

*10th Anniversary  
Edition*



Tysons  
2019-2020  
Progress Report  
*on the Implementation of the  
Comprehensive Plan*



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# INTRODUCTION

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Ten years ago – on June 22, 2010, to be precise – the Fairfax County Board of Supervisors adopted a new Comprehensive Plan (Plan) for the Tysons Corner Urban Center, now known as “Tysons.” The scope of the Plan was larger than any other planning effort previously undertaken in Fairfax County or, in fact, the Country, and it supported the vision of a new County “downtown” served by four Silver Line Metrorail stations as part of the Metrorail transit system extension to Dulles Airport and beyond. The goal of the Plan was ambitious; to create a walkable, sustainable urban center serving a potential population of 100,000 residents and 200,000 employees by the year 2050. The four Tysons Metrorail stations, and one in Reston, began operation on July 26, 2014, and Phase II, from the Wiehle-Reston East Station to Ashburn, is scheduled to open in Spring 2021.

The existence of an already functioning and thriving business district in Tysons required a strategic and coordinated implementation of the Plan. Recognizing this, the Board of Supervisors passed 20 follow-on Plan-related motions including funding plans to support transportation infrastructure, the creation of the Tysons Partnership, affordable housing goals, a call for urban design guidelines, Plan monitoring, and the identification of additional studies and analyses. Specific information on the status of the 20 follow-on Plan-related motions is included in Appendix A.

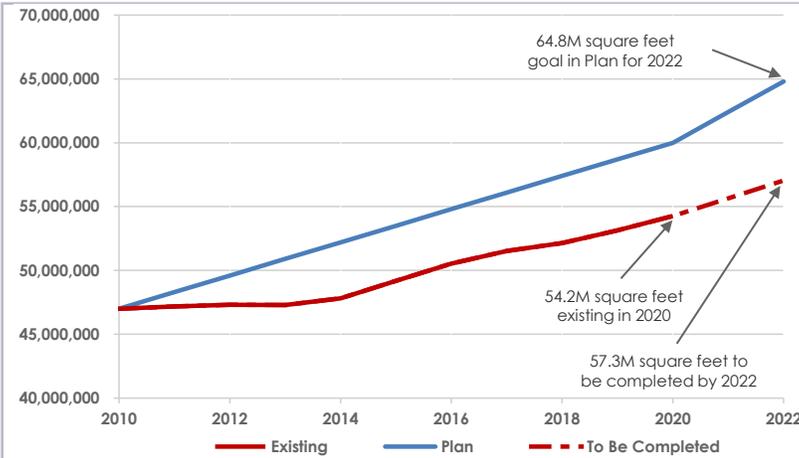
As part of Plan monitoring, the Board directed staff to prepare periodic reports on Tysons. This is the tenth such Progress Report, covering the period of August 2019 to August 2020. During this reporting period, a worldwide pandemic known as COVID-19 hit and is still ongoing. The COVID-19 pandemic immediately impacted the vibrancy and economic engine of Tysons, as office buildings and retail locations were closed for extended periods of time. The shutdown of two Metrorail stations in Tysons, reduced bus service, and a drastic drop in vehicular traffic, are reflected in the data included in this report. Tysons is showing signs of recovery with the reopening of some office buildings and major retail locations, and restored service to all four Metrorail stations. While the long-term impacts of the COVID-19 pandemic are not known, data monitoring is ongoing and will be described in future Progress Reports.

Consistent with the Plan’s vision, Tysons is redeveloping into a 24-hour place where people live, work and play. The vehicle-based road network is transitioning into a multi-modal transportation system, providing transportation choices for residents, employees, and visitors; and, a new civic infrastructure is being implemented that will consist of new facilities and community activities. Since Plan adoption ten years ago, 6.9 million square feet of development has been added, increasing the overall development in Tysons by 15%, park acreage has increased by 93 acres, 3,137 new housing units have been constructed, and commitments for ten new public facilities have been made.

In the 12 months since the last report was released, five major zonings were approved and four major buildings, all at The Boro (the Verse, Bolden, and Rise residential towers on top of a Whole Foods and associated retail, and an office building with ground floor retail) were delivered. Nine buildings are currently under construction. Specific details on development activity, including rezoning applications and site construction plans for all major applications, are included in Appendix B.

The transformation of Tysons is being monitored through the One Fairfax Policy lens, which sets expectations for consideration of racial and social equity when planning, developing, and implementing policies, practices, and initiatives. Engagement with the Tysons community is a major ongoing element of Plan implementation, and opportunities to further advance the One Fairfax Policy in Tysons will continually be evaluated.

# Development and Public Infrastructure Balance Dashboard



This graph shows a comparison of projected to existing development levels in Tysons, and those projects either under construction or anticipated to begin construction by 2022. Development levels estimated for the near term closely track, but do not exceed, Plan projections. The gap between the two lines shows capacity for new development under Plan projections.



1.1M square feet of development delivered since 2018



3.3M square feet under construction



2M square feet approved by site plan, unbuilt



3 athletic fields built, 9 additional proffered



103.7 publicly owned acres of park space, 11.58 acres privately owned



14 proffered public facilities



Improved pedestrian connections built with developments and County projects

34 Tysons Area Metrorail Station Access Improvement Projects\* completed

New bike lanes and trails

14 Capital Bikeshare stations operating



### Scotts Crossing Road (formerly Jones Branch Connector)

- ➔ Major east-west connection within Tysons, connecting Route 123 with Jones Branch Drive via a new I-495 crossing
- ➔ Accommodates vehicles, bicycles, pedestrians, and transit
- ➔ Fully opened in March 2020



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

Expanded and modified Fairfax Connector and Metrobus service

2 Express Bus Service routes to Tysons



\*Information on individual projects can be found at: [www.fairfaxcounty.gov/transportation/study/tysons-metrorail](http://www.fairfaxcounty.gov/transportation/study/tysons-metrorail)



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# LAND USE



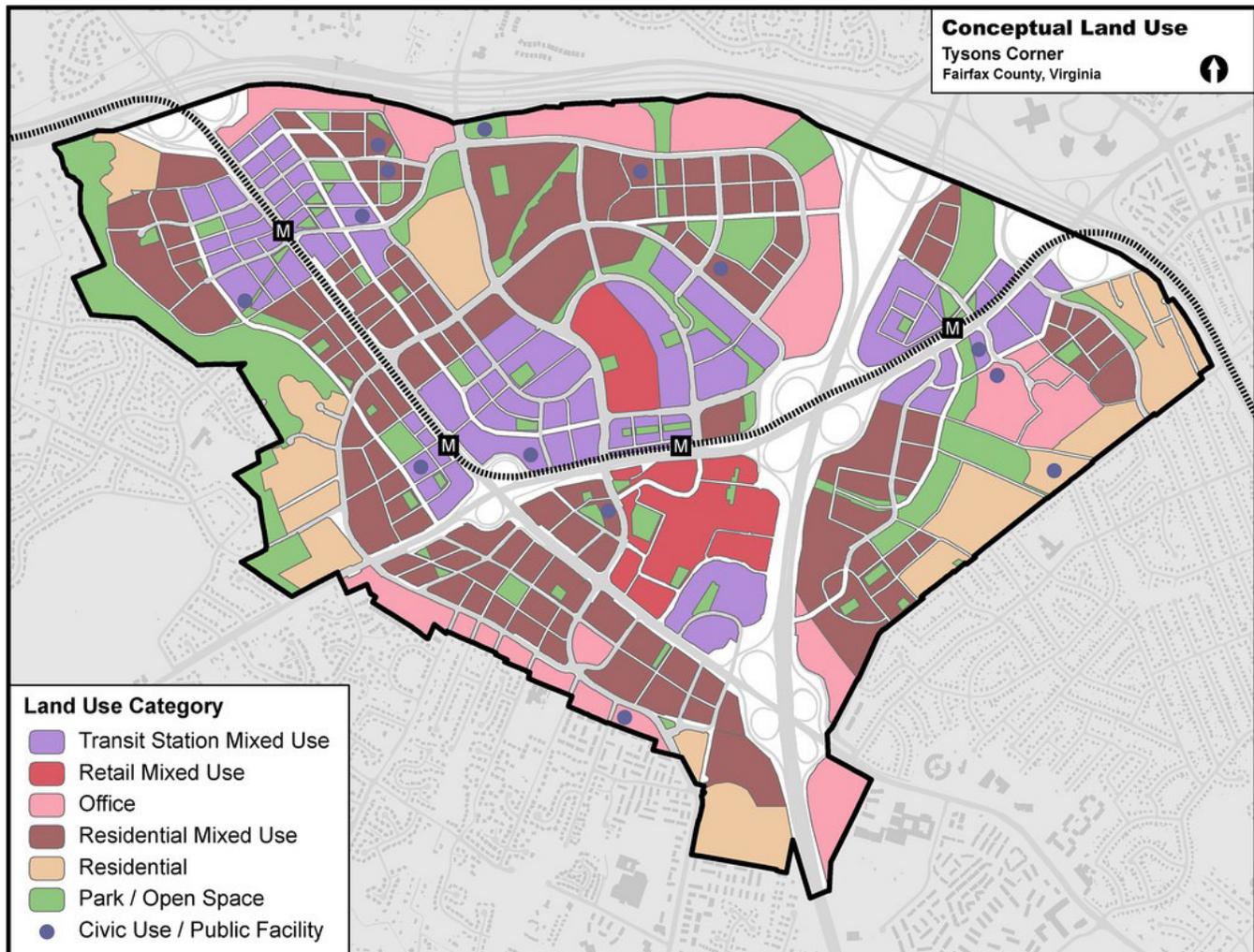
# LAND USE

The Plan’s Areawide Recommendations for Land Use provide guidance for the transformation of Tysons into a vibrant urban place, with much of the area proposed to redevelop as compact, mixed-use transit-oriented developments (TODs) and neighborhoods. This land use pattern focuses growth near the Metrorail stations by allocating higher intensity development in the areas closest to the stations. Monitoring the progress of land use change in Tysons consists primarily of tracking existing, proposed, approved, and constructed developments. Changes to the land use pattern since publication of the 2019 Tysons Progress Report include completion of three residential towers, a grocery store, other retail, and an office building at The Boro. 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 as 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 and discourage the use of single occupancy vehicles. Figure L1 depicts the conceptual planned land uses as included 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. The goals for population, employment, and gross floor area as outlined in the Plan are highlighted in Table L1. The Development and Infrastructure Balance Dashboard contained at the beginning of this report details the existing and projected square footage and how it tracks with Plan goals.

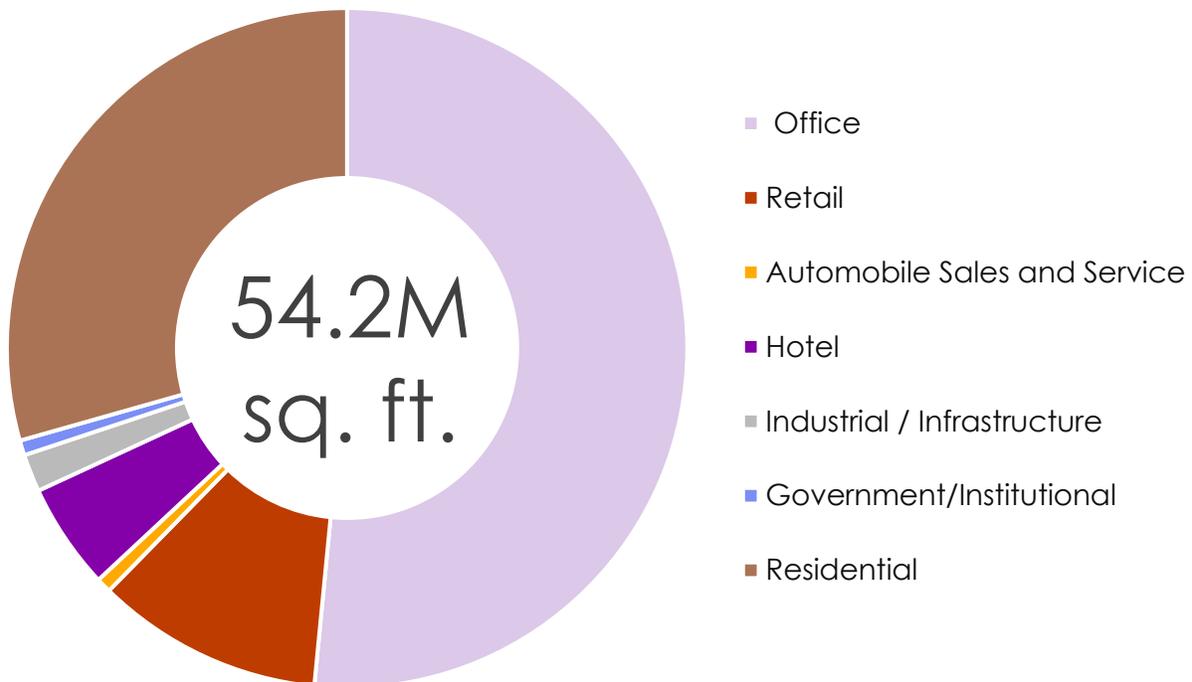
**Table L1: Population, Employment, and Building Space Goals**

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

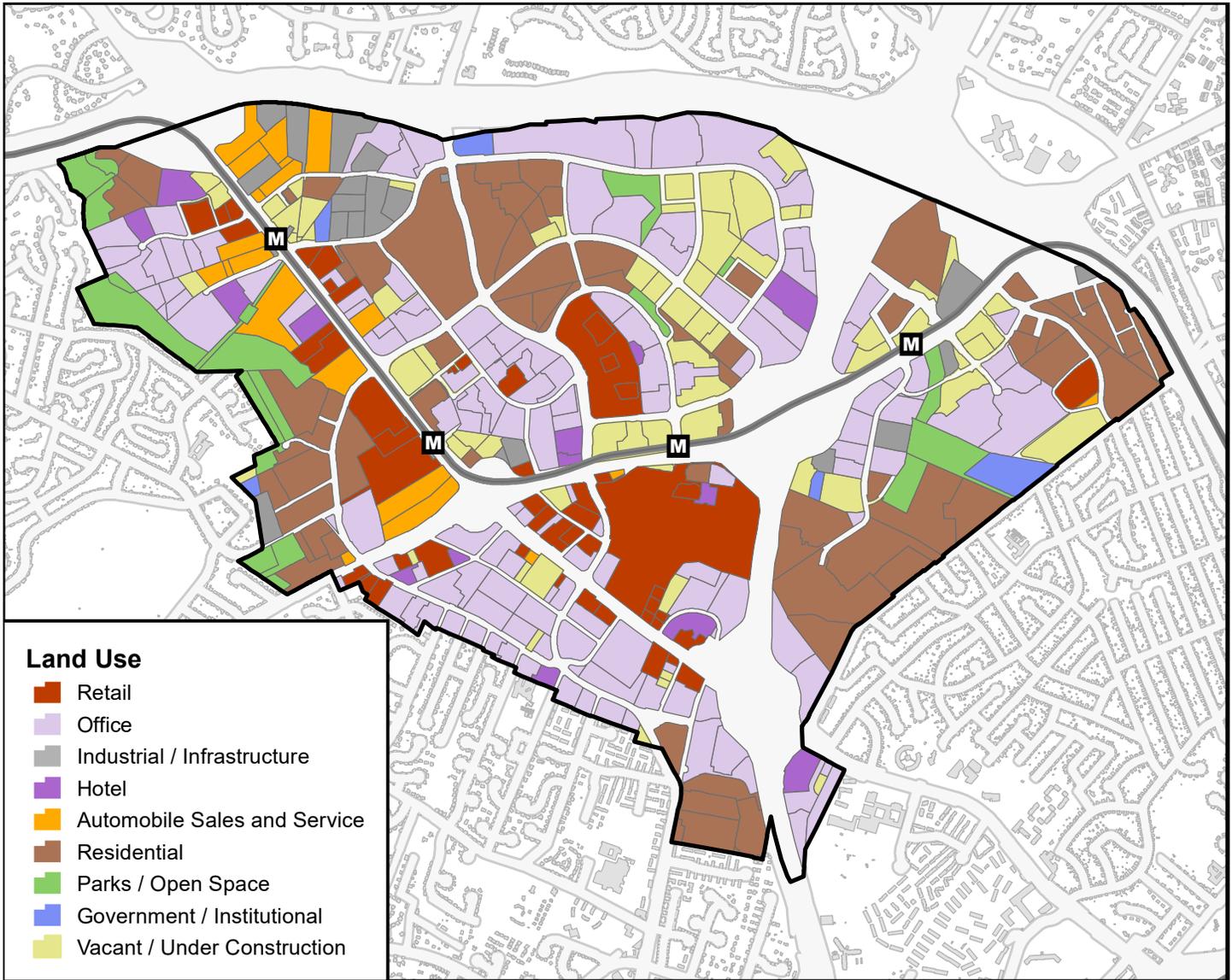
### Existing Development Levels

Figures L2 and L3, and Table L2 illustrate the 2020 land use patterns and existing development levels in Tysons. At the time of Plan adoption, the existing development pattern was characterized by segregated land uses and low levels of residential development relative to office and retail uses; this pattern is changing with new 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, 2020**

