ 2011-HM-027			X				X

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

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

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



5

IMPLEMENTATION

IMPLEMENTATION

The Plan for Tysons and the accompanying PTC Zoning District provide flexibility to accommodate a new model of development at densities not previously implemented in Fairfax County. A number of the Board's Follow-on Motions adopted on June 22, 2010, directed staff to be flexible in their review of developments and directed County agencies to allocate staff and resources to this effort. This chapter provides information on current issues raised during recent development review, outreach efforts, and an overview of urban design elements that offers examples of how the new community vision for Tysons is emerging.

Current Issues

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

Streetlights

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

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

The county is currently working with other jurisdictions in Northern Virginia through the Northern Virginia Regional Commission (NVRC) to expand the list of LED streetlight offerings throughout the County.

Pedestrian Connectivity During Construction

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

Partnering with the Partnership

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

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

On May 3, 2018, the Partnership and the County hosted the Tysons Open House (shown below) at the BASIS Independent School. The event showcased transportation projects, park facilities, first responder efforts, restaurants, new developments, and other local businesses. The event drew a large crowd of people who came out to learn about what Tysons has to offer.



Urban Design

Design Guidelines

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

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

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

Placemaking, Pop-up Parks and Interim Uses

Associated with the Tysons Partnership's branding efforts is an initiative of placemaking, specifically the interim use of surface parking lots and vacant parcels for temporary festivals and other similar uses. Events such as these, which occur in under-utilized sites and create excitement and interest, will help define Tysons as a place and get people engaged in the Tysons community prior to redevelopment.

In addition to the events programmed by the Partnership, developers in Tysons have also embraced the idea of temporary uses to enliven a space that is slated for redevelopment in the future. This has included the development of a temporary park at Solutions Drive (now removed to make way for The Boro redevelopment). It has also included the interim use of existing buildings, an example being the Tysons Biergarten on the site of the approved Tysons Central development.



Former interim park where The Boro is currently under construction

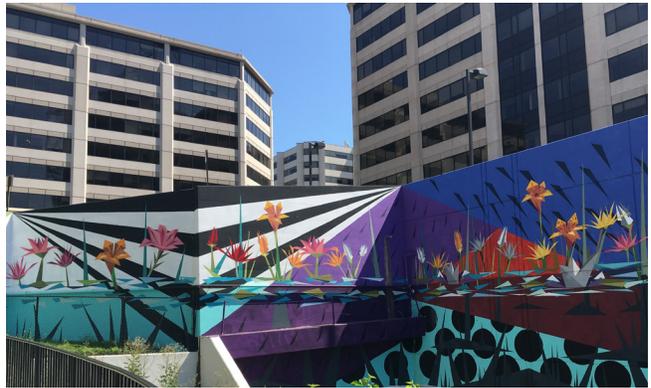
Public Art

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

An example of the incorporation of public art with temporary placemaking is the “Tysons Luxury Lilies” mural project by the artist Naturel. This roughly 25 by 100 foot mural was painted on a cement wall facing the entrance to the Greensboro metro station, between two recently-approved mixed-use development projects (the Boro and Tysons Central). Fitting for the transformation of Tysons, lilies are symbols of rebirth and transformation. There are two sculptures by Alice Aycock in Tysons; one is located at 1775 Tysons Boulevard and the other in front of the newly completed Capital One Headquarters building.



Sculpture by Alice Aycock at 1775 Tysons Boulevard



“Tysons Luxury Lilies” by Naturel near the Greensboro Metrorail station



“Hoopla” sculpture by Alice Aycock in front of the new Capital One Headquarters building





Appendix

A

TRACKING IMPLEMENTATION

APPENDIX A - Tracking Implementation

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

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

Follow-on Motions

	Follow-On Motion as adopted by BOS June 22, 2010	2018 Status Update
#1	The Board directs staff to continue its work on potential arrangements for financing the public share of Tysons infrastructure improvements; to facilitate co-operative funding agreements with the private sector; and, to return to the Board with its recommendations. The Board further directs that this include funding for transit systems, including Metrorail. The Board strongly believes that public and private reinvestment in Tysons is both critical and responsible for ensuring that Tysons continues to be the economic engine for the County. The portion of revenue stemming from growth at Tysons that is proposed to be applied in Tysons should take into account the past and continuing contribution of Tysons to the County's economy.	<p>On October 16, 2012, the Board adopted a comprehensive funding plan for Tysons' infrastructure improvements. The Board created the Tysons Transportation Service District on January 8, 2013. The FY2018 tax rate for the Service District is set at \$0.05 per \$100 of assessed value. The Service District has collected approximately \$7.3 million through FY2018 and has allocated \$6.45 million for Route 7 and Route 123 improvements. The policy is to retain 10% of the total amount for future debt service reserves, while the majority of the remainder (currently \$12.3 million) can be budgeted for Table 7 Tysons-wide projects in FY2018 and beyond.</p> <p>The Board adjusted its Tysons Road Fund policy to create two new road club funds with associated implementation guidance on January 8, 2013.</p> <p>Staff continues to implement the Board's funding plan through the rezoning process, including commitments to in-kind construction of local streets and Road Fund contributions.</p>
#2	The Board directs staff to work with stakeholders to produce the necessary organizational and resource requirements for the Tysons Partnership by October 15, 2010 so that it is positioned to be in place prior to any redevelopment activity in Tysons. This should include the aspects of the Partnership presented previously, such as BID-like functions, Transportation Management Association functions and development advisory services.	The Tysons Partnership was established on January 19, 2011, as a private, non-profit membership organization. On July 1, 2014, the Partnership was named the operator of the new Tysons Transportation Management Association (TyTran). Major recent initiatives of the Partnership include a branding campaign begun in 2015; establishment of a series of organizational councils including Sustainability, Community Responsibility, Transportation, Land Use and Emerging Leaders; a monthly meeting with County Senior Staff to discuss issues of importance to the County and the members of the Partnership; and, real estate development events.

	Follow-On Motion as adopted by BOS June 22, 2010	2018 Status Update
#3	The Board recommends that the Tysons Partnership initiate a process to review and potentially change district names to enhance community character and identity.	In April 2012, WMATA approved the Board's recommended names for the eight Silver Line Metrorail stations (including four in Tysons). Updating the station names in the Plan was part of the recently adopted Plan Amendment. Staff anticipates working with the community and the Tysons Partnership on the issue of renaming the districts and defining neighborhood character.
#4	The Board recommends that the Tysons Partnership work with Tysons landowners, County agencies, non-profit housing organizations, and interested private entities to establish options for workforce and affordable housing and to help develop options for meeting the workforce and affordable housing elements of this Plan by establishing off-site options for developers when the cost of constructing workforce housing in high rise developments is cost prohibitive. The Tysons Partnership should report back to the Board by January 2011 on the status of these efforts.	All rezoning applications in Tysons are reviewed against the Plan's recommendations to provide affordable and workforce housing options. To date, all PTC rezoning applications have proffered to the applicable Plan recommendations. Staff worked with the development community and housing advocates to address the issue of providing workforce housing in condominium projects, using the Arbor Row application (PCA 2011-PR-023) as a test case. On April 4, 2017, the Board of Supervisors adopted an amendment to the Comprehensive Plan to update the Plan recommendations on for-sale high-rise workforce housing in Tysons.
#5	In order to create a greater sense of community for the residents of Tysons, a residential organization that represents all of the residential stakeholders and entities in Tysons should be established.	The Tysons Partnership has residential representation and forms the basis to create a Tysons-wide residential organization.
#6	The Board directs staff to make recommendations to the Legislative Committee on financial incentives such as tax abatement, which can offset the initial cost and help to encourage green buildings, especially at the LEED or equivalent Gold and Platinum levels; and the authority to require adequate public facilities as a condition for development in urban areas like Tysons.	The Board's Legislative Committee reviewed staff's recommendations on September 21, 2010, and accepted staff's recommendations to not seek legislation on tax incentives for green buildings and to not seek legislation allowing Fairfax County to require adequate public facilities.
#7	The Board directs that staff report annually or as requested on the various aspects of the Plan that call for periodic monitoring, particularly in regard to the information needed to determine when it is appropriate to increase the initial development levels for office uses set forth in the Plan, based on the criteria outlined in the Plan as well as the pace of actual redevelopment.	Staff has established monitoring parameters for Tysons and reports on them in these Progress Reports. Review of and updates to the Plan's monitoring recommendations are part of the Plan Amendment adopted in March 2017.
#8	The Board directs staff to commence the planning and operational analysis necessary to implement the higher priority transportation facilities listed in the Plan table titled "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons."	Staff continues to implement a number of transportation related projects listed in the referenced Plan table. Funding from the Transportation Service District was allocated to three of the projects by the Board in September 2015: - Route 7 Widening (Rt. 123 to I-495) - Route 123 Widening (Old Courthouse to Rt. 7) - Route 123 Widening (Rt. 7 to I-495)
#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 was completed in 2016. It identified the type of transit systems needed to accommodate desired economic growth throughout the county over the next several decades. Recommendations were not specific to Tysons but included a LRT/BRT connection along Gallows Road from Merrifield to Tysons, BRT along Route 7, and Express Bus service on I-495 from the Franconia-Springfield Metrorail Station to Tysons and from Bethesda to Tysons.

	Follow-On Motion as adopted by BOS June 22, 2010	2018 Status Update
#10	The Board directs staff to work with representatives of communities adjacent to Tysons to formulate policies and procedures for addressing traffic congestion, including measurable strategies to be included as part of the overall plan monitoring.	The Neighborhood Traffic Study analyzed 30 intersections outside of Tysons to determine the impact of the adopted Tysons Comprehensive Plan on these intersections. Phase I (19 intersections), was completed in 2010 and Phase II (an additional 12 intersections) is expected to be completed at the end of 2018. The study provides recommendations to mitigate the impacts of future Tysons development on each of the 30 intersections.
#11	The Board directs staff to issue an RFP for the circulator study and bring the results of that study to a future Board transportation committee meeting for discussion. In the circulator study and other future studies, such as the one on Enhanced Public Transportation Corridors, the Board directs staff to include consideration of dedicated transit lanes on Route 7 and other roads in and around Tysons and tie into the mass transit and HOV coming off the HOT lanes on 495.	The Tysons Circulator Study recommended a three-route network, with buses as the preferred mode of transit. Changes to the Plan to update the circulator network map and related text are part of the Plan Amendment adopted in March 2017. The full text of the study can be found at: https://www.fairfaxcounty.gov/tysons/tysons-circulator-study
#12	The Board applauds the work already begun on operational analysis of the grid of streets and directs staff to continue with this effort, particularly in the vicinity of the intersection of Greensboro Drive and Spring Hill Road.	The Consolidated Transportation Impact Analyses (CTIA) for Tysons East, Tysons West, and Tysons Central have been completed and approved by VDOT as part of the Chapter 870 process. These analyses were done in coordination with landowners and applicants, and have reviewed and refined operations on a specific grid of streets within each district and between adjacent districts.
#13	The Board directs staff to continue the work already begun on the Tysons Metrorail Station Access Management Study (TMSAMS) under the guidance of the Stakeholder Advisory Group, and directs the TMSAMS to engage the public in identifying and prioritizing projects that provide multi-modal access to the four new Metrorail Stations in Tysons Corner.	The TMSAMS recommendations and project list were approved by the Board on May 22, 2012. In May 2013, the Board approved a project agreement with VDOT for over \$20 million in federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds, for preliminary engineering, right-of-way and utilities, and construction expenses for TMSAMS transportation improvements. Additional information on TMSAMS, including project status, is available at: https://www.fairfaxcounty.gov/transportation/study/tysons-metrorail
#14	The Board directs staff to explore options for providing commuter parking at Metrorail station(s) in Tysons Corner on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable.	On June 30, 2013, the Board entered into an interim Park-and-Ride Lot agreement with Cityline Partners for 711 spaces in a new surface lot at 1820 Dolley Madison Blvd. The lot opened on July 26, 2014. In April 2018, 558 of these spaces were filled on an average weekday, up from 500 in April 2017. The lot is also open on weekends. In 2018, an RFI (Request for Interest) was distributed in an effort to form agreements with property owners who are interested in providing parking for Metrorail users on an interim basis.
#15	The Board directs staff to bring to the Board an official map of those streets associated with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should be adopted concurrently with the rezoning or as soon as possible subsequent to the rezoning and should include existing streets and future street alignments that have been conceptually engineered. The Board further directs staff to bring forward amendments to the official map associated with subsequent rezonings when such are required to address the alignments of new or modified streets that have been conceptually engineered.	No official map is proposed. The Conceptual Grid of Streets map contained within the Comprehensive Plan was updated as part of the Plan Amendment adopted in March 2017. A map of streets that have been delivered and streets that have been proffered but not yet built is included in the Transportation chapter of this report.

	Follow-On Motion as adopted by BOS June 22, 2010	2018 Status Update
#16	The Board directs staff to bring to the Board for adoption an official map of public facilities concurrently with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should include the locations of existing and planned public facilities, including parks and athletic fields, that have been identified within the district or subdistrict of the rezoning application. The Board further directs staff to bring forward amendments to the official map with subsequent rezonings when such are required to reflect the locations of additional public facilities as they are identified.	No official map is proposed; amendments to the Comprehensive Plan are preferred as the method to reflect changes over time. An interdepartmental team has refined the type, location, space needs, timing and costs for public facilities in Tysons, including parks and athletic fields. A Tysons Park System Concept Plan has been developed to refine and elaborate upon the Conceptual Parks and Open Space Network in the Plan. The plans for public facilities and for parks are conceptual in nature and provide guidance without being overly prescriptive. Changes to these sections of the Plan are also part of the Plan Amendment adopted in March 2017. See "Parks Initiatives" section, at the end of this Appendix, for additional information about the Tysons Park System Concept Plan.
#17	The Board directs staff to bring back to the Board an evaluation of two possible changes to the Policy Plan, one of which would modify the County's workforce housing policy to encourage monetary contributions to affordable and workforce housing from future non-residential development; and, the other would modify the Transit Oriented Development policy to incorporate specific conditions related to walking distance from station entrances rather than station platforms.	On March 29, 2011, these two items were referred by the Board to the Planning Commission. On February 23, 2014, the Board directed staff to further study the "3-2-1 proposal" for per square foot contributions to affordable housing from developers of commercial properties in activity centers; to prepare analyses of actual cases once sufficient new commercial developments which proffered \$3.00 per square foot in Tysons come online; and, to subsequently return to the Board with any recommendations for modifications for Tysons and potentially other areas of the County.
#18	The Board directs staff to prepare, in coordination with appropriate stakeholders, the urban design guidelines manual that expands upon, and provides additional detail on the urban design elements contained in the Plan.	The Tysons Urban Design Guidelines were endorsed by the Board on January 21, 2012. Updates to the Comprehensive Plan for consistency with the Guidelines were part of a Plan Amendment adopted in March 2017 and updated version of the Guidelines was endorsed by the Board on March 14, 2017.
#19	The Board directs staff to assess the need for dedicated staffing and staff resource requirements for development applications, plan monitoring and other activities necessary to implement the Plan for Tysons and return to the Board with its recommendation.	A staff resource plan was developed, approved and implemented to support the implementation of the Plan for Tysons. See additional details in the "On-going Implementation" section that follows.
#20	The Board directs staff to be flexible when reviewing projects that include minor deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facility guidelines; and, on balance, meet the objectives of the Plan.	Implementation activities are on-going. The following section provides additional details on the progress that staff has been making to provide additional flexibility for projects in Tysons.

On-going Implementation

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

Staffing Initiatives

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

Process Initiatives

As noted previously, one benefit of the Tysons teams has been to resolve issues relating to a more urban form of development; the lessons learned in Tysons are being transmitted to urban development in other areas of the County. In addition to those items discussed in other chapters of this Progress Report, the following amendments, letters to industry, formalized processes and similar items implemented prior to Fall 2018 are listed below. More detailed information may be found in previous Progress Reports.

- VDOT Level of Service (LOS) Waivers: The developers, the County and VDOT have collectively developed a process to address LOS waivers to allow an emphasis to be placed on alternative modes of transportation such as biking and walking, and to permit the streets to have an urban character.

-
- Implementation of Section 2-1200 of the Public Facilities Manual (PFM), Tysons Corner Urban Center, allowing “alternative” specifications for infrastructure and/or design. Design alternatives are listed in site plan submittals, but do not require the submission of a stand-alone PFM waiver.
 - Streetlight standards: Technical Bulletin 14-07, dated May 5, 2014, provides guidance and criteria for lighting design for public roads and sidewalks using the fixtures recommended in the Tysons Urban Design Guidelines.
 - Underground Stormwater Management in Residential and Mixed-use Projects: The Board adopted a PFM amendment on June 3, 2015, that eliminated the need for a Board waiver for most underground stormwater detention facilities within the County.
 - Electric Utility Vaults: Working together, County staff, VDOT, developers and Dominion Virginia Power (DVP) identified mutually acceptable recommendations for locating electrical vaults housing transformers. The preferred locations are either in electrical rooms located within the building footprint, along a less active building edge, or in underground vaults located in alleys or driveways. If site or building design precludes these options, locating underground vaults in a plaza or in the building zone adjacent to the public right-of-way is appropriate, although design integration issues would need to be addressed.
 - On April 4, 2017, the Board of Supervisors adopted revisions to the Comprehensive Plan’s Workforce Dwelling Unit recommendations for high-rise condominium developments in the Tysons urban center as follows:
 - If an applicant provides all of the for-sale workforce housing units onsite, the percentage of WDUs should be reduced from 20% to 14%.
 - If the units are provided as new construction for-sale units in another property offsite in Tysons, 16% WDUs should be provided.
 - If rental workforce housing units are provided onsite or offsite in Tysons in lieu of the for-sale units, 20% WDU rental units should be provided.
 - In March 2015, Land Development Services (LDS) published a standard operating procedure (SOP) for phased occupancy of high-rise buildings throughout the County, on conjunction with the Fire Marshal’s Office, the Building Official and the Director of Site Development and Inspection Division (SDID). Since its publication, the phasing option made available by this policy has been utilized by the office building at 1775 Tysons Boulevard, Nouvelle, Highgate at The Mile, and the new Capital One headquarters building. The SOP can be found here: <https://www.fairfaxcounty.gov/landdevelopment/sites/landdevelopment/files/Assets/documents/sop-phased-high-rise.pdf>

A new parking website locates all parking information in one place, including information on the Tysons processes. This website may be found at: <https://www.fairfaxcounty.gov/landdevelopment/street-parking>

Parks Initiatives

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

The Tysons Park System Concept Plan is available at: <https://www.fairfaxcounty.gov/parks/sites/parks/files/assets/documents/plandev/tysons-park-system-concept-plan-final.pdf>

Transportation Initiatives

On October 16, 2012, following the public comment, the Board endorsed the Planning Commission's plan to fund the transportation infrastructure in Tysons and directed staff to implement it. The Board's directions are summarized below, along with subsequent actions. The full text of the Board's endorsement and follow-on motions to implement the funding plan recommendations can be found at: https://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/final_board_fomotions.pdf

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

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

On January 8, 2013, the Board established the Tysons Grid of Streets Transportation Fund (Tysons Grid Fund) and adopted guidelines for how to implement the fund. Rates are reviewed and updated annually with all other County transportation fund rates. The current contribution rate for 2018 is \$7.04 per gross square foot (GSF) of non-residential building structure and \$1,093 per unit for new residential uses.

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

On January 8, 2013, the Board established the Tysons-wide Transportation Fund (Tysons-wide Fund) and set guidelines for implementation. Rates are reviewed and updated annually with all other County transportation

fund rates. The current contribution rates are \$6.17 per GSF of new non-residential space and \$1,093 per unit for new residential uses.

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

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

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

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

In December 2017, the Board of Supervisors officially endorsed lighting for shared-use trails that lead to Metrorail stations, such as the Vesper Trail and Ashgrove Trail. This includes the design and implementation of these lighting fixtures.

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



Appendix

B

DEVELOPMENT WITHIN TYSONS

Photo on previous page courtesy of the Tysons Partnership

APPENDIX B - Development within Tysons

Appendix B contains information on all of the major zoning applications in Tysons. These include six major applications that were approved prior to Plan adoption in anticipation of rail, as well as all major rezoning applications (PTC rezonings) that have been approved or reviewed in Tysons between Plan adoption in 2010 through July 2018. Major cases are those that include a land use change to implement the Tysons Plan. Case sheets for each application (approved, pending and deferred) are provided, organized by District.

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

Each case sheet includes a section on current development activity on the site. Current development activity is defined as construction and building deliveries. 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 or proposed development is progressing by showing (1) development approved or proposed pursuant to a Conceptual Development Plan (CDP); (2) development approved or proposed pursuant to a Final Development Plan (FDP); and, (3) development that has been approved by Site Plan but is not under construction.

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

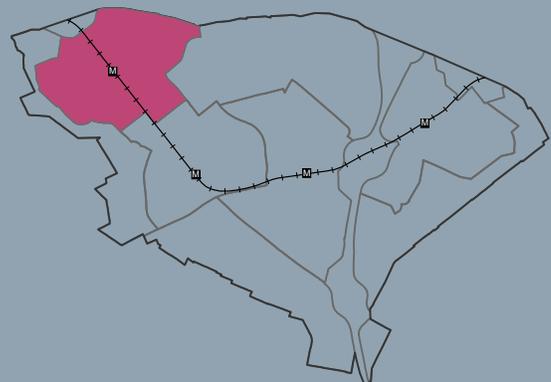
As pending applications move through the review process, they may change significantly from what is reported herein. Changes may include modifications to the land use mix, intensity levels, application area, and/or site layout. As such, all of the information related to pending applications is subject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

More of the information on the individual applications 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. 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.

TYSONS WEST DISTRICT



- 1 - Spring Hill Station
- 2 - Dominion Square West
- 3 - Dominion Square East
- 4 - Sunburst at Spring Hill Metro
- 5 - Tysons West Promenade
- 6 - The View
- 7 - The Evolution



TYSONS WEST DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Implemented							
	2	0	0	808,360	804	0	808,360
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	1	0	44,092	388,538	390	0	432,630
Approved by FDP							
	5	28,768	54,092	1,230,538	1,304	430,820	1,914,961
Approved by CDP							
Maximum of Employment Options	38	5,026,938	627,473	6,654,170	6,949	959,820	13,296,901
Maximum of Residential Options	39	4,151,938	602,473	8,134,870	8,783	635,820	13,553,601
Proposed by FDP							
	2	873,830	20,187	0	0	0	894,017
Proposed by CDP							
Maximum of Employment Options	7	1,418,586	91,707	2,764,872	2,230	294,808	4,569,973
Maximum of Residential Options	7	1,418,586	91,707	2,764,872	2,230	294,808	4,569,973
Total Proposed or Approved by CDP							
Maximum of Employment Options	45	6,445,524	719,180	9,419,042	9,179	1,254,628	17,866,874
Maximum of Residential Options	46	5,570,524	694,180	10,899,742	11,013	930,628	18,123,574

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

Spring Hill Station

Zoning Applications

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

Site Plans

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

Site Area

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

Development Overview



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

Population Estimate

Maximum Employment (Option 1, Overall Site)

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

Maximum Residential (Option 2, Overall Site)

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

Development Case Highlights

- 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.
- 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.
- The four approved applications include two major above-grade public parks and four major at-grade parks, in addition to smaller public plazas, pocket parks and rooftop private amenities. Active recreation opportunities in these parks include a half basketball court, a skate park, a playground, a track and a putting green.
- Block D1 is now included in the application for The View as part of a PCA.

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
Adaire (Building D2A)	0	0	399,915	400	0	399,915
Ascent (Building F1)	0	0	408,445	404	0	408,445

Approved Land Use Summary

RZ 2010-PR-014A

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	0	430,000	478	0	430,000	
Approved by CDP								
	1	0	0	430,000	478	0	430,000	6.33

RZ 2010-PR-014B

	# of Buildings	Office	Retail ¹	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	2	0	10,000	842,000	914	0	852,000	
Approved by CDP								
Option 1	5	0	18,100	1,720,000	1,912	0	1,763,100	7.35
Option 2	5	1,688,170	18,100	1,576,500	1,912	0	1,738,100 ²	7.25

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

RZ 2010-PR-014D

	# of Buildings	Office	Retail ¹	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	10,000	412,000	436	0	422,000	
Approved by CDP								
Option 1	7	1,272,000	83,000	1,242,000	1,350	189,000	2,786,000	6.44
Option 2	7	837,000	83,000	1,861,000	2,035	0	2,781,000	6.43

RZ 2010-PR-014E

	# of Buildings	Office	Retail ¹	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	0	0	0	0	0	0	0	
Approved by CDP ¹								
Option 1	5	851,170	23,000	0	0	135,000	1,009,170	3.07
Option 2	5	851,170	7,000	225,000	234	0	1,083,170	3.29

1 Includes the two existing Greensboro Corporate Center buildings to remain on the property

The View

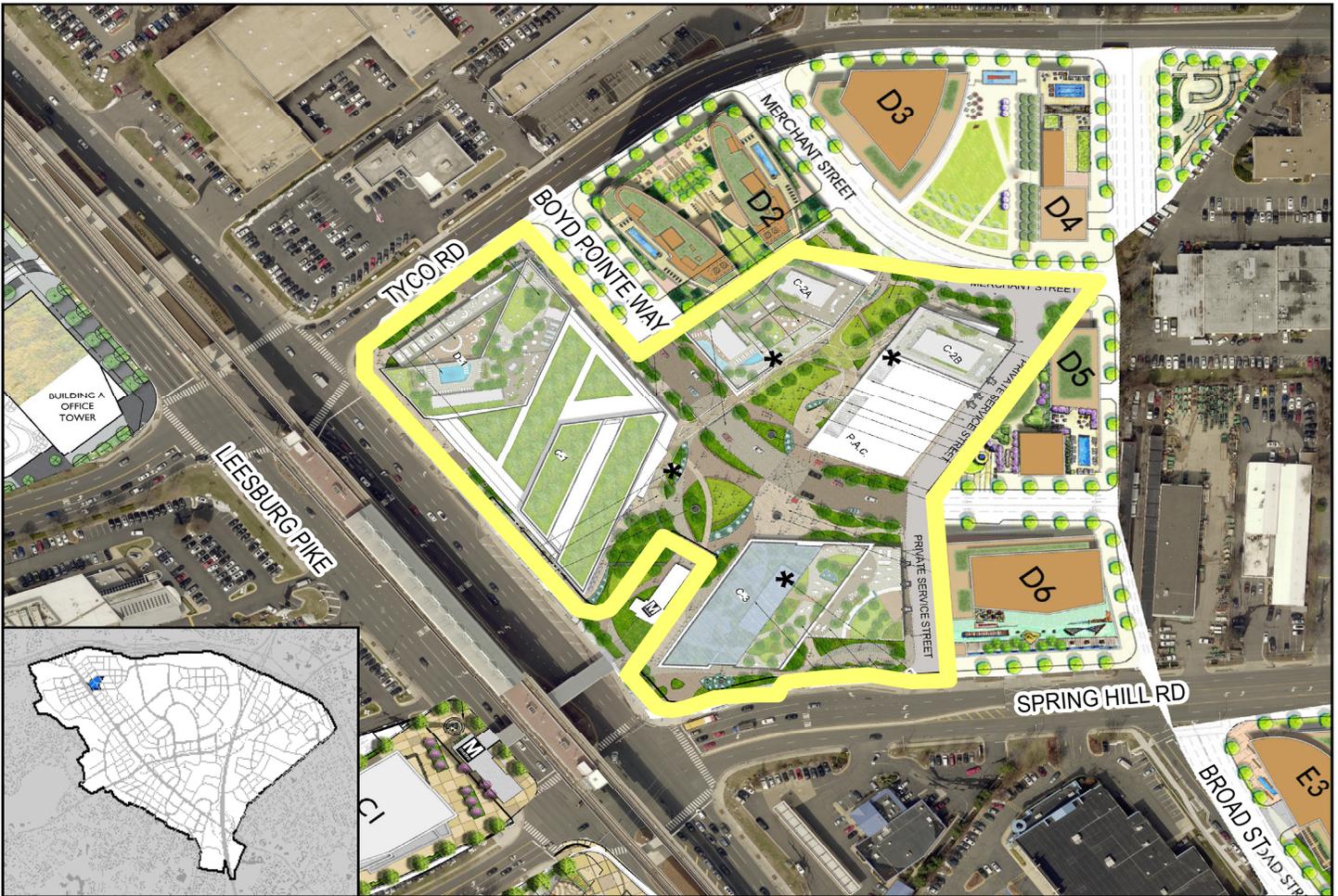
Zoning Applications

RZ 2017-PR-010.....under review

Site Area

6.83 acres

Development Overview



Population Estimate

	Residents	Employees
Estimated Current	0	357
Estimated Proposed	1,453	5,151

Development Case Highlights

- Property is currently developed with car dealerships and service areas, as well as one low-rise office building, all of which will be removed
- Application proposes six buildings, including building D-1 from the Spring Hill Station application RZ 2010-PR-014D
- Application includes a performing arts center, art walk along Route 7, public plaza space, and a sky terrace at the top of the C-3 building

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

RZ 2017-PR-010

	Option	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	N/A	0	0	0	0	0	0	
Proposed by FDP								
	2	873,830	20,187	1,140,424	830	294,808	921,804	
Proposed by CDP								
	6	1,418,586	91,707	1,140,424	830	294,808	3,015,256	7.61

Dominion Square West (CARS)

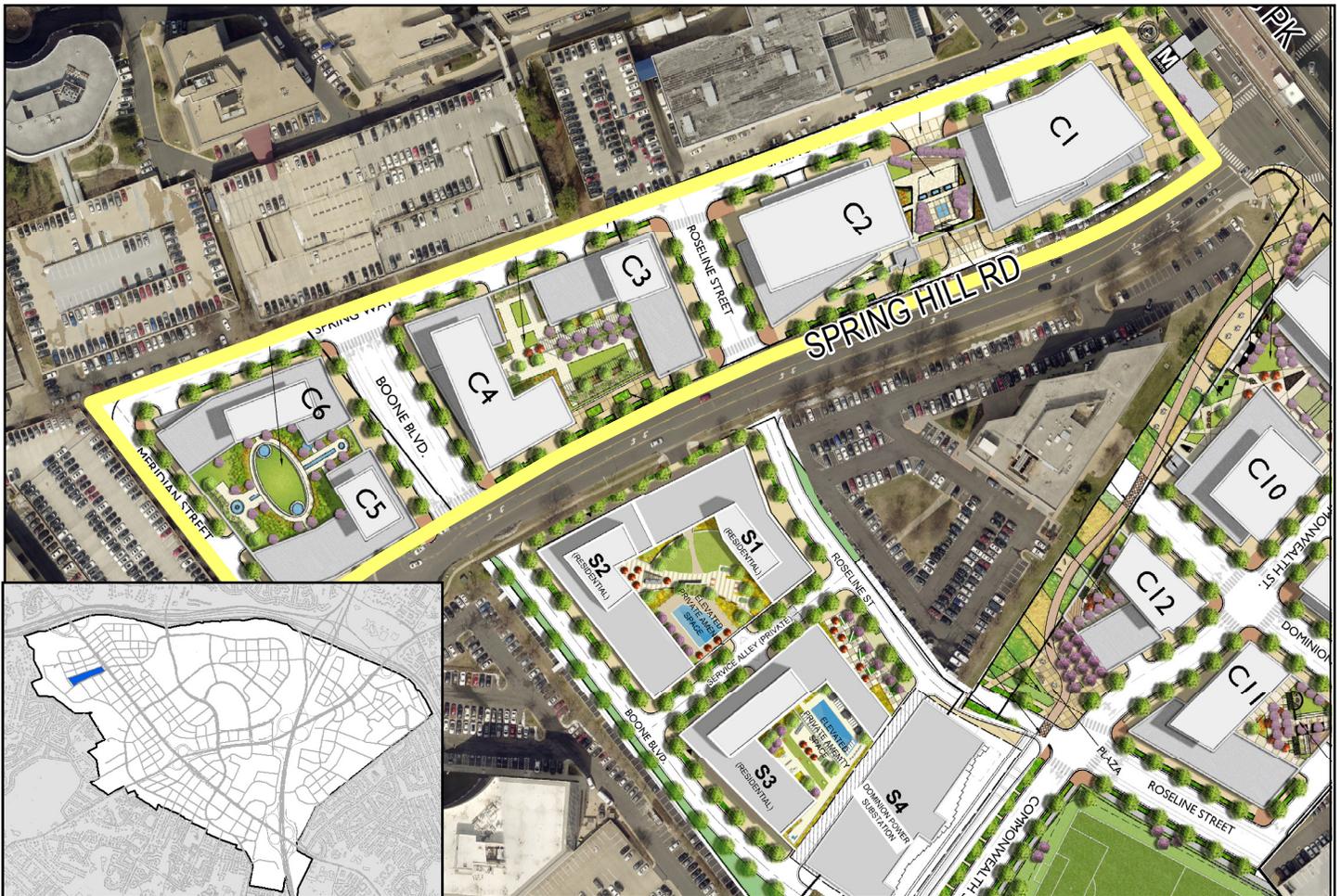
Zoning Applications

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

Site Area

7.63 acres

Development Overview



*Image depicted is from CDP Illustrative Plan, dated November 6, 2017

Population Estimate

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

Development Case Highlights

- Proposal will redevelop the area, which is currently developed with several automobile dealerships (none of which will remain), with six structures, including a mix of office, retail, and residential uses.
- Buildings will range in height from 85 to 400 feet, with the larger structures closer to the Spring Hill Metrorail station.
- Site will include two elevated sky parks (one private and one public) and a Metro Plaza extension, serving a high volume of pedestrian activity associated with the Metrorail station.
- Major transportation improvements proposed include:
 - Extension of Boone Boulevard
 - Improvements to Spring Hill Road
 - Left turn lane on Route 7
 - Monetary contributions to Route 7 improvements and Spring Hill Road/International Drive/Jones Branch Drive intersection improvements
 - Pedestrian accessibility to the Spring Hill Metrorail station

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2011-HM-012

	# of Buildings	Office	Retail ¹	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	0	0	0	0	0	0	0	
Approved by CDP								
Base	6	840,000	70,000	880,000	850	0	1,790,000	5.34
Option 1	6	840,000	90,000	1,500,000	1,500	0	2,430,000	7.25
Option 2	6	840,000	90,000	1,500,000	1,500	0	2,160,000	6.44

¹ Includes car dealerships for existing uses

Dominion Square East (CARS)

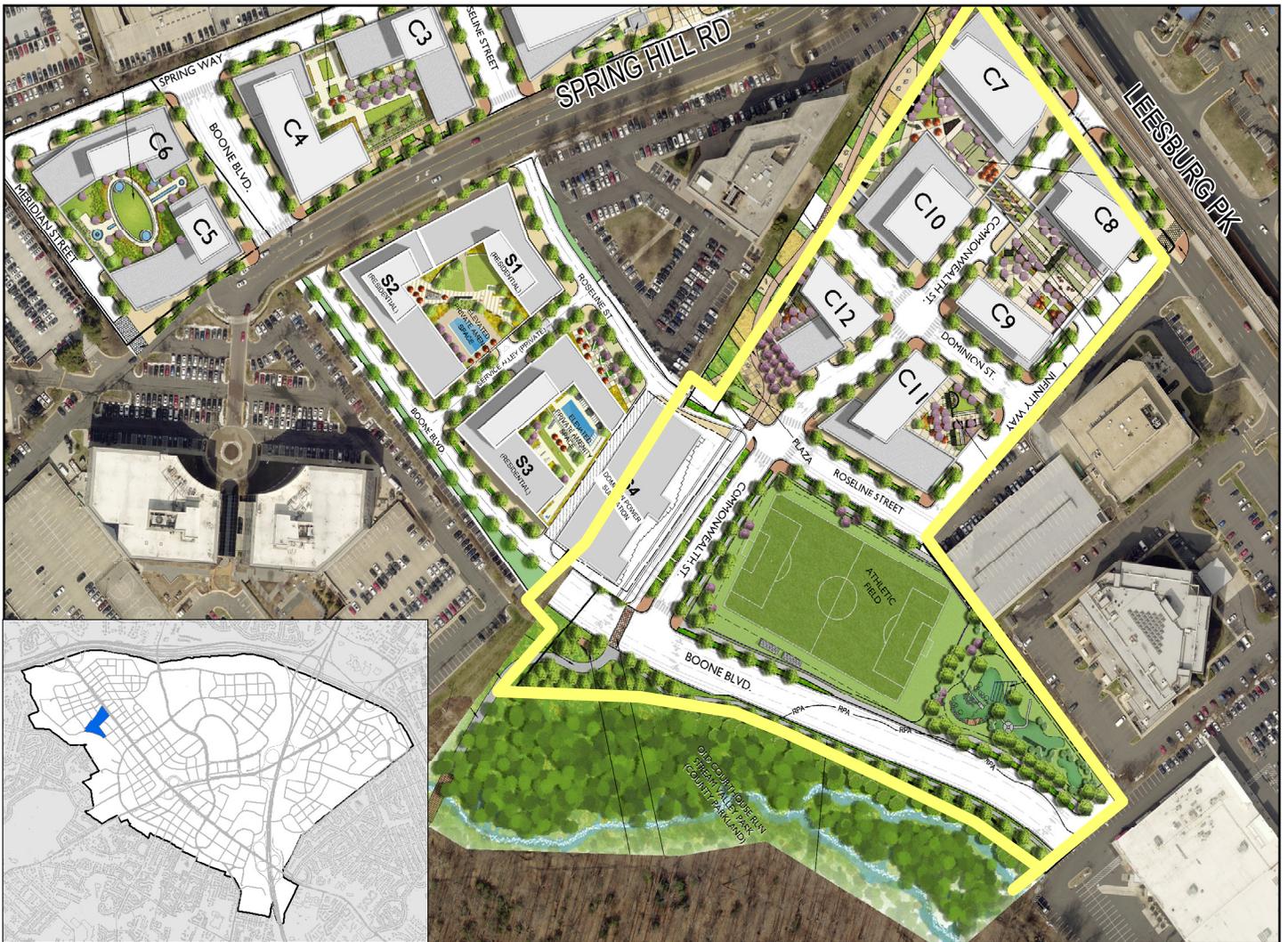
Zoning Applications

RZ 2011-HM-013.....approved 9/26/2017
 SE 2014-HM-034.....indefinitely deferred
 FDP 2011-HM-013.....under review

Site Area

12.28 acres

Development Overview



*Image depicted is from CDP - Illustrative Plan, dated August 25, 2017

Population Estimate

	Residents	Employees
Estimated Current	0	161
Estimated Proposed	2,875	4,480

Development Case Highlights

- Proposal will redevelop the area, which is currently developed with several automobile dealerships (none of which will remain), with six structures, including a mix of office, retail, residential, and hotel uses.
- Buildings will range in height from 140 to 350 feet, with the larger structures closer to the Spring Hill Metrorail station.
- Site will include an athletic field and several rooftop park spaces.
- Site includes dedicating land to accommodate a new Dominion Power electrical substation under the FDP, located in the southern portion of the site, which would also be partially on the Board-owned parcel and on the Sunburst (RZ 2011-HM-027) property.
- Major transportation improvements proposed include:
 - Extension of Boone Boulevard
 - Roseline Street and Dominion Street grid connections
 - Monetary contributions toward the Tysons-wide and Tysons Grid of Streets transportation funds
 - 10-foot wide trail on the adjacent Board-owned parcel which will link the Old Courthouse Spring Branch Stream Valley Park to the Spring Hill Metrorail station

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2011-HM-013

	# of Buildings	Office	Retail ¹	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	0	0	0	0	0	0	0	
Approved by CDP								
	6	1,215,000	125,000	500,000	500	205,000	2,045,000	3.92

¹ Includes car dealerships for existing uses

Sunburst at Spring Hill Metro

Zoning Applications

RZ 2011-HM-027.....approved 9/26/2017
 FDP 2011-HM-027.....under review

Site Area

4.39 acres

Development Overview



*Image depicted is from CDP - Illustrative Plan (Option A Full Build-Out), dated August 25, 2017

Population Estimate

Maximum Employment Option (Option B)

	Residents	Employees
Estimated Current	0	74
Estimated Proposed	1,470	1,531

Maximum Residential Option (Option A)

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

Development Case Highlights

- Proposal will redevelop the area, which is currently developed with a two-story motel and restaurant, with four structures.
- Option A includes residential, retail, and public facility uses, and Option B includes residential, retail, office and public facility uses.
- Buildings will range in height from 245 to 280 feet.
- Site includes dedicating land to accommodate a new Dominion Power electrical substation under the FDP, located in the southern portion of the site, which would also be partially on the Board-owned parcel and on the Dominion Square East (RZ 2011-HM-013) property.
- Major transportation improvements proposed include:
 - Realignment of Boone Boulevard
 - Monetary contributions toward the Tysons-wide and Tysons Grid of Streets transportation funds

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2011-HM-027

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	0	0	0	0	0	0	0	
Approved by CDP								
Option A	4 ¹	0	29,000	1,324,370	1,355	0	1,362,378 ²	7.13
Option B	4 ¹	440,000	29,000	832,170	840	0	1,301,178 ²	6.81

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

2 Includes public facility square footage

Tyson's West

Zoning Applications

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

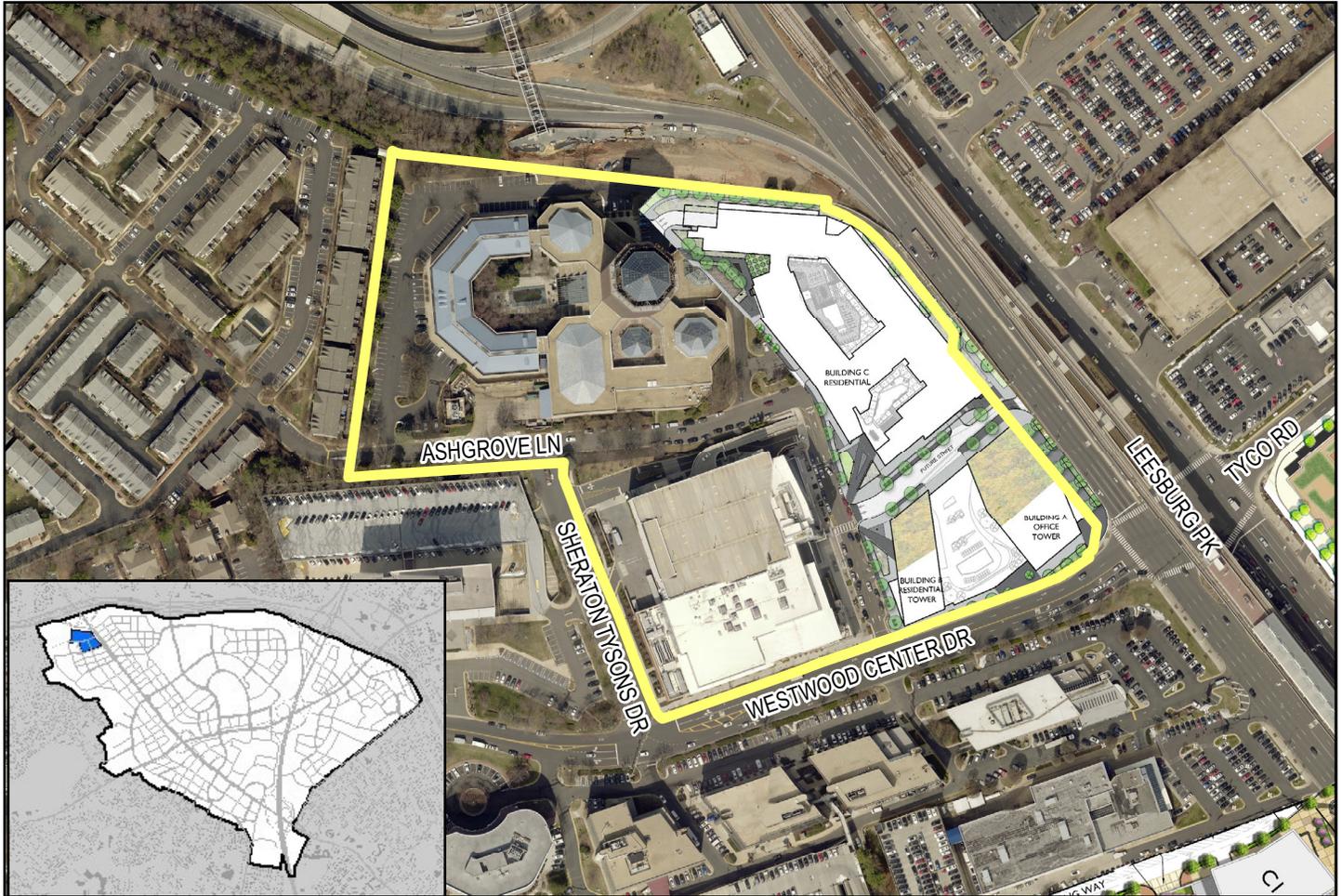
Site Plans

6279-SP-003.....approved 10/23/15 (Building C)
 6279-SP-005.....approved 5/29/2018

Site Area

16.02 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- 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
- Redevelopment will add a mix of uses that integrate with the existing uses, including three new buildings with residential, office and ground-floor retail uses
- Buildings will range in height from 78 to 225 feet
- Major transportation improvements include:
 - Accommodation of a potential ramp from the Dulles Toll Road
 - Contributions to the Tysons-wide and Tysons Grid of Streets funds
- Development will include nine at-grade public parks, a monetary contribution for an athletic field, and a monetary contribution to the FCPA for local improvements, and a monetary contribution to fund a Fairfax County Master Plan for the Arts
- Applicant provided approximately 3,500 square feet within Building A or B for up to 50 years to serve as a public art agency or another public/community use
- Site Plan 6279-SP-005 was approved, allowing for the interim development of four pop-up retail structures on the site

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2011-HM-032

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	1	0	44,092	388,538	390	0	432,630	
Approved by FDP								
	3 ¹	28,768	203,373	400,000	400	430,820	1,062,961	
Approved by CDP³								
	5	408,768	253,373	700,000	669	430,820	1,796,461 ²	2.75

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

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

3 Includes two buildings that will remain: the existing hotel/conference center (Building E) and a retail building (Building D)

The Evolution

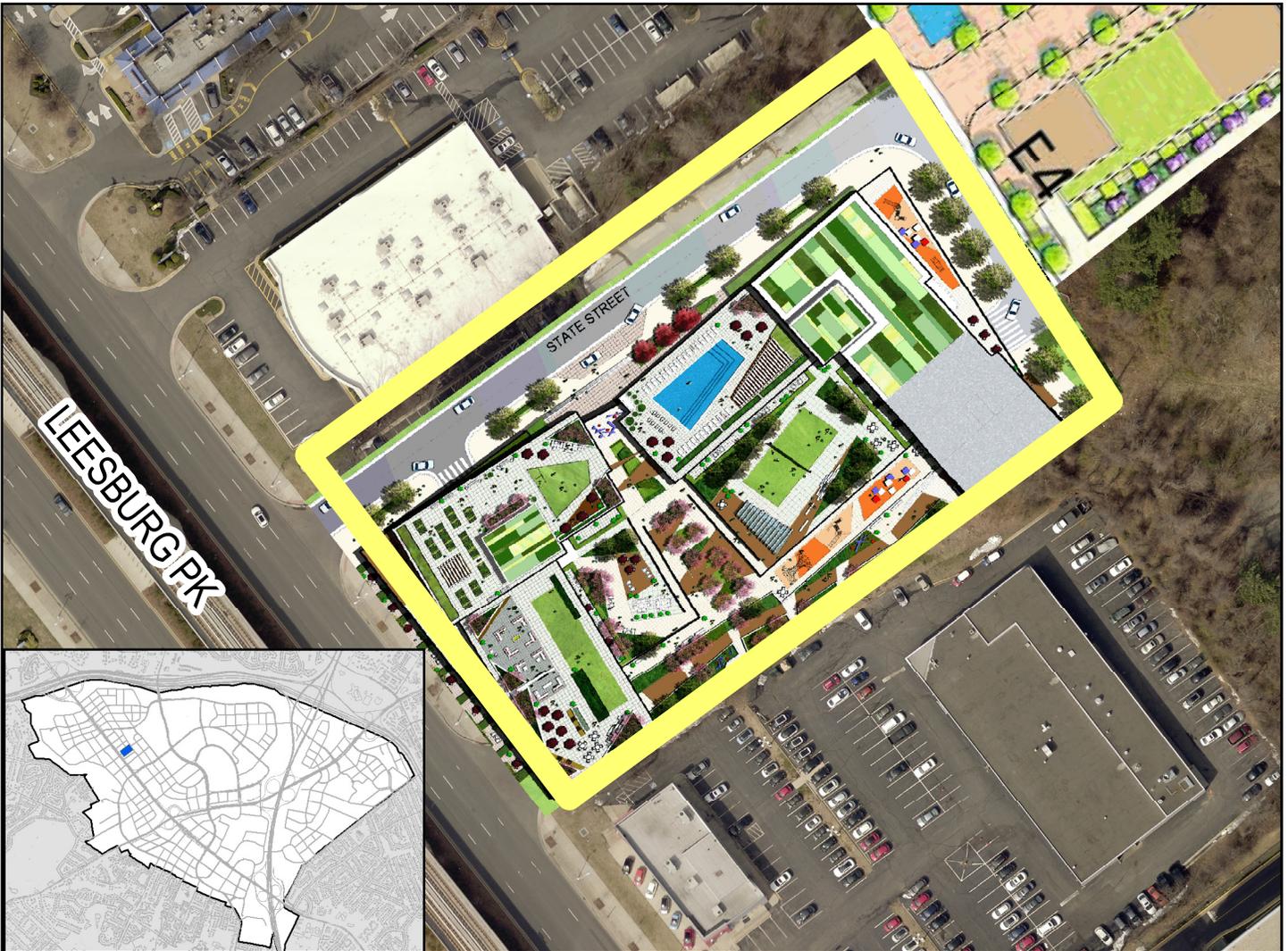
Zoning Applications

RZ 2017-PR-021.....under review

Site Area

2.99 acres

Development Overview



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

Population Estimate

	Residents	Employees
Estimated Current	0	523
Estimated Proposed	2,450	0

Development Case Highlights

- Subject site is currently developed with a seven-story commercial building
- Application proposes on ebuilding that would accommodate 1,400 Workforce Dwelling Units (WDUs)

Current Development Activity

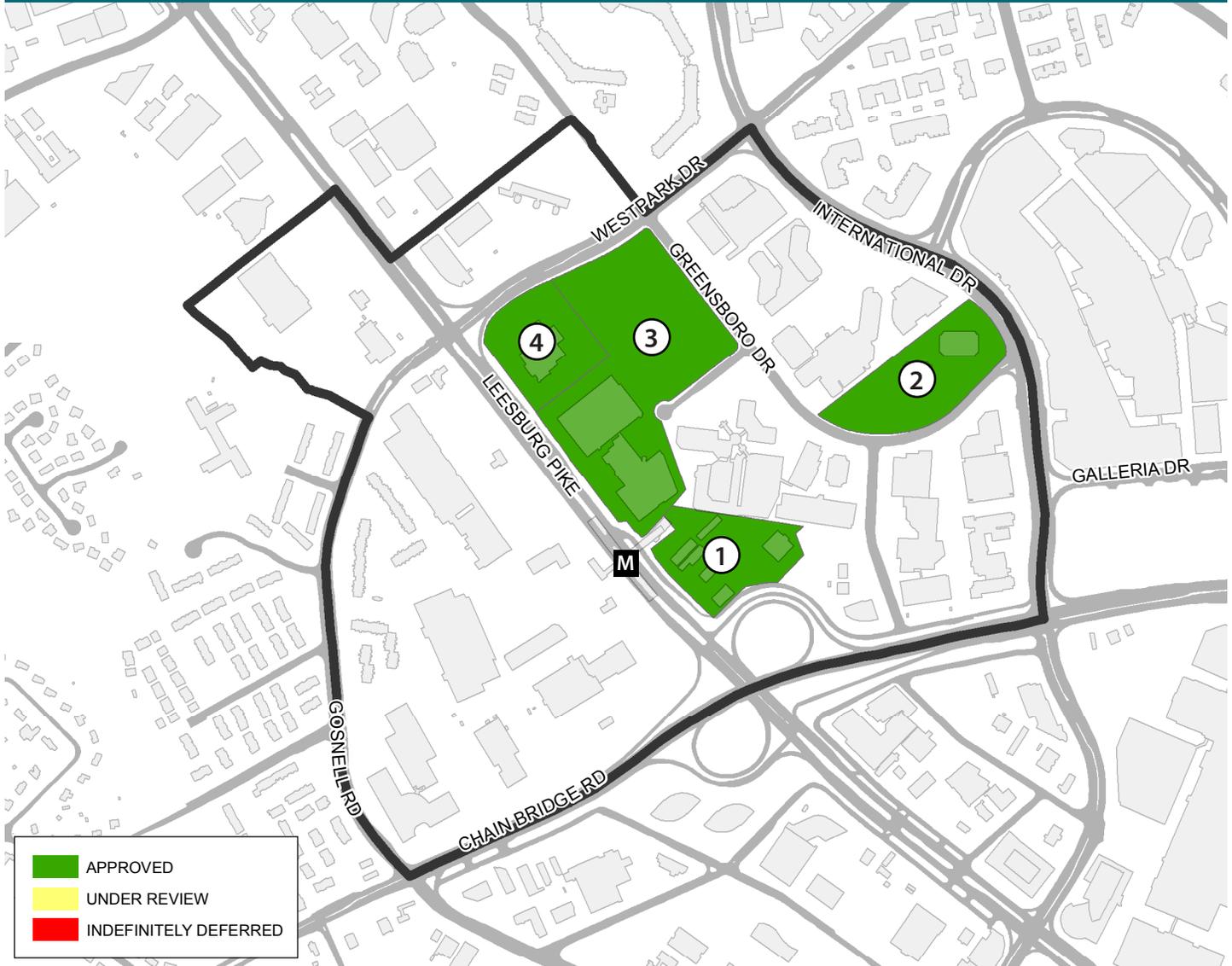
	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

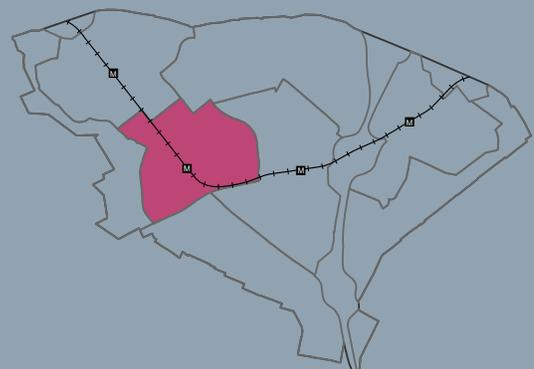
RZ 2017-PR-021

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
Existing									
To Be Removed	1	156,884	0	0	0	0	156,884		
To Remain	0	0	0	0	0	0	0		
Approved by Site Plan, Not Under Construction									
	0	0	0	0	0	0	0		
Proposed by FDP									
	0	0	0	0	0	0	0		
Proposed by CDP									
	1	0	0	1,624,448	1,400	0	1,624,448	12.44	

TYSONS CENTRAL 7 DISTRICT



- 1 - Tysons Central
- 2 - Greensboro Park Place
- 3 - The Boro
- 4 - Westpark Plaza



TYSONS CENTRAL 7 DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Implemented							
	0	0	0	0	0	0	0
Under Construction							
	7	526,189	303,875	1,255,218	1,108	0	2,085,282
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	18	223,341	423,999	2,568,438	2,379	0	5,240,851 ²
Approved by CDP							
Maximum of Employment Options	28	3,469,184	669,499	5,132,438	4,740	795,000	8,567,011 ³
Maximum of Residential Options	28	3,158,184	669,499	5,725,438	5,364	955,000	8,789,011 ³
Proposed by FDP							
	0	0	0	0	0	0	0
Proposed by CDP							
Maximum of Employment Options	0	0	0	0	0	0	0
Maximum of Residential Options	0	0	0	0	0	0	0
Total Proposed or Approved by CDP							
Maximum of Employment Options	28	3,469,184	674,799	5,132,438	4,740	955,000	8,567,011 ³
Maximum of Residential Options	28	3,158,184	674,799	5,725,438	5,634	955,000	8,789,011 ³

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

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

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

Tysons Central

Zoning Applications

RZ 2011-PR-005.....approved 11/19/2013
 FDP 2011-PR-005.....approved 11/6/2013
 SEA 2008-MD-036.....approved 11/19/2013
 PCA/CDPA 2011-PR-005...approved 5/2/2017
 (Building A)
 FDP 2011-PR-005-2.....approved 4/19/2017
 (Building A)
 RZ/FDP 2015-PR-017.....approved 5/2/2017
 (Building A)

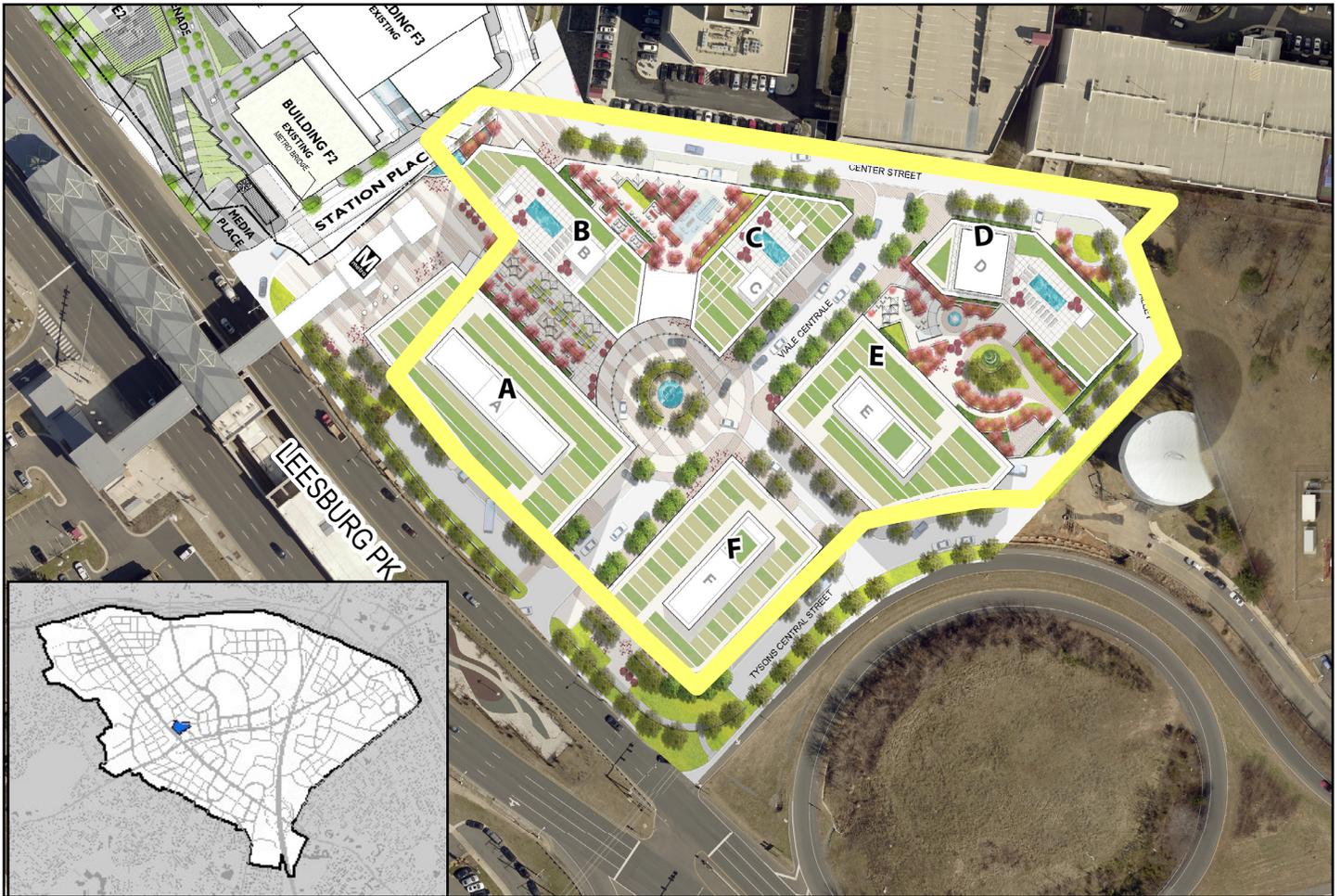
Site Plans

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

Site Area

5.79 acres

Development Overview



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

Population Estimate

Maximum Employment Option (Option 1)

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

Maximum Residential Option (Option 2)

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

Development Case Highlights

- Approved rezoning seeks to redevelop site from low-density retail and commercial to high-density, transit-oriented development with a mix of office, hotel, residential, and retail uses
- Six buildings proposed with heights ranging from 75 to 400 feet
 - Major transportation improvements include:
 - Construction of Station Place
 - Extension of Central Street from Station Place to Pinnacle Drive
- Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
- Plan includes a mix of at-grade plazas and sky parks, including creation of a public plaza at the Greensboro Metro station, space for a university use or other public/community use for 50 years without rent
- PCA 2011-PR-005 and RZ/FDP 2015-PR-017 were submitted to modify certain aspects of Building A, including expanding the footprint of the building, increase office uses, decrease retail uses, and modify the sky park
- Site Plan 1682-SP-002 is currently under review for Building A

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
Lumen (Building F)	0	14,331	393,702	398	0	408,033
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2015-PR-017

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	2	365,000	52,000	394,000	414	0	811,000	
Approved by CDP								
Option 1- Office	6	631,000	173,000	848,000	885	155,000	1,821,500 ¹	7.17
Option 1 - Hotel	6	560,000	173,000	848,000	885	347,000	1,942,500 ¹	7.64
Option 2	6	320,000	173,000	1,441,000	1,509	155,000	2,043,500 ¹	8.04