Land Use	Gross Floor Area (square feet) <sup>1</sup>
Office	27,958,600
Retail	5,861,000
Automobile Sales and Service	383,000
Hotel	2,740,000
Industrial / Infrastructure	971,000
Government / Institutional	387,000
Residential (sq. ft.)	15,945,200
<b>Total All Uses</b>	<b>54,245,800</b>



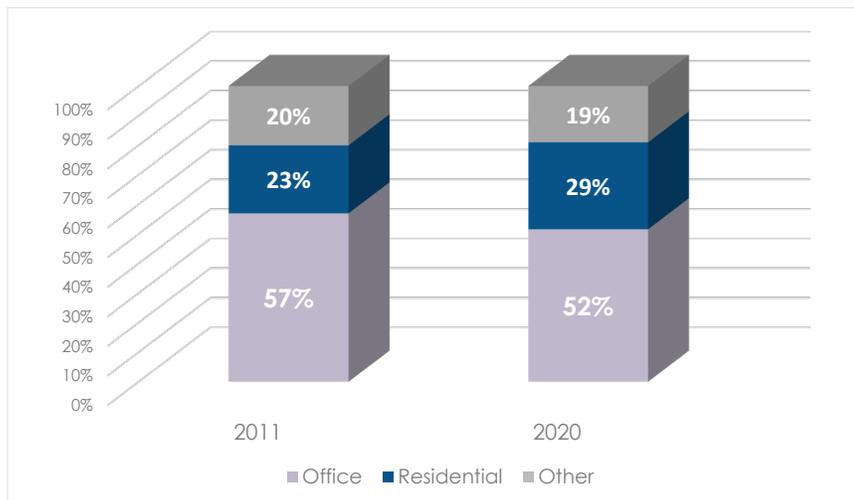
Rise, Bolden, and Verse at the Boro, Tysons' newest residential buildings | Image courtesy of Meridian

<sup>1</sup> Rounded to nearest 100

## 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 2020, residential uses comprise 29% of the development. Currently, an additional 1,268,333 square feet of residential use are 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 2020, the total square feet of development within Tysons increased by nearly 15%. In addition, construction continues in Tysons today. Six buildings, totaling approximately 2 million square feet, are anticipated for delivery within the next three years.

**Figure L4: Change in Land Use: 2011 to 2020**



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 of four jobs per household (4:1) will likely require 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 improved from 12.4:1 in 2005, to 11.7:1 in 2010, to 6.4:1 in 2020.

The number of jobs identified in this report reflects a 2015 estimate that was compiled by Fairfax County and the Metropolitan Washington Council of Governments (MWCOC). MWCOC conducts in-depth population, household and employment estimates, sourced from multiple datasets, as part of its Cooperative Forecasting Program. The program enables local, regional and federal agencies to coordinate planning activities using common assumptions about future growth and development. The last major round, in 2015, provided an estimate of 88,304 jobs; this report utilizes this number as it is most comprehensive and accurate estimate available. The next major MWCOC estimate is anticipated to be provided in 2021-22 and will incorporate 2020 U.S. Census data.



## Major Applications Approved and Development Activity

Forty-one 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 35 Planned Tysons Corner Urban Center District (PTC) applications approved since that time. Of the 35 PTC applications, five were approved since the last Progress Report, published in September 2019. Approved applications are shown in Figure L5. The Conceptual Development Plans (CDPs) set the maximum development level for the project and uses by building, although plans can include optional development scenarios. 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 take decades to fully implement. 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**

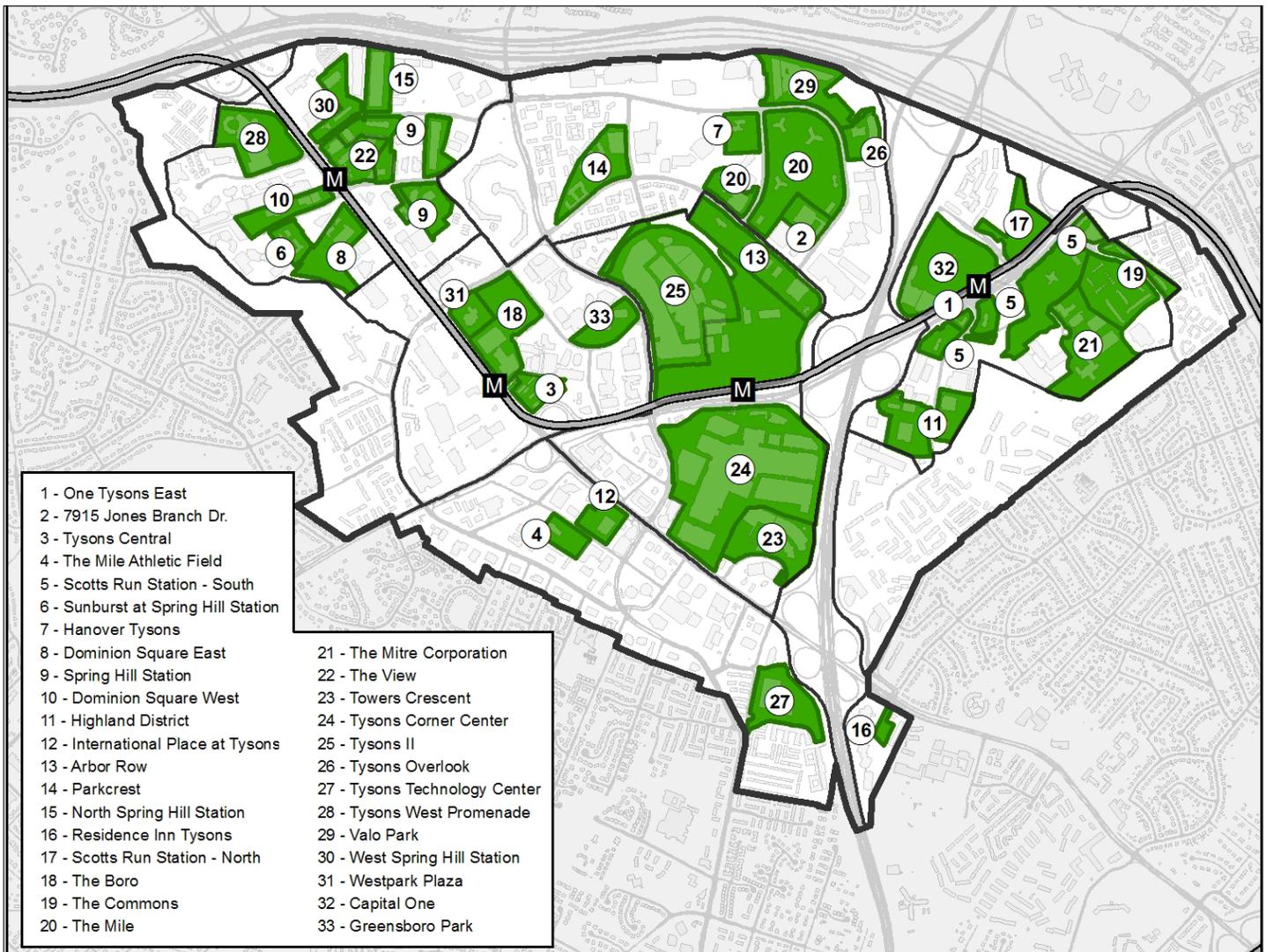


Table L3 provides updates on these applications, focusing on activity that has occurred in this reporting period. Concurrent applications by the same applicant are treated as a single project (for example, Scotts Run Station South is technically two zoning applications, RZ 2011-PR-010 and RZ 2011-PR-011, but is depicted as one project); therefore the 41 approved rezonings are shown as 33 projects). Details on the individual applications are found in Appendix B.

In addition to the highlighted development activities, site plans were approved for improvements to existing uses or supporting infrastructure. Appendix B includes additional information on these site plans.

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

Development / Application(s) (Board Approval Date)	Current Activity (August 2019 – August 2020)
<b>Tysons West District</b>	
Spring Hill Station: RZ 2010-PR-014A/014B (9/27/2011) RZ 2010-PR-014D/014E (2/12/2013) PCA 2010-PR-014D (10/15/2019)	No current activity
Tysons West Promenade: RZ 2011-HM-032 (9/24/2013)	No current activity
Dominion Square West: RZ 2011-HM-012 (2/14/2017) PCA/CDPA 2011-HM-012 (10/15/2019)	No current activity
Dominion Square East: RZ 2011-HM-013 (9/26/2017)	No current activity
Sunburst at Spring Hill Station RZ 2011-HM-027 (9/26/2017)	No current activity
The View RZ 2017-PR-010 (10/15/2019)	No current activity
North Spring Hill Station RZ 2018-PR-021 (5/12/2020)	No current activity
West Spring Hill Station RZ 2018-PR-022 (5/12/2020)	No current activity
<b>Tysons Central 7 District</b>	
Tysons Central: RZ 2011-PR-005 (11/19/2013) RZ 2015-PR-017 (5/2/2017)	Site Plan 1682-SP-002, Building A, approved 10/9/2019
Greensboro Park: RZ 2012-PR-002 (2/25/2014)	No current activity
Westpark Plaza: RZ 2013-PR-009 (11/18/2014)	Site Plan 0826-SP-008-1, Building D1, under review
The Boro: RZ 2010-PR-022 (1/12/2016)	Block A and Building B3 were delivered, pursuant to Site Plan 0826-SP-009
<b>Tysons Central 123 District</b>	
Tysons II: PCA 84-D-049-5 (6/16/2003)	No current activity
Tysons Corner Center: RZ 2004-PR-044 (1/22/2007) PCA 2004-PR-044-02 (Phase 3 & 4); (10/6/2015)	No current activity
Towers Crescent: RZ 2006-PR-028 (10/15/2007)	No current activity

Development / Application(s) (Board Approval Date)	Current Activity (August 2019 – August 2020)
Arbor Row: RZ 2011-PR-023 (11/20/2012) PCA 2011-PR-023 (Block D; 4/5/2016) PCA/CDPA 2011-PR-023-02 (Buildings B & C-1; 6/25/2019)	Site Plan 25530-SP-004, Building A-2, is under review Building D is under construction, pursuant to Site Plan 25530-SP-005 Site Plan 25530-SP-006, Blocks B/C-1, is under review
<b>Tysons East District</b>	
Capital One: RZ 2010-PR-021 (9/25/2012) PCA 2010-PR-021 (5/12/2014) PCA 2010-PR-021-02 (7/11/2017) PCA 2010-PR-021-03 (7/15/2020)	Block A is under construction, pursuant to Site Plan 6835-SP-008 Block C is under construction, pursuant to Site Plan 6835-SP-007 Site Plan 6835-SPV-006, Building 4, is under review
Scotts Run Station South: RZ 2011-PR-010 (4/9/2013) RZ 2011-PR-011 (4/9/2013) PCA 2011-PR-011-03 (7/28/2020)	Archer Hotel (Block K) is under construction, pursuant to Site Plan 8293-SP-001 Site Plan 8293-SP-002, Johnson Block C, approved 3/25/2020 Site Plan 8293-SP-003, Johnson Block D, is under review
The Commons: RZ 2011-PR-017 (6/3/2013)	No current activity
Scotts Run Station North: RZ 2011-PR-009 (6/2/2015)	No current activity
Highland District: RZ 2014-PR-021 (7/12/16)	Building B is under construction, pursuant to Site Plan 7788-SP-004 Site Plan 7788-SP-005, Building A, is under review
The Mitre Corporation: RZ 2010-PR-023 (2/20/2018) PCA 2011-PR-011 (2/20/2018)	Site Plan 1702-SP-010, MITRE 5, approved 11/18/2019
One Tysons East: RZ 2015-PR-014 (4/14/2020)	No current activity
<b>West Side District</b>	
No Approved Major Applications	
<b>Old Courthouse District</b>	
The Mile Athletic Field: PCA C-597-4 (7/21/2008) PCA C-597-05 (9/24/2019)	No current activity
Tysons Technology Center: PCA 75-7-004-03 (5/17/2016)	No current activity
International Place at Tysons: RZ 2015-PR-006 (7/25/2017)	No current activity
<b>Tysons North Central District</b>	
Parkcrest: RZ 2002-PR-016 (1/6/2003) PCA 2002-PR-016-2 (5/11/2010)	Site Plan 5166-SP-004, Building 3, approved 2/24/2020
Tysons Overlook: SEA 94-P-040 (5/18/2011)	No current activity
7915 Jones Branch Drive: RZ 2014-PR-004 (12/2/2014) PCA 2014-PR-004 (7/16/2019)	No current activity
Hanover Tysons: RZ 2018-PR-015 (3/19/2019)	Site Plan 0312-SP-010 approved 11/18/2019, building is under construction
The Mile: RZ 2017-PR-015 (7/16/2019)	Site Plan 1211-SP-003, Building A, approved 4/3/2020
Valo Park: RZ 2019-PR-017 (6/9/2020)	No current activity
<b>East Side District</b>	
Residence Inn Tysons RZ 2014-PR-025 (4/7/2015)	Site Plan 4717-SP-003-3, is under review

Table L4 aggregates the total development approved under the major applications in Tysons as of August 1, 2020. As noted, many of the approved applications propose use-options for various buildings, resulting in different maximum development levels depending on whether a residential or non-residential option is ultimately selected.