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

Greensboro Park Place

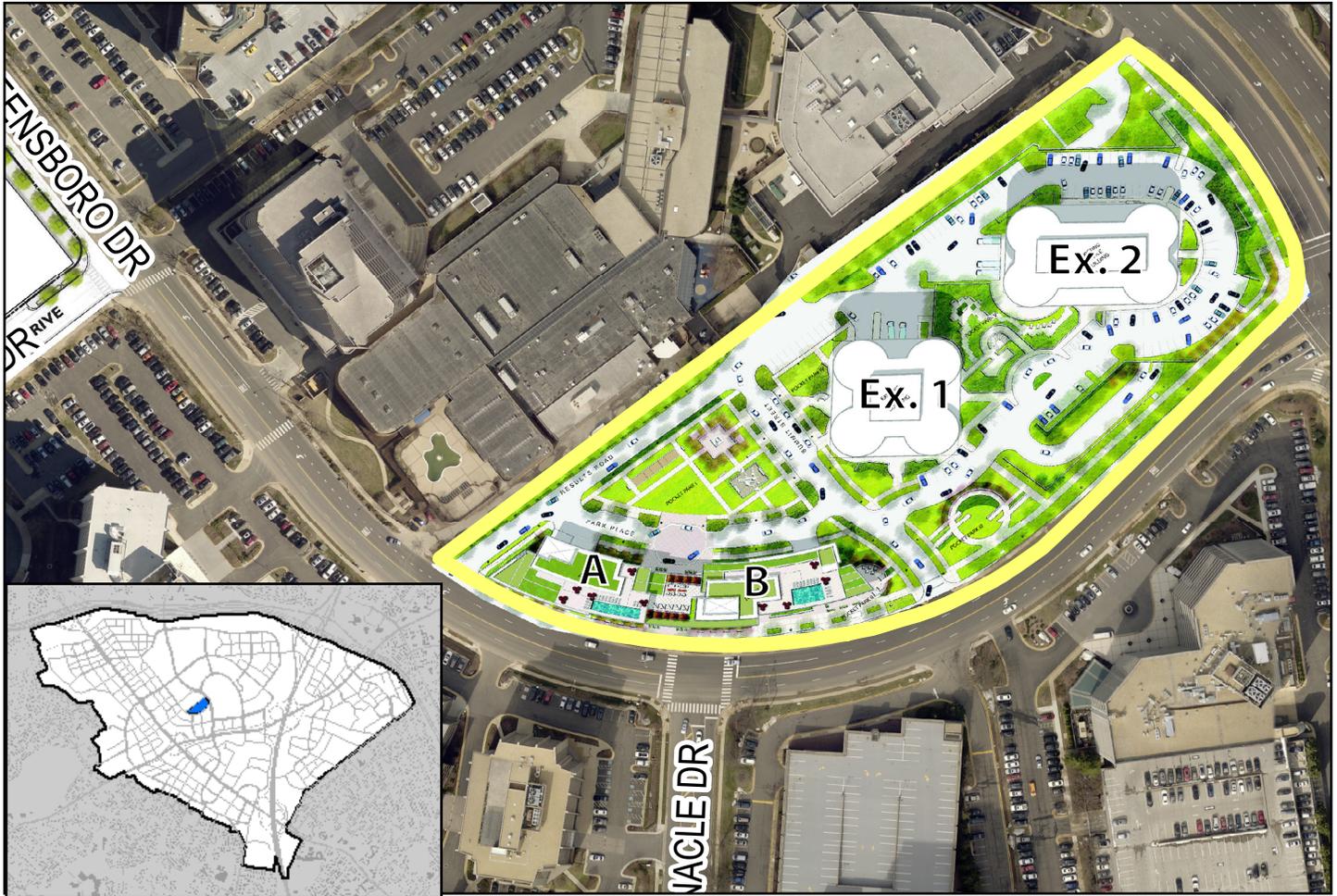
Zoning Applications

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

Site Area

6.98 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- Subject site is currently developed with two office buildings and surface parking
- Redevelopment will include two residential towers with ground-floor retail with maximum heights of 275 feet and 235 feet
- Towers will be built on the existing surface parking lot and existing buildings will be improved
- Transportation improvements include monetary contributions to the Tysons-wide and Tysons Grid of Streets funds and pedestrian connections to/from existing buildings
- The application includes a monetary contribution to an athletic field, several at-grade parks, and 3,000 square feet of indoor space in Tower B for use by the County for 50 years

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2012-PR-002

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	4	504,574	1,999	479,438	520	0	989,011 ¹	
Approved by CDP²								
	4	504,574	1,999	479,438	520	0	989,011 ¹	3.25

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

2 Includes two existing office buildings to remain

The Boro

Zoning Applications

RZ 2010-PR-022.....approved 1/12/2016
 FDP 2010-PR-022.....approved 10/7/2015
 (Blocks A & B)
 FDP 2010-PR-022-02.....approved 12/3/2015
 (Blocks C & F)
 PCA 2010-PR-022.....approved 10/18/2017
 PCA 2010-PR-022-02.....approved 6/19/2018
 CDPA 2010-PR-022.....approved 6/19/2018
 FDPA 2010-PR-022-02-01....approved 6/19/2018

SE 2017-PR-029.....approved 6/19/2018

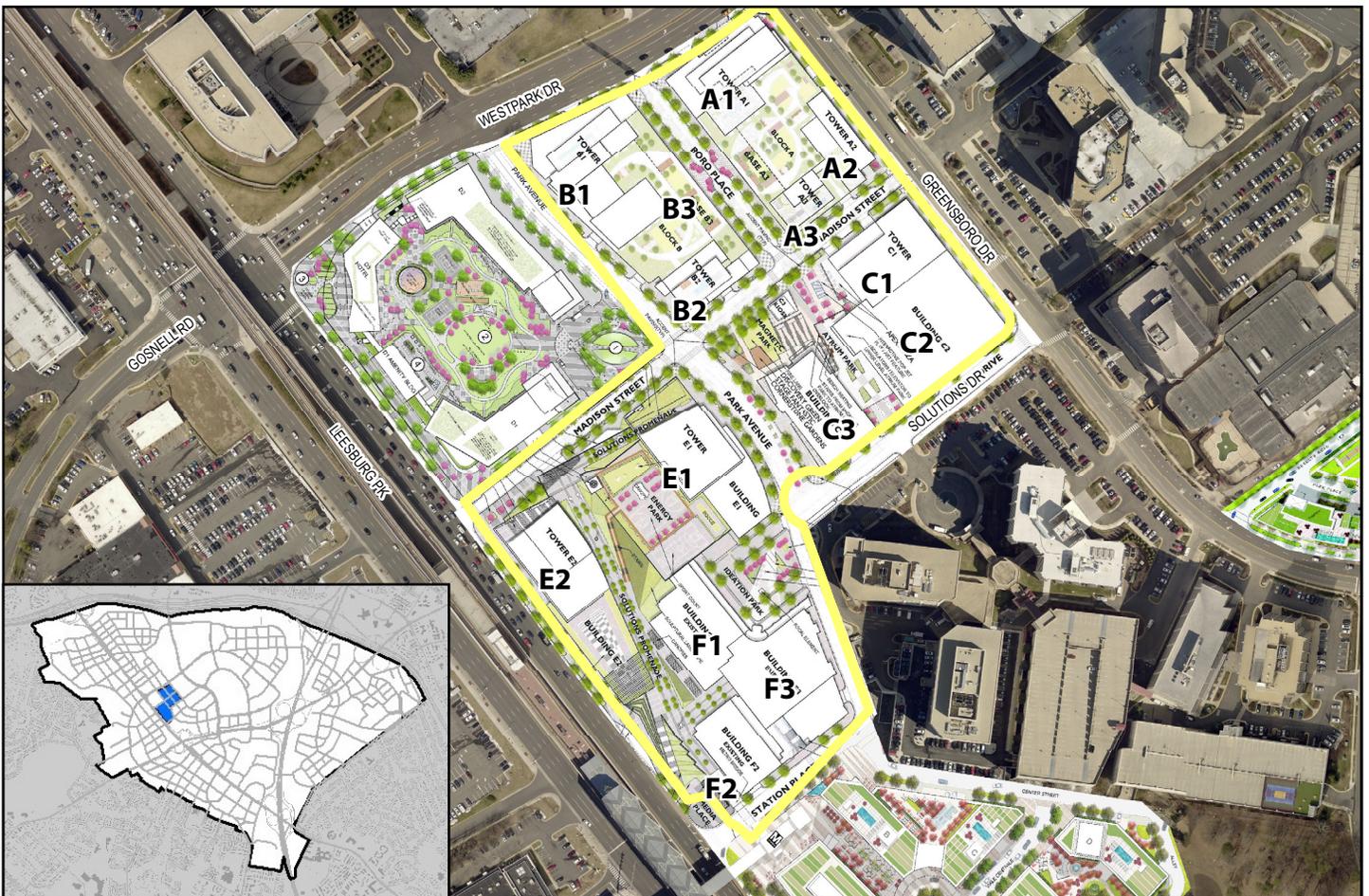
Site Plans

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

Site Area

18.11 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- Three existing office buildings on the property will remain, and 12 additional buildings are approved that would include a mix of office, hotel, residential and supporting retail (including a movie theater and grocery stores)
- Building heights, aside from the park kiosk, will range from 50 to 400 feet
- Major transportation improvements include:
 - Several grid streets, including Park Avenue, a collector parallel to Greensboro Drive and Leesburg Pike
 - Tysons Circulator accommodations along Westpark Drive
 - Monetary contributions to the Tysons-wide fund, Tysons Grid of Street fund, and improvements on Route 7
- Seven on-site public parks, including four pocket parks and a promenade traversing Blocks E and F, and an off-site athletic field
- 19,000 square feet of space to accommodate a new library within Building E1 or E2

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
Building A1	0	0	462,381	390	0	462,381
Building A2	0	0	237,423	170	0	237,423
Building A3 + Retail	0	97,804	161,712	150	0	259,516
Building B3 + B Retail	81,996	62,270	0	0	0	144,266
Building C2	0	129,470	0	0	0	129,470
Building C3	444,193	0	0	0	0	444,193
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2010-PR-022

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
Existing									
To Be Removed	0	0	0	0	0	0	0		
To Remain	3	595,840 ¹	0	0		0	595,840 ¹		
Approved by Site Plan, Not Under Construction									
	0	0	0	0	0	0	0		
Approved by FDP									
	11	1,363,840	356,500	1,080,000	835	0	2,812,340		
Approved by CDP²									
	15	2,333,610	470,000	2,500,000	2,035	640,000	4,267,000 ³	5.33	

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

2 Includes three existing office buildings to remain

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

Westpark Plaza

Zoning Applications

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

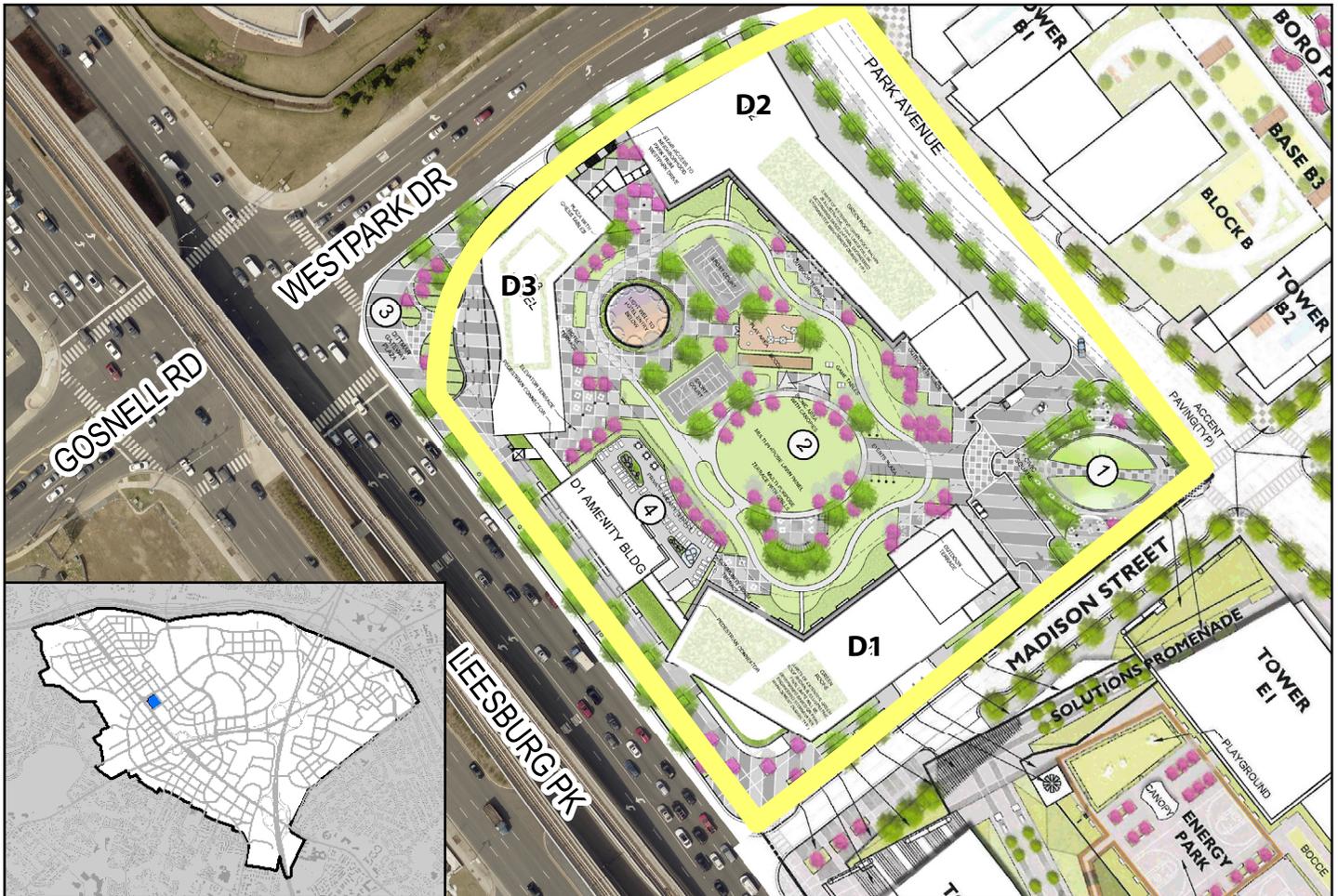
Site Plans

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

Site Area

5.37 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- Site is currently developed with a nine-story office building and surface parking
- Approved redevelopment includes two new residential towers, a hotel, and retail
- Buildings heights would range from 140 to 270 feet
- Site will include a large park in the center of the development with an amphitheater, small sports field, bocce courts, play area and sports courts
- Major transportation improvements include:
 - Park Avenue, a new grid street running parallel to Greensboro Drive and Leesburg Pike
 - Tysons Circulator accommodations along Westpark Drive
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
- Site Plan 0826-SP-008 for Building D1 is currently under review

Current Development Activity

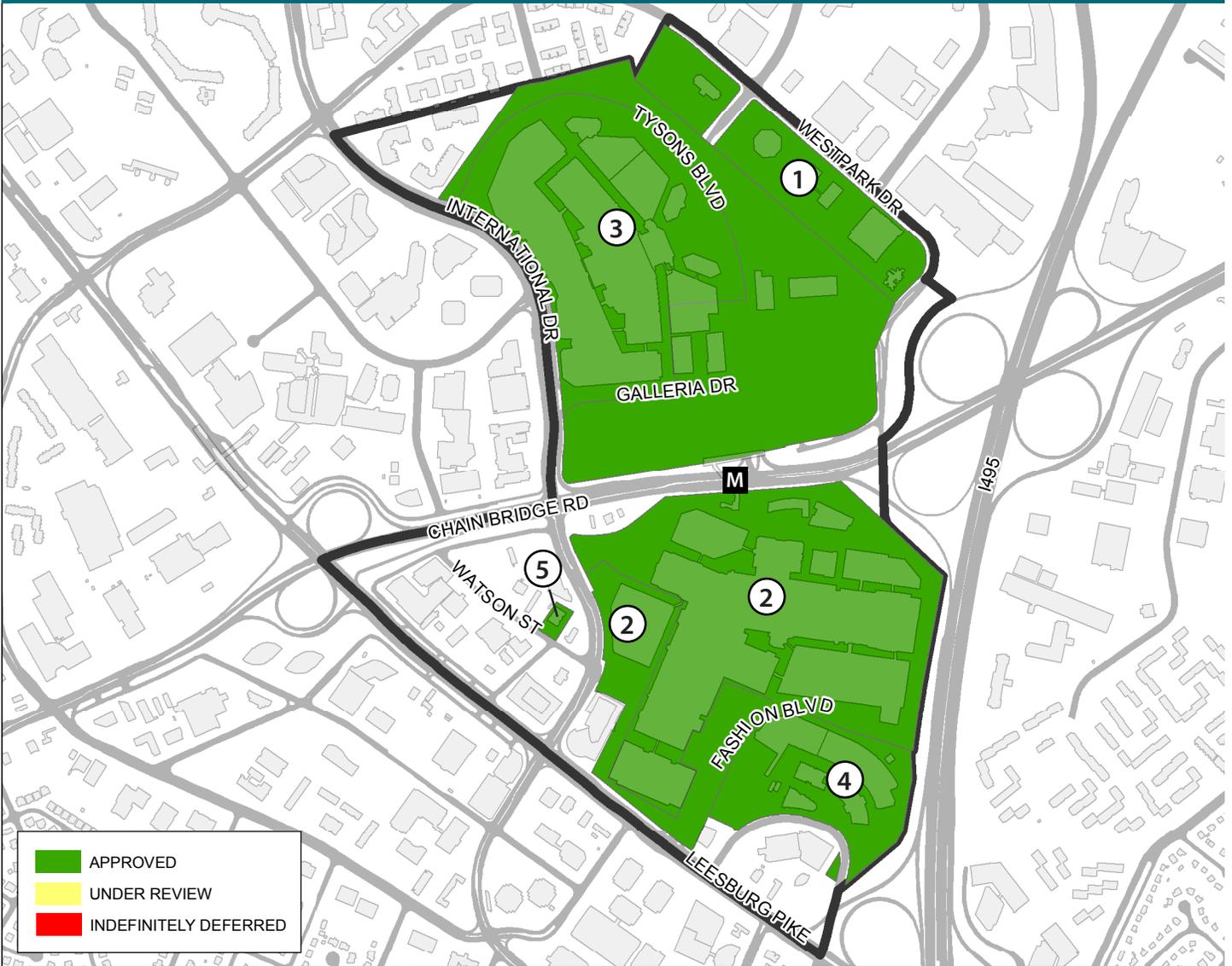
	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

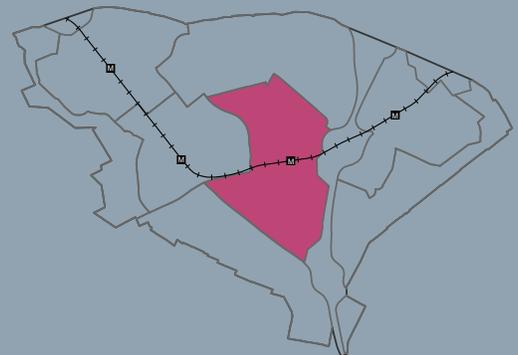
RZ 2013-PR-009

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

TYSONS CENTRAL 123 DISTRICT



- 1 - Arbor Row
- 2 - Tysons Corner Center
- 3 - Tysons II
- 4 - Towers Crescent
- 5 - JRs at Tysons



TYSONS CENTRAL 123 DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Implemented							
	6	997,589	45,250	1,009,075	890	262,913	2,314,827
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	2	198,740	6,482	197,572	102	0	402,794
Approved by FDP							
	40	7,125,097	3,809,531	4,821,861	4,313	2,474,144	18,230,633 ³
Approved by CDP							
Maximum of Employment Options	43	8,035,682	3,869,325	4,914,761	4,346	596,303	17,393,181 ³
Maximum of Residential Options	43	8,035,682	3,869,325	4,914,761	4,346	596,303	17,393,181 ³
Proposed by FDP							
	1	0	18,121				668,435
Proposed by CDP							
Maximum of Employment Options	1	0	5,300	320,000	264		325,300
Maximum of Residential Options	1	0	5,300	320,000	264		325,300
Total Proposed or Approved by CDP							
Maximum of Employment Options	44	8,035,682	3,874,625	5,234,761	4,610	596,303	17,718,481
Maximum of Residential Options	44	8,035,682	3,874,625	5,234,761	4,610	596,303	17,718,481

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

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

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

Arbor Row

Zoning Applications

RZ 2011-PR-023.....approved 11/20/2012
 FDP 2011-PR-023.....approved 10/17/2012
 FDP 2011-PR-023-2.....approved 10/17/2012
 FDP 2011-PR-023-3.....approved 10/17/2012
 PCA/CDPA 2011-PR-023.....approved 4/5/2016
 FDP 2011-PR-023-4.....approved 3/16/2016
 PCA/CDPA 2011-PR-023-02.....under review
 FDP 2011-PR-023-05.....under review

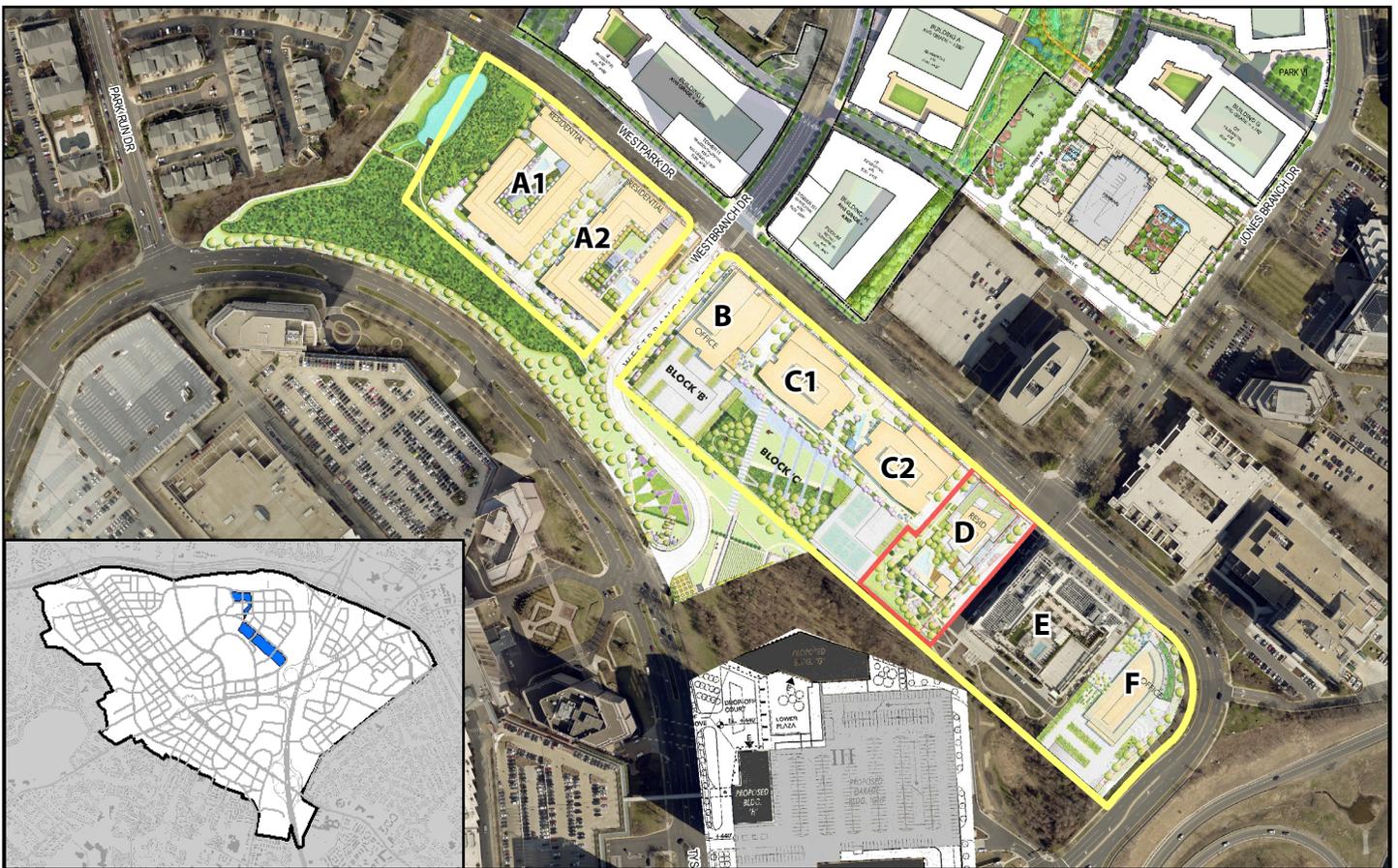
Site Plans

25530-SP-001.....approved 11/20/2014 (Building F)
 25530-SP-002.....approved 1/27/2014 (Building E)
 25530-SP-003.....approved 10/17/2013 (Hanover Parcel, Athletic Fields)
 25530-SP-004.....under review (Building A2)
 25530-PI-002.....approved 11/6/2013 (Hanover Parcel, Stream Restoration)
 25530-SP-005.....approved 7/30/2018 (Building D)

Site Area

19.40 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- Site will redevelop as a mixed-use development with office, hotel, residential and retail uses in up to eight buildings.
- Building heights will range from 120 to 300 feet
- Transportation improvements include bike lanes and on-street parking on Westpark Drive and Westbranch Drive, as well as monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
- Redevelopment will include a large urban plaza to create a focal point within the neighborhood and serve as an extension of a previously proffered park to the southwest
- An eight-acre offsite parcel along Jones Branch Drive was dedicated to Fairfax County for athletic fields and an elementary school, developed in 2015 to include a full-size rectangle field, a youth-sized interim field, on-site parking, seating areas and a small gazebo
- Applicant completed \$500,000 worth of stream restoration work in the Arbor Row Stream Valley in 2015
- PCA/CDPA 2011-PR-023-02 and FDP 2011-PR-023-005, currently under review, propose changing Buildings B and C-1 from office to a development that will include independent living, assisted living, and memory support services

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
Nouvelle (Building E)	0	7,000	509,800	461	0	516,800

Proposed Land Use Summary

PCA/CDPA 2011-PR-023-02

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
Approved by Site Plan, Not Under Construction									
	2	198,740	6,482	197,572	102	0	402,794		
Proposed by FDP¹									
	1	0	18,121	0	0	0	668,435		
Approved by FDP									
	5	197,844	23,184	1,443,366	1,314	0	1,664,394		
Approved by CDP									
	8	1,108,429	58,656	1,443,366 ²	1,314	0	2,610,451 ³	3.09	

¹ FDP was submitted alongside CDPA, which proposes to combine buildings B and C-1 into one building

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

³ 650,314 ft² proposed with the current CDPA and FDP are for independent living (300 units) and medical care

Tysons II

Zoning Applications

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

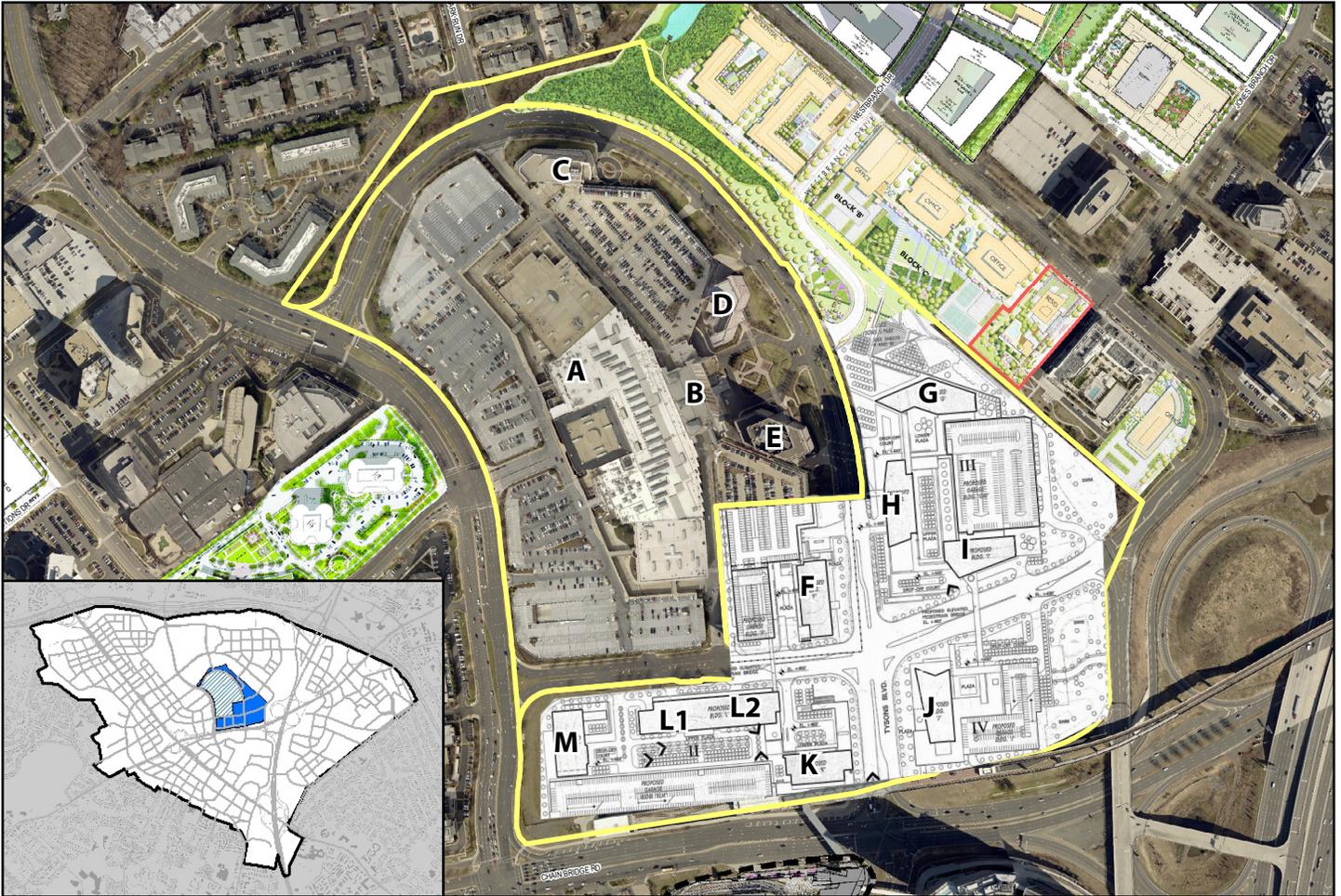
Site Plans

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

Site Area

106.84 acres (PCA application area 57.44)

Development Overview



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

Population Estimate

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

Development Case Highlights

- Site is developed with the Tysons Galleria regional mall and several hotel and office buildings
- Approved plan permits the development of eight office, hotel and residential buildings in the vacant lots and surrounding the mall
- Development application includes the dedication of a park to the FCPA, annual contribution toward maintenance of park, and commitment to provide art within the plaza areas
- Transportation improvements include:
 - Monetary contributions to the Tysons Corner Road Fund (or improvements in-kind)
 - Dedication of land for the Metrorail station
 - Pedestrian connections to the Metrorail station and surrounding properties

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
1775 Tysons Blvd (Building H)	455,583	0	0	0	0	455,583

Approved Land Use Summary

PCA 84-D-049-5

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	14	4,748,507 ²	998,555	772,154	540	350,390 ²	6,819,606	
Approved by CDP¹								
	14	4,748,507 ²	998,555	772,154	540	350,390 ²	6,819,606	1.47

1 Includes remaining buildings from original zoning (RZ 84-D-049)

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

Tysons Corner Center

Zoning Applications

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

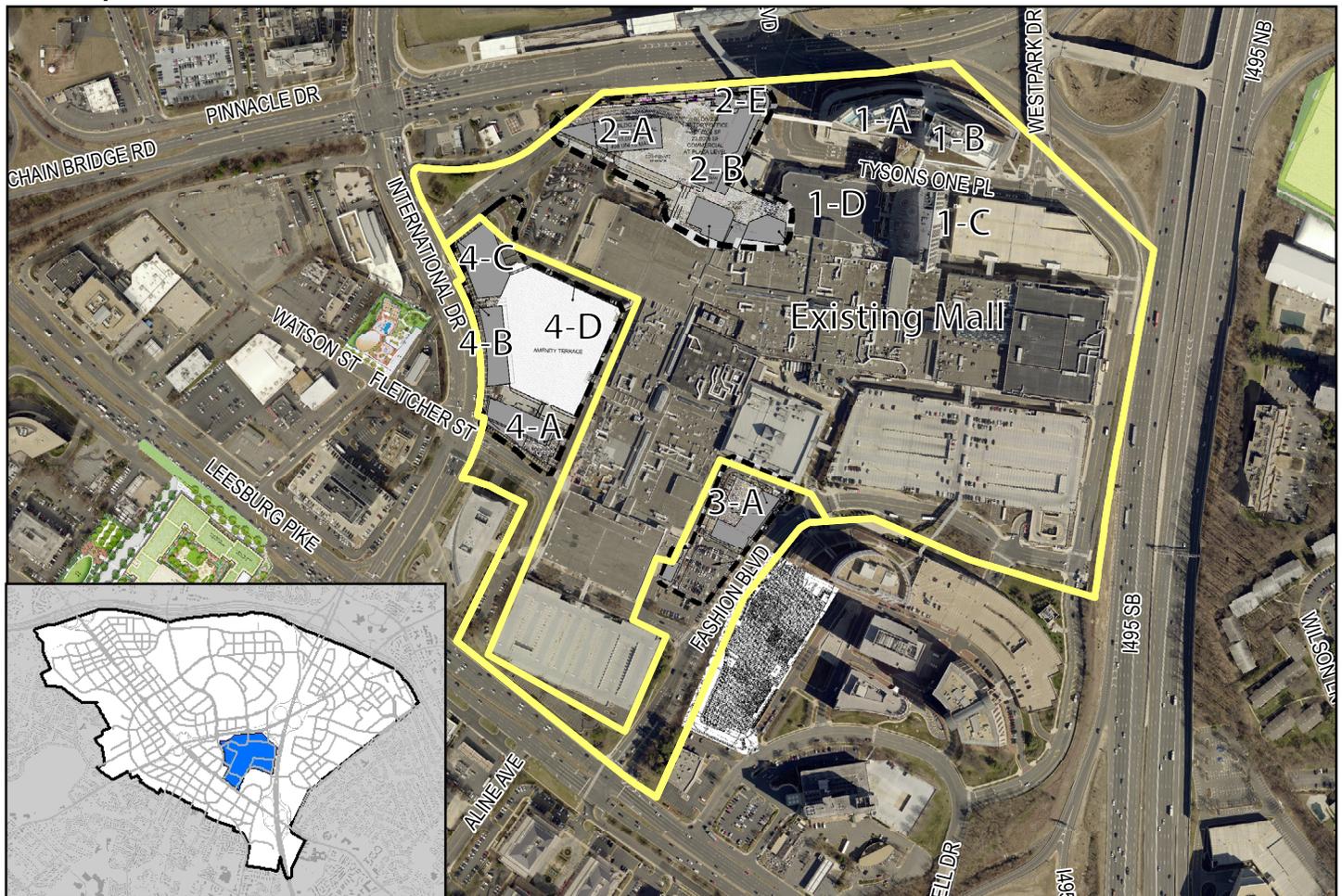
Site Plans

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

Site Area

78.65 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- Development added office, residential, and hotel uses with supporting retail to the area around the Tysons Corner Center mall, to be constructed in four phases
- Transportation improvements include:
 - Parking reductions and management
 - Accommodation of pedestrian bridges to surrounding developments off-site
 - Accommodation of bus transit plaza areas
 - Monetary contribution to the Tysons Transportation fund
- Application commits to provide 1,700 square feet of community space, numerous on-site public and semi-public park spaces, and a monetary contribution to support off-site recreational opportunities. An elevated, outdoor plaza was opened in 2014 and connects existing retail, Phase I buildings and the Tysons Corner Metrorail station

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
Tysons Tower (Building 1-B)	536,228	17,132	0	0	0	553,360
Vita (Building 1-A)	0	13,118	499,275	429	0	512,393
Hyatt Regency (Building 1-C)	0	8,000	0	0	262,913	270,913
Building 1-D	5,778	0	0	0	0	5,778

Approved Land Use Summary

PCA 2004-PR-044-02

	# of Buildings	Office	Retail	Residential		Hotel	Totals ³	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	14	1,241,088	2,721,446	1,779,660	1,573	245,913	6,015,217 ²	
Approved by CDP¹								
	14	1,241,088	2,721,446	1,779,660	1,573	245,913	6,015,217 ²	1.76

1 Approved application totals reflect approved per rezoning and subsequent interpretations, as well as including the existing mall

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

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

Towers Crescent

Zoning Applications

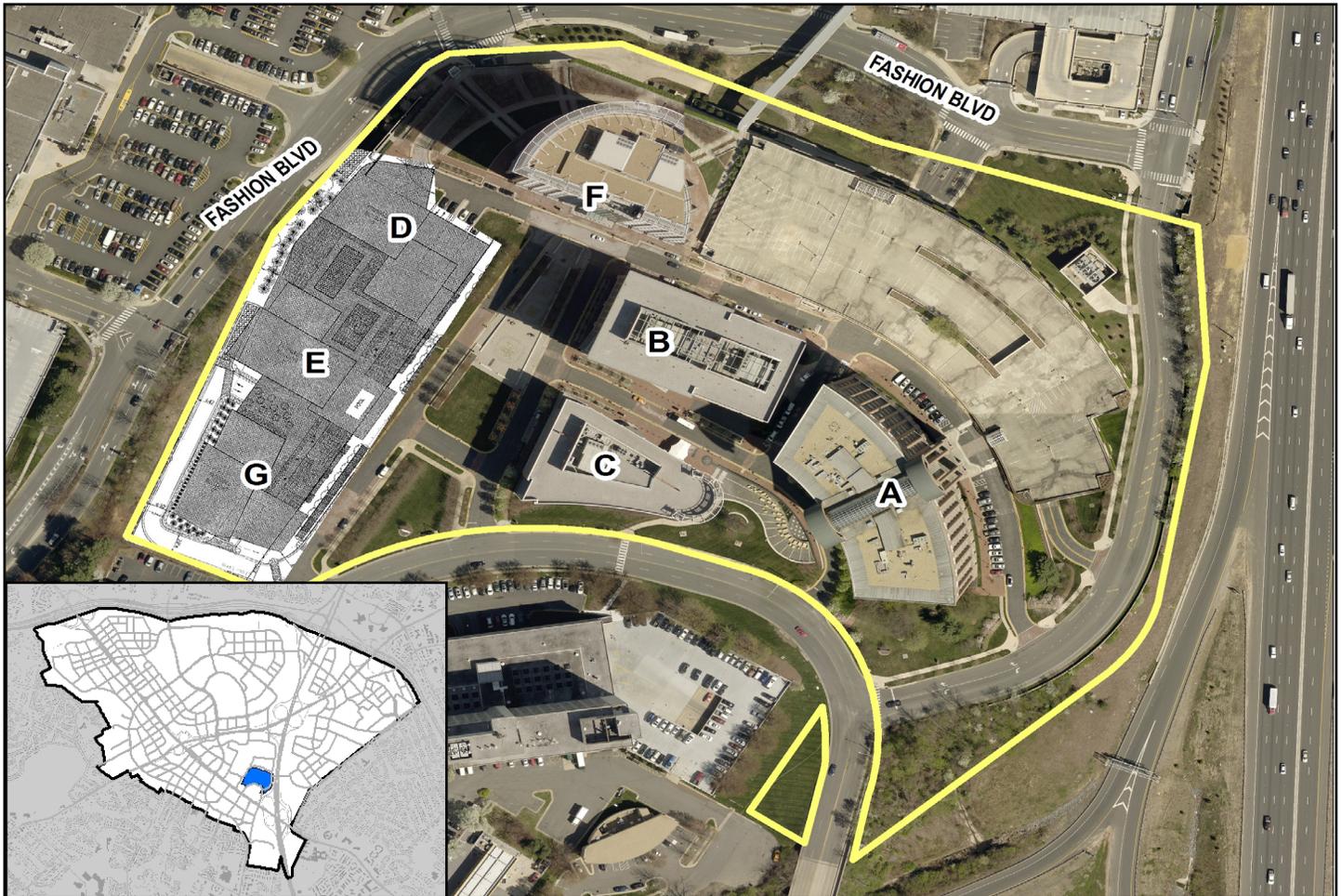
RZ 2006-PR-028.....approved 10/15/2007

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

Population Estimate

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

Development Case Highlights

- Property is developed with four office buildings, which will remain, and approved for three new residential towers, connected via a shared podium that could include ground-floor retail
- Transportation improvements include a monetary contribution to the Tysons Transportation fund and participation in construction of several pedestrian bridges

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2006-PR-028

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	7 ²	937,658	90,668	919,581	919	0	1,947,907	
Approved by CDP¹								
	7 ²	937,658	90,668	919,581	919	0	1,947,907	2.48

1 Includes four existing office buildings to remain

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

JR's at Tysons

Zoning Applications

RZ 2018-PR-010.....under review

Site Area

1.10 acres

Development Overview



*Image depicted is from CDP - Open Space Plan, dated April 17, 2018

Population Estimate

	Residents	Employees
Estimated Current	0	462
Estimated Proposed	18	12

Development Case Highlights

- Property is developed with a restaurant that will be replaced with a residential building that will have up to 264 units and ground-floor retail
- Proposal includes public plazas and open space

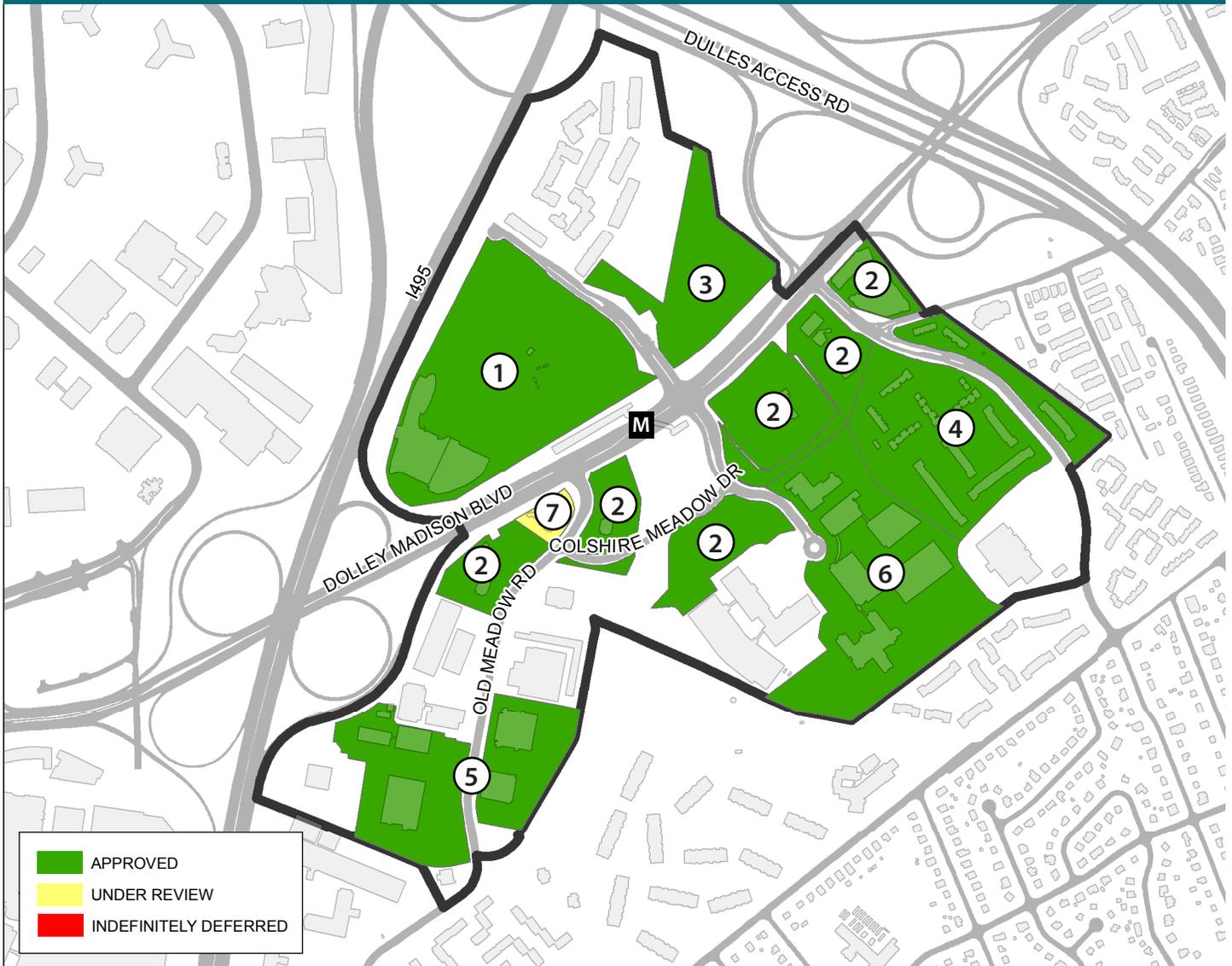
	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

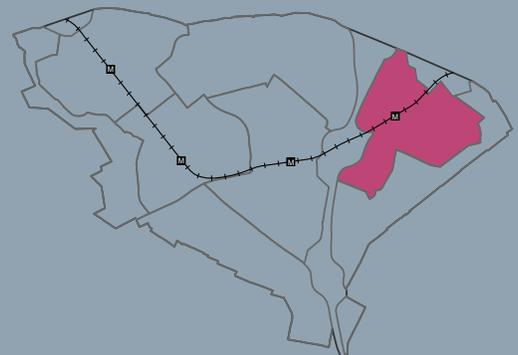
RZ 2018-PR-010

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	0	0	0	0	0	0	0	
Proposed by CDP								
	1	0	5,300	320,000	264	0	325,300	6.78

TYSONS EAST DISTRICT



- 1 - Capital One
- 2 - Scotts Run South
- 3 - Scotts Run North
- 4 - The Commons
- 5 - The Highland District
- 6 - MITRE
- 7 - One Tysons East/1690 Old Meadow Road



TYSONS EAST DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Implemented							
	5	1,269,410	17,708	475,694	425	0	2,100,812
Under Construction							
	2	940,550	30,150	338,000	319	0	1,308,700
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	25	3,812,281	311,763	2,934,694	2,716	802,178	7,640,827
Approved by CDP							
Maximum of Employment Options	57	9,684,390	482,149	8,640,530	7,875	1,112,574	19,704,643
Maximum of Residential Options	57	9,693,390	477,149	8,892,530	7,815	883,574	19,731,643
Proposed by FDP							
	1	270,161	120,000	0	0	0	282,161
Proposed by CDP							
Maximum of Employment Options	1	270,161	120,000	0	0	0	282,161
Maximum of Residential Options	1	270,161	120,000	0	0	0	282,161
Total Proposed or Approved by CDP							
Maximum of Employment Options	58	10,183,551	602,149	8,640,530	7,875	1,112,574	19,986,804
Maximum of Residential Options	58	9,963,551	597,149	8,892,530	7,815	883,574	20,013,804

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

Development Case Highlights

- Site is currently developed with the Capital One office campus, including an office building, conference center and freestanding garage
- Development is approved for retaining the existing office building and conference center, and to add 12 new buildings with office, hotel, retail, and residential uses
- Buildings will range in height from 60 to 470 feet
- Major transportation improvements include:
 - Dedication of right-of-way for the Jones Branch Connector
 - Contributions to implement the Superstreet concept along Route 123
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
Building 5 (Retail)	0	100,000	0	0	0	100,000
Building 5a (Theater)	0	0	0	0	0	105,800
Building 6	0	0	0	0	295,500	295,500
Delivered						
Building 3	929,410	17,708	0	0	0	947,118

Approved Land Use Summary

PCA 2010-PR-021-02

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP²								
	11	2,259,529	200,708	922,000	845	665,374	3,832,611 ³	3.01
Approved by CDP²								
	15	3,187,719	252,629	1,322,000	1,230	665,374	5,512,722 ³	4.1

1 Reflects proposed sq. ft., rather than maximum shown

2 Includes two existing office buildings to remain (existing headquarters building and conference center)

3 Includes 125,000 sq. ft. 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
 PCA 92-P-001-10.....approved 4/9/2013
 FDP 2011-PR-011-3.....approved 11/19/2015
 FDP 2011-PR-011-4.....approved 1/26/2017
 PCA 2011-PR-011-2.....approved 5/1/2018
 FDP 2011-PR-011-05.....approved 7/12/2018

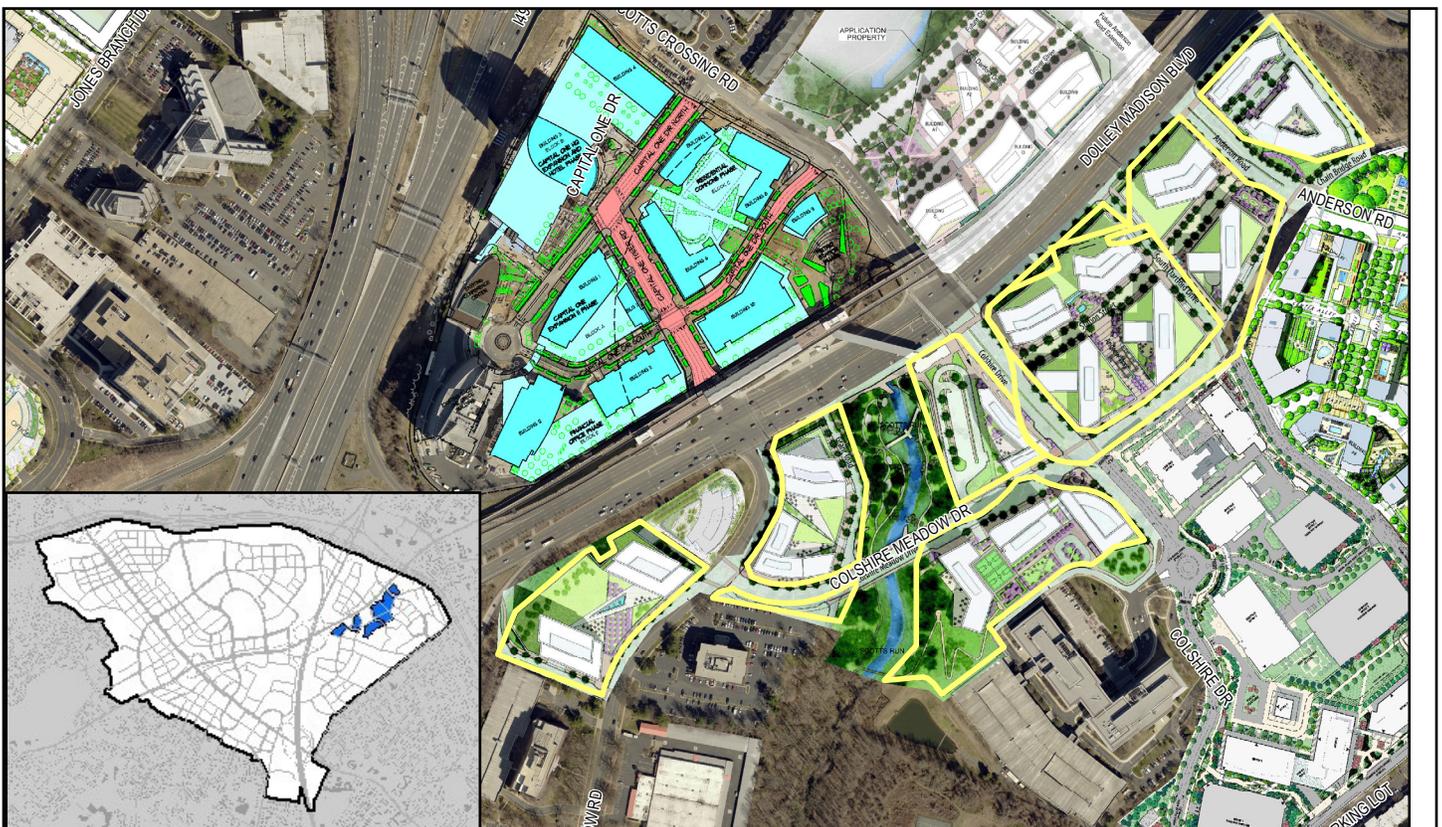
Site Plans

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

Site Area

27.57 acres (010: 6.93 acres, 011: 20.64)

Development Overview



*Image depicted is from CDP Illustrative Plan, dated March 27, 2013

Population Estimate

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

Development Case Highlights

- Site will be redeveloped to a higher density, transit-oriented, mixed-use development to include office, hotel, residential and retail uses in 17 buildings
- Buildings will range in height from 75 to 400 feet tall, the tallest being closest to the McLean Metrorail Station
- Major transportation improvements include:
 - Extension of Colshire Meadow Drive from its terminus with Colshire Drive to Anderson Road
 - Straightening a section of Colshire Drive
 - Design plans and funds for the “Superstreet” improvements to Route 123
 - Monetary contributions to the Tysons-wide and Tysons Grid of Street funds
- Several on-site parks are proposed, both at-grade and on top of structures, as well as the enhancement and restoration of portions of the Scotts Run Stream Valley Park
- Development will include the construction of the Tysons East Fire Station and an athletic field off of Old Meadow Road

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
Haden (Garfield A)	0	0	227,352	203	0	227,352
Haden (Garfield B)	0	0	248,342	222	0	248,342

Approved Land Use Summary

RZ 2011-PR-010/011

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	0	0	0	0	0	0	0	
Approved by FDP²								
	6	213,000	99,055	989,694	900	136,804	1,438,464	
Approved by CDP³								
	16	3,398,210	143,520	2,597,130	1,917	218,200	6,357,060	5.00

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

2 Does not include 2 Interim retail buildings approved in FDP 2011-PR-001-4, totaling 6,900 sq. ft.

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

Scotts Run Station North

Zoning Applications

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

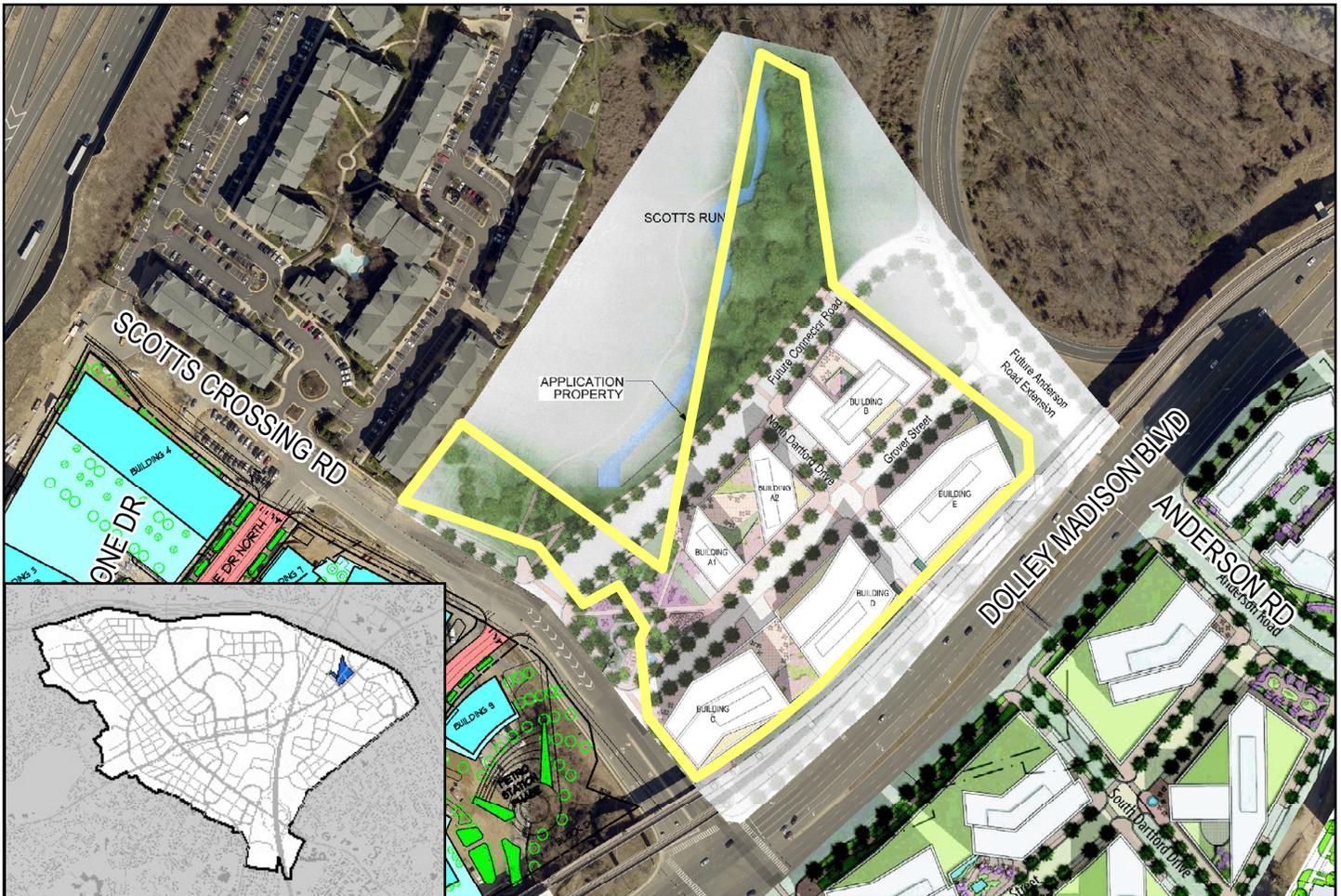
Site Plans

7788-MSP-00.....approved 6/27/2013 (Interim Parking Lot)

Site Area

9.40 acres

Development Overview



*Image depicted is from CDP Illustrative Plan, dated April 3, 2015

Population Estimate

Maximum Employment Option (Base Option)

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

Maximum Residential Option (Option A/B)

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

Development Case Highlights

- Site is currently developed with a surface parking lot for Metrorail commuters
- Redevelopment will include a high-density, transit-oriented, mixed-use development including residential and office uses with ground floor retail within six buildings
- Building heights will range from 128 to 322 feet
- Major transportation improvements include the realignment of the site access opposite access to the Capital One site and accommodation of a future ramp to the Toll Road
- Open space will include a mixture of small plazas along the internal boulevard and Frances Park

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2011-PR-009

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

The Commons

Zoning Applications

RZ 2011-PR-017.....approved 6/4/2013
 FDP 2011-PR-017.....approved 5/9/2013
 FDPA 2011-PR-017.....approved 12/7/2017

Site Plans

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

Site Area

20.96 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- Site was previously developed with 13 low-rise garden apartment buildings known as The Commons
- Redevelopment will include seven high-rise residential buildings ranging in height from 75 to 240 feet
- Major transportation improvements include:
 - Extension of Colshire Meadow Drive to Anderson Road
 - Improvements to the Old Chain Bridge Road/Anderson Road/Colshire Meadow Drive intersection
 - Funds for the “Superstreet” improvements along Route 123
 - Monetary contributions to the Tysons-wide and Tysons Grid of Street funds
- On-site parks will include pocket parks, rooftop recreational amenities, and two major parks (Anderson Park and Goodman Field)

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
The Kingston	0	0	338,000	319	0	338,000

Approved Land Use Summary

RZ 2011-PR-017

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0		0	0	
Approved by FDP								
	1	0	0	338,000	331	0	338,000	
Approved by CDP								
	7	0	0 ¹	2,622,400 ¹	2,571	0	2,622,400	2.87

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

MITRE

Zoning Applications

FDP 2011-PR-11-2.....approved 4/3/2013
 RZ 2010-PR-023.....approved 2/20/2018
 FDP 2010-PR-023.....approved 2/20/2018
 PCA 2011-PR-011.....approved 2/20/2018
 SE 2010-PR-034.....approved 2/20/2018

Site Plans

3538-SP-003.....approved 3/19/2013 (MITRE 4)
 1702-SP-010-1.....under review (MITRE 5)

Site Area

22.5 acres

Development Overview



*Image depicted is from CDP - Overall Landscape Plan, dated January 22, 2018

Population Estimate

	Residents	Employees
Estimated Current	0	1,482
Estimated Proposed	0	5,679

Development Case Highlights

- Redevelopment to an existing office campus will include retaining three existing office buildings and two freestanding garages, removing and reconstructing one office building, and adding five new office buildings and one freestanding parking garage
- Transportation improvements include:
 - New grid streets (MITRE Plaza West, MITRE Plaza East, Commons South Street, and portions of Lincoln Street and Dartford Drive)
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
 - Monetary contribution to the implementation of the “Superstreet” concept on Route 123
 - Monetary contribution to the Route 7 and Magarity Road interchange
- On-site parks are located throughout the development, and a monetary contribution toward an athletic field

Current Development Activity

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
MITRE 4	340,000	0	0	0	0	340,000

Approved Land Use Summary

RZ 2010-PR-023

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	4	1,339,752	0	0	0	0	1,339,752	
Approved by CDP²								
	8	2,153,461	0	0	0	0	2,153,461 ³	2.19

1 Includes implemented MITRE 4 and existing MITRE 1, 2, and 3

2 Includes implemented MITRE 4 and existing MITRE 2 and 3

3 Total includes 3,000 sq. ft. utility/mechanical buildings

The Highland District

Zoning Applications

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

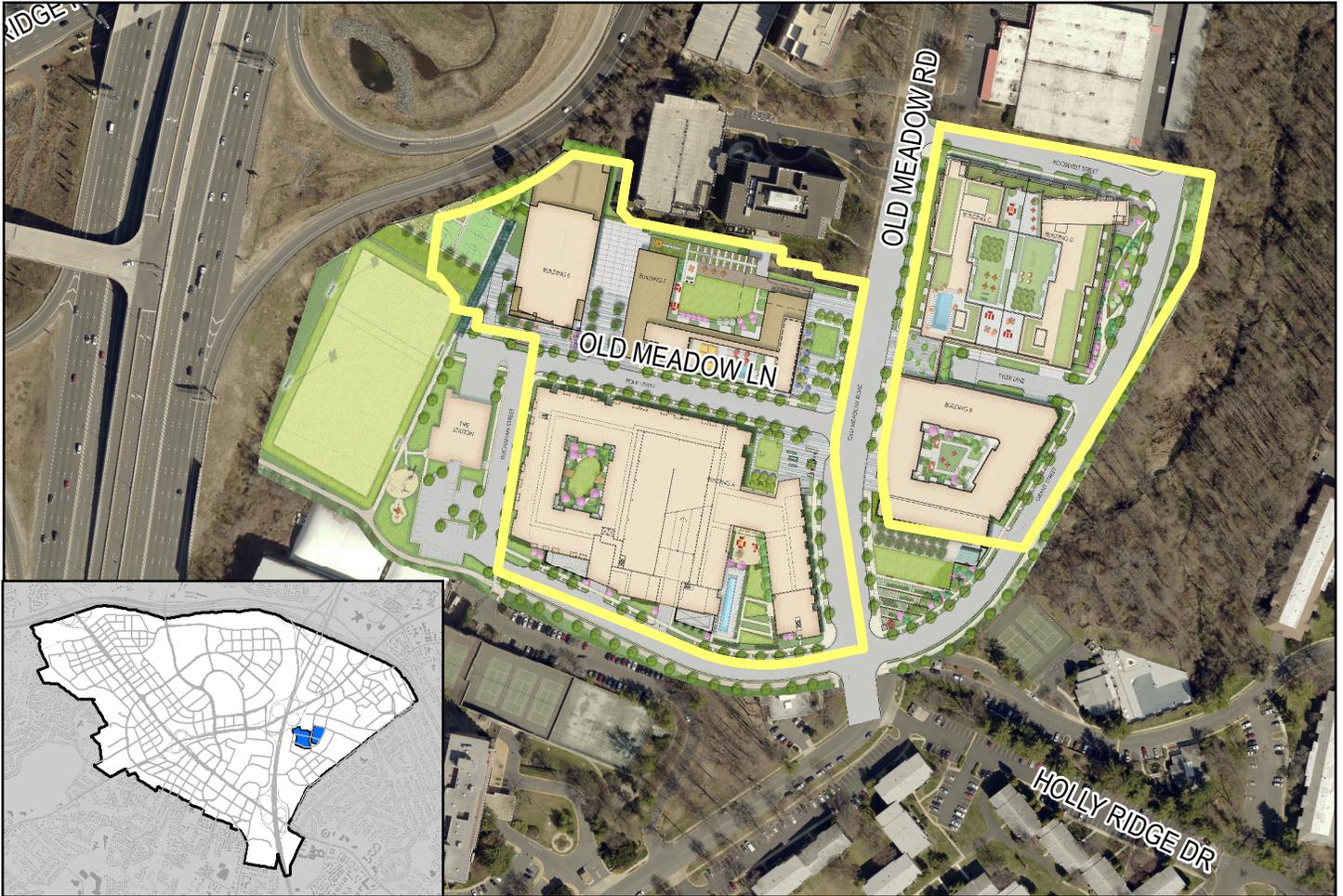
Site Plans

7788-SP-004.....under review (Building B)