**Table L4: Total Maximum Development Approved by Major Applications**

	# of Buildings	Office (GFA)	Retail (GFA)	Residential		Hotel (GFA)	Total <sup>1</sup> (GFA)
				GFA	DUs		
<b>Implemented <sup>2</sup></b>							
	21	2,778,218	392,717	3,981,759	3,137	262,913	6,953,376
<b>Under Construction</b>							
	9	1,243,230	219,839	1,268,333	1,064	434,813	3,292,045
<b>Approved by Site Plan, Not Under Construction</b>							
	6	859,587	74,061	1,094,222	1,035	0	2,027,870
<b>Approved by FDP</b>							
	108	17,367,189	5,078,673	15,445,994	14,106	4,268,831	41,892,810
<b>Approved by CDP</b>							
Options that Maximize Employment Options	207	29,626,949	6,117,142	34,783,586	33,152	4,217,337	72,392,134
Options that Maximize Residential Options	207	28,887,311	6,078,572	36,949,086	35,135	2,874,741	73,167,470

<sup>1</sup> 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

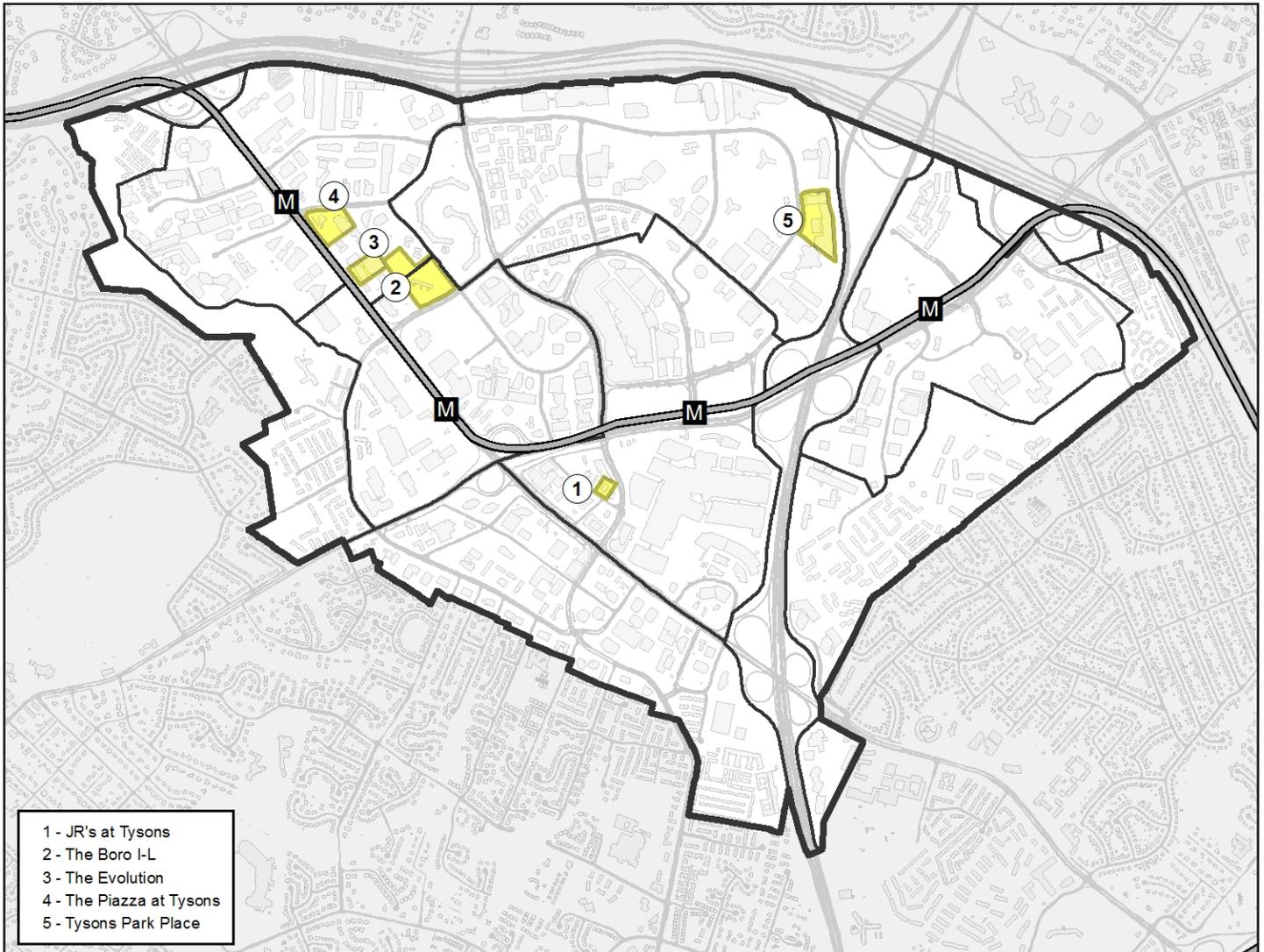
<sup>2</sup> Implemented since Plan adoption

## Major Applications Under Review and Indefinitely Deferred

As of August 2020, five major projects have applications under review; no projects are indefinitely deferred. Collectively, these applications cover approximately 26 acres of land. Figure L6 illustrates the location of the pending applications. 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 L5 provides a summary of the combined total of the proposed CDP and FDP development levels for the pending major 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**



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

	# of Buildings	Office (GFA)	Retail (GFA)	Residential		Hotel (GFA)	Total <sup>1</sup> (GFA)
				GFA	DUs		
<b>Proposed by FDP</b>							
	1	450,000	0	0	0	0	450,000
<b>Proposed by CDP</b>							
Options that Maximize Employment Options	12	1,743,000	707,817	3,478,646	4,004	220,000	5,743,649
Options that Maximize Residential Options	12	1,556,600	110,980	3,639,809	4,046	220,000	5,773,649

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

## Tysons Total Development Levels and Land Use Mix

Progress towards achieving the planned mix of uses and intensity within Tysons is being monitored. Table L6 provides the current (as of August 1, 2020) 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 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.

**Table L6: Tysons Development Levels: Existing, Under Construction, Approved, and Proposed**

	Existing Development (GFA)	Under Construction (GFA)	Approved, Unbuilt Development <sup>1</sup> (GFA)	Proposed Development, Under Review <sup>2</sup> (GFA)	Total (GFA)
<b>Office</b>	29,316,629 <sup>3</sup>	1,243,230	14,315,163	1,743,600	46,618,622
<b>Retail</b>	6,243,967 <sup>4</sup>	219,839	686,295	707,817	7,857,918
<b>Hotel</b>	2,740,000	434,813	2,493,239	220,000	5,888,052
<b>Total Non-Res</b>	38,300,596	1,897,882	17,494,697	5,743,649	63,436,824
<b>Residential</b>	15,945,218	1,268,333	27,582,926	3,478,646	48,275,123
<b>Residential Units</b>	13,701	1,064	26,715	4,004	45,484
<b>Total Development</b>	54,245,814	3,292,035	39,846,603 <sup>5,6</sup>	5,743,649 <sup>5,6</sup>	103,128,101 <sup>5,6</sup>

1 Net increase over existing and under construction

2 Net increase over existing, under construction and approved

3 Includes industrial/infrastructure uses and government/institutional uses

4 Includes automobile sales and service

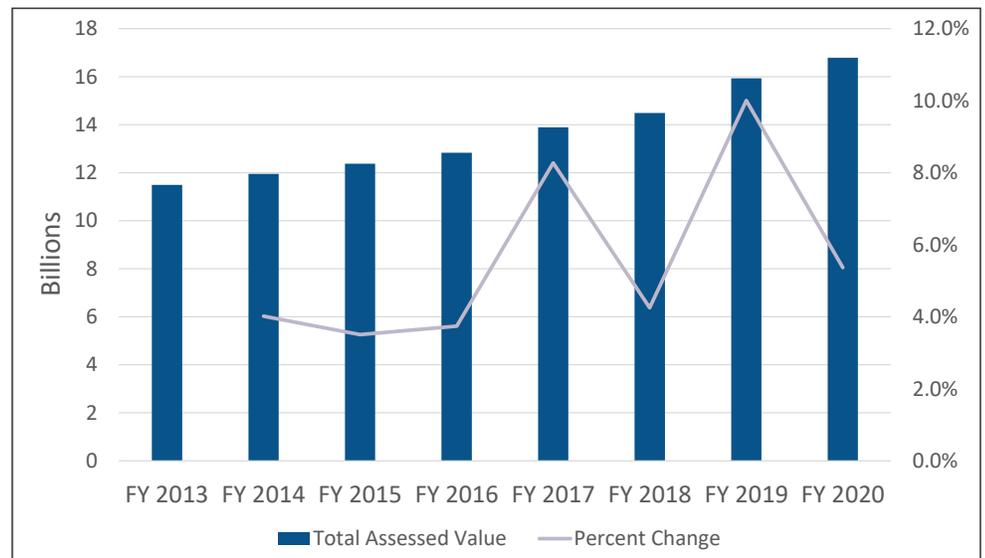
5 Includes public facilities

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

## Tysons Assessed Value

On January 1, 2013, Tysons was recognized as a special tax district. Since that time, the assessed land values have been tracked by Fiscal Year (FY). Figure L7 summarizes the change in value and percent change from FY 2013 to FY 2020.

**Figure L7: Tysons Assessed Values Over Time**



## Population and Jobs

The number of dwelling units proposed, approved, and constructed is monitored to develop population estimates. Non-residential land use is also monitored and is used to develop employment population estimates. Tables L7 and L8 summarize the current estimates for existing residential and employment populations, as well as estimates based upon the approved major applications as of August 2020 and pending major applications.

Many of the approved and pending applications propose use-options for various buildings. Table L7 depicts the estimated population changes under the maximum non-residential development. Table L8 depicts the estimated population changes under the maximum residential development.

**Table L7: Population and Jobs Estimates; Maximum Non-Residential Development Options**

	Existing	Under Construction	Approved, Unbuilt Development <sup>1</sup>	Proposed Development, Under Review <sup>1</sup>	Total
Residential Population	29,403	1,862	46,751	7,007	85,023
Residential Units	13,701	1,064	26,715	4,004	45,484
Number of Jobs	88,304	4,955	51,089	20,881	165,229

<sup>1</sup> Net increase over existing and under construction

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

	Existing	Under Construction	Approved, Unbuilt Development <sup>1</sup>	Proposed Development, Under Review <sup>1</sup>	Total
Residential Population	29,403	1,862	50,222	7,007	88,494
Residential Units	13,701	1,064	28,698	4,004	47,467
Number of Jobs	88,304	4,955	47,577	20,881	161,717

<sup>1</sup> Net increase over existing and under construction

The number of jobs in the Comprehensive Plan was estimated to be 105,000 in 2010. The 88,304 statistic shown in Tables L7 and L8 are accurate estimates of jobs based on numerous data sources, compiled in a joint effort with the Metropolitan Washington Council of Governments (MWCOG). This number is lower than the Comprehensive Plan's estimate because it utilizes more accurate data sources, whereas the Comprehensive Plan's estimate was based on square footage of office, hotel and retail uses.

## 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 varied income population can live in Tysons. 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. 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. 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 4,600 workforce housing units will be developed in Tysons. Table L9 shows the ADUs and WDUs delivered to date. More information on current housing policy efforts can be found in Appendix A.

**Table L9: ADUs and WDUs Delivered in Tysons as of August 1, 2020**

Project Name <sup>1</sup>	Program	Date Delivered <sup>2</sup>	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
Lumen	WDU - Rental	June 2019	80
The Boro (Bolden)	WDU - Rental	June 2019	55
The Boro (Rise)	WDU - Rental	June 2019	81
<b>TOTAL</b>			<b>752</b>

1 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.

2 Delivered, for ADU and WDU purposes, is defined as projects that have recorded restrictive covenants in the land records and executed WDU Program Notice of Availability and Rental Offering Agreements.

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, the balance of the Tysons Housing Trust Fund is approximately \$5,222,000. Staff and the Tysons Partnership are collaborating on policy development to maximize the provision of affordable housing opportunities within Tysons through the Tysons Housing Trust Fund.



# 2

# TRANSPORTATION



# TRANSPORTATION

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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 development that is phased and coordinated with the provision of additional transportation infrastructure and capacity, incorporating programs to reduce vehicular trips.

Monitoring the performance of the transportation system as Tysons develops is critical to achieving these goals. Monitoring relies on tracking the critical components of the transportation system, including the use of private automobiles and transit, and walking and bicycling trends. In addition to these modal activities, progress towards achieving parking management and transportation demand management goals is monitored and assessed.

This section is based on information generally collected in the spring of each year. Due to the global COVID-19 pandemic, collecting and reviewing data during this time gave Fairfax County the unique ability to evaluate the impact of massive changes to trip making patterns and transportation systems in Tysons. While this information may not necessarily generate noticeable trend data, given its unique circumstances, the data will allow the county to understand the impact of things such as reduced transit service, increased teleworking, and the general elimination of the standard morning and/or evening peak periods of traffic. The numbers in this section represent data obtained through June 2020. The overall analysis and summary of data represents trends and changes since the opening of the Metrorail Silver Line in July 2014.

## *Transportation Infrastructure Improvements Funding*

The transportation infrastructure necessary to support additional demand created by new development includes new components 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 are found in the Comprehensive Plan: "Table 7: Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons" and in the "Table 7B: Transportation Infrastructure Resulting from Changes in Land Use Distribution and Resulting from Further Analysis and Planning of the Grid of Streets" 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 capital investment, and on-going operating funds to accommodate increased travel demand. In 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. 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, and developer contributions, where appropriate.

The funding plan, originally estimated at \$3.1 billion dollars over 40 years, is reviewed annually and revised periodically as necessary to reflect refined project cost estimates and schedule updates for project implementation.

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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**

Two road funds dedicated to Tysons were established in January 2013. A third, previously existing, fund also remains. Contribution rates for all funds are reviewed annually. The three funds, with their 2020 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 April 1, 2020, are \$7.35 per gross square foot (GSF) of building structure of the total new non-residential space and \$1,141.61 per unit of 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 April 1, 2020, are \$6.44 per GSF of non-residential use and \$1,141.61 per unit of 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 Comprehensive Plan in June 2010, continue to provide proffered contributions to this fund. Contribution rates, effective April 1, 2020, are \$4.77 per GSF of non-residential use and \$1,059.10 per unit of new residential uses.

As of April 2020, approximately \$52.45 million from these funds was allocated to projects including:

- Jones Branch Connector (complete)
- Modified Intersection Treatment Projects on Route 123 (east of I-495)
- Route 123/Route 7 Interchange Project
- Route 123 Widening (Route 7 to I-495)
- Improvements to Tysons Grid of Streets
- Tysons\*West Park Transit Center Ramp to Dulles Toll Road
- Tysons East Dulles Connector Ramps Study

More detailed information about the status of these initiatives is found in the “Infrastructure Improvements and Transportation Studies” section of this chapter.

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## ***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 Service District may only be used for transportation improvements within the Service District. Appendix A contains information on the formation of the Service District. The FY2020 tax rate for the Service District is set at \$0.05 per \$100 of assessed value. In 2020, the Service District collected approximately \$8.3 million. Through FY 2020, a total of approximately \$45.2 million was collected. To date, the Board has approved approximately \$38.4 million for project allocations. These projects include:

- Route 7 Widening (I-496 to I-66)
- Route 7 Widening (Route 123 to I-495)
- Route 123 Widening (Jarrett Valley to Reston Avenue)
- Route 123 Widening (Route 7 to I-495)
- Route 123 Widening (Old Courthouse Road to Route 7)
- Tysons/Old Meadow Pedestrian Bridge
- Greensboro Ramp to Dulles Toll Road

The \$47.78 million in estimated revenues from FY 2021-2025 will be allocated to specific Table 7 projects over the next couple of years.

### ***Funding Progress of Tysons Transportation Projects***

The Jones Branch Connector, a \$60 million project, was open to the public in March 2020.

Route 7 Widening (Jarrett Valley Drive/Dulles Toll Road (DTR) to Reston Avenue) with a total project cost estimate of \$314 million, is fully funded. The CTB approved the award of a contract on July 18, 2018, to Shirley LLC for project design and construction. Construction began in Spring 2019, and the estimated completion date is Fall 2024.

The widening of Route 7 over the DTR with a total project cost of approximately \$44.82 million, was completed in May 2018.

### ***Infrastructure Improvements and Transportation Studies***

The Fairfax County Department of Transportation (FCDOT) has advanced multiple transportation projects and studies necessary for Plan implementation. Table T1 and Table T2 summarize infrastructure improvements and studies. Appendix C contains some additional information on the projects and studies listed in the tables.