Site Area

16.74 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- Site will redevelop current five low-rise office buildings with five or six new residential buildings and supporting retail
- Building heights will range from 105 to 240 feet
- Major transportation improvements include Old Meadow Road improvements and additional local grid connections
- A total of eight on- and off-site public parks are proposed across the development, as well as an expansion of the adjacent athletic field to a full-size field

Current Development Activity

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2014-PR-021

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

1690 Old Meadow Road

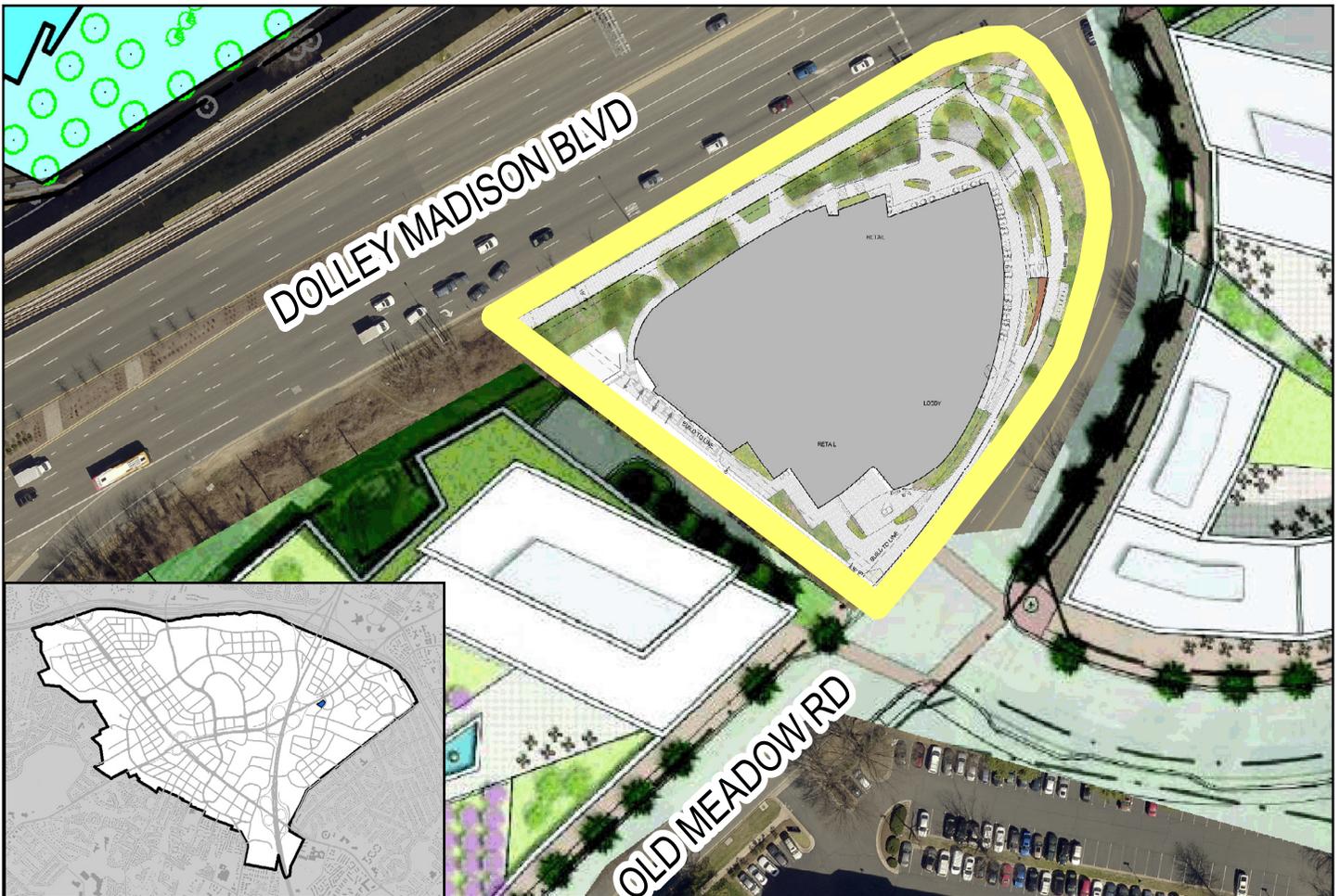
Zoning Applications

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

Site Area

1.29 acres

Development Overview



*Image depicted is from CDP , Landscape Site Plan - Phase Two, dated February 7, 2018

Population Estimate

	Residents	Employees
Estimated Current	0	43
Estimated Proposed	0	928

Development Case Highlights

- Site is currently developed with a two-story brick structure, and proposed redevelopment includes a single office tower with ground-floor retail
- Proposed building height is 225 feet

Current Development Activity

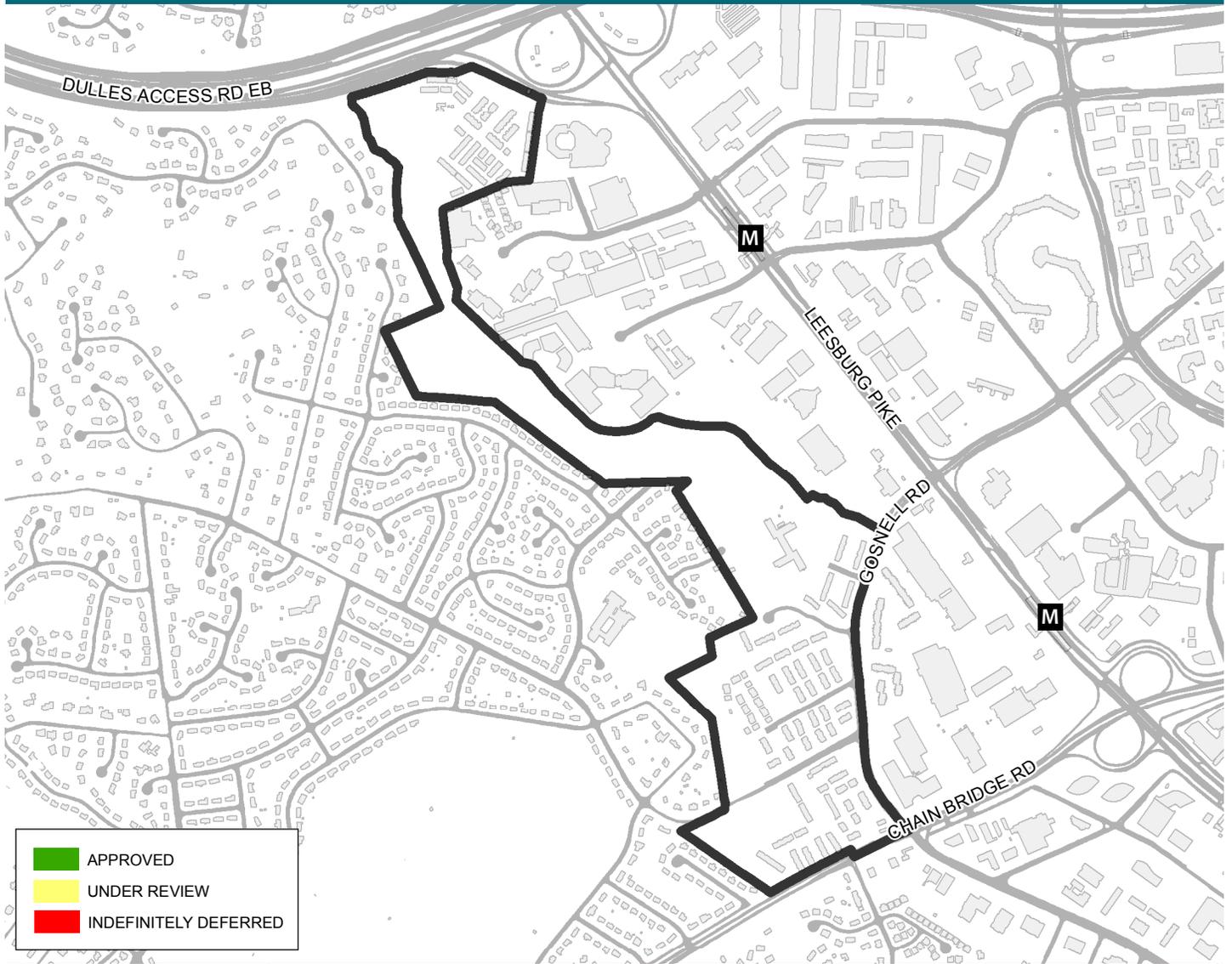
	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

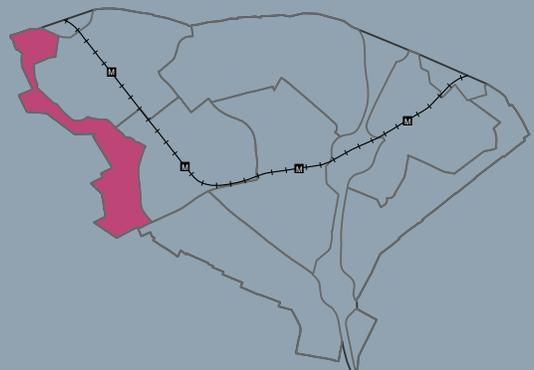
RZ 2014-PR-014

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	1	270,161	12,000	0	0	0	282,161	
Proposed by CDP								
	1	270,161	12,000	0	0	0	282,161	4.81

WEST SIDE DISTRICT



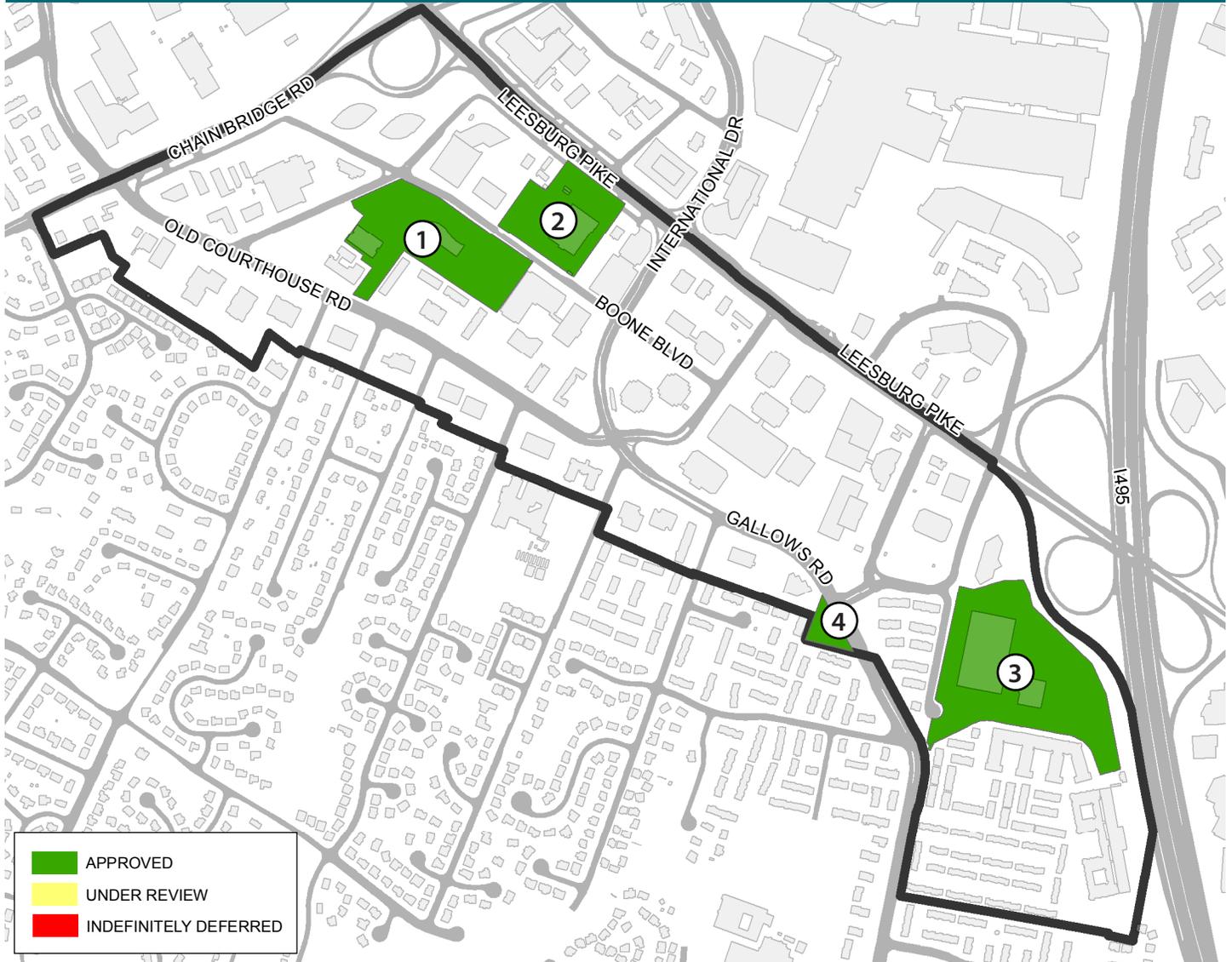
No Major Projects



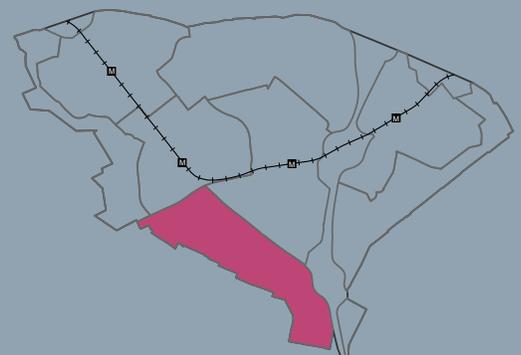
WEST SIDE DISTRICT

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

OLD COURTHOUSE DISTRICT



- 1 - Boone Boulevard
- 2 - International Place
- 3 - Tysons Technology Center
- 4 - Reston Hospital Center



OLD COURTHOUSE DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Implemented							
	0	0	0	0	0	0	0
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	4	408,568	0	375,000	385	107,115	869,683
Approved by CDP							
	6	691,324	0	375,000	375	107,115	1,152,439

Boone Boulevard

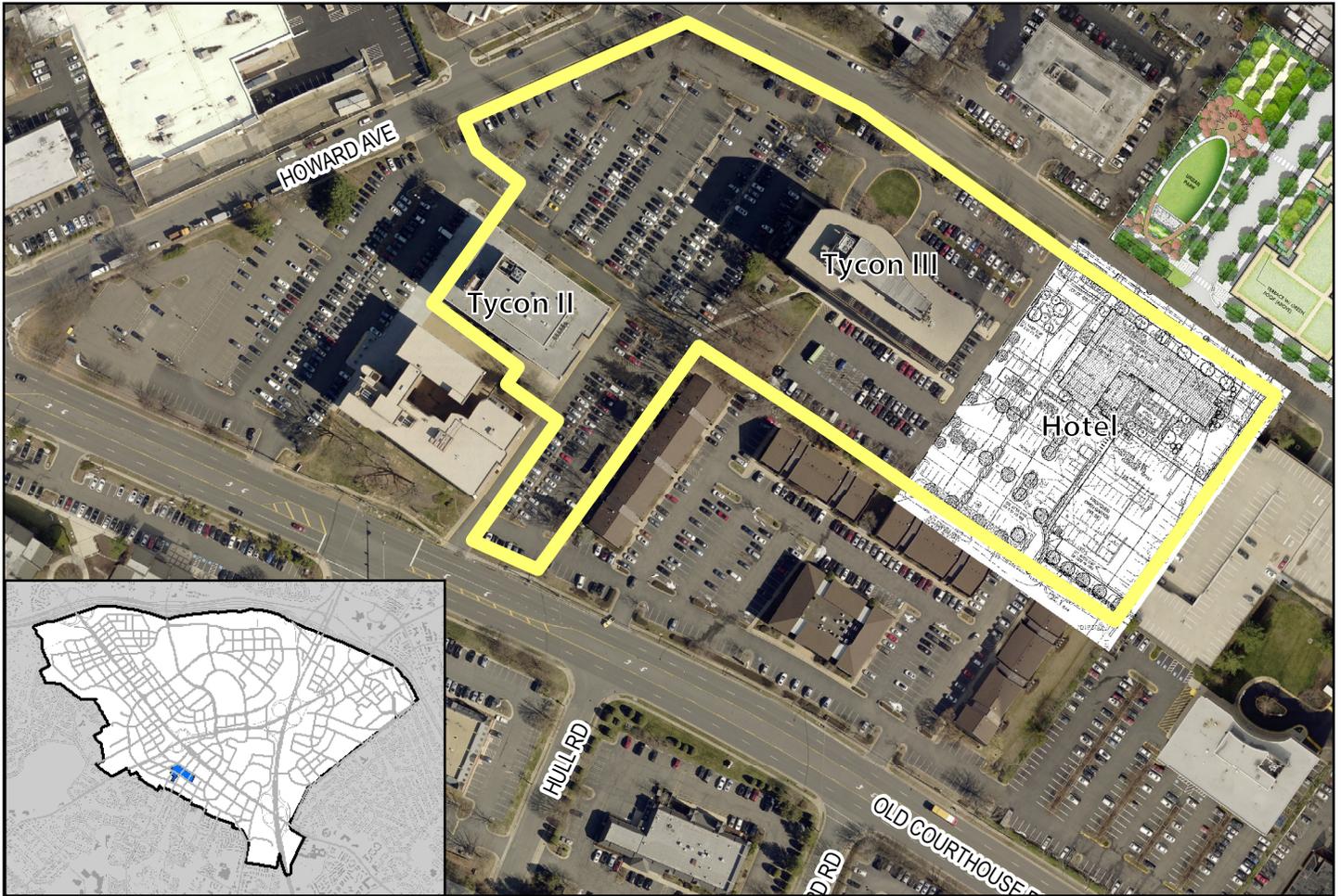
Zoning Applications

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

Population Estimate

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

Development Case Highlights

- Site is currently developed with two office buildings and surface parking lot
- Redevelopment will include construction of a hotel within the existing surface parking lot

Current Development Activity

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

PCA C-597-04

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	3	279,568	0	0	0	107,115	386,683	
Approved by CDP¹								
	3	279,568	0	0	0	107,115	386,683	1.0

¹ For this analysis, a General Development Plan (GDP) is most similar to a combined CDP/FDP, and has been treated as such. Includes two existing office buildings to remain.

Development Case Highlights

- Site will redevelop from an auto dealership and service building to a mixed-use residential building with ground-floor retail
- Two urban parks for public use are included in the plan, as well as inner courtyards for private resident use
- Major transportation improvements include the construction of the grid street Zach Garrett Drive, which will connect Boone Boulevard to Route 7, and improvements to the Route 7/Gallows Road intersections for pedestrians

Current Development Activity

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ/FDP 2015-PR-006

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	129,000 ¹	375,000	359,808	385	0	483,000 ²	
Approved by CDP								
	1	129,000 ¹	375,000	359,808	385	0	483,000 ²	2.05

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

² The proffered maximum square footage

Tyson's Technology Center

Zoning Applications

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

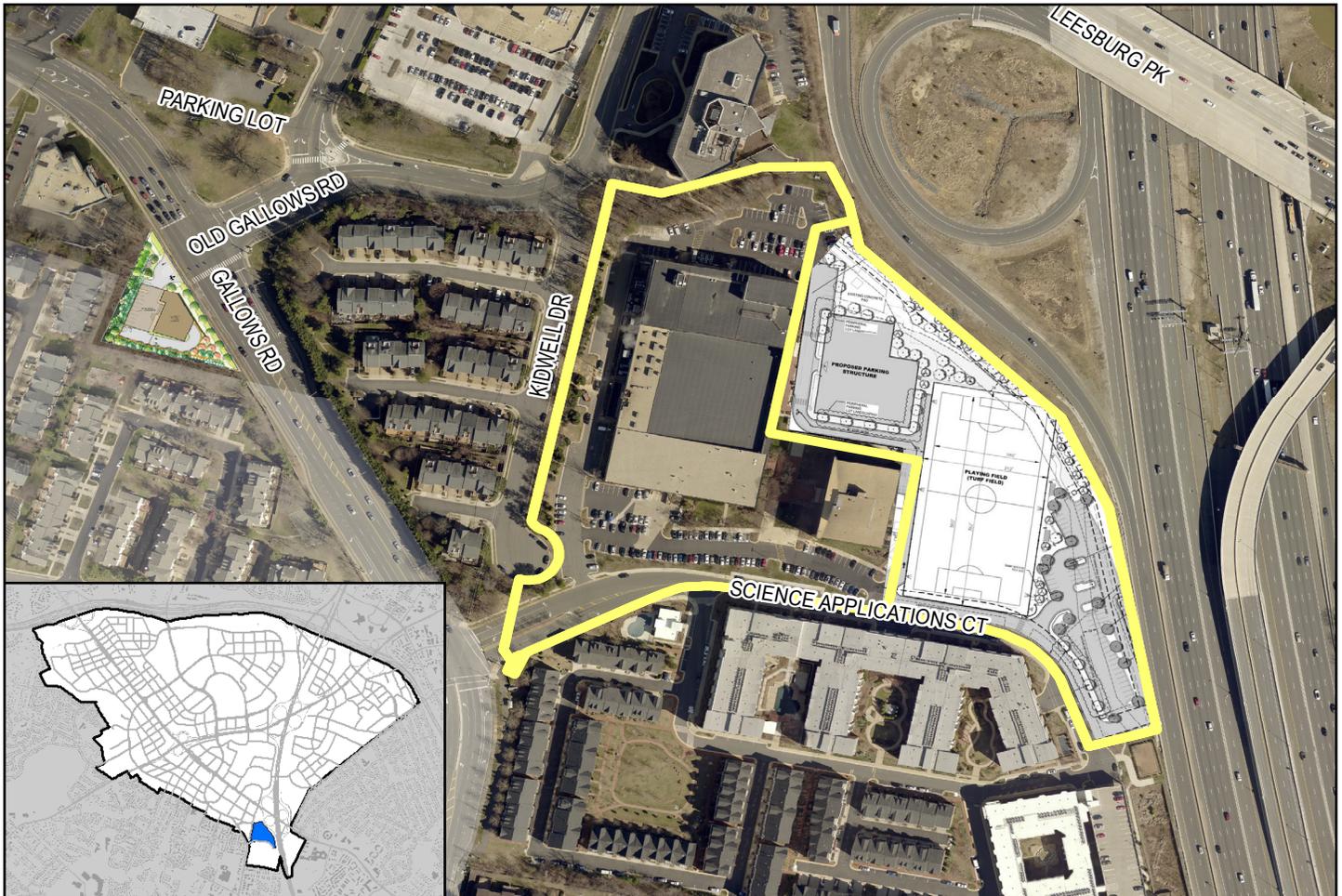
Site Plans

2481-SP-009.....approved 2/28/2018

Site Area

14.40 acres

Development Overview



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

Population Estimate

	Residents	Employees
Estimated Current	0	943
Estimated Proposed	0	943

Development Case Highlights

- Site is currently developed with two office buildings and large surface parking areas
- Approved application permit the addition of an athletic field on the eastern side of the site, along with a parking garage to replace the existing parking being displaced by the field
- Applicant had previously submitted an application to redevelop the whole site, but withdrew the application in 2015

Current Development Activity

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

PCA 75-7-004-03

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	0	0	0	0	0	0	0	
Approved by CDP¹								
	2	282,756	0	0	0	0	282,756	0.46

¹ For this analysis, a General Development Plan (GDP) is most similar to a combined CDP/FDP, and has been treated as such. Includes two existing office buildings to remain.

Reston Hospital Center

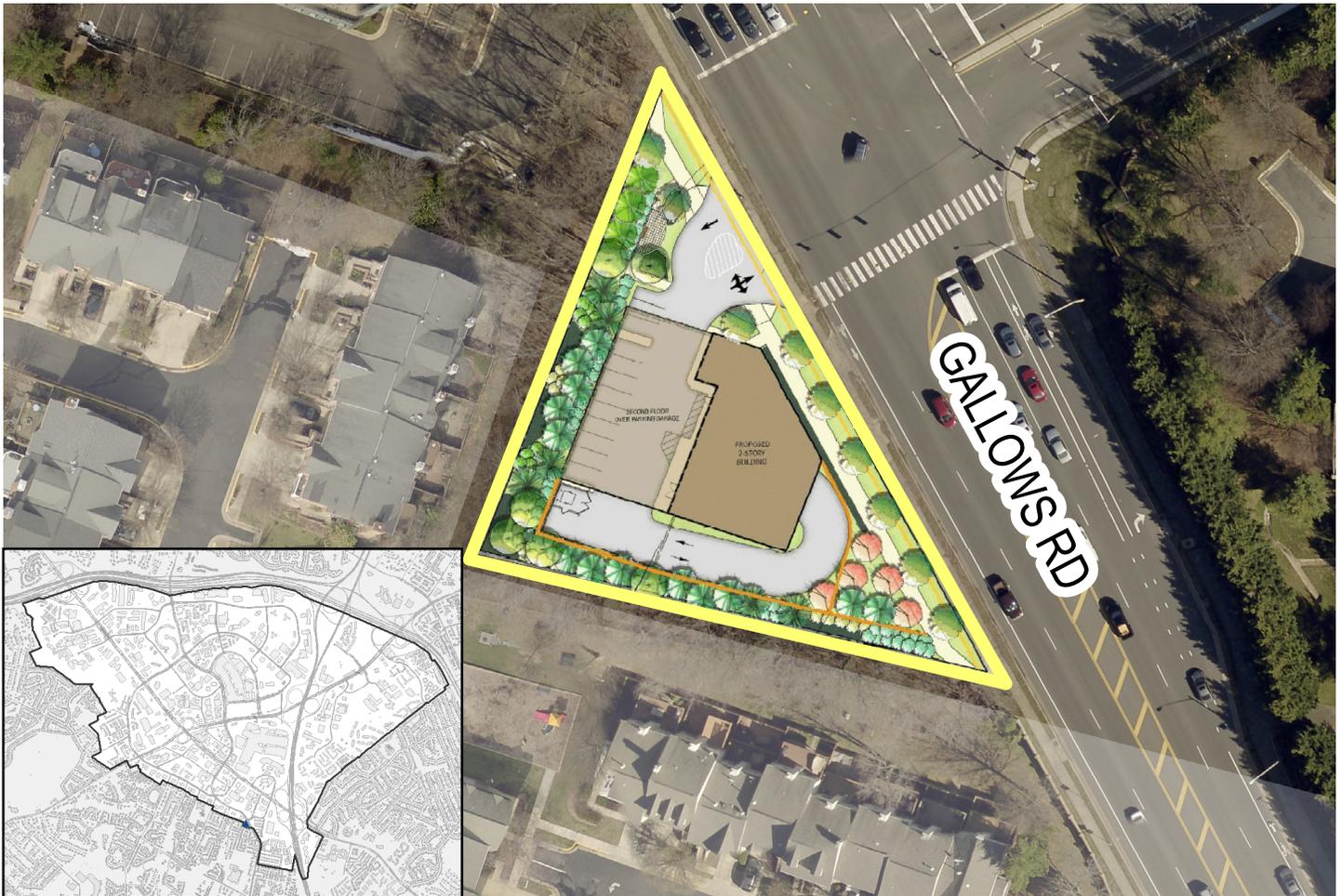
Zoning Applications

RZ 2017-PR-033.....indefinitely deferred
 FDP 2017-PR-033.....indefinitely deferred

Site Area

0.81 acres

Development Overview



*Image depicted is from CDP/FDP- Cover, dated October 31, 2017

Population Estimate

	Residents	Employees
Estimated Current	0	0
Estimated Proposed	0	22

Development Case Highlights

- Currently undeveloped site would be developed with a two-story medical institution
- Site has previous approval for a drive-thru bank
- Application has been indefinitely deferred

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

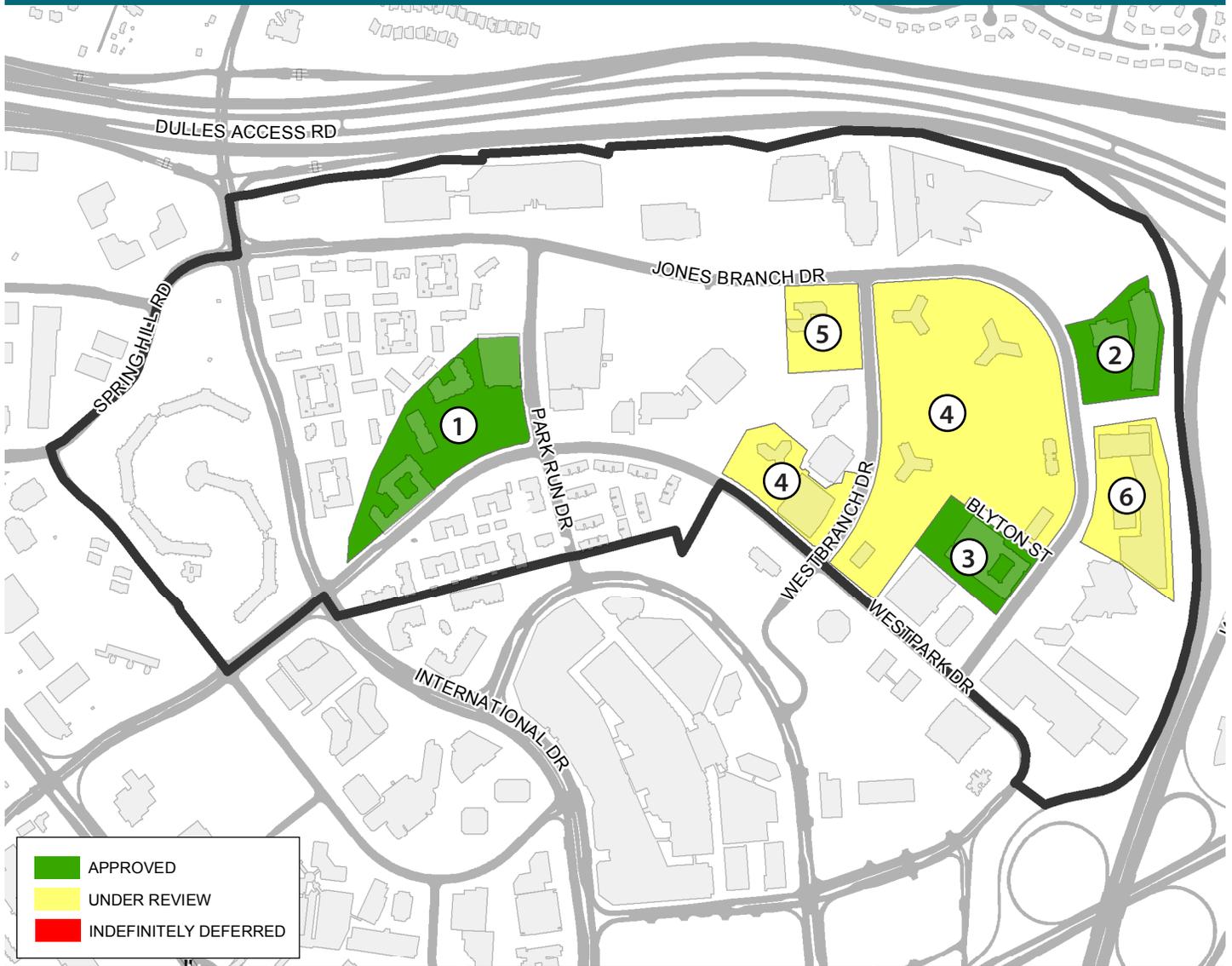
Proposed Land Use Summary

RZ 2017-PR-033

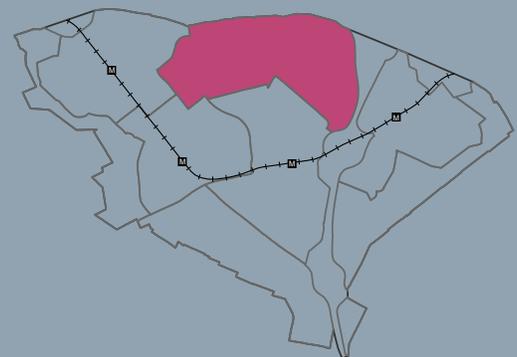
	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
Existing									
To Be Removed	0	0	0	0	0	0	0	0.46	
To Remain	0	0	0	0	0	0	0		
Proposed by Site Plan, Not Under Construction									
	0	0	0	0	0	0	0		
Proposed by FDP									
	0	0	0	0	0	0	0		
Proposed by CDP									
	1	0	0	0	0	0	16,250 ¹	0.46	

¹ Proposed land use is Intensive Medical Care Institution

NORTH CENTRAL DISTRICT



- 1 - Park Crest
- 2 - Tysons Overlook
- 3 - Highgate/7915 Jones Branch Drive
- 4 - The Mile
- 5 - Hanover/1500 Westbranch
- 6 - Tysons Park Place



NORTH CENTRAL DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Implemented							
	1	0	2,500	441,541	395	0	444,041
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	8	493,362	89,810	2,337,789	1,754	148,009 ²	2,918,461 ²
Approved by CDP							
	8	493,362	89,810	2,337,789	1,754	148,009 ²	2,918,461 ²
Proposed by FDP (Change from Approved)							
	3	450,000	28,000	952,000	825	0	1,410,000
Proposed by CDP							
	12	1,287,600	123,000	3,482,000	3,530	340,000	4,265,600
Total Proposed or Approved by CDP							
	20	1,780,962	212,810	5,819,789	5,284	340,000	7,184,061 ²

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

² Due to development options for SEA 94-P-040 these values vary. Option 2A reported with Option 2B hotel square footage included. See application summary for details.