**Table T1: Transportation Infrastructure Improvements**

Infrastructure Improvement	Type	Overview	Status
Lincoln Street	Road	Lincoln Street is part of the Tysons grid of streets. It will provide a connection between Old Meadow Road and Magarity Road as a two-lane local roadway with multimodal accommodations	In process - feasibility study completed. 15% design completed June 2020. Construction begins in late 2023 - early 2024. Additional information including the feasibility study results, is available at: <a href="http://www.fairfaxcounty.gov/transportation/projects/lincoln-street">www.fairfaxcounty.gov/transportation/projects/lincoln-street</a>
Tysons/Old Meadow Road Bike/Ped Improvements	Bike/Ped	This project will build a pedestrian and bicycle bridge over the Beltway, near Route 123 and I-495, to improve bicycle and pedestrian safety and connectivity in the Tysons area	In process – land acquisition underway. Construction expected to begin Spring 2021. Additional information on this project is available at: <a href="http://www.virginiadot.org/projects/northernvirginia/bike-ped_improvements.asp">www.virginiadot.org/projects/northernvirginia/bike-ped_improvements.asp</a>
Route 7 Widening (West of Jarrett Valley Drive)	Road	Widen Route 7, between Reston Avenue and Jarrett Valley Drive, from 4 to 6 lanes and add shared use paths	In process - construction began in Summer 2019. Expected to be completed Summer 2024. Additional information on this project is available at: <a href="http://www.fairfaxcounty.gov/transportation/projects/route7-widening">www.fairfaxcounty.gov/transportation/projects/route7-widening</a>
Jones Branch Connector	Road	Multimodal connection between Tysons East (Route 123) and West (Jones Branch Drive)	Opened March 2020. Additional information on this project is available at: <a href="http://www.fairfaxcounty.gov/transportation/projects/jones-branch">www.fairfaxcounty.gov/transportation/projects/jones-branch</a>
Tysons Metrorail Station Access Improvements (TMSAMS)	Transit / Bike/ped	Access improvements to the Metrorail stations in Tysons	34 of the 40 projects are completed, 4 are under construction, 1 is in design, 1 is in ROW and 1 is on hold. Three projects have been completed since June 2019. Additional information on TMSAMS, including the status of each of the projects, is available at: <a href="http://www.fairfaxcounty.gov/transportation/study/tysons-metrorail">www.fairfaxcounty.gov/transportation/study/tysons-metrorail</a>
Route 7 Bridge over Dulles Toll Road	Road	Widened the bridge from 4 to 6 lanes with a shared use path on both sides. Improved access to Tysons from the west.	Completed May 2018, additional information is available at: <a href="http://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/transportation/final%20report%20new%20tysons%20dulles%20toll%20road%20ramps%20operational%20analysis%2011-13.pdf">www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/transportation/final%20report%20new%20tysons%20dulles%20toll%20road%20ramps%20operational%20analysis%2011-13.pdf</a>

**Table T2: Transportation Studies**

Transportation Study	Type	Overview	Status
Route 7 Corridor Transit Study (Envision Route 7/ NVTC Study)	Transit	Assessment of travel needs within the Route 7 corridor between Tysons and the City of Alexandria, primarily focused on I-66 to Alexandria	In process - phase III completed Fall 2019. Phase IV estimated to begin Summer 2020. Will prepare traffic analysis for the corridor.
County Route 7 Bus Rapid Transit (BRT) Study	Transit	Assessment of how a BRT system will function along the Route 7 Corridor from Spring Hill Metrorail to the I-66 Interchange, being coordinated with regional NVTC Study.	In process - currently testing three route alternatives and will hold public meeting in Fall 2020. Study estimated to be complete Fall 2020
Route 7 Widening Study	Road	Evaluation of options to widen Route 7 between Route 123 and the Capital Beltway as well as from I-495 to I-66.	In process - being coordinated with County Route 7 BRT Study.
Route 7/123 Intersection Study	Road	Evaluation of options to reconfigure the intersection of Route 7 and Route 123 to accommodate future traffic demand.	In process - being coordinated with County Route 7 BRT Study and Route 7 Widening Study. Two concepts being considered. Advancing to 15% design based on charrette recommendation.
Route 123 Modified Intersection Treatment (Inside and Outside the Beltway)/Route 123 Corridor Study	Road	Refinement of concepts for Route 123 inside the Beltway and improvement option identification for Route 123 outside the Beltway.	In process - future forecasts updated in Spring 2020 incorporating future roadway network improvements in Tysons and I-495 Next. Development and analysis of future baseline and alternatives is being conducted.

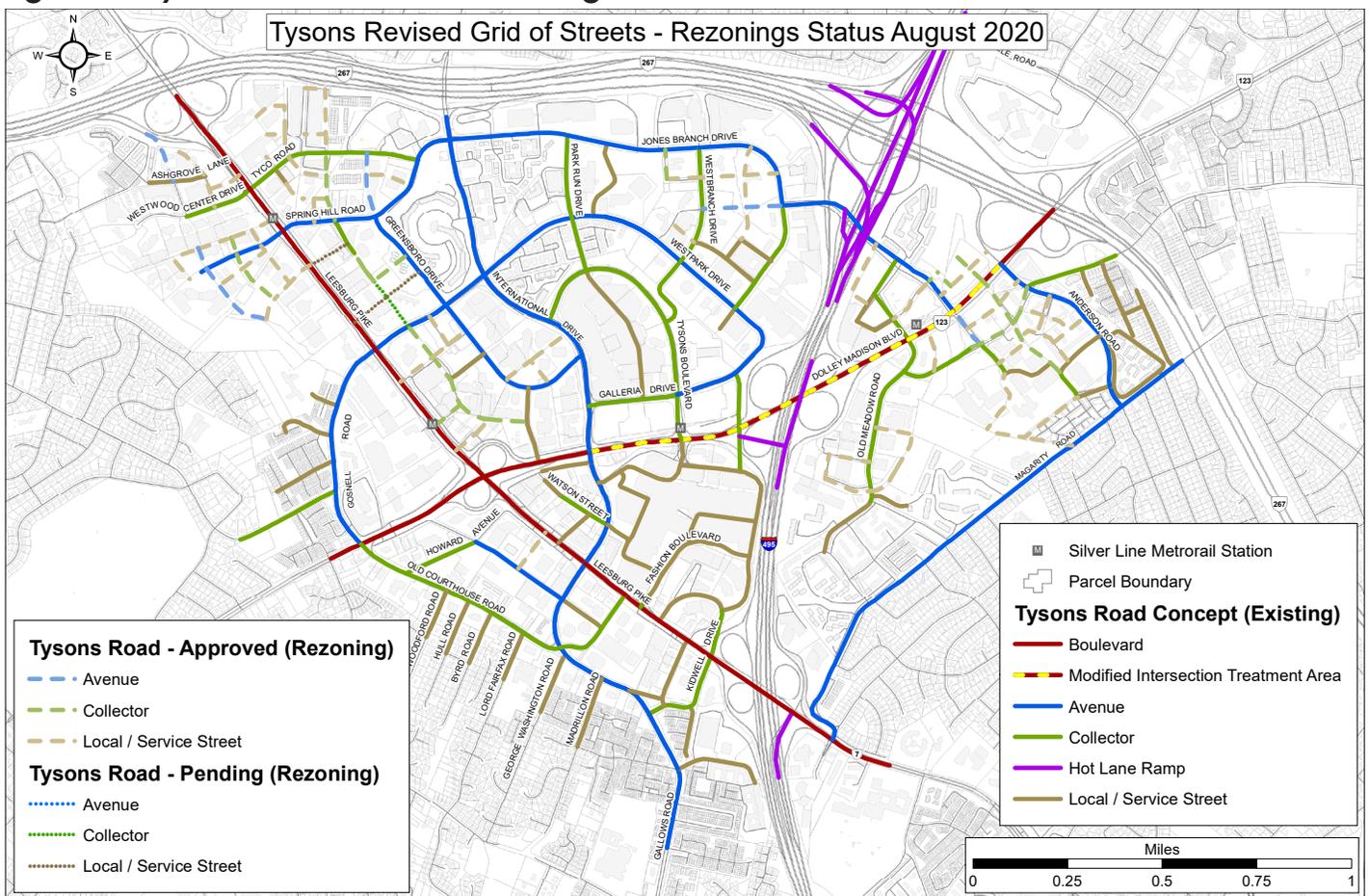
Transportation Study	Type	Overview	Status
Tysons Neighborhood Traffic Study	Road	Analysis of 2030 traffic impacts and potential mitigation measures for intersections in the neighborhoods surrounding Tysons.	In process - determination of next steps for intersections was made, including categorizing intersections as: <ul style="list-style-type: none"> <li>• Projects that are underway</li> <li>• Further study needed for implementation for some of the intersections</li> <li>• Additional monitoring necessary</li> <li>• Others needing additional analysis to determine next steps.</li> </ul> A final report has been prepared and should be released by late 2020. More information can be found at: <a href="http://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/mapsstatsstudies/051210neighborhood_transportation.pdf">www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/mapsstatsstudies/051210neighborhood_transportation.pdf</a>
I-495 NEXT	Road	VDOT conducted an environmental study about plans to extend the 495 Express Lanes by approximately three miles from the 495 and Dulles Toll Road interchange to the vicinity of the American Legion Bridge.	In Process – conducted an environmental study. The study began in April 2018 and was completed in Fall 2019. Waiting to hold NEPA public hearing. Additional information on this project is available at: <a href="http://www.495next.com/">www.495next.com/</a>
<b>Completed Studies</b>			
Lincoln Street Feasibility Study	Road	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. Moved to implementation.	Completed 2019, the study results are available at: <a href="http://www.fairfaxcounty.gov/transportation/projects/lincoln-street">www.fairfaxcounty.gov/transportation/projects/lincoln-street</a>
Countywide Transit Network Study	Transit	Study identified transit needs throughout county and includes recommendations specific to Tysons.	Completed 2016, the report can be found online: <a href="http://www.fairfaxcounty.gov/transportation/study/countywide-transit">www.fairfaxcounty.gov/transportation/study/countywide-transit</a>
Tysons East Dulles Connector Study	Road	Two alternatives were recommended to facilitate a new connection from the Dulles Connector Road to the Tysons East roadway network.	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. The report can be found online: <a href="http://www.fairfaxcounty.gov/tysons/ramps-dulles-toll-road">www.fairfaxcounty.gov/tysons/ramps-dulles-toll-road</a>
State Street Study	Road	Study includes potential alignments and impacts for the newly proposed State Street. Three options identified.	Completed 2014. The County purchased a key piece of property for the construction of State Street in June 2019.
Dulles Toll Road Ramp Study	Road	Study includes an operational analysis of, and conceptual designs for, new ramps from the Dulles Toll Road to Tysons	Completed 2014. In May 2019, the Board allocated \$15 million to advance two of the connections. 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. More information is available at: <a href="http://www.fairfaxcounty.gov/tysons/ramps-dulles-toll-road">www.fairfaxcounty.gov/tysons/ramps-dulles-toll-road</a>
Consolidated Traffic Impact Analysis (CTIAs)	Road	Three CTIAs were conducted to determine current and future traffic conditions associated with planned densities and new developments and to help refine the grid network	Completed 2013
Ultimate Operation Study for the Tysons Circulator	Transit	Study covers the development of a long-term Circulator System in Tysons by 2050	Completed 2013, the final report was published in Spring 2013 and is posted at: <a href="http://www.fairfaxcounty.gov/tysons/tysons-circulator-study">www.fairfaxcounty.gov/tysons/tysons-circulator-study</a>
Tysons Multimodal Transportation Hub Analysis	Transit	Recommendations were made for multimodal transportation hubs close to Metrorail or other activity centers	Completed 2013, additional information is available at: <a href="http://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/transportation/tysonsmultimodaltransportationhubsfinalreport022713.pdf">www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/transportation/tysonsmultimodaltransportationhubsfinalreport022713.pdf</a>

## Tysons Grid of Streets - Implementation Progress

The conceptual grid of streets adopted in the Comprehensive Plan as shown in Map 7, sets forth a Tysons street network providing network diversity, direct connections among various locations, and a variety of transportation modes. Grid implementation will occur primarily through the redevelopment process.

Figure T1 illustrates progress on the implementation of the conceptual Tysons road network as of June 2020. The map shows the existing road network prior to the adoption of the conceptual Tysons network in the Comprehensive Plan (“Existing”), network links implemented since adoption of the Plan (“Constructed”), and approved network links (“Approved Through Rezoning”), not yet built, or 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 June 2020**



## Travel Monitoring

Travel monitoring in Tysons began in 2011 and is assessed annually, apart from 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: via the peak hour and via the peak period. The peak hour represents the single hour in the AM and the PM with the highest number of trips, while peak period represents the top three consecutive hours in the AM and the PM with the highest number of trips. In Tysons,

traditionally the peak hours are 8:00 AM – 9:00 AM and 4:45 PM – 5:45 PM. The peak periods are traditionally 7:00 AM – 10:00 AM and 4:00 PM – 7:00 PM.

In early 2018, with funding from the Metropolitan Washington Council of Governments’ (MWCOC) Transportation/Land-Use Connection (TLC) Program, Fairfax County worked with consultants to create an efficient and holistic approach to gathering multi-modal data through newer techniques in data collection. A long-term guide was developed for collecting data in Tysons as new transportation infrastructure is implemented.

For the purposes 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. Trips that begin and end within Tysons are not specifically attributed in the data. Person trips entering and exiting Tysons, including through trips, are assessed using vehicle, pedestrian, and bicycle counts, as well as bus and rail ridership data collected at the boundaries of Tysons. Counts were conducted in Spring 2020.

Table T3, below, highlights the changes in peak period person trips, including single-occupancy vehicle (SOV) trips and Non SOV trips throughout the course of the study period.

**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
2011-2020	-9.92%	-10.42%	-8.39%	-9.54%	-11.33%	-5.55%
2019-2020	-69.66%	-68.03%	-72.54%	-60.98%	-59.40%	-63.33%

Unlike previous years, due to the COVID-19 pandemic, the number of person trips has dramatically decreased to unprecedented numbers. The trend of person trips is 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 account for 57% of AM peak period trips (68% in 2019) and outbound trips account for 54% of PM peak period trips (61% in 2019) (Figure C2, in Appendix C). Even with the massive reduction in trips due to the COVID-19 pandemic, this reflects Tysons’ status as a major employment center, attracting trips in the morning and dispersing them in the evening. Table T3 shows total person trips for the AM and PM are severely decreased from 2019 to 2020. This change is attributable to the COVID-19 pandemic, as many businesses offered their employees teleworking options and retail shopping moved online.

Fairfax County will continue to assess the characteristics of person trips and trends of SOV and Non SOV trips to show the COVID-19 pandemic’s impact on traffic patterns and trends. Additionally, 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.

### 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, using tube counts at the 15 locations of primary access. Table T4 summarizes the results of this assessment.

**Table T4: AM and PM Peak Period SOV and Non-SOV Trips (2011-2020)**

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%
2019	90,548	70%	38,083	30%	85,976	62%	53,763	38%
<b>2020</b>	<b>28,944</b>	<b>73%</b>	<b>10,457</b>	<b>27%</b>	<b>32,316</b>	<b>62%</b>	<b>19,716</b>	<b>38%</b>

Morning and evening peak period vehicle trips decreased in 2020 when compared to last year, due to the COVID-19 pandemic. Table T4 illustrates this change over time and shows how stay at home orders and a pandemic significantly reduces travel.