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

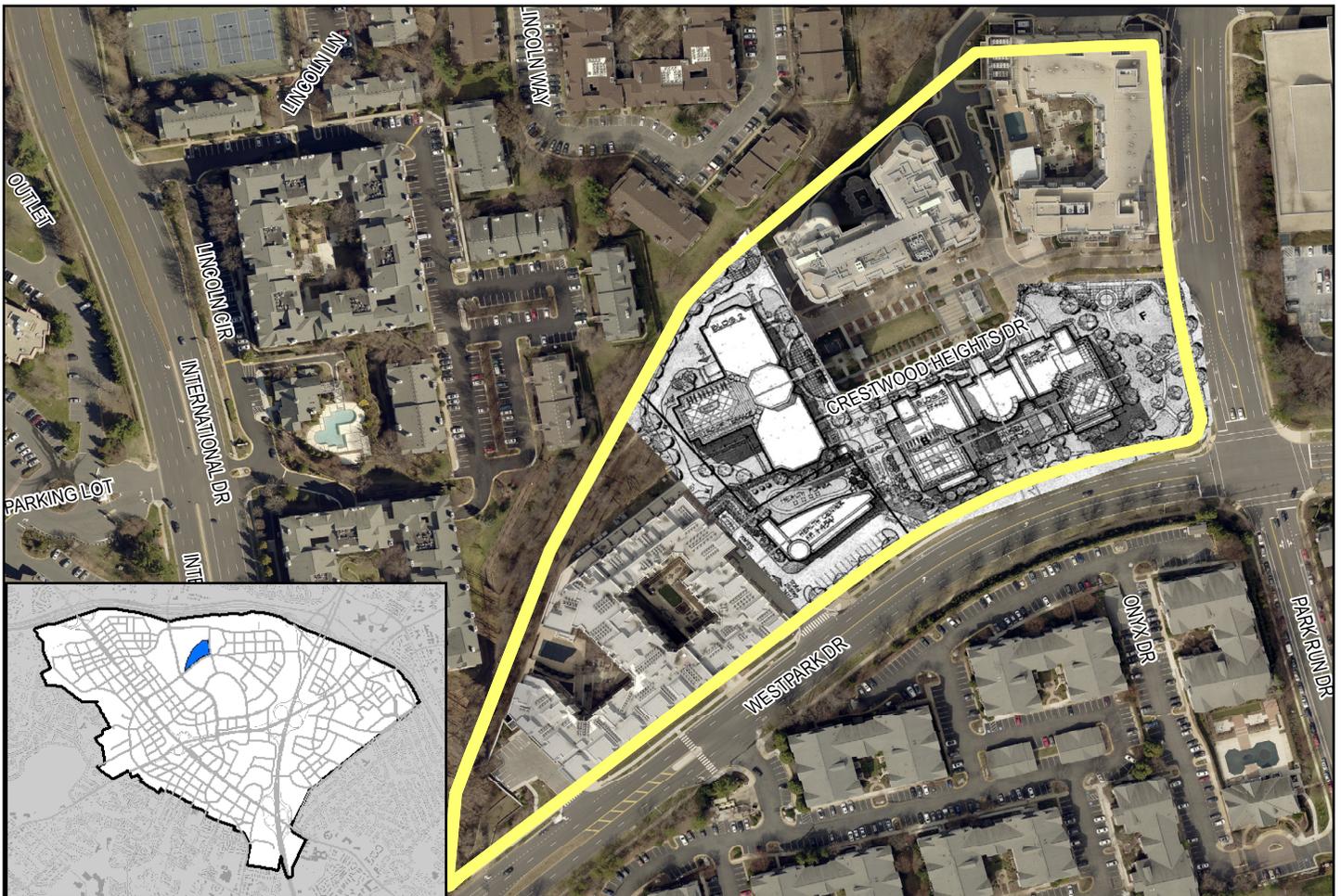
Site Plans

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

Population Estimate

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

Development Case Highlights

- Current approval depicts a total of five residential buildings with ground-floor retail
- Numerous urban plazas and linear parks are integrated into the development
- Transportation improvements include contributions to construct bus shelters, a trail fund and the Tysons Transportation fund

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

PCA 2002-PR-016-2

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	5	0	77,310 ²	1,887,789	1,354	0	1,965,099 ³	
Approved by CDP¹								
	5	0	77,310 ²	1,887,789	1,354	0	1,965,099 ³	3.0

1 Includes four existing buildings

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

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

Tysons Overlook

Zoning Applications

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

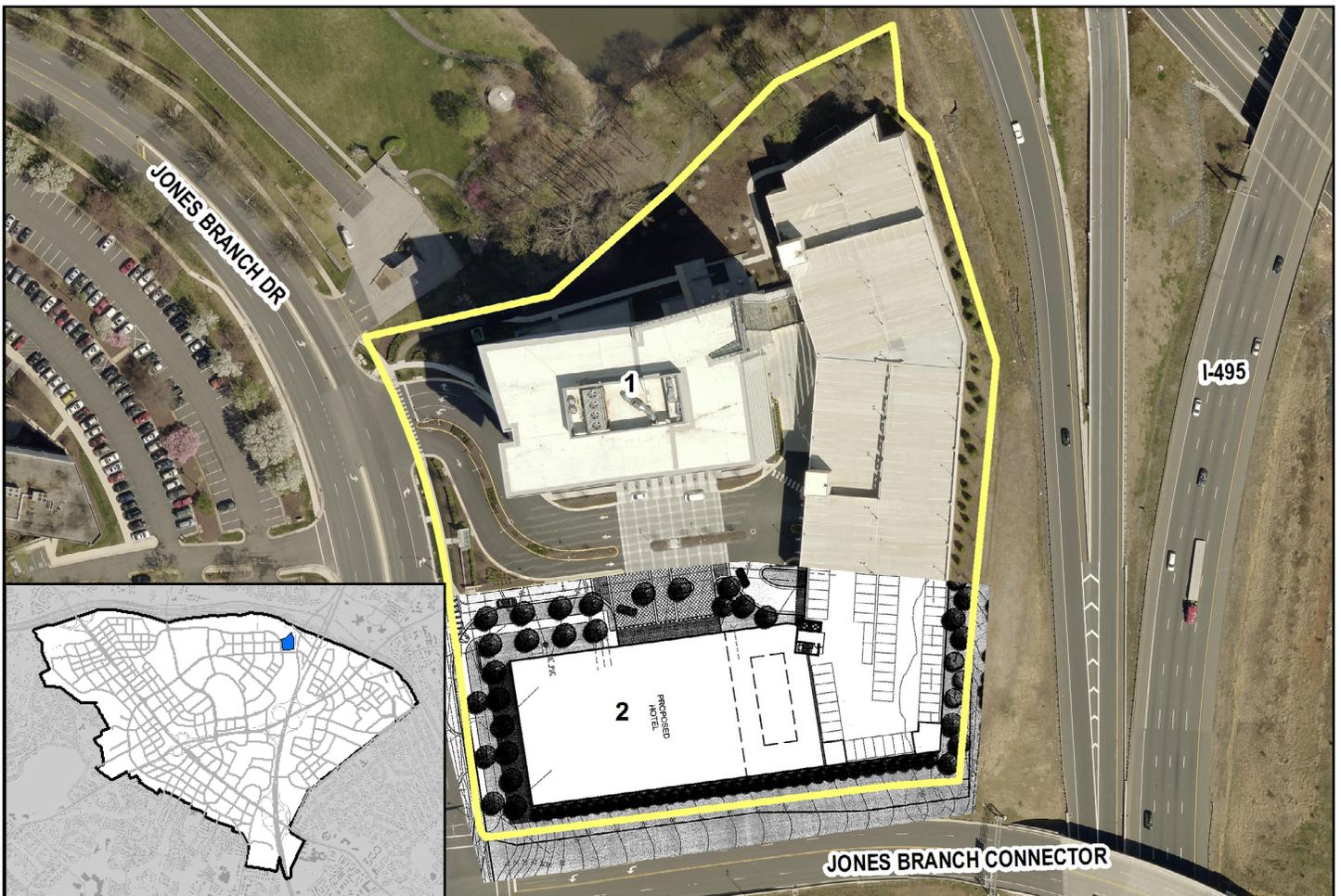
Site Plans

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

Site Area

6.09 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- Site is approved for an office development within the existing C-3 zoning, with three options shown: a single office tower, two office towers, or one office tower and one hotel tower, all with ground-floor retail
- Transportation improvements include the dedication of a portion of land for the Jones Branch Connector

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
Building 1	284,769	0	0	0	0	284,769

Approved Land Use Summary

SEA 94-P-040

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
Option 1	1	493,362	10,000	0	0	0	503,362	
Option 2A	2	493,362	10,000	0	0	0	503,362	
Option 2B	2	345,353	10,000	0	0	148,009	503,362	
Approved by CDP¹								
Option 1	1	493,362	10,000	0	0	0	503,362	1.87
Option 2A	2	493,362	10,000	0	0	0	503,362	1.87
Option 2B	2	345,353	10,000	0	0	148,009	503,362	1.87

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

Highgate at The Mile (7915 Jones Branch Drive/Amherst)

Zoning Applications

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

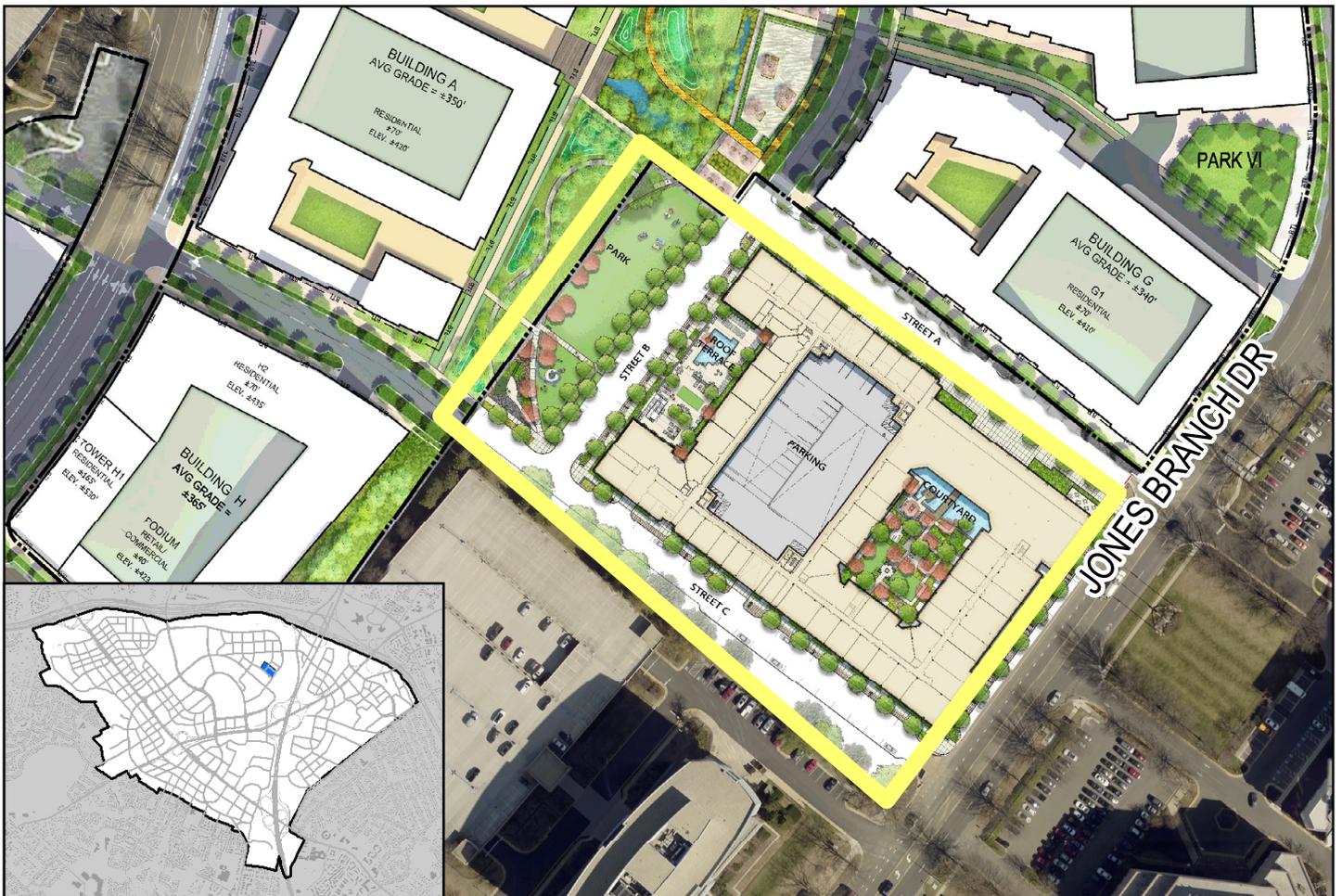
Site Plans

1211-SP-002 approved 12/31/2015

Site Area

5.75 acres

Development Overview



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

Population Estimate

	Residents	Employees
Estimated Current	0	0
Estimated Proposed	700	27

Development Case Highlights

- Site contained a vacant office building with surface parking, and was redeveloped into a mid-rise residential building with limited ground-floor retail
- Major transportation improvements include:
 - Three new streets
 - Pedestrian connection to Westpark Drive and the Arbor Row development
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
- A dog park was constructed along with commons and pathways, and public park features are intended to be the first phase of a larger park that would come with future redevelopment of the surrounding office park
- The applicant provided a 10-year lease in a nearby office building for the Fire Marshal Office and a Board of Supervisors Community Room

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
Highgate at The Mile	0	0	444,041	395	0	444,041 ¹

¹ Per Site Plan 1211-SP-002. Project currently has a small amount of retail being constructed on the ground floor

Approved Land Use Summary

RZ/FDP 2014-PR-004

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	2,500	450,000	400	0	450,000	
Approved by CDP								
	1	0	12,300	450,000	400	0	450,000	1.80

The Mile

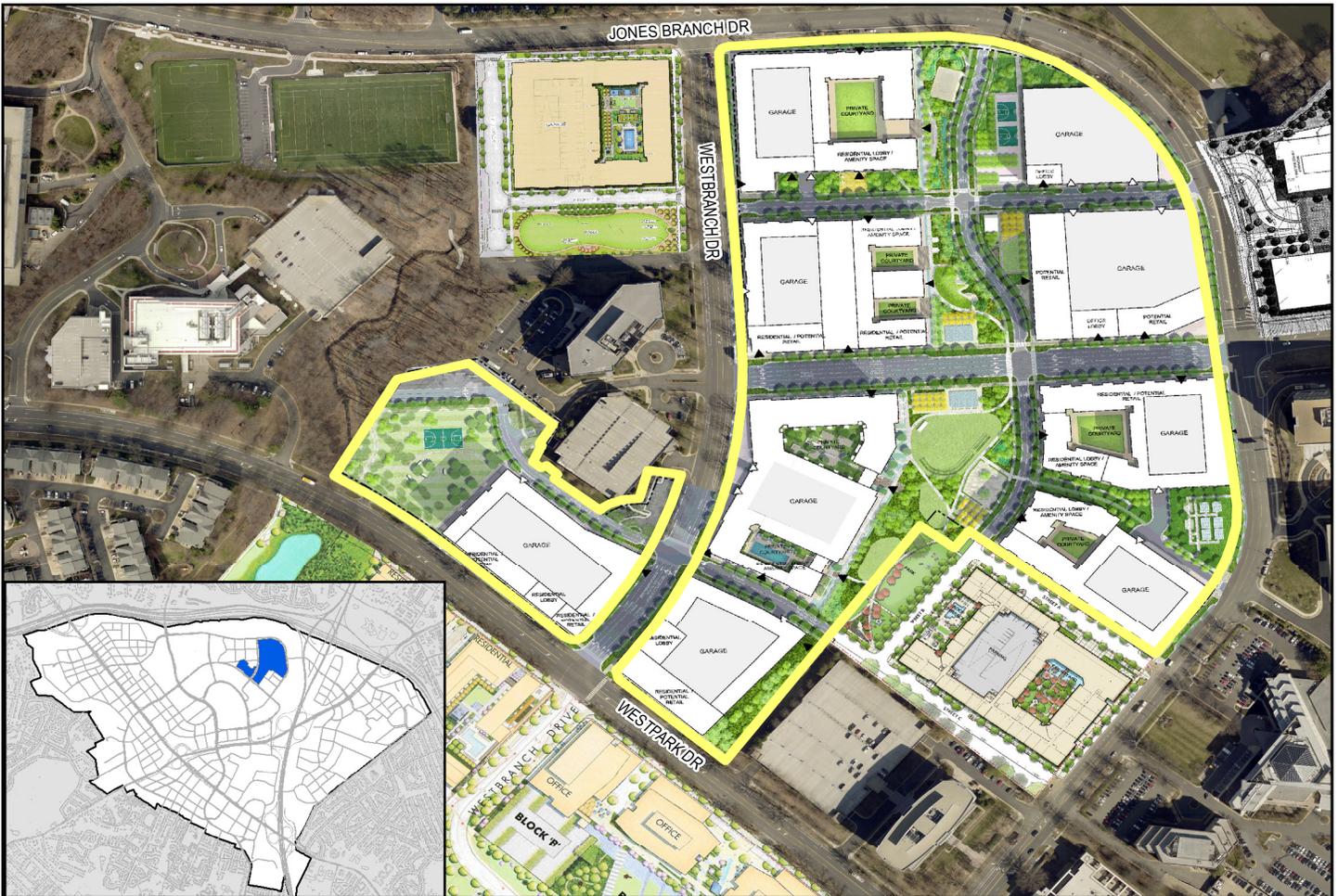
Zoning Applications

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

Site Area

38.83 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- Site is currently developed with seven office buildings that would be removed and redeveloped with low-rise residential and office buildings
- Major transportation improvements include:
 - Multiple new grid streets
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
 - Trails through the development
- Site would include a linear park through the middle of the development and various other parks throughout the site

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

RZ 2017-PR-015

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
Approved by Site Plan, Not Under Construction									
	0	0	0	0	0	0	0	1.8	
Proposed by FDP									
	0	0	0	0	0	0	0		
Proposed by CDP									
	9	526,000	120,000	3,030,000	3,130	340,000	3,049,000	1.8	

Hanover Tysons/1500 Westbranch

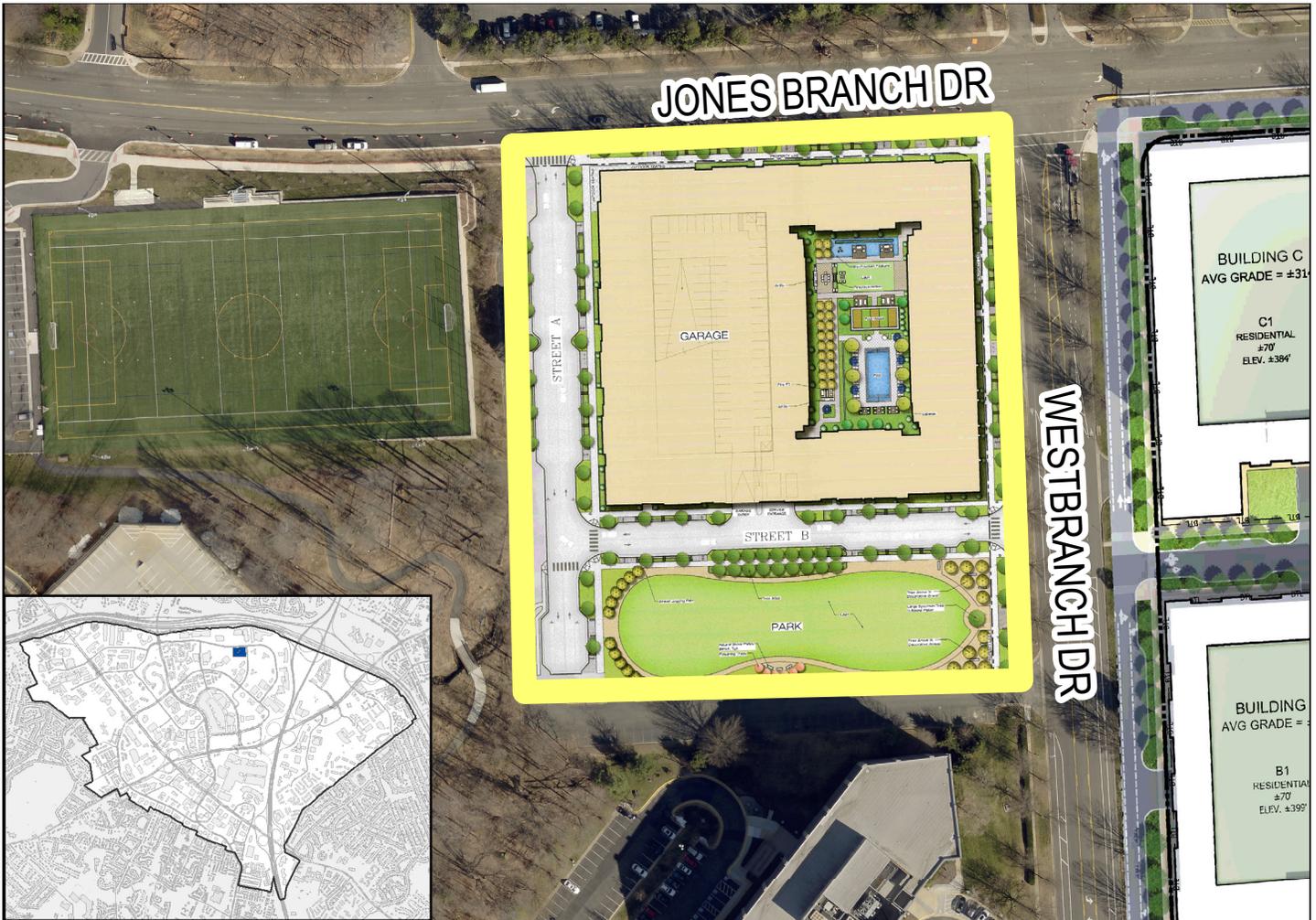
Zoning Applications

RZ 2018-PR-015.....under review

Site Area

5.86 acres

Development Overview



*Image depicted is from CDP/FDP, dated June 15, 2018

Population Estimate

	Residents	Employees
Estimated Current	0	452
Estimated Proposed	700	0

Development Case Highlights

- Site currently has an office building that would be removed, and site would be redeveloped with a residential building
- Major transportation improvements include:
 - Grid streets
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
- A park is proposed to the south of the building

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

RZ 2018-PR-015

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	1	0	3,000	452,000	400	0	455,000	
Proposed by CDP								
	1	0	3,000	452,000	400	0	455,000	1.78

Tysons Park Place

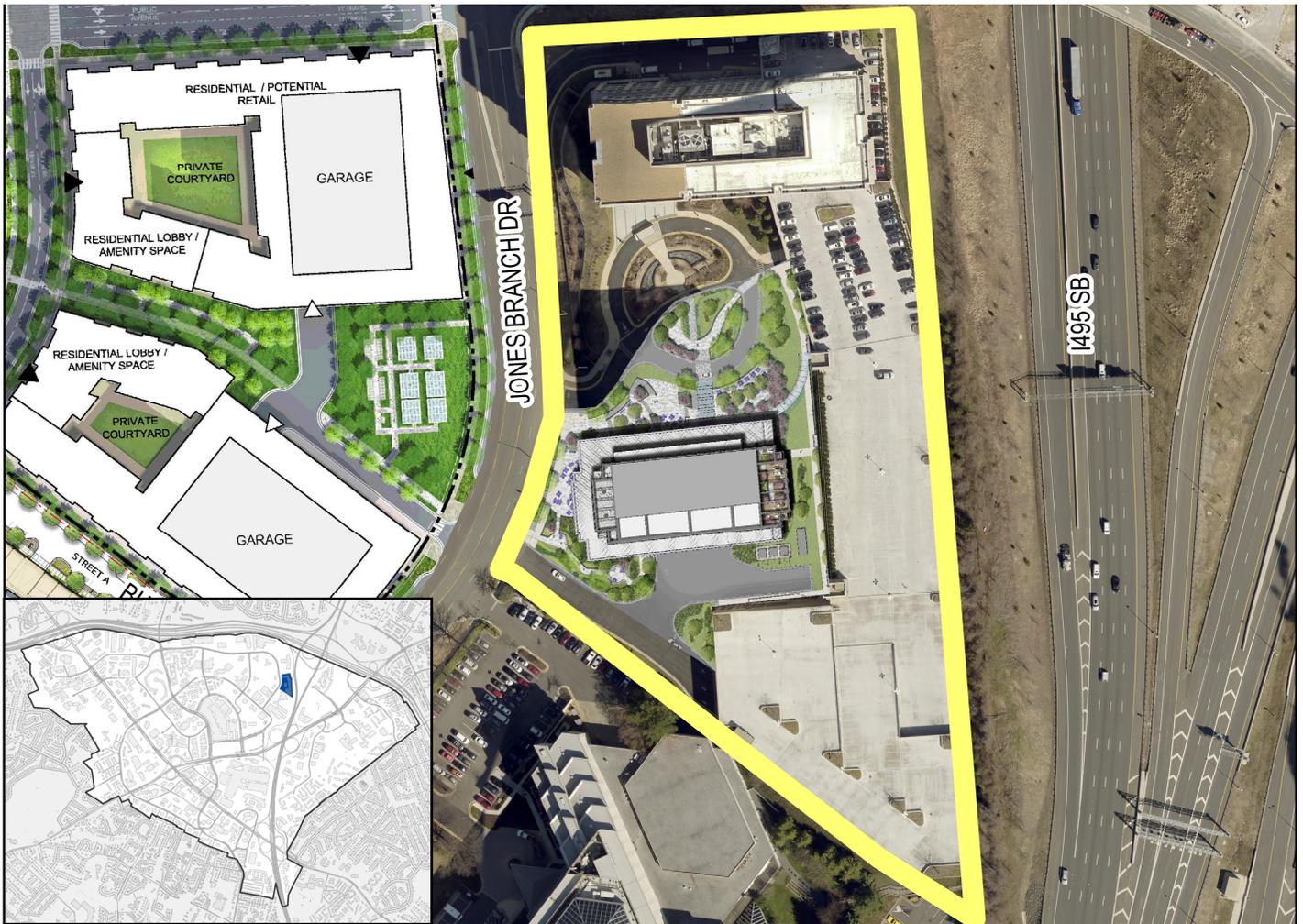
Zoning Applications

RZ 2018-PR-017.....under review

Site Area

5.86 acres

Development Overview



*Image depicted is from CDP/FDP, dated June 15, 2018

Population Estimate

	Residents	Employees
Estimated Current	0	1,039
Estimated Proposed	0	2,539

Development Case Highlights

- Site currently has two office buildings, one of which will be replaced with a new office building

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

RZ 2018-PR-017

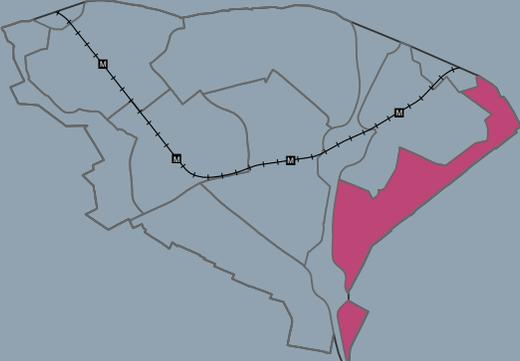
	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	1	450,000	0	0	0	0	450,000	
Proposed by CDP¹								
	2	761,600	0	0	0	0	761,600	2.29

¹ Includes one existing office building to remain

EAST SIDE DISTRICT



1 - Residence Inn at Tysons



EAST SIDE DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Implemented							
	0	0	0	0	0	0	0
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	1	0	0	0	0	116,576	116,576
Approved by CDP							
	1	0	0	0	0	116,576	116,576
Total Proposed or Approved by CDP							
	1	0	0	0	0	116,576	116,576

Residence Inn at Tysons

Zoning Applications

RZ 2014-PR-025.....approved 4/7/2015
 SE 2014-PR-001.....approved 4/7/2015

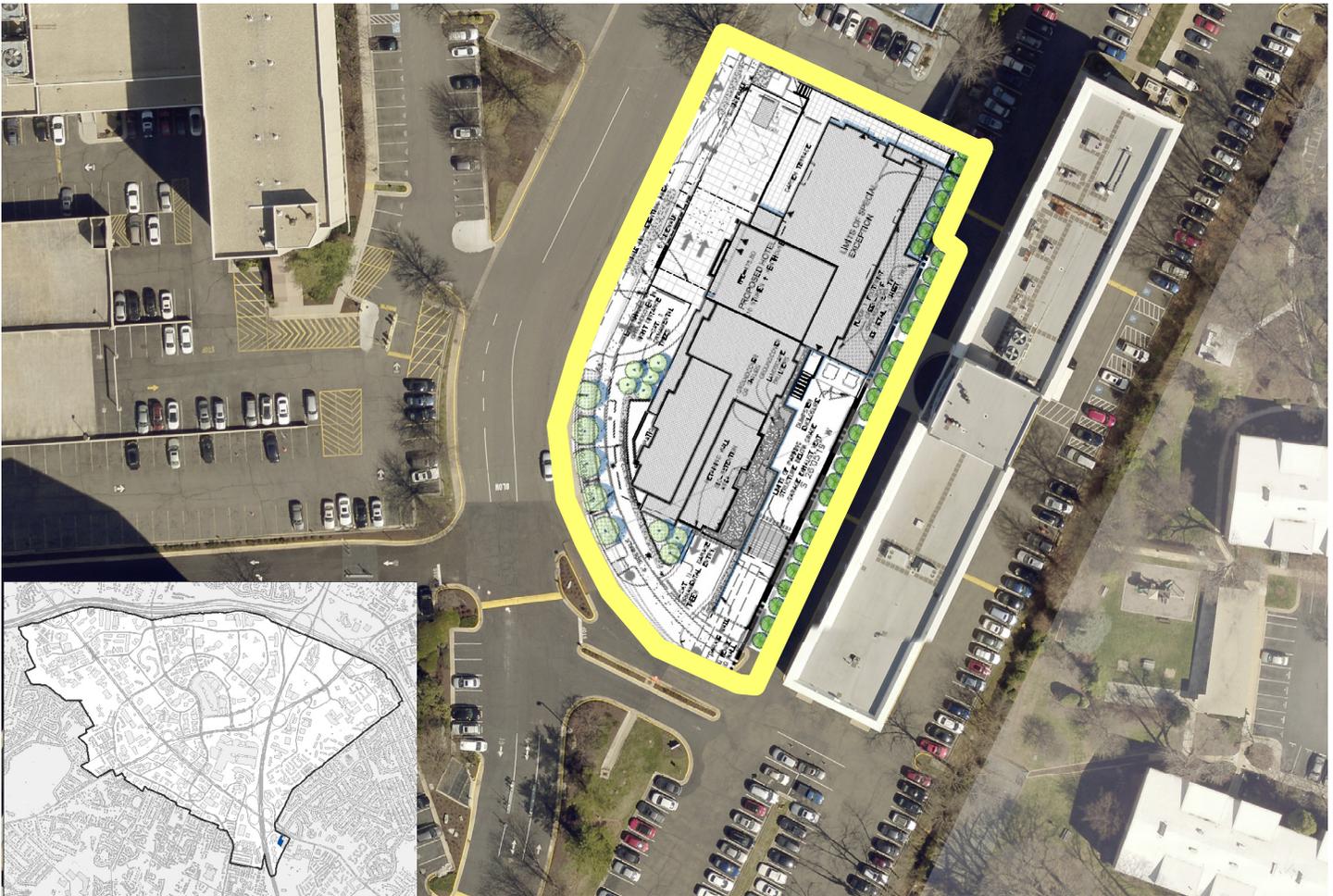
Site Plans

4717-SP-003-3.....under review

Site Area

1.62 acres

Development Overview



*Image depicted is from SE Plat, dated August 15, 2014

Population Estimate

	Residents	Employees
Estimated Current	0	0
Estimated Proposed	0	87

Development Case Highlights

- The majority of the site is zoned C-4, and RZ 2014-PR-025 was filed to rezone a small portion of the site from C-2 to C-4
- SE 2014-PR-001 establishes a 10-story hotel with 155 rooms

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Summary Land Use

SE 2014-PR-001

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
	0	0	0	0	0	0	0	
Approved by Site Plan								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	1	0	0	0	0	116,576	116,576	
Approved by CDP¹								
	17	0	0	0	0	116,576	116,576	1.65

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



Appendix

C

TRANSPORTATION

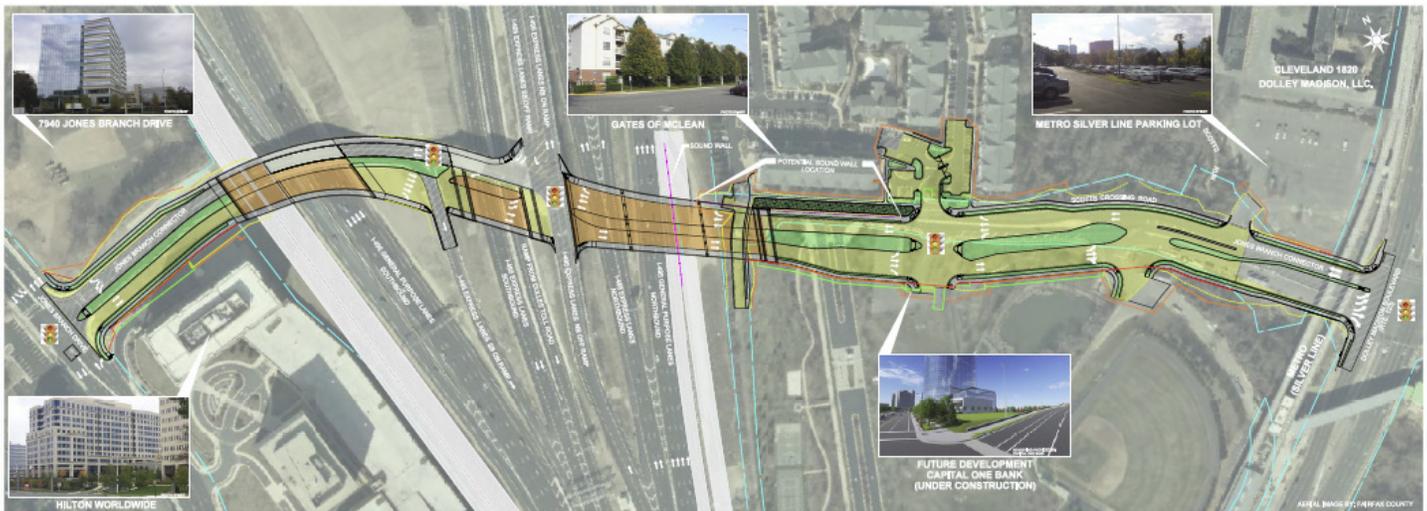
APPENDIX C - Transportation

This Appendix contains data referenced in the 2018 Tysons Progress Report, Transportation Chapter. Unless otherwise noted, data was collected in the spring of 2018.

Infrastructure Improvements

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

Jones Branch Connector



Conceptual design for the Jones Branch Connector

The Jones Branch Connector will provide an alternative route between Tysons East (Route 123) and West (Jones Branch Drive), bypassing the I-495/Route 123 Interchange. The connection is anticipated to improve the operations along the adjacent road systems and will include facilities for pedestrians and bicycles, and space for a future transit Circulator system. The segment of the Jones Branch Connector between the I-495 Express Lane ramps and Jones Branch Drive will be widened as part of this project. Final design plans for the project are complete. FCDOT administered the Preliminary Engineering Design and Right-of-Way phases. VDOT is administering the Construction phase. The project is fully funded. Construction started in February 2017 and at least one lane in each direction is expected to open by late 2018, with completion of the project in November 2019.

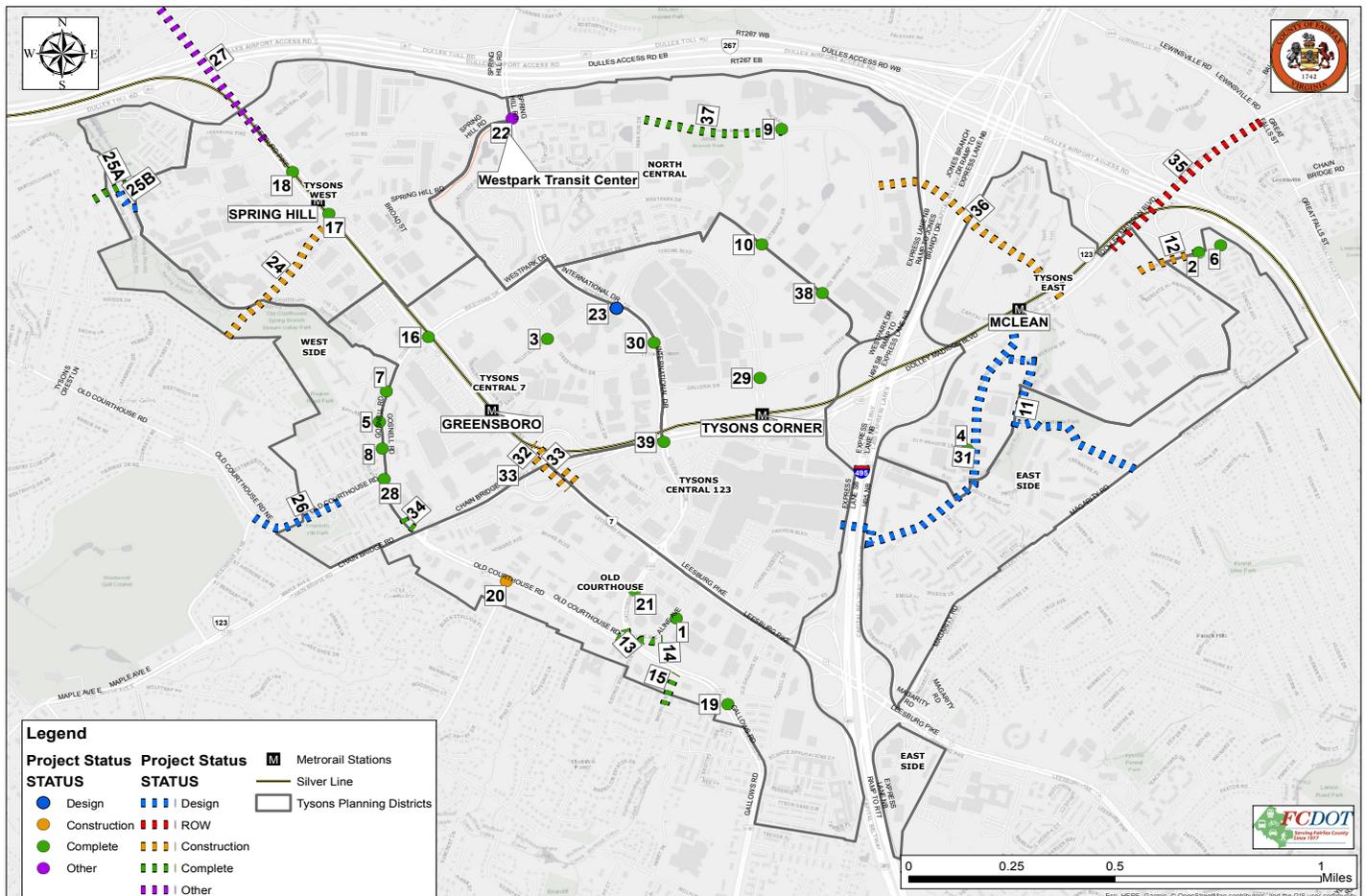
Tysons Metrorail Station Access Improvements

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

FCDOT staff continues to implement TMSAMS projects. *Figure C1* depicts the status of each project. As of July 2018, 26 of the 39 projects have been completed, six are under construction, six are in design, and one is in land acquisition/right of way (ROW). Nine projects have been completed since June of last year. Additional information on TMSAMS, including the status of each of the projects, is available at:

<https://www.fairfaxcounty.gov/transportation/study/tysons-metrorail>

Figure C1: Tysons Metrorail Station Access Improvement Project Status as of August, 2018



Transportation Studies

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

Route 7 Corridor Transit Study (In Process)

The Route 7 Corridor Transit Study is an assessment of the travel needs within the Route 7 corridor between Tysons and the City of Alexandria. This study, branded as “Envision Route 7,” is being conducted by the Northern Virginia Transportation Commission (NVTC). Phase I of the study, which was completed in 2016, identified a range of transit options that could improve mobility and accessibility in the corridor and narrowed the transit options to be evaluated further in Phase II. Key components of Phase II are: ridership forecasting, conceptual cost estimates, funding and financial strategies, and alternatives evaluation.

In July 2016, the NVTC board endorsed the study’s recommendations for a Bus Rapid Transit (BRT) system along Route 7. The recommended route runs from the Spring Hill Metrorail Station in Tysons to the Mark Center in Alexandria, with a connection to the East Falls Church Metrorail Station. Phase III, preliminary design, is expected to start in the Fall of 2018. Concurrently with Phase III, the county is in the process of studying in detail how the BRT will function in Tysons and how Route 7 between Route 123 and the I-66 Interchange should be designed to accommodate BRT (see following study).

Route 7 Bus Rapid Transit Study (In Process)

The purpose of the Route 7 BRT Study is to determine how the BRT will function within Tysons from Route 123 to the I-66 Interchange, as well as International Drive, from Route 7 to Jones Branch Drive. The study will look at the alignment of the BRT along the Route 7 corridor, select the multimodal cross-section, determine whether the BRT will operate in mixed traffic or a designated lane, and identify station locations.

Tysons Neighborhood Traffic Study (In Process)

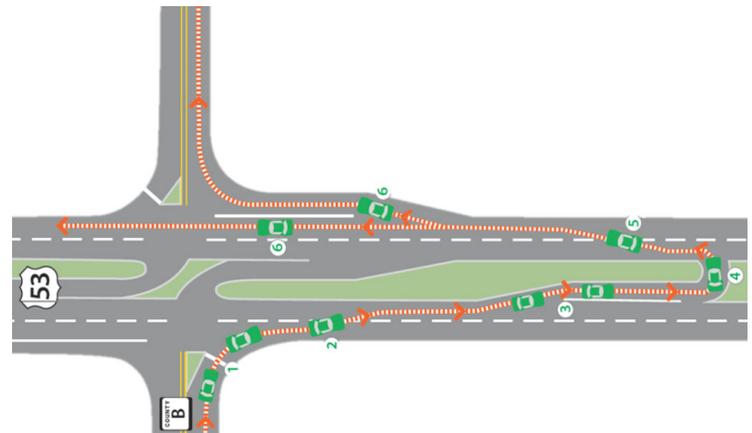
The purpose of the Tysons Neighborhood Traffic Study is to analyze 2030 traffic impacts and provide potential mitigation measures for signalized and unsignalized intersections in the neighborhoods surrounding Tysons. Phase I of the study evaluated 19 intersections. Phase II of the study evaluated those same locations, plus 11 additional locations, based upon updated land use information, including new information regarding rezoning applications/approvals and detailed results from the Tysons Consolidated Transportation Impact Analyses (CTIAs). As a part of the recommendations from the Tysons Neighborhood Study, some intersections are being proposed to move forward for further evaluation and/or feasibility analyses. Four of these intersections (Dolley Madison/Great Falls/Lewinsville, Dolley Madison/Old Dominion, Great Falls/Chain Bridge, and Balls Hill/Lewinsville) are being evaluated as a corridor to understand how each intersection affects the others. Additionally, short term improvements requiring minimal right of way are being investigated in order to understand if anything can be done in the near term to assist with traffic concerns. Counts were taken in late spring of 2017, existing and future conditions were evaluated, and six independent scenarios were developed that could either be done separately or together. The scenarios were presented to the Supervisor for the area, and staff was requested to eliminate two scenarios from consideration, while looking at three additional scenarios.

All scenarios have now been evaluated, and staff will be combining the remaining viable scenarios together to show to the Supervisor in the fall. It is expected that following this discussion, public meetings will be conducted to gain feedback from the community on the options, and a general decision will be made as to which options to move forward to the feasibility phase. Recommendations are in the process of being presented to the Supervisors of the districts containing the affected intersections and staff is preparing a potential work plan for next steps for each of the locations that will be completed by the end of 2018.

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

The optimum roadway configuration along Route 123 between International Drive and Anderson Road is being studied. A restricted crossing U-turn (RCUT) or “superstreet” modified intersection treatment was identified in the Consolidated Traffic Impact Analyses (CTIAs) for intersections along Route 123 between International Drive and Anderson Road.

This proposed configuration changes the way left turns and through movements are made at intersections, mainly as they pertain to the side streets. Vehicles making through or left turn movements are required to turn right onto the main roadway and then make a U-turn maneuver at the directional crossovers. The modified intersection treatment configuration is anticipated to improve progression along the main roadways in both directions. In practice, these types of modified intersections have been shown to improve travel operations and improve safety by reducing crash frequency and severity.



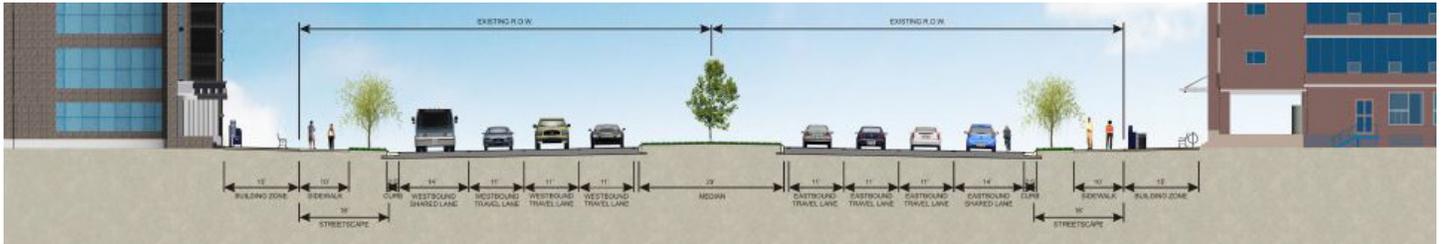
Example of Restricted Crossing U-Turn Intersection. Source: Wisconsin Department of Transportation

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

- Route 123 Modified Intersection Treatment (Inside the Beltway - segment between I-495 and Anderson Road): Preliminary design plans (30% level) were developed and traffic analysis for the mid-term (2020) condition have been completed. As part of the current study, the developed concept will be further refined and supplemented with the detailed traffic analyses to be performed for the long-term condition (2040).
- Route 123 Modified Intersection Treatment (Outside the Beltway - segment between International Drive and I-495): As part of the current study, the analysis for the Route 123 segment outside the Beltway will be conducted for the long-term condition (2040). An array of roadway improvement options will be identified and analyzed, leading to development of the preferred concept.
- Existing and future baseline condition analyses completed in the fall of 2017. Development and analyses of future alternatives anticipated to be completed in the winter of 2018. Final recommendations for both inside and outside the Beltway and development/refinement of the conceptual design plans were completed in the

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

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



Conceptual cross section for Route 7 widening

The study is being conducted in conjunction with the Route 7/123 Intersection Study, Envision Route 7 Study and the Route 7 BRT Study. FCDOT and VDOT staff are reviewing initial results from the Route 7/123 study. FCDOT will continue to evaluate the need for separate ROW for future transit in the roadway cross-section, including ROW needs for recommendations in the Envision Route 7 Study described previously.

Route 7/123 Intersection Study (In Process)

This study is evaluating options to reconfigure the intersection of Route 7 and Route 123 to accommodate 2040 future traffic demand. The three alternatives under review include an at-grade intersection, a two-quadrant intersection, and an elevated open plaza.

Options will be examined with respect to their ability to accommodate projected traffic demand, as well as to facilitate the transportation needs of all modes (cars, transit, including BRT, pedestrians and bicycles) in the context of the urban character planned for Tysons. A charrette was held in the spring of 2016 to receive feedback from stakeholders on four options. Two options were chosen as finalists, a Two Quadrant Cap or a Continuous Flow Cap (pictured below). Refined engineering and urban design conceptions are expected to be complete late fall of 2018, and community engagement in winter 2019.

Two Quadrant



Continuous Flow Intersection



Dulles Toll Road Ramp Study (2014)

This study included an operational analysis of, and conceptual designs for, new ramps from the Dulles Toll Road to Tysons. Options were presented at public meetings in May 2012 and May 2013. A final study report was developed in November 2013, and recommendations were presented to the Board's Transportation Committee in December 2013, and as a Board Item on March 25, 2014. More information is available at:

<https://www.fairfaxcounty.gov/tysons/ramps-dulles-toll-road>

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

State Street Study (2014)

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

Consolidated Traffic Impact Analyses (CTIAs) (2013)

Three CTIAs were conducted (Tysons East, Tysons Central and Tysons West) to determine, at a high level of detail, current and future traffic conditions projected to arise from the implementation of planned densities and new developments in Tysons; to evaluate and optimize the grid of streets; and, to determine associated right-of-way needs. These studies used a sophisticated modeling tool to analyze growth in Tysons, determine the best possible traffic flow through the area, and analyze the most cost-effective solutions while minimizing

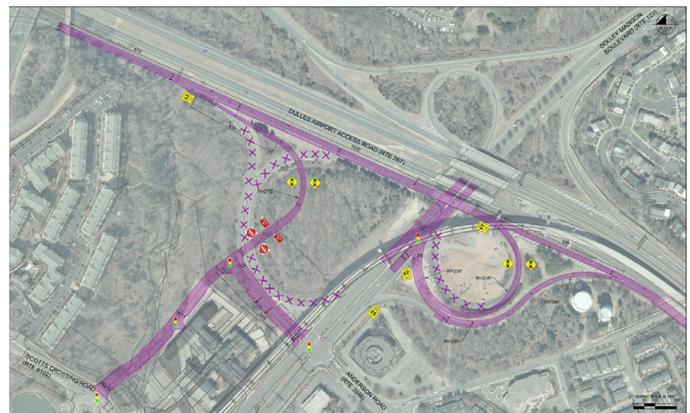
property and environmental impacts. The model is also being used to help determine the phasing of elements of the grid of streets and road requirements. In addition to existing conditions, land use scenarios were tested for 2030 and 2050. The three CTIAs have collectively examined how Tysons can be transformed into a walkable urban center through redevelopment of land and development of a corresponding grid of streets that would offer alternative paths for travel within Tysons. These alternative paths are designed to disperse traffic that would otherwise use primary roadways, such as Route 7 and Route 123. The three CTIA studies were submitted to VDOT as Chapter 870 Small Area Plan Submissions. The Tysons East CTIA was approved in April 2013; the Tysons West CTIA was approved in October 2013; and, the Tysons Central CTIA was approved in December 2013. In addition to satisfying VDOT Chapter 870 requirements for the Plan, the CTIAs are used by staff and applicants in developing traffic studies for individual applications.

Ultimate Operation Study for the Tysons Circulator (2013)

This study focused on the development of a long-term Circulator System intended to support Tysons by 2050, when the residential population is anticipated to be 100,000 and the employment population is anticipated to be 200,000. The purpose of the study was to design a circulator system to support the County's overall goal of maximizing transit trips and minimizing vehicular trips to, from, and within Tysons. Key recommendations from the study are provision of a three-route network; use of buses (although streetcars are not excluded from consideration) which can provide sufficient capacity for future demand; and, provision of strategically placed exclusive lanes and queue jumps with shared right-of-way travel for routes without exclusive lanes. The final report was published in the spring of 2013 and is posted at: <https://www.fairfaxcounty.gov/tysons/tysons-circulator-study>

Tysons East Dulles Connector Study (2016)

The final recommendations for the Tysons East Dulles Connector Study, also known as the Cleveland Ramps Study, included two alternatives that could facilitate a new connection from the Dulles Connector Road to the Tysons East roadway network, as recommended in the Tysons East CTIA. The proposed connection would be located in the southwest quadrant of the interchange of Route 123 and the Dulles Connector Road. This connection would provide a parallel facility to Route 123, and would help relieve congestion on roadways in Tysons East. The study was completed in 2016. Two preferred alternatives have been selected to be carried forward for further study in a future Interchange Modification Report (IMR). To date, \$2M has been approved for preliminary design.

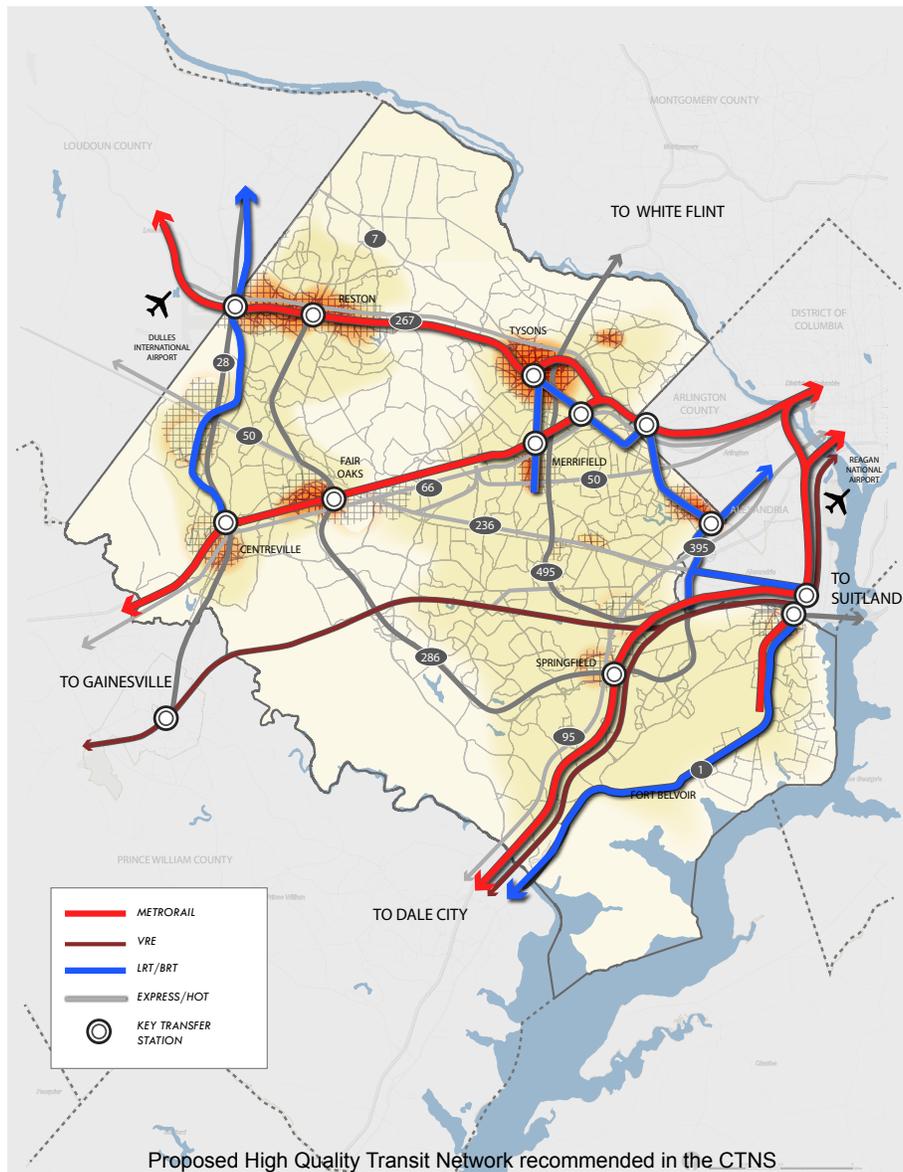


One of the two alternatives selected for further study

Countywide Transit Network Study (2016)

FCDOT conducted a Countywide Transit Network Study (CTNS) to identify the type of transit systems needed to accommodate desired economic growth throughout the county over the next several decades. The study developed recommendations for a high-quality transit network (HQTN) to meet the transportation needs of future growth, including the extension of Metrorail, proposed Light Rail Transit (LRT) or Bus Rapid Transit

(BRT) systems, and proposed express bus connections. While the Countywide Transit Network Study is not specific to Tysons, the resulting recommendations address the transit network that connects to Tysons. Recommendations in Tysons include a LRT/BRT connection along Gallows Road from Merrifield to Tysons, BRT along Route 7 (reflecting the recommendations from the Envision Route 7 Study described in this report), and Express Bus service on I-495 from the Franconia-Springfield Metrorail Station to Tysons and from Bethesda to Tysons. The report can be found online: <https://www.fairfaxcounty.gov/transportation/study/countywide-transit>



Travel Monitoring

Person Travel

Figure C2 below provides a graphic representation of the AM and PM peak period person trips from 2011 to 2018. A summary table of total person movement entering and exiting Tysons during the AM and PM peak periods on a typical weekday in 2018 can be found in Table C1.

The number of person trips is higher in the evening as compared to the number of person trips in the morning, with 150,735 persons traveling in the PM peak period and 137,421 persons traveling in the AM peak period. The peak direction of travel during the AM and PM continues to be inbound in the morning and outbound in the evening, with inbound person trips accounting for 64% of AM peak period trips and outbound trips account of 60% of PM peak period trips. Both SOV and non-SOV trips in the AM and PM have seen a decrease since last year.

Figure C2 shows the total morning peak period person trips over the last several years. Fluctuations could be due to several factors and do not necessarily indicate a positive or negative trend. To obtain better insight into trends, a more robust data set, with automated vehicle counts throughout a longer count period, is needed. In an effort to explore the improvement of data collection methods, FCDOT recently completed a study regarding Tysons monitoring with funding from the Metropolitan Washington Council of Governments (MWCOC) Transportation/Land-Use Connection (TLC) Program. The study analyzed current data collection methods and cordon points at major and minor entry/exits. The study concided with the framework for a more efficient data collection method through the implementation, over time, of permanent counters at cordon points to gain a better idea of person trips in/out of Tysons over a longer period of time.

Figure C2: Person Trips in AM and PM Peak Periods

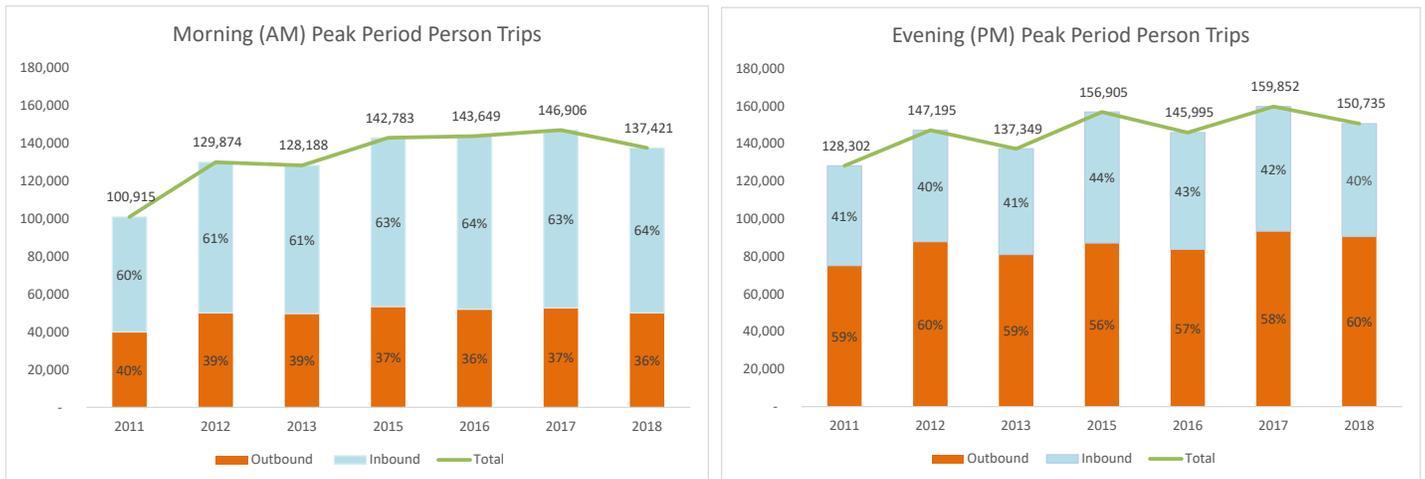


Table C1: Person Trips by Mode Entering and Exiting Tysons per AM and PM Peak Periods (2018)

Peak Period	AM (7:00-10:00)				PM (4:00-7:00)			
	Inbound		Outbound		Inbound		Outbound	
	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total
Single Occupancy Vehicles (SOV)	62,889	71.89%	36,583	73.08%	41,501	69.05%	63,095	69.62%
Car Pool	16,509	18.89%	9,387	18.75%	13,031	21.68%	19,405	21.41%
Rail Passengers	6,748	7.72%	3,615	7.22%	4,793	7.97%	6,902	7.61%
Bus Passengers	1,001	1.14%	342	0.68%	563	0.94%	1,029	1.13%
Pedestrians & Bicycles	52	0.08%	14	0.04%	10	0.02%	30	0.04%
Bicycles Only	168	0.19%	114	0.23%	207	0.34%	169	0.19%
Total	87,367	100%	50,054	100%	60,105	100%	90,630	100%

Notes:

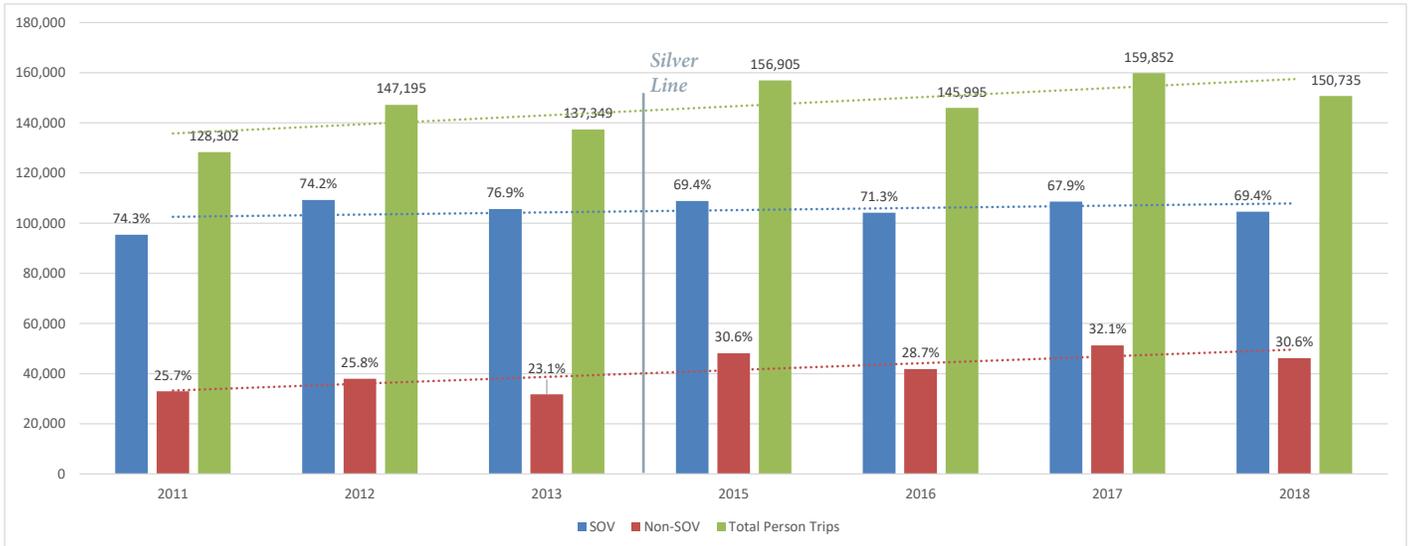
- 1 Person travel totals are derived from traffic volume and auto occupancy counts and transit passenger counts taken by the FCDOT in April 2018 and from ridership counts from WMATA, PRTC and the Fairfax Connector fare boxes. Peak periods of travel are 7:00 – 10:00 a.m. and 4:00 – 7:00 p.m. Peak hours of travel are 8:00 – 9:00 a.m. and 4:45 – 5:45 p.m.
- 2 For the purpose of this report, SOV person trips are reported as trips made by an automobile with only one occupant (the driver) based on data collected in April 2018.
- 3 Carpool person trips are auto trips with more than one occupant and are derived from auto occupancy data based on data collected in April 2018.
- 4 Rail passengers are derived from WMATA ridership statistics for peak period travel in April 2018.
- 5 This table represents vehicles and rail passengers entering and exiting Tysons as well as through trips.