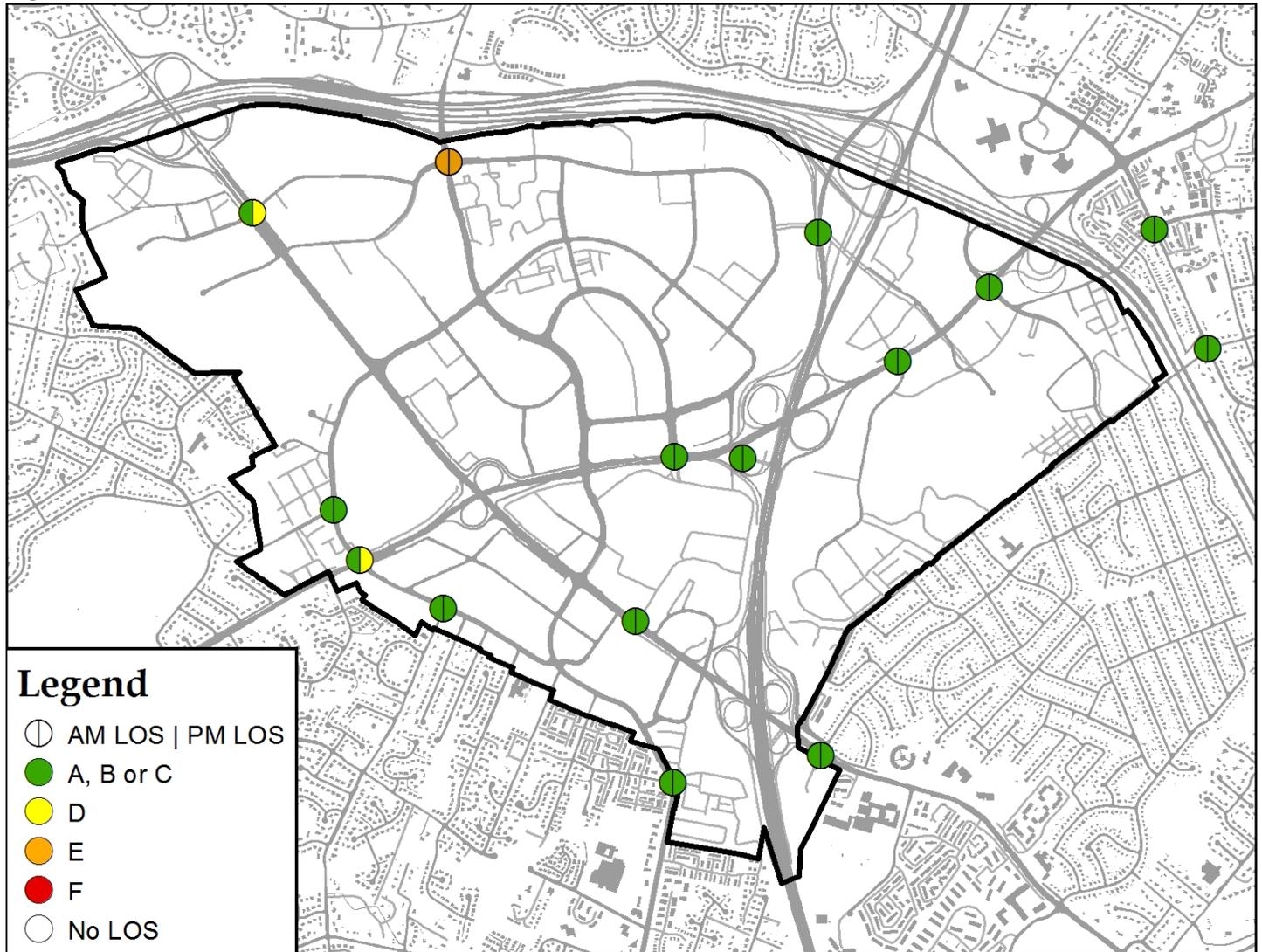
Total traffic volumes are slightly higher in the PM peak period, than in the AM peak period, which is consistent with the trend seen in previous years (see Appendix C, Figure C6).

### 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. For signalized intersections, service levels 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 periods. Assessed over time, LOS demonstrates changes in transportation system performance, indicating to what degree a balance is maintained between the growth of Tysons, 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 in Spring 2020. Vehicle counts tabulated for the 2020 AM and PM peak hours are available in Appendix C and serve as the basis for the LOS assessment.

**Figure T2: Level-of-Service Analysis – AM and PM Peak Hour (2020)**



As shown in Figure T2, in 2020, the decrease in both the AM and PM peak hour traffic associated with the COVID-19 pandemic, resulted in all intersections operating above LOS F. In fact, most intersections were operating in LOS A, B, or C. International Drive and Spring Hill Road was operating in LOS E in the AM and 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 Metrorail Silver Line in 2014. The 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 typical weekday ridership entries of the Silver Line during the opening year of 2014, and ridership on a typical weekday in each successive April. The final column displays the percentage change in ridership entries between 2019 and 2020 conditions. During April, Metro shut down the McLean and Greensboro Metrorail stations and enforced an “essential trips only” policy during the month of April, effecting ridership totals.

**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	April 2019	April 2020	Percent Change April 2018 - April 2019
McLean	1,439	1,619	1,623	1,673	1,832	2,278	6	-99%
Tysons Corner	2,993	3,032	3,147	3,127	3,452	3,632	197	-95%
Greensboro	893	1,075	1,139	1,122	1,252	1,501	8	-99%
Spring Hill	1,316	1,410	1,264	1,220	1,188	1,226	126	-90%
Total Tysons Stations	6,641	7,136	7,173	7,142	7,723	8,638	337	-96%
Reston Stations								
Wiehle-Reston East	8,434	8,558	7,780	7,447	7,721	8,291	297	-96%

\*August 2014, first full month of Silver Line operation

Low ridership in 2020 is due to the COVID-19 pandemic; Metrorail encouraged riders to not ride transit and many office and retail uses were not open for standard business. Increased teleworking and the various “stay-at-home” policies substantially reduced Tysons travel. The table shows reductions in ridership of over 90% for each station along the line. The most active Metrorail station within Tysons during the COVID-19 pandemic, Tysons Corner, averaged approximately 197 passengers per day (total entries) on weekdays. Metrorail ridership drastically decreased among all the stations in Tysons from 2019 to 2020.

Typical weekday ridership will continue to be assessed annually to understand future trends related to the COVID-19 pandemic, as well as how transit recovers post-pandemic.

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## **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 2020, 14 Fairfax Connector bus routes operated circulator, express, peak, and local bus service in Tysons. Due to the COVID-19 pandemic, many bus routes were stopped or operating on a limited service schedule due to low ridership. Details on operating buses are found in Appendix C.

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 on three routes 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 continue to evolve. Fairfax Connector routes as of Spring 2020 are described in Appendix C.

### **Bus Transit Use**

Due to the COVID-19 pandemic Metrobus data for route 3T and PRTC OmniRide bus route services from Manassas, Linton Hall, and Woodbridge to Tysons were all unavailable due to insufficient data and/or discontinuation due to low ridership. Fairfax County Connector buses were operating only 9 of 14 bus routes that service Tysons. More details on which buses were operating can be found in Appendix C.

To account for social distancing, some Fairfax County Connector bus routes were operating full weekday service to prevent crowding on buses.

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

## *Walking and Bicycling in Tysons*

The Plan for Tysons recommends friendlier and safer walking and bicycling using 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 (Level-of-Service Analysis), reflecting trips into and out of Tysons. However, these counts do not reflect internal Tysons trips (e.g. trips that begin and end within Tysons). A summary of these counts is provided in Appendix C, Table C1. Bicycle and pedestrian person trips make up less than one percent of person trips entering and exiting Tysons in the AM, and just over one percent of person trips entering and exiting in the PM. Although cyclists and pedestrians make up a small portion of overall trips, non-SOV trips, including cycling and walking, are growing at a faster rate than SOV trips (see Figure C3, Appendix C). The construction of developments approved through rezoning applications and implementation of trail and sidewalk improvements identified in the Tysons Metrorail Station Access Management Study (TMSAMS, see Appendix C) will make walking and biking safer and more attractive.

## Route 7 - New Pedestrian Amenities

Pedestrian improvements along Route 7 at Tyco Road, Gosnell Road, Westpark Drive and Spring Hill Road included additional crosswalks, new countdown pedestrian signals, audible push-button locators, Americans with Disabilities Act (ADA) compliant curb cuts and new crosswalk striping. In the Spring of 2018, a new 14-foot-wide shared-use path, tying into future trails north of the Dulles Toll Road, was built for pedestrians and bikes traveling in each direction along Route 7 over the Dulles Toll Road. New sidewalks were also opened in 2019 along the northbound and southbound lanes of Route 7 underneath the Route 123 bridge.



Route 7 Walkways: North Side



Route 7 Walkways: South Side

## Pedestrian Bridge over I-495 to Tysons Corner

This project will build a pedestrian and bicycle bridge over the Beltway/I-495, in the vicinity of Route 123, to improve bicycle and pedestrian safety and connectivity in the Tysons area. Improvements include a new 10-foot shared-use path from near Tysons One Place and Fashion Boulevard to Route 123 and Old Meadow Road via a new pedestrian and bicycle bridge over I-495; the path will mostly follow Old Meadow Road. Design approval was completed in November 2018. Construction on the bridge will begin Spring 2021 and is estimated to be completed by Spring 2022.



Pedestrian Bridge over I-495 at Tysons Corner Center

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### ***Scotts Run Trail***

The Scott's Run Trail project is under construction and scheduled for completion in Fall 2020. The trail provides 2,676 linear feet of new eight-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. The lit trail will include a 90-foot bridge over Scotts Run Stream and a 50-foot bridge over a tributary. The trail is located within Scott's Run Stream Valley Park and Westgate Park.

### ***Ashgrove Trail***

The Ashgrove Trail extension in the Tysons West area 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 coordinated with the Fairfax County Park Authority (FCPA) and the Department of Public Works (DPW) to combine and/or collocate facilities to minimize impacts. The project is currently on hold pending community input on impacts to the environment, the stream valley restoration project, and the sanitary sewer replacement project. Further engineering based on this input is anticipated.

### ***Vesper Trail***

The Vesper Trail includes 2,025 linear feet of a shared use path connecting Vesper Drive to Route 7 and the Spring Hill Metrorail Station. It better connects central Tysons and the Spring Hill Metrorail Station to surrounding communities. The trail is lighted and includes one 90-foot bridge. Construction was completed and the trail opened to use in early 2019.



Vesper Trail from Vesper Court to Route 7



Vesper Trail from Vesper Trail to Route 7

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## **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 and the County partnered to financially support the cost of launching and running the system. In January 2016, the Board 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 Tysons stations. Subsequently, the remaining six stations were installed. Figure T3, on the following page, shows the existing Tysons bikeshare stations.

In Spring 2017, Fairfax County DOT was awarded a Transportation Alternatives Program grant for \$500,000 to expand Capital Bikeshare in the Providence District, providing the potential for expansion of new Capital Bikeshare stations in Tysons. Fairfax County has recently identified some preliminary locations for new bikeshare locations and will coordinate with VDOT on review and permitting in late 2020.

The change in total ridership (from 2019-2020) of Capital Bikeshare stations within Tysons is found in Appendix C, Figure 11.

## **Bicycle Infrastructure**

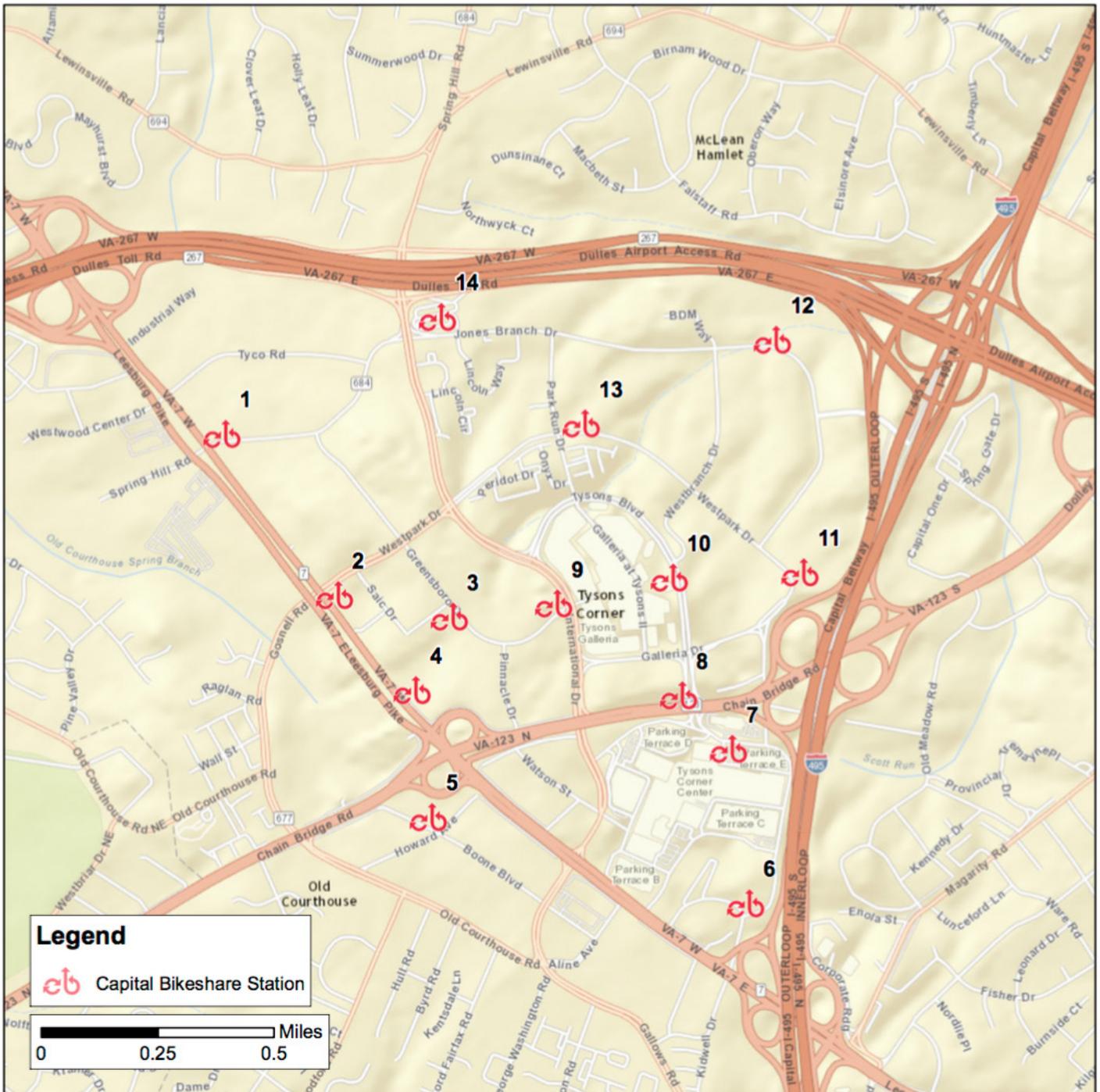
The Tysons Bicycle Master Plan (Master Plan), completed in 2011, provides a strategic approach for making bicycle travel a viable transportation alternative, and includes detailed bicycle infrastructure recommendations to replace the conceptual bicycle network provided in the Plan. The Master Plan also includes detailed recommendations for a bicycle wayfinding system and signage. Implementation of the 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 Master Plan and overall countywide bicycle master plan, adopted by the Board in October 2014, can be found at: [www.fairfaxcounty.gov/transportation/bike/master-plan](http://www.fairfaxcounty.gov/transportation/bike/master-plan)

In Summer 2020, FCDOT launched the ActiveFairfax Transportation Plan project. This plan will build on previous work to create a comprehensive, countywide plan to enhance safety and efficiency for pedestrians, cyclists, and users of other active transportation modes.

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. In 2019, a road diet (reduced travel lanes) on Kidwell Drive and Towers Crescent Drive through VDOT's 2019 Summer Repaving Program added bike lanes along this corridor, closing the last gap in bike facilities between Merrifield/the W&OD Trail and Tysons.

In May 2020, the COUNTY, VDOT, and the Tysons Partnership partnered on the Tysons Boulevard Active Street pilot project to provide people with safe space for socially distanced recreation. The rightmost northbound lane is closed to motor vehicles from Westbranch Drive to International Drive. Concrete barriers provide protection for people using the Active Street. Due to the popularity of the pilot project, FCDOT is looking for opportunities to implement active streets elsewhere in the county.

Figure T3: Existing Capital Bikeshare Docking Stations 2020



- 1. Spring Hill Metro - 19 docks
- 2. Route 7 and Westpark Dr - 11 docks
- 3. Solutions Dr and Greensboro Dr - 11 docks
- 4. Greensboro Metro - 15 docks
- 5. 8300 Boone Blvd - 11 docks
- 6. Towers Crescent Plaza - 11 docks
- 7. Tysons Corner Center - 11 docks

- 8. Tysons Corner Metro - 19 docks
- 9. 8180 Greensboro Dr - 11 docks
- 10. 1750 Tysons Blvd - 11 docks
- 11. 7900 Westpark Dr - 11 docks
- 12. 7950 Jones Branch Dr - 11 docks
- 13. 8008 Westpark Dr - 11 docks
- 14. Westpark Transit Center - 11 docks

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## *Parking Management*

Parking in Tysons serves the existing and proposed land uses and is an integral part of the overall transportation system. The Plan recommends limiting parking in the areas closest to rail stations to encourage non-vehicular travel. 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 in 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***

Parking supply within Tysons is addressed through implementation of Plan guidance during the development review process. Each development is expected not to exceed maximum parking ratios, 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, conducted in 2014 and prior to the opening of the Silver Line, showed 108,901 spaces in parking structures and 723 on-street spaces in Tysons. The majority (approximately 63%) of off-street parking spaces were in structured (garage) lots with 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.

Fairfax County is currently developing an on-street parking management plan for the Tysons Urban Center and the Reston TSAs, as the Comprehensive Plans for these respective areas envisions managed street parking. The plan will encourage the turnover of spaces in newly developed areas, discourage commuter parking near Metrorail and on streets with street-level retail, discourage long-term residential and commercial parking on streets that serve mixed use development, and provide guidance on other curbside management best practices. FCDOT anticipates developing a framework that can apply in other emerging urban development areas around the County.

FCDOT has completed Phase I and has established existing conditions for street parking, identified all the various County departments involved with on-street parking and enforcement, and reviewed parking programs in other comparable jurisdictions. FCDOT is considering involving developers in the management of on-street spaces on private, to become public, grid streets prior to their acceptance by VDOT. FCDOT is currently discussing the feasibility of such developer involvement.

### ***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 2020, 355 of these spaces were filled on an average weekday, down from 383 in April 2019. The lot is also open on weekends.

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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 2018, in an effort to form agreements with Tysons property owners interested in providing parking for Metrorail users on an interim basis, an RFI (Request for Interest) was distributed to property owners within Tysons. 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 to developers the opportunity for providing interim parking within Tysons. To date, Fairfax County DOT has received no interest regarding the RFI.

## *Transportation Demand Management (TDM)*

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.

The County sets appropriate trip reduction goals for each development. Various factors, such as accessibility to transit and type of development, help define the level of TDM participation needed. Developers, to date, have met their proffered trip reduction goals.

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 traffic impacts. 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 2019 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).

During the spring of 2020, due to the Covid-19 pandemic, TDM numbers decreased due to the increase of people teleworking.

On July 1, 2014, the Board established a new Tysons Transportation Management Association (TMA), with the mission to reduce trips by commuters and residents in Tysons. The Board appointed the Tysons Partnership as the operator and administer. In December 2014, the Board and the Partnership signed an agreement containing the details of the TMA's work, which includes five key functions to help achieve the Tysons-Wide TDM and Vehicle Trip Reduction Goals. The functions include communications and marketing, advocacy, and partnerships, TDM Implementation, membership and administration, and proffer compliance. Additional information on TDM is found in Appendix C.

**Table T6: Tysons Trip Reduction Goals**

Square Feet of GSA in Tysons (in MSF)	Distance from Metrorail 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 2019**

Development	Primary Method	Goal	2016 Performance	2017 Performance	2018 Performance	2019 Performance
Towers Crescent	Counts	24% trip reduction	31% trip reduction	46% trip reduction	46% trip reduction	47% trip reduction
Tysons II	Surveys	20% non-SOV	No report submitted	No report submitted	20% non-SOV trip reduction	No report submitted
The Reserve	Surveys	20% non-SOV	30% non-SOV trip reduction	25% non-SOV trip reduction	27% non-SOV trip reduction	No report submitted
Park Crest	Surveys	18% non-SOV	22% non-SOV trip reduction	21% non-SOV trip reduction	36% non-SOV trip reduction	42% non-SOV trip reduction
Tysons Corner Center - Office	Surveys	29% non-SOV	Not required to report until 2017	62% AM, 70% PM trip reduction	67% AM, 74% PM trip reduction	67% AM, 74% PM trip reduction
Tysons Corner Center - Residential	Surveys	47% non-SOV	Not required to report until 2017	68% AM, 73% PM trip reduction	71% AM, 76% PM trip reduction	72% AM, 77% PM trip reduction
MITRE	Counts	31% trip reduction	31% trip reduction	64% trip reduction	68% trip reduction	63% trip reduction
Arbor Row	Counts	30% trip reduction	Report postponed to September 2017	50% trip reduction	57% trip reduction	55% trip reduction
Tysons Spring Hill Station (The Ascent)	Counts	35% trip reduction	78% trip reduction	78% trip reduction	78% trip reduction	No trip counts required in 2019
Tysons Spring Hill Station (The Adaire)	Counts	35% trip reduction	Not required to report until 2017	82% trip reduction	58% trip reduction	No trip counts required in 2019
Amherst Property (The Highgate)	Counts	30% trip reduction	N/A	Not required to report until 2018	73% trip reduction	63% trip reduction
Access Tysons	Counts	Office AM 27%, Office PM 31%, AM 51%, Residential PM 68%	Not Required to Report until 2017	Office AM 62%, Office PM 70%, AM 68%, Residential PM 68%	Office AM 67%, Office PM 74%, AM 71%, Residential PM 68%	Office AM 67%, Office PM 74%, AM 72%, Residential PM 68%
Scott's Run (The Haden)	Counts	30% trip reduction	N/A	67% trip reduction	60% trip reduction	57% trip reduction
Capital One	Counts	35% trip reduction	N/A	N/A	N/A	20% AM, 39% PM trip reduction



# 3

# ENVIRONMENTAL STEWARDSHIP



## ENVIRONMENTAL STEWARDSHIP

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

### *Stormwater Design and Management*

The Tysons approach to stormwater management includes stringent standards for mitigating development impacts. 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 practicable, 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 sites, 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: [www.fairfaxcounty.gov/tysons/stormwater-management](http://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.

Stormwater designs encouraged by the Toolkit have been utilized in the design of all developments. Recently approved projects include The Boro Building C1, Hangover Tysons, Mitre Building #5, Archer Hotel, The Mile Building A, Scotts Run Fire Station #44, and Scotts Run South Johnson Building C. Using bioretention tree pits along the streetscape is a common and successful approach to treat runoff from the streetscape and roadway. Some projects proposed green roofs to reduce site imperviousness. Stormwater planters have been used around the building at grade level, or on top of the building podiums to treat runoff from the roofs. Mitre Building #5 has proposed a rainwater harvesting system to capture and reuse the rainwater from the roof 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.

## 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 on park land, commitments made by major applications to improve the stream valley system are discussed in the Public Facilities & Parks chapter of this report. No new stream restoration projects were completed since the last annual report.

## Green Building Design and Energy/Resource Conservation

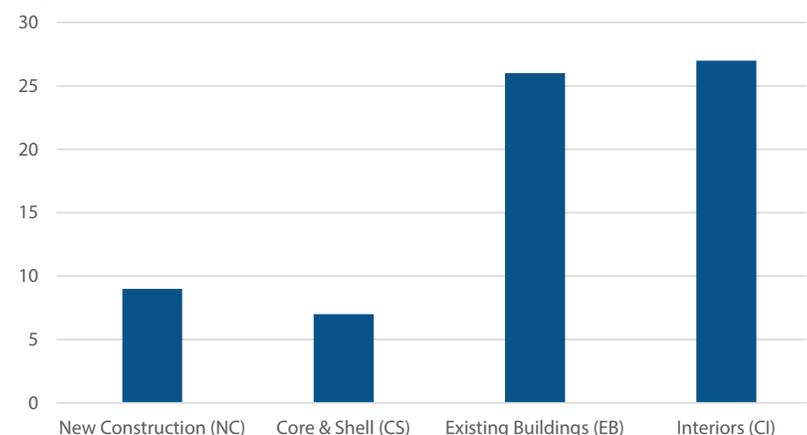
The Plan for Tysons includes guidance for energy and water conservation measures. The Plan recommends that developments within Tysons reduce greenhouse gas emissions to help achieve 80% greenhouse gas reductions within the region by 2050, in accordance with the Cool Counties Climate Stabilization Declaration 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 recommends a commitment 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 (USGBC) database. As of July 1, 2020, there are nine New Construction (NC) certified buildings and seven Core and Shell (CS) certified buildings. Additionally, since 2009, there are 27 buildings with Commercial Interior certifications and 26 that have received an Existing Building (EB) rating.

**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 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 <sup>1</sup>		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

	Explore shared energy systems	Explore electrical vehicle charging stations	Provide electrical vehicle charging stations	Provide utility data to the County
Dominion Square West RZ 2011-HM-012			X	X
International Place RZ 2015-PR-006			X	X
Hanover at Tysons RZ 2018-PR-015			X	X
The Mile RZ 2017-PR-015			X	X
The View RZ 2017-PR-010	X		X	X
North Spring Hill Station RZ 2018-PR-022			X	X
West Spring Hill Station RZ 2018-PR-021			X	X
One Tysons East RZ 2015-PR-014			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

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Public facilities, including fire and police stations, libraries, and schools are part of the public infrastructure in a well-functioning community environment where people can live, work, and play. The Plan's Areawide Recommendations for public facilities are based upon the growth projections shown in the Plan. As development applications are approved and constructed, the pace of development is monitored to evaluate how the provision of public facilities is keeping pace with projected development levels.

Public facilities proffered through the development review process, or secured through other means, results in a changing inventory of facilities. Components of the public facility and park plans are reviewed on a periodic basis and revised as necessary. The March 14, 2017, Plan amendment included a review of the Plan's park and public facility recommendations.

### *Public Facilities*

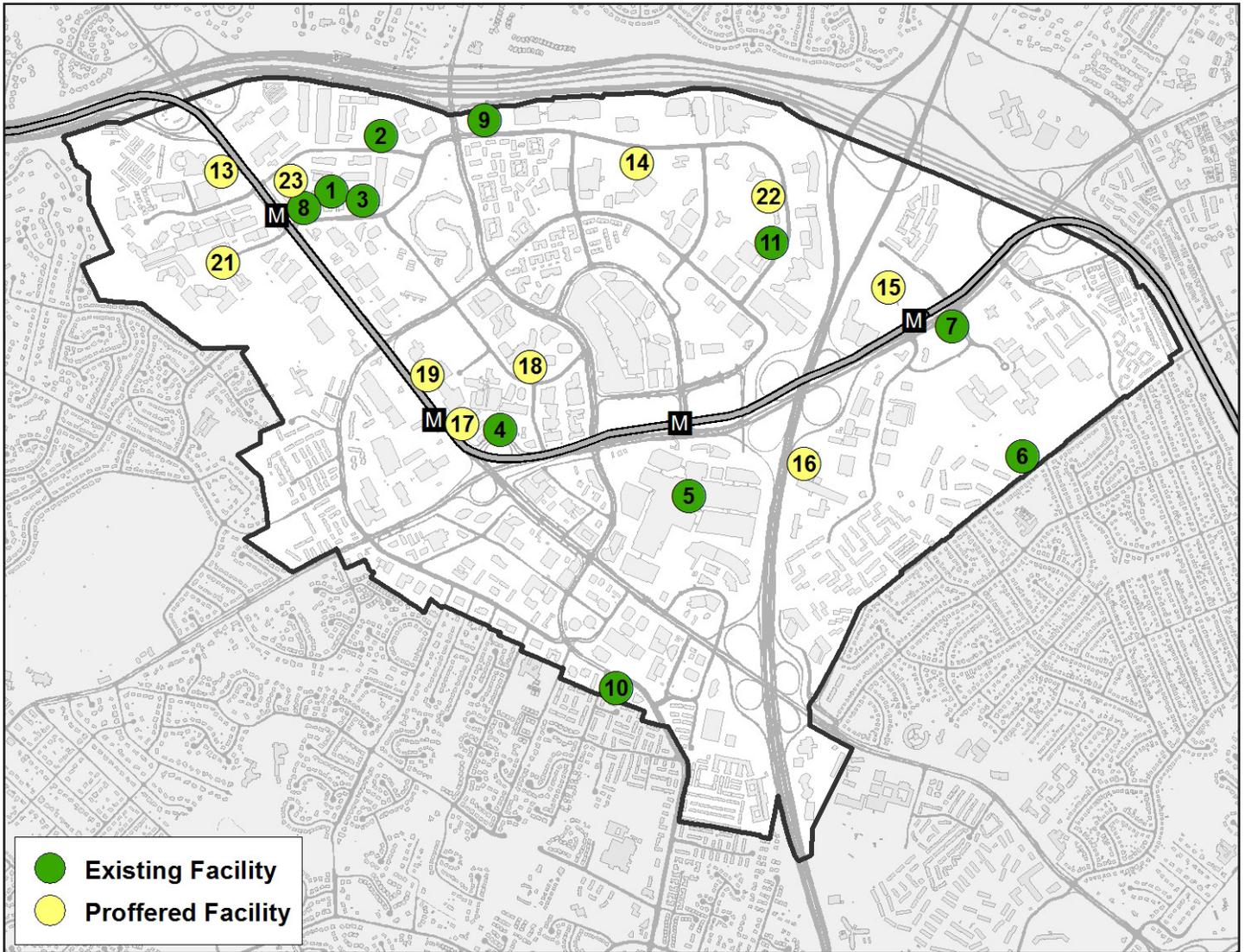
Generally, the long-range redevelopment plan for public facilities must serve growing populations as development attains certain thresholds. The actual delivery of approved buildings occurs over many years and it is important to secure public facility sites, locations, entitlements, to accommodate facility needs. Public facilities needed by 2050 should generally be provided as development approvals occur during the first 10 to 20 years of Plan implementation, although facility construction and occupancy will occur in concert with the pace of growth.

The Plan lists the anticipated public facility needs in Tysons. Staff reviews public facility needs and identifies their locations. Staff also uses urban models to plan and advocate for public facilities featuring multi-story construction, inclusion of facilities in mixed-use buildings, and shared features such as plazas and parking.

### ***Existing, Proffered and Needed Public Facilities***

Figure P1 illustrates the existing and unbuilt proffered public facilities in Tysons. The eight unbuilt facilities are proffered by major zoning cases but are not yet delivered. Table P1 lists existing facilities, and Table P2 lists proffered but unbuilt facilities. In addition to the facilities discussed here, the bond-funded expansion of the Spring Hill Recreational Center (located outside the boundaries of Tysons) 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 Table P2
2.	Dominion VA Power Distribution Substation (Tyco Road)	<b>Site Plan 7330-SP-002 for expansion, approved under SEA 88-D-088, is currently under review.</b>
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. <b>Currently under construction, scheduled to open in Fall 2021</b>
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. <b>Currently under construction, scheduled to be completed in Winter 2021 and occupied in Spring 2021.</b>
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) Sunburst (RZ 2011-HM-027)	Provide land for substation to be (combined with County-owned land). <b>Land was dedicated to the County in 2018, substation FDP is approved.</b>
22.	Signature Park	The Mile (RZ 2017-PR-015)	Turn-key 5 acre park dedicated to FCPA or the BOS and as described in the Comprehensive Plan
23.	Arts Facility	The View (RZ 2017-PR-010)	Design and construct a 20,000 sf arts facility below grade, 35 yr lease option

Table P3 identifies additional needed facilities in Tysons. The list is dynamic and subject to change as new public facilities or public partnerships are identified and/or facilities removed through re-prioritization. Facilities under discussion with pending applications are noted. Until an application is approved by the Board, no commitments are final.