Figures C3 and C4 show the change in SOV and non-SOV person trips in the AM and PM peak periods from 2011 to 2018. A summary table of total person movement entering and exiting Tysons during the AM and PM peak periods from 2011 to 2018 can be found in *Table C2*. Since the opening of the Silver Line the number of SOV trips has been relatively flat, while Non-SOV trips have grown considerably.

Figure C3: AM Peak Period SOV and Non-SOV Person Trips (2011-2018)



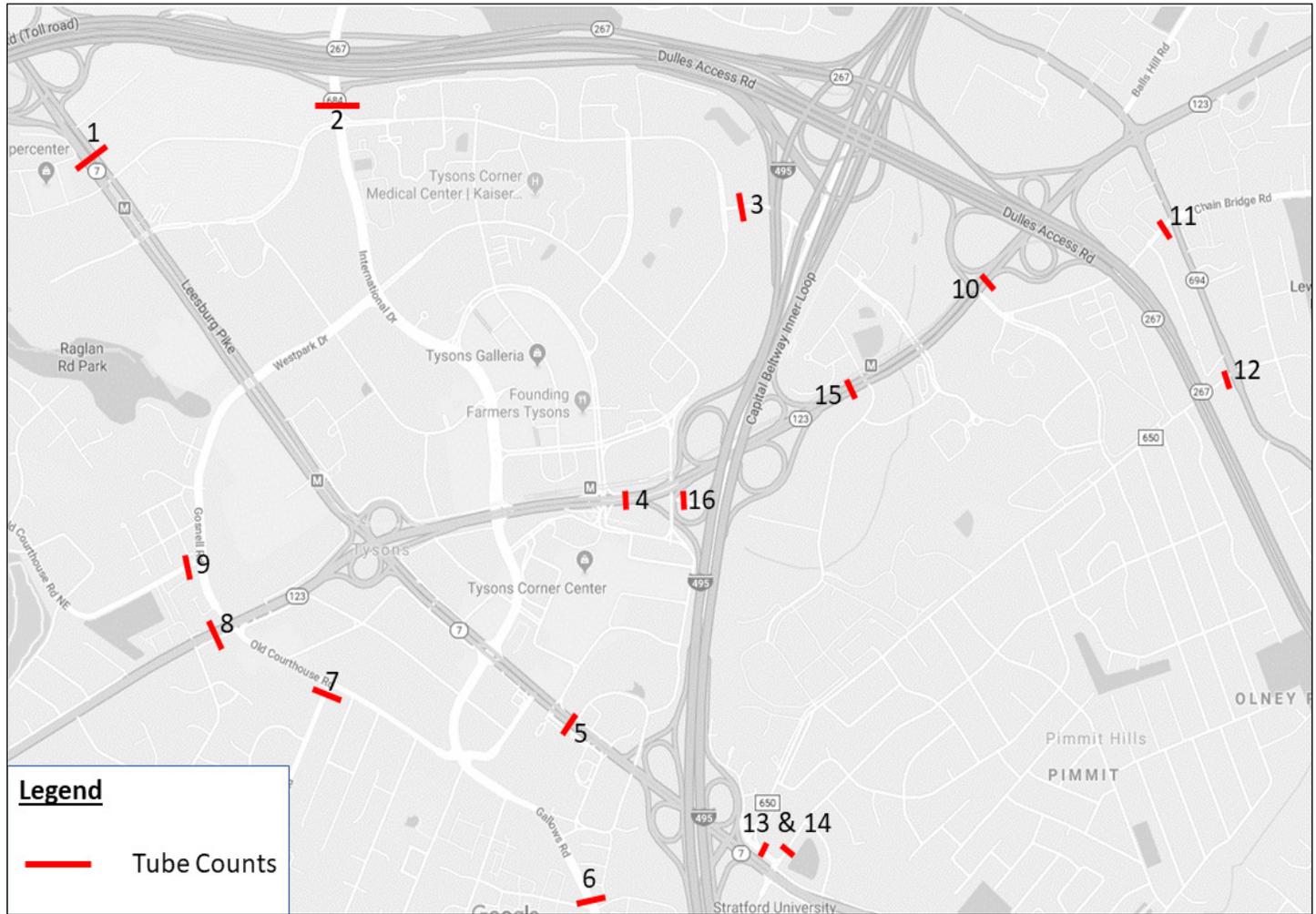
Figure C4: PM Peak Period SOV and Non-SOV Person Trips (2011-2018)



Vehicle Travel

Figure C5 depicts the 16 locations where traffic enters and exits Tysons. Figure C6 shows the total number of vehicles counted at the 16 locations during the peak AM and PM peak period from 2011 to 2018. Vehicle counts tabulated for the peak period (7:00 am-10:00 am and 3:45 pm-6:45 pm) are shown in Table C2.

Figure C5: Vehicle Count Locations



*Tube count 16 is not included in the LOS but is included in entry/exit count in Table C2

Figure C6: Vehicle Counts in AM and PM Peak Period

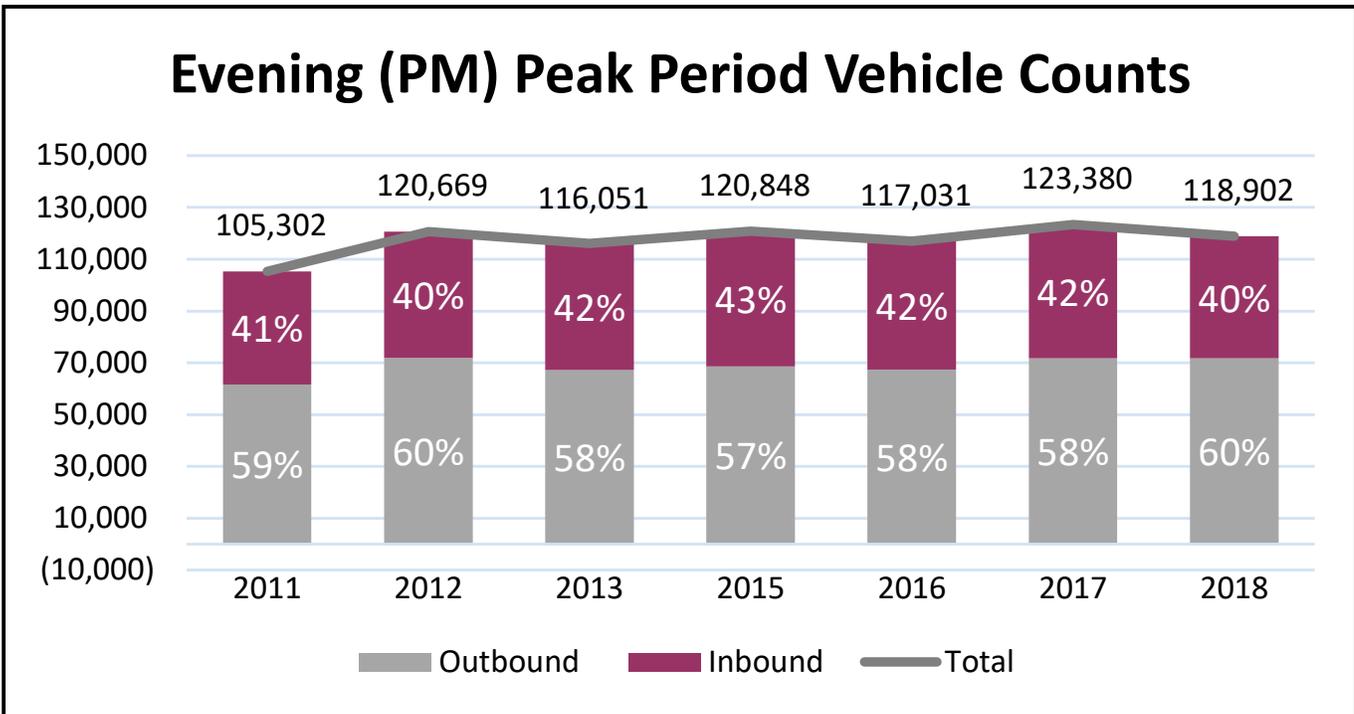
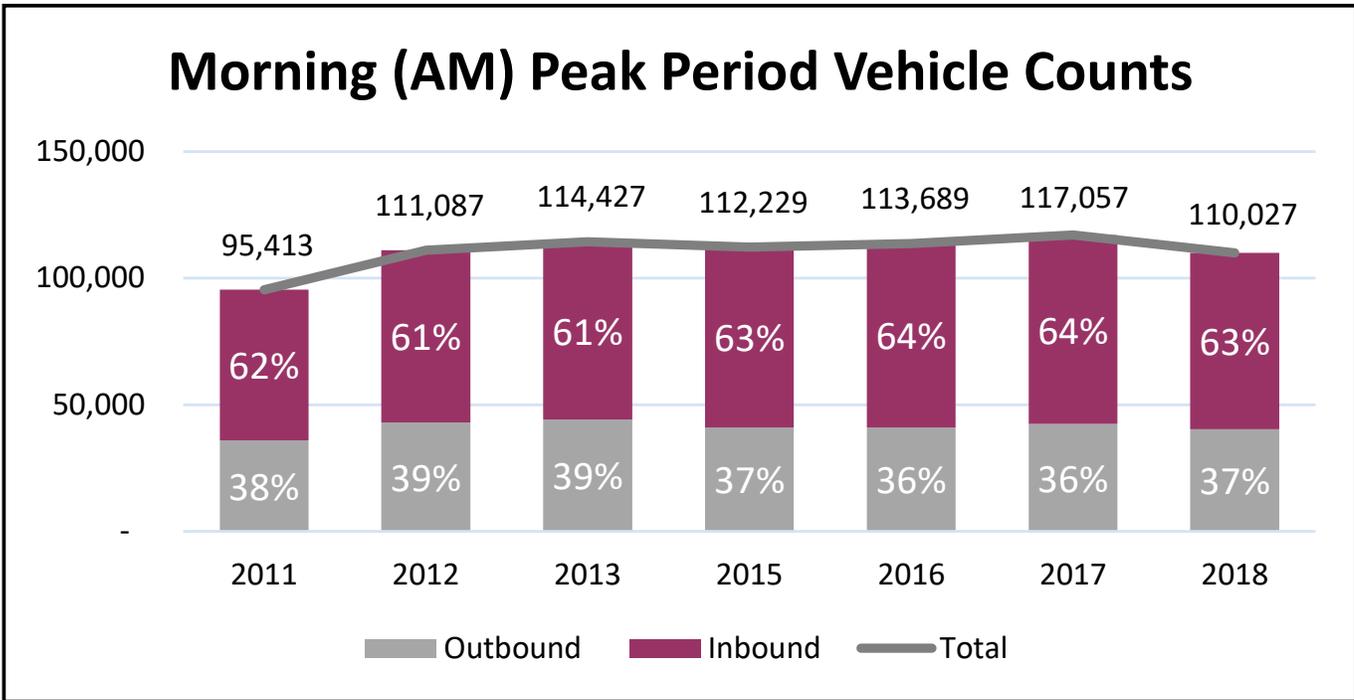


Table C2: Motorized Vehicles Entering and Existing Tysons in the Peak Period (2018)

West of Capital Beltway	AM		PM	
	Enter	Exit	Enter	Exit
1. Route 7 N of Tyco Road	8,650	4,315	5,227	8,613
2. Spring Hill Road N of Int'l Drive	6,072	1,319	2,776	4,750
3. I-495 / Express Lane Access	1,625	652	252	1,948
4. Rt. 123 E of Tysons Blvd.	10,364	7,075	8,786	10,872
5. Rt. 7 E of Tysons Corner SC Entrance	10,925	5,760	6,983	8,664
6. Gallows Road S of Science App Ct.	5,010	2,159	2,796	5,584
7. Woodford Rd. S of Old Courthouse Rd	1,104	545	687	1,362
8. Rt. 123 W of Old Courthouse Road	4,563	1,641	2,423	4,071
9. Old Courthouse Rd W of Gosnell Road	2,386	832	912	4,008
Totals 2018	50,699	24,298	30,842	49,872
Totals (Post Silver Line)	50,713	24,078	32,731	49,500
Fall 2013 (Pre-Silver Line Opening)	52,644	26,921	32,124	47,680
East of Capital Beltway				
10. Rt. 123 E of Anderson Road	6,021	4,687	5,339	5,452
11. Chain Bridge Road W of Great Falls St.	732	1,311	1,005	1,399
12. Magarity Road W of Great Falls St.	1,198	1,564	1,496	1,637
13. Lisle St/Magarity Road N of Rt. 7	1,173	1,244	1,010	1,542
14. Rt. 123 W of Old Meadow Road	7,362	6,340	6,389	8,537
Totals 2018	2,544	854	1,098	3,284
Totals (Post Silver Line)	19,030	16,000	16,337	21,851
Fall 2013 (Pre-Silver Line Opening)	20,482	16,956	19,415	19,202

Notes:

- 1 2018 Traffic counts were taken by FCDOT in April, 2018.
- 2 The AM peak period is 7:00 – 10:00 a.m. and the PM peak period is 4:00 – 7:00 p.m.
- 3 Express ramps include the I-495 ramps to Westpark Drive and Jones Branch Drive
- 4 Points 13 and 14 reflect different count locations at the same intersection due to the inbound and outbound cordon line counts at two points to/from Tysons

Traffic Level-of-Service Analysis

Tables C3 and C4 show LOS from 2011 to 2018 at the 15 intersections assessed in Tysons during the AM and PM peak hours. In recent years, the number of intersections operating poorly (LOS E or F) during either the AM or PM peak hour has been reduced from nine intersections in 2011 to six in 2018, with only one operating at LOS F in 2018. Completed transportation improvements, including the three 'Express Lanes' entry points from the Beltway, have had a significant positive impact on redistributing traffic volumes into and out of Tysons.

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

Table C3: Tysons AM Peak Hour Intersection Level of Service from Year 2011 to Year 2018

2011 to 2018 Intersection AM Peak Hour LOS		2011	2012	2013	2015	2016	2017	2018
1.	Route 7 at Tyco Road							
2.	Spring Hill Road at International Drive							
4.	Route 123 at Tysons Boulevard							
5.	Route 7 at Tysons Shopping Mall Entrance							
6.	Gallows Road at Science Applications Court							
7.	Woodford Road at Old Courthouse Road							
8.	Route 123 at Old Courthouse Road							
9.	Old Courthouse Road at Gosnell							
10.	Route 123 at Anderson Road							
11.	Route 123 at Great Falls Street							
12.	Magarity Road at Great Falls Street							
13.	Ramada Road at Route 7							
14.	Lisle Street at Magarity Road at Route 7							
15.	Route 123 at Old Meadow Road							

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

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

Table C4: Tysons PM Peak Hour Intersection Level of Service from Year 2011 to Year 2018

2011 to 2018 Intersection PM Peak Hour LOS		2011	2012	2013	2015	2016	2017	2018
1.	Route 7 at Tyco Road							
2.	Spring Hill Road at International Drive							
4.	Route 123 at Tysons Boulevard							
5.	Route 7 at Tysons Shopping Mall Entrance							
6.	Gallows Road at Science Applications Court							
7.	Woodford Road at Old Courthouse Road							
8.	Route 123 at Old Courthouse Road							
9.	Old Courthouse Road at Gosnell							
10.	Route 123 at Anderson Road							
11.	Route 123 at Great Falls Street							
12.	Magarity Road at Great Falls Street							
13.	Ramada Road at Route 7							
14.	Lisle Street at Magarity Road at Route 7							
15.	Route 123 at Old Meadow Road							

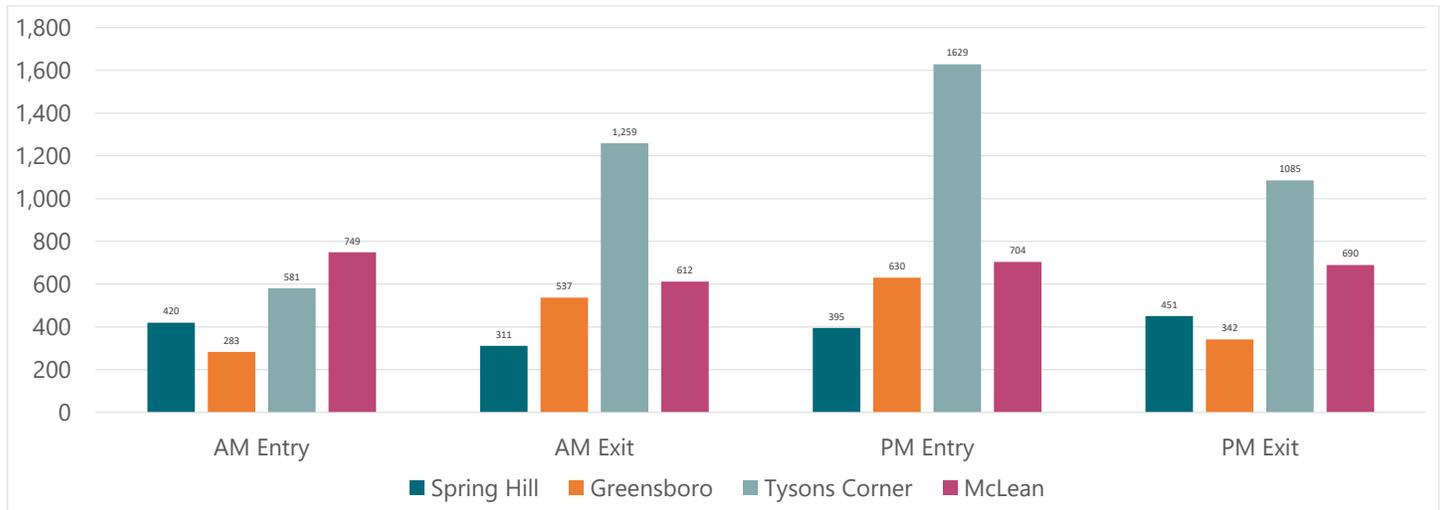
Level of Service (LOS)	
	A, B, or C
	D
	E
	F
	No LOS

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

2018 Silver Line Ridership Characteristics

The ridership information in *Figure T5* (in the Transportation section) can be further broken down by entries into and exits out of the various Tysons stations on the Silver Line. *Figure C7* below shows the details of this information for 2018 under both AM and PM conditions.

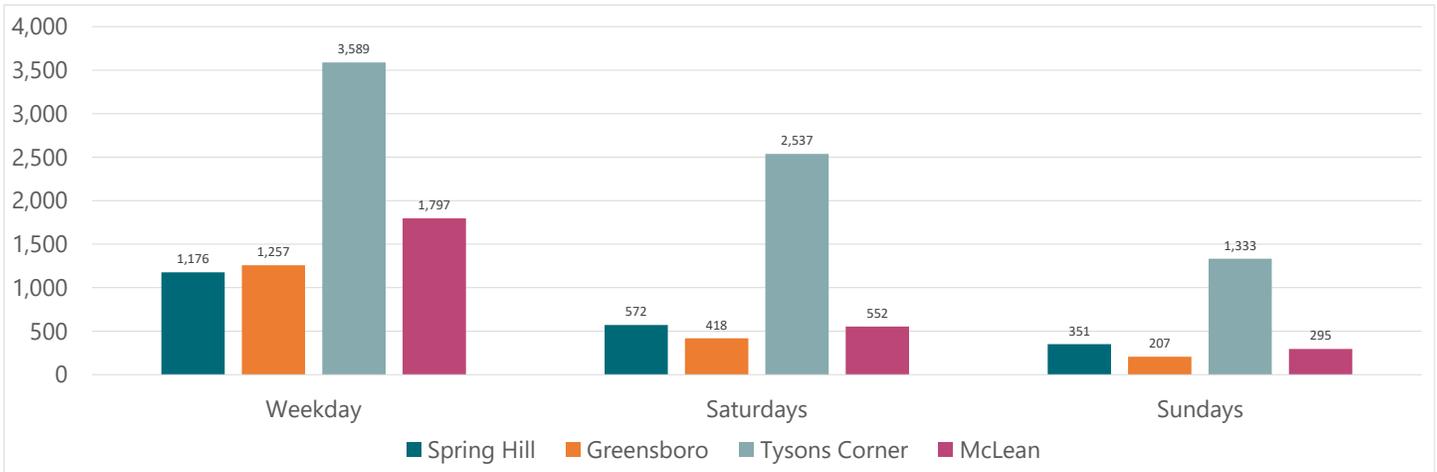
Figure C7: Average Weekday Peak Period Entry/Exit Comparisons - April 2018



Based upon the information shown in *Figure C7*, individual station use is exhibiting characteristics reflecting the land use in the vicinity of each station. This is particularly noticeable at the Greensboro and Tysons Corner Stations, which show higher exits in the AM period (indicating people are leaving the Metrorail system to access the area surrounding the station) than entries (people arriving at the station to access the Metrorail system). Conversely, the McLean station shows a greater demand for accessing the Metrorail system than exiting the system in the morning. The PM Period exhibits the reverse attractiveness: more riders access Metrorail at the Greensboro and Tysons Corner Stations, whereas a slight increase in riders exit than enter at the McLean Station. Spring Hill Station is the most balanced in terms of AM and PM entries and exits. From last year (2017) to this year, AM entry and exits to all stations increased and PM entry and exits increased at all stations except the Spring Hill Metrorail station.

Another way to evaluate this information is by overall average activity based on weekday and weekend conditions. To gauge these scenarios, the ridership information was broken down into average daily station exits for a weekday, Saturday, and Sunday condition. That information is presented in *Figure C8*.

Figure C8: Average Weekend Peak Period Entry/Exit Comparisons - April 2018



Bus Transit

Figure C9 depicts the Metrorail line and stations, and Metrobus and Fairfax Connector routes, and the non-Metrorail related bus transfer center at Tysons West*Park, as of Spring 2018.

Estimates of bus ridership are assessed using Automatic Passenger Counters (APC) of riders at bus stops located on the border of Tysons and do not capture Circulator trips internal to Tysons. AM and PM peak period passenger counts by route are shown in Table C6. Figure C10 summarizes the results of peak period ridership counts for the years between 2011 and 2018. Over the last few years, ridership on bus routes serving Tysons has shown a slight upward trend, but recently (2018) seems to have leveled out.

Table C5: Fairfax Connector Routes Serving Tysons - 2018

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

Notes:

- 1 Routes reflect service as of spring 2018
- 2 Route 734 was eliminated in June 2016, due to overlap in service and low ridership
- 3 The 700 series routes commenced service with inauguration of the Silver Line

Figure C10: Bus Peak Period Passengers (2011-2018)

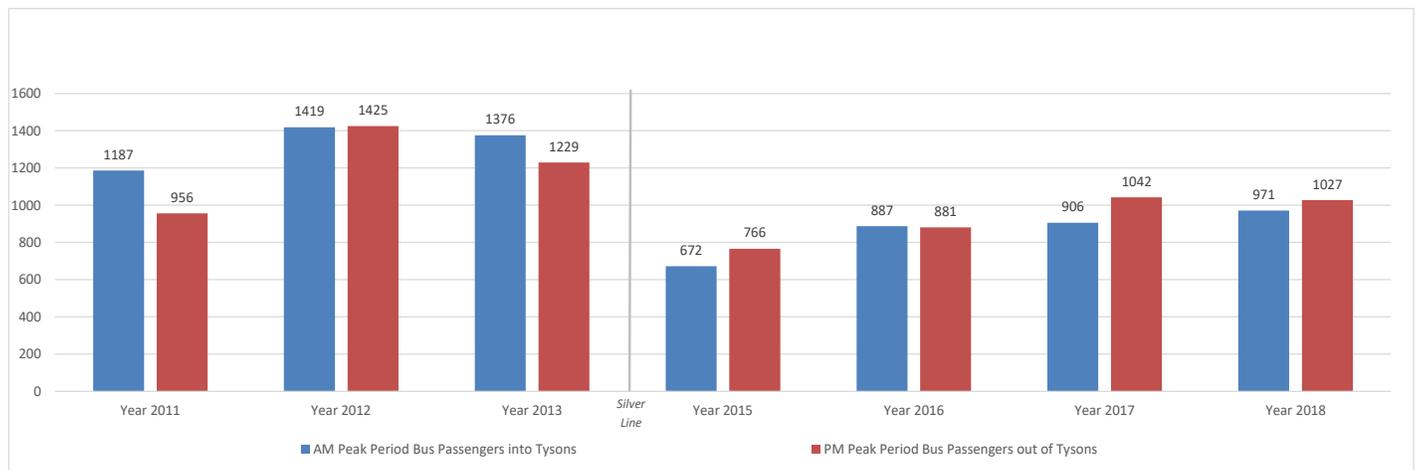


Table C6: Bus Route Description and Number of Passengers

Bus Route Description and Number	AM Peak Period		PM Peak Period	
	Enter	Exit	Enter	Exit
1 Fairfax Connector (FC) Express 494, 495	67	14	20	114
2 FC Peak Service 432, 462, 724, 574	121	109	79	77
3 FC Local service 401/402	252	84	180	192
4 FC Local Service 463, 721	117	68	125	125
5 PRTC Omni Ride: Manassas, Linton Hall, Woodbridge	233	0	6	227
6 Metrobus-Tysons Corner Station 2T	149	25	88	215
7 Metrobus-McLean Station 3T, 23T	67	14	20	114
8 Metrobus Tysons Corner Center 28A	1001	342	563	1029
Spring 2017	906	314	510	1042
Spring 2016	887	334	397	881
Spring 2015 (Post Silver Line)	672	146	206	776
Fall 2013: Pre-Silver Line Opening	1,376	332	544	1,229

Notes:

- 1 Estimates of bus ridership are computed for the 7:00 – 10:00 AM and the 4:00 – 7:00 PM peak periods.
- 2 Counts of bus passengers were field counted or taken from Automatic Passenger Counts (APC).
- 3 Circulator Bus ridership is internal to Tysons and is not included in the totals entering and exiting the area.
- 4 Counts reflect service as of spring 2018.
- 5 In June 2016, Metrobus 15 M, included in the 2016 bus passenger counts, was discontinued and Fairfax Connector Route 463 was re-routed in an attempt to gain new ridership.

Table C7: Number of Passengers by Main Route Traveled

Bus Route Description and Number	AM Peak Period		PM Peak Period	
	Enter	Exit	Enter	Exit
1 Beltway - FC Express 494, 495 & PRTC Omni Ride	300	14	26	341
2 Gallows Road - FC Local Service 401/402	252	84	180	192
3 Route 7 - Metrobus (MB) 28A, 574	185	55	113	251
4 Old Courthouse - Beulah FC - 432	20	12	6	9
5 Rt. 123 - FC 724, 463, 721: MC 2T, 3T, 23T	214	149	232	234
Spring 2017	971	314	557	1027
Spring 2016	906	314	510	1,042
Spring 2015 (Post Silver Line)	887	334	397	881
Fall 2013: Pre-Silver Line Opening	672	146	206	776

Notes:

- 1 Estimates of bus ridership are computed for the 7:00 – 10:00 AM and the 4:00 – 7:00 PM peak periods.
- 2 Counts of bus passengers were field counted or taken from Automatic Passenger Counts (APC).
- 3 Circulator Bus ridership is internal to Tysons and is not included in the totals entering and exiting the area.
- 4 Loudoun County Transit has been discontinued.
- 5 Counts reflect service as of spring 2018.
- 6 In addition, Metrobus 15 M, included in the 2016 May bus passenger counts, was discontinued in June 2016.
- 7 Fairfax Connector Route 463 was re-routed in an attempt to gain new ridership.

Walking and Bicycling in Tysons

Table C8 identifies the existing and planned location, type, and mileage of bicycle facilities in Tysons. Increased bicycle parking options, a goal identified in the Plan, are being secured through proffers with the rezoning of properties.

Table C8: Existing and Proposed Bicycle Facilities in Tysons

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

Source: The Tysons Corner Bicycle Master Plan. The Plan covers an area within a 30mile radius of the urban center.

Transportation Demand Management

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

TyTran

TyTran, the Tysons Transportation Management Association (TMA) under the umbrella of the Tysons Partnership, coordinates outreach and assists in coordinating TDM programs occurring through development proffers and through other means. To date, 14 companies have signed on with TyTran for help with implementing TDM strategies. TyTran uses strategies such as the distribution of information via its website, mailings, events and meetings to achieve single-occupancy vehicle (SOV) trip reductions. Outreach to employers and employees is conducted to encourage the use of commuting alternatives such as ridesharing, use of rail and bus, flex-time and remote workplaces, among other TDM strategies. TyTran holds quarterly meetings that are attended by the group's board members, local developers and county staff to discuss TDM strategies and progress in Tysons.

Monitoring TDM Goals

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

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

To date, all developments in Tysons that have submitted TDM Annual Reports have met or exceeded their trip reduction goals. Fairfax County will continue to collect annual reports to monitor progress and achievement of TDM goals. Where TDM reports are not submitted or goals are not met, the County will take further action as dictated by proffers. Further actions include non-compliance fees and utilization of Remedy and/or Penalty funds.

ACKNOWLEDGEMENTS

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

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Fatima Khaja
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A Fairfax County, Virginia, publication.
September 2018

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