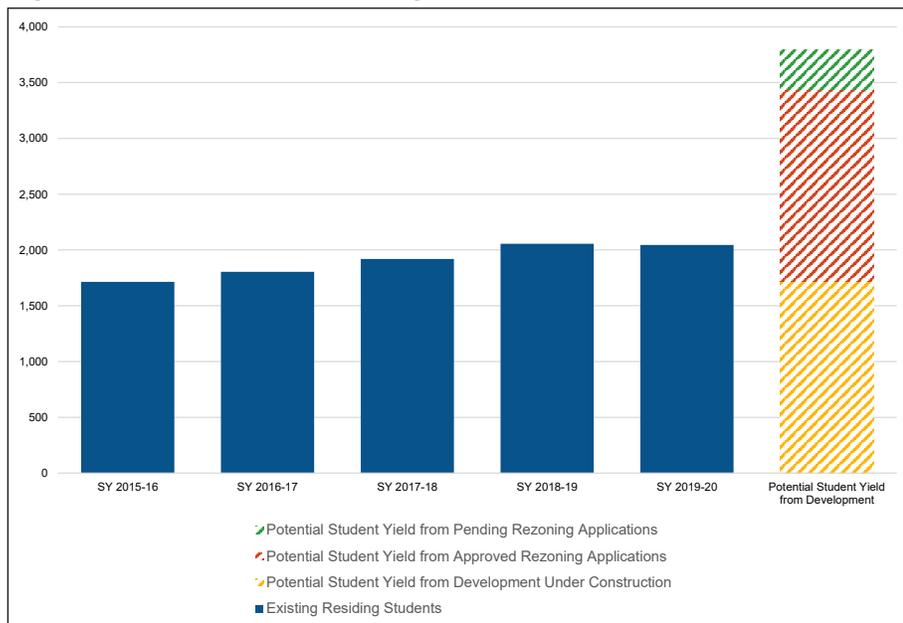
**Table P3: Public Facility Needs**

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	The View (RZ 2017-PR-010) provided a monetary contribution
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**

Figure P2 shows the number of students residing in Tysons from School Year (SY) 2015-16 to SY 2019-20, and the potential student yield based on the countywide student yield ratios from residential buildings currently under construction, and residential buildings from approved and pending development applications. For SY 2019-20, there were 2,045 students residing in Tysons: 589 high school (HS) students, 278 middle school (MS) students, and 1,178 elementary school (ES) students.

**Figure P2: Students Residing in Tysons**



Sources: 1. FCPS, Certified Membership, September 2015 to September 2019.  
 2. FCPS, 2015 Countywide Student Yield Ratios, November 2016.  
 3. Fairfax County Department of Planning and Development, Land Development System, 2020.  
 Notes: 1. Membership numbers include general education, special education, AAP, FCPS PreK, preschool, special education centers, adult education, private school special education, home schooled, and multi-agency.  
 2. Potential student yield from residential buildings currently under construction, and residential buildings from approved and pending development applications are calculated using the most current student yield ratio.  
 3. Potential student yield calculations assume the largest student yield from the development if the developer provided multiple options and/or scenarios.

Tables P4 and P5 list the current and projected school membership and capacity utilization as identified in the FCPS Capital Improvement Program (CIP) for Fiscal Year (FY) 2021-25 for the eight schools that serve Tysons. Projected membership and capacity through SY 2024-2025 assume no changes to programs and boundaries. Beyond the five-year projection horizon, membership projections are not available. As of SY 2019-2020, Modular Classrooms, which are included in the calculation of school design and program capacity, were deployed at Marshall HS. Temporary Classrooms are not included in the calculation of school design or program capacity and were utilized at four of the schools serving Tysons.

**Table P4: SY 2019-20 Current Capacity and Membership of Tysons-serving Schools**

SY 2019-20							
School	Design Capacity	Program Capacity	Membership	Capacity Utilization	Temporary Classrooms	Modular Classrooms	Current Capacity Level
Marshall HS	2,334	2,333	2,134	91%	-	12	sufficient
McLean HS	1,993	1,992	2,350	118%	18	-	substantial deficit
Kilmer MS	1,152	1,146	1,146	100%	14	-	at capacity
Longfellow MS	1,374	1,374	1,334	97%	2	-	approaching deficit
Freedom Hill ES	672	650	586	90%	4	-	sufficient
Spring Hill ES	1,260	1,121	1,000	89%	-	-	sufficient
Westbriar ES	1,036	997	902	90%	-	-	sufficient
Westgate ES	790	700	576	82%	-	-	have a surplus

Source: FCPS, FY 2021-25 Capital Improvement Program, January 2020. [www.fcps.edu/sites/default/files/media/pdf/Adopted-CIP-FY2021-25.pdf](http://www.fcps.edu/sites/default/files/media/pdf/Adopted-CIP-FY2021-25.pdf)

Notes: Membership numbers include general education, special education, AAP, FCPS PreK, and preschool.

Membership numbers do not include adult education, private school special education, home schooled, multi-agency, and special education centers.

**Table P5: Projections of Tysons-serving Schools**

Projected Membership / Program Capacity Utilization						
School	SY 20-21	SY 21-22	SY 22-23	SY 23-24	SY 24-25	Projected Capacity Level
Marshall HS	2,135 / 92%	2,080 / 89%	2,121 / 91%	2,156 / 92%	2,248 / 96%	approaching deficit
McLean HS	2,409 / 121%	2,428 / 122%	2,403 / 121%	2,540 / 128%	2,425 / 122%	substantial deficit
Kilmer MS	1,169 / 102%	1,181 / 103%	1,225 / 107%	1,247 / 109%	1,234 / 108%	moderate deficit
Longfellow MS	1,420 / 103%	1,423 / 104%	1,405 / 102%	1,441 / 105%	1,390 / 101%	slight deficit
Freedom Hill ES	570 / 88%	551 / 85%	537 / 83%	510 / 78%	500 / 77%	have a surplus
Spring Hill ES	984 / 88%	984 / 88%	994 / 89%	1,053 / 94%	1,123 / 100%	at capacity
Westbriar ES	959 / 96%	967 / 97%	985 / 99%	979 / 98%	989 / 99%	approaching deficit
Westgate ES	583 / 83%	567 / 81%	564 / 81%	574 / 82%	579 / 83%	have a surplus

Table P6 lists potential solutions to consider alleviating current and projected school capacity deficit(s) as identified in the FCPS CIP for FY 2021-25 for each school serving Tysons. For consideration purposes, as many options as possible have been identified for each school, in no significant order, and may be contingent on other potential solutions listed. Any option(s) chosen for implementation will be discussed and decided through a transparent process with the appropriate stakeholders, in accordance with School Board Policies and Regulations.

**Table P6: Potential Solutions**

School Name	Potential Solutions
Marshall HS	Monitor student membership.
McLean HS	Increase efficiency by reassigning instructional spaces within a school to accommodate increase in membership; add temporary classrooms to accommodate short-term capacity deficit; capacity enhancement through either a modular or building addition; and/or potential boundary adjustment with schools having a capacity surplus.
Kilmer MS	Increase efficiency by reassigning instructional spaces within a school to accommodate increase in membership; capacity enhancement through either a modular or building addition; and/or potential boundary adjustment with schools having a capacity surplus.
Longfellow MS	Increase efficiency by reassigning instructional spaces within a school to accommodate increase in membership; possible program changes; add temporary classrooms to accommodate short-term capacity deficit; and/or potential boundary adjustment with schools having a capacity surplus.
Freedom Hill ES	Monitor student membership.
Spring Hill ES	Monitor student membership.
Westbriar ES	Monitor student membership.
Westgate ES	Monitor student membership.

Source: FCPS, FY 2021-25 Capital Improvement Program, January 2020.

Note: The FCPS CIP is a working document and is updated annually to reflect changing conditions within our schools and communities.

## *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 open spaces connecting all of Tysons’s districts and integrating urban parks with existing environmentally sensitive areas. It should include publicly accessible parks in an amount consistent with the County’s adopted urban park service level standards and the Plan’s recommendations. The Tysons park systems vision is a mix of small urban pocket parks, larger civic plazas, common greens and recreation-focused parks, 20 new athletic fields to serve Tysons by 2050, and 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 as an implementation tool to further guide the development of the Tysons park system. 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.

The Tysons Park System Concept Plan is available at: [www.fairfaxcounty.gov/parks/sites/parks/files/assets/documents/plandev/tysons-park-system-concept-plan-final.pdf](http://www.fairfaxcounty.gov/parks/sites/parks/files/assets/documents/plandev/tysons-park-system-concept-plan-final.pdf)

### **Existing and Proffered Park Facilities**

In 2009, publicly owned or accessible park land in Tysons, including privately owned park land with a public access easement to allow park use, totaled 90 acres. At that time, approximately 8.5 acres of park space were committed via proffers.

In addition to the 8.5 acres referenced above, all major applications approved since 2010 collectively provide commitments for an additional 93.02 acres of new publicly owned or accessible urban park space in Tysons. Table P7 shows the change in existing Tysons park acreage between 2010 and 2020. Table P8 shows proffered public park acreage by type and includes all acreage proffered since 2010; those parks are also included in the existing public park acreage shown in Table P7. Nearly 23 acres of new public park space has opened to the public in Tysons since 2010.

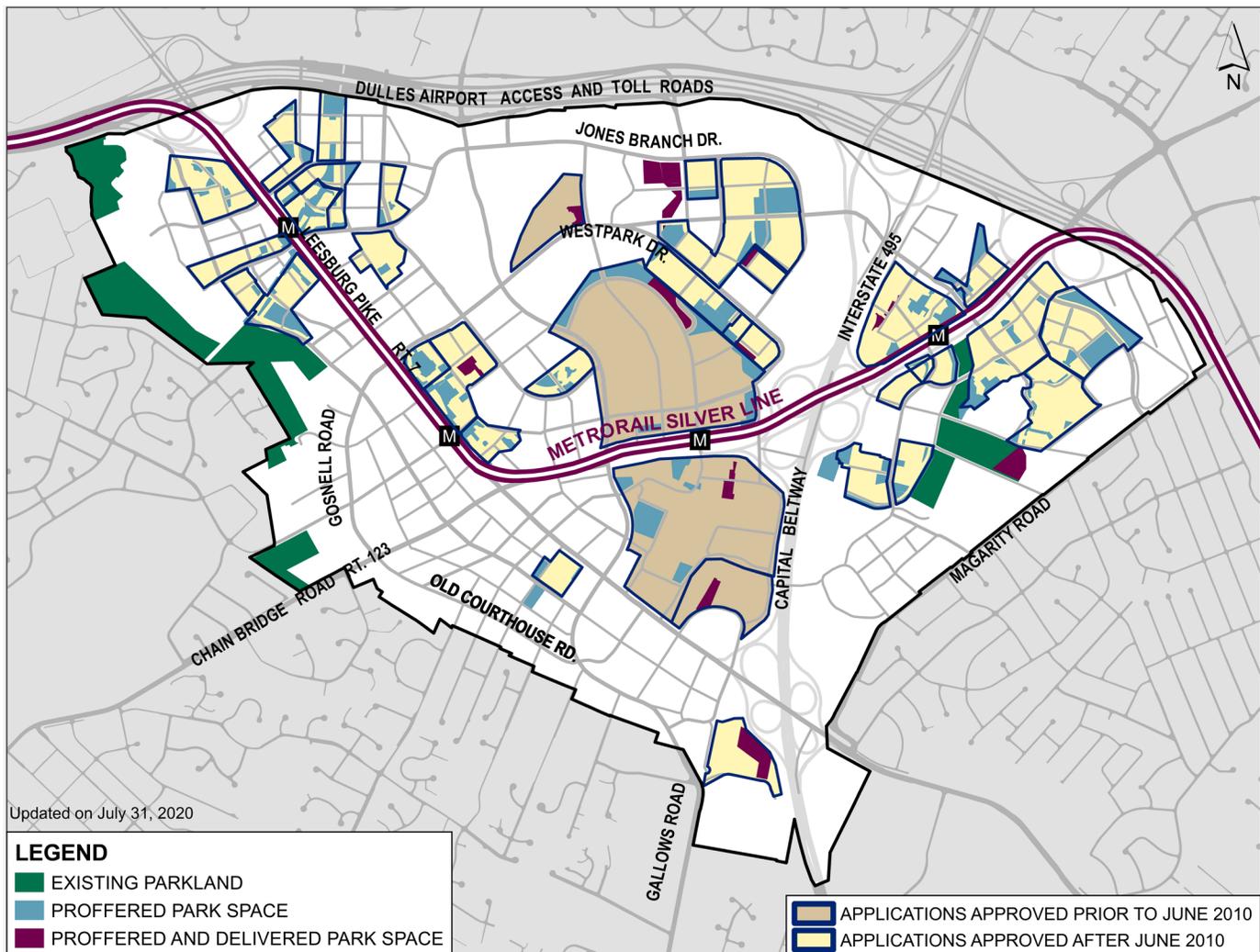
**Table P7: Public Park Acreage by Ownership Type**

Park Acreage 2010		Park Acreage 2020	
Publicly Owned	Privately Owned	Publicly Owned <sup>1</sup>	Privately Owned
90	1	103.72	11.58

<sup>1</sup> Includes 2.2 acres acquired by the Park Authority in 2019

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**



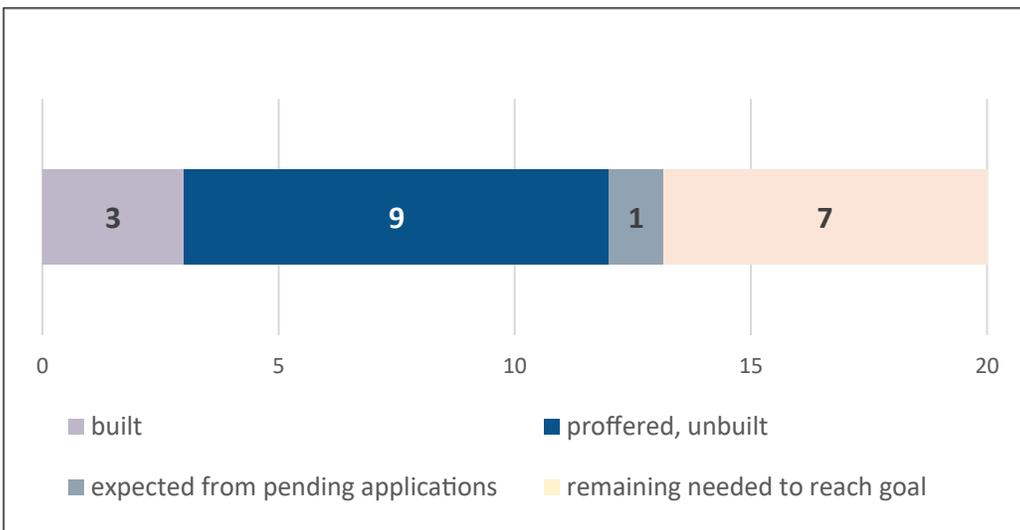
**Table P8: Proffered Public Park Acreage, 2010-2020**

Park Type	Proffered Acreage
Civic Plaza	5.93
Common Green	24.08
Pocket Park	19.38
Linear Park	2.55
Recreation Focused	32.65
Resource Based	8.43
<b>Total</b>	<b>93.02</b>

**Athletic Fields**

The major rezoning applications approved since 2010 collectively generate a need for 11 new athletic fields at their maximum development levels; the equivalent of three have been provided and 9 are proffered but remain to be built through land dedication, facility construction and/or contribution of funds (Figure P4). About 1.14 more fields would be needed if all the currently pending rezoning applications were approved. The 6.9 million square feet of constructed development thus far has generated a need for 1.5 fields, while three have been delivered (Figure P5). Figure P6 shows the locations of the athletic fields that are built, proffered, upgraded, and interim.

**Figure P4: Progress towards Comprehensive Plan Athletic Field Goal**

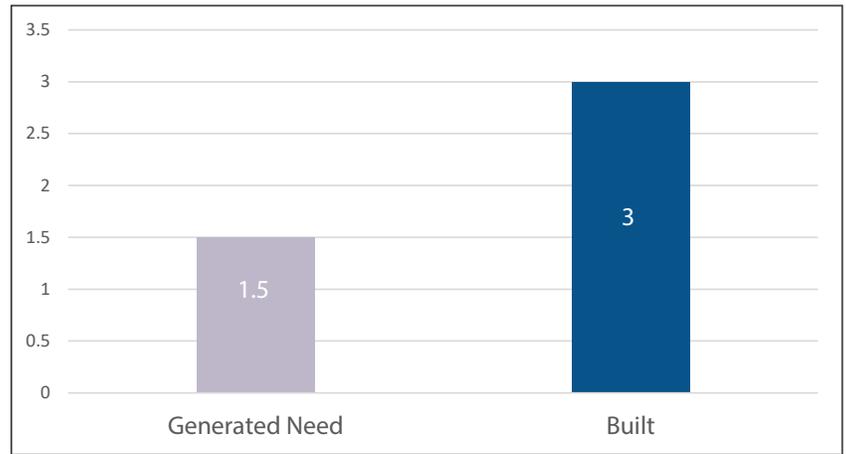


Note: An interim half-size field at Jones Branch is counted, but will be removed upon construction of a new elementary school

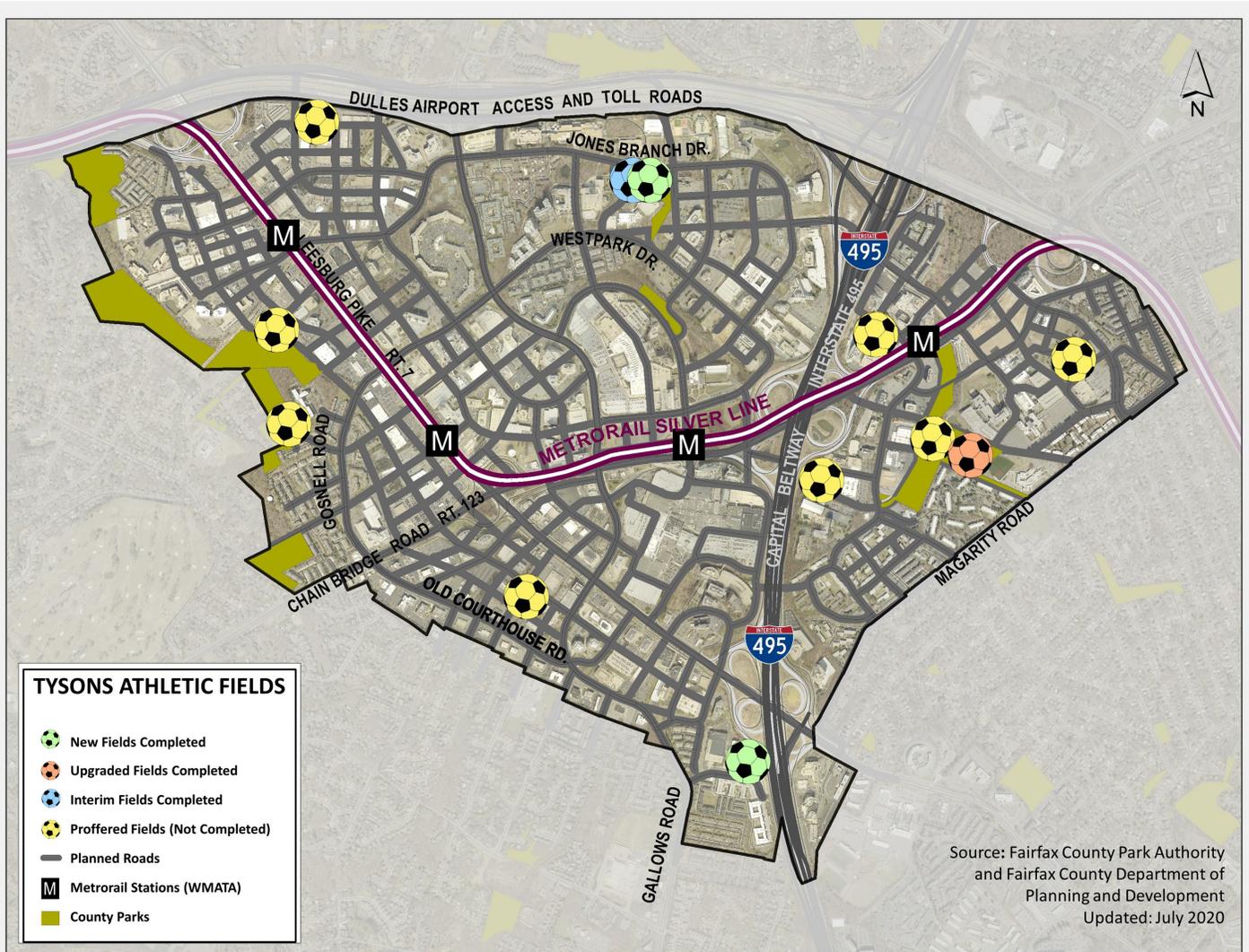


Athletic field in Tysons

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



**Figure P6: Athletic Field Locations**



## Proffered Stream Valley Improvements

Stream valley parks exemplify the concept of park space assisting in the achievement of environmental goals, possessing both a recreational component and an environmental purpose. 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 their location by zoning case. In addition, the Department of Public Works and Environmental Services (DPWES) work plan includes stream restoration projects for Old Courthouse Spring Branch and Scotts Run in Tysons. The plans for Old Courthouse Spring Branch, from a point near the Gosnell Road crossing to a point downstream of the Vesper Trail crossing, have gone to bid for construction. In addition, the design and work plans to pursue construction for Scotts Run improvements are approved.

An interactive map of all DPWES stream projects is available here: [www.fairfaxcounty.gov/publicworks/stormwater/stormwater-improvement-projects](http://www.fairfaxcounty.gov/publicworks/stormwater/stormwater-improvement-projects)

**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 <sup>1</sup>			
Tysons West Promenade RZ 2011-HM-032			X				X
Amherst (Jones Branch Drive) RZ 2014-PR-004	X			X <sup>2</sup>	X <sup>2</sup>		
The Highland District RZ 2014-PR-021	X						X
Sunburst RZ 2011-HM-027			X				X
One Tysons East RZ 2015-PR-014	X						X

1 The stream restoration is located on the Hanover property, dedicated by the applicant as part of the Arbor Row application, and now known as Ken Lawrence Park.

2 The stream work on and off-site is not a full restoration but is included here as a natural stabilization design. This project was completed in 2016.



5

IMPLEMENTATION

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*Photos on previous page courtesy of the Tysons Partnership*

# IMPLEMENTATION

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The Plan for Tysons and the accompanying PTC Zoning District created flexibility to accommodate a new model of development at densities not previously implemented in Fairfax County. This chapter provides information on current implementation, process improvements, and coordination efforts. Issues resolved through process modifications, and discussed in previous editions of this Progress Report, are included in Appendix A.

## *Current Implementation Efforts*

The following is an overview of some of the implementation efforts in the rezoning and site plan processes for Tysons applications. While these efforts may relate to 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.

### **Development Process and Coordination Improvements**

County coordination with Dominion Energy (DE) continues. In 2020, County and DE staff are negotiating a legal agreement that alleviates DE's need for easements in streetscape areas for distribution ductbanks. This agreement will augment the 2011 MOU between VDOT and the County and streamline VDOT permit approval and street acceptance.

Since its publication in March 2015, the County continues to use the phased occupancy Standard Operating Procedure (SOP) published by Land Development Services (LDS). In the last year, Blocks A and C of the Capital One campus were approved for phased occupancy. The SOP can be found here: [www.fairfaxcounty.gov/landdevelopment/sites/landdevelopment/files/Assets/documents/sop-phased-high-rise.pdf](http://www.fairfaxcounty.gov/landdevelopment/sites/landdevelopment/files/Assets/documents/sop-phased-high-rise.pdf). LDS is revising the publication to accommodate phased occupancy requests for wood frame construction mixed use buildings. The revision will reflect lessons learned from a construction related fire at a development near Richmond Highway in February 2020.

Fairfax County staff continues efforts regarding rainwater harvesting and compliance, as the regulations and codes are constantly evolving. Staff continues to work with applicants like Capital One on completing approval of their rainwater harvesting designs, including the creation of a standardized operations and maintenance template for rainwater harvesting systems.

## *Partnering with the Partnership*

### **Tysons Partnership Council Program**

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.

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The Partnership currently convenes councils around six core areas of focus: environmental sustainability, corporate social responsibility, transportation, land use, marketing, and leadership. In this past year, the Partnership changed the name of the Emerging Leaders Council to the Leadership Advisory Council. The Leadership Advisory 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.

The Land Use Council actively works with staff to address concerns related to the rezoning process and review. Proffer streamlining discussions are ongoing, as are the review of timelines and efforts to improve review processes. Topical areas include TDM, street trees, and street level activation.

### ***Tysons Partnership Rebranding Efforts***

In Fall 2019, the Partnership initiated plans to rebrand Tysons while establishing a sustainable business and funding model. The BOS approved \$1 million in seed money to help the Partnership get the rebranding efforts off the ground. The funding can be allocated toward placemaking events, branding efforts, sponsorship, and media outreach, as well as the creation of a more robust website and data hub.

### ***Tysons Partnership Current Transportation Management Association (TMA) Activities***

The Tysons TMA operates seven TDM programs to help Tysons landlords and residents meet their SOV trip reduction requirements. The programs serve larger employers, mixed-use developments, and multiple residential properties. In 2019, these programs served over 2,700 residential units. Approximately 5,000 employees were provided TDM benefits via these programs in early 2020.

In 2019, the TMA applied for and received a Mobility Program grant from the Virginia Department of Rail and Public Transportation (DRPT) for FY 20-21. The grant funded two bike rides between Metrorail stations and large employers or office parks in Fall 2019. Grant activities were put on hold in Spring 2020 due to COVID-19.

The Tysons TMA engages in communication and marketing to disseminate transportation information. The TMA has been a means for shuttle providers and e-scooter product vendors to offer options to Tysons employers and building owners.

The TMA also serves as a hub for discussing a broad range of Tysons transportation issues. In Fall 2019, TMA members took part in a series of discussions with County Staff on Fairfax County's e-scooter ordinance; items from those discussions were incorporated into the implementation of the e-scooter ordinance for urban areas of the county. The TMA hosted a briefing on the status of Table 7 transportation and mobility improvements in Tysons, as well as a webinar on teleworking for those impacted by COVID-19.

Through the TMA, the Partnership created a taskforce with Fairfax County, WMATA, the BOS, and other stakeholders to focus on handling the Silver Line shutdown in the Spring and Summer of 2020. This also helped create a communication line between the Tysons community and WMATA.

## 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 on under-utilized sites and create excitement and interest, help define Tysons as a place and engage people in the Tysons community prior to redevelopment.

In addition to events programmed by the Partnership, developers in Tysons and the County are embracing the idea of temporary uses to enliven a space that is slated for future redevelopment. Phase I of The Boro includes an interim park space located on a future building site, and Westpark Plaza filed a zoning amendment to allow temporary use of their property until such time as the buildings are ready for construction. The County is also recruiting tenants to temporarily occupy the former Container Store building on Route 7, which the County purchased in 2019 to facilitate a future grid street.

A number of placemaking and activation efforts stemmed from the COVID-19 pandemic. The Boro and Capital One each held a series of drive-in movies in an effort to bring activation to their sites while accommodating social distancing. Also, in Spring 2020, the Tysons Partnership, County staff, and VDOT staff successfully implemented the first "open street" in Fairfax County, located on Tysons Boulevard. Open Streets are programs that temporarily close streets or portions of streets to vehicles and allow their use by pedestrians and bicycles.



Drive-In movie night at Capital One benefiting Second Story | Image Credit: Capital One Center



Users on the Open Street project along Tysons Boulevard following the ribbon cutting | Image Credit: Tysons Partnership



Container Store Site, ready for an interim user



Interim park at The Boro on Block B





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 several 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. Related details for on-going implementation initiatives undertaken to address the Board’s directives, including staffing, process, parks, and transportation initiatives, are discussed in the Implementation Chapter of this report.

	Follow-On Motion as adopted by BOS June 22, 2010	Status updates through July 2020
#1	<p>The Board directs staff to continue its work on potential arrangements for financing the public share of Tysons infrastructure improvements; to facilitate co-operative funding agreements with the private sector; and, to return to the Board with its recommendations. The Board further directs that this include funding for transit systems, including Metrorail. The Board strongly believes that public and private reinvestment in Tysons is both critical and responsible for ensuring that Tysons continues to be the economic engine for the County. The portion of revenue stemming from growth at Tysons that is proposed to be applied in Tysons should take into account the past and continuing contribution of Tysons to the County’s economy.</p>	<p>On October 16, 2012, the Board adopted a comprehensive funding plan for Tysons’ infrastructure improvements. The Board created the Tysons Transportation Service District on January 8, 2013. The FY2020 tax rate for the Service District is set at \$0.05 per \$100 of assessed value. In 2020, the Service District collected approximately \$8.3 million. Through FY 2020, a total of approximately \$45.2 million was collected. To date, the Board has allocated \$38.4 million towards Tysons transportation improvements.</p> <p>On January 8, 2013, the Board adjusted its Tysons Road Fund policy to create two new road funds with associated implementation guidance. Rates are reviewed and updated annually with all other County transportation fund rates. Information on the current rates is found in the Transportation chapter of this report.</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	<p>The Board directs staff to work with stakeholders to produce the necessary organizational and resource requirements for the Tysons Partnership by October 15, 2010 so that it is positioned to be in place prior to any redevelopment activity in Tysons. This should include the aspects of the Partnership presented previously, such as BID-like functions, Transportation Management Association functions and development advisory services.</p>	<p>The Tysons Partnership was established on January 19, 2011, as a private, non-profit membership organization. On July 1, 2014, the Partnership was named the operator of the new Tysons Transportation Management Association (TyTran). Initiatives of the Partnership include a branding campaign; 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. 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 Partnership currently convenes councils around six core areas of focus: environmental sustainability, corporate social responsibility, transportation, land use, marketing, and leadership.</p>
#3	<p>The Board recommends that the Tysons Partnership initiate a process to review and potentially change district names to enhance community character and identity.</p>	<p>In April 2012, WMATA approved the Board’s recommended names for the eight Silver Line Metrorail stations (including four in Tysons). Updating the station names in the Plan was part of the adopted Plan Amendment in April 2017. In June 2020, the Board recommended to WMATA that the Tysons Corner metrorail station be renamed Tysons, in order to help with branding efforts. Staff anticipates working with the community and the Tysons Partnership on the issue of renaming the districts and further defining neighborhood character.</p>

	Follow-On Motion as adopted by BOS June 22, 2010	Status updates through July 2020
#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 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 (Table 7). A full list of projects utilizing Tysons Funding Plan revenue sources is included in the Transportation Chapter of this report. In March 2020, the Jones Branch Connector, one of the 17 Table 7 improvements, officially opened.
#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 (currently being studied), and Express Bus service on I-495 from the Franconia-Springfield Metrorail Station to Tysons (implemented) and from Bethesda to Tysons.

	Follow-On Motion as adopted by BOS June 22, 2010	Status updates through July 2020
#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 11 intersections) was completed in 2018. The study provides recommendations to mitigate the impacts of future Tysons development on each of the intersections. A final report that includes next steps for each of the 30 intersections should be released by late 2020. More information can be found at: <a href="http://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/mapsstatsstudies/051210neighborhood_transportation.pdf">www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/mapsstatsstudies/051210neighborhood_transportation.pdf</a>
#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: <a href="http://www.fairfaxcounty.gov/tysons/tysons-circulator-study">www.fairfaxcounty.gov/tysons/tysons-circulator-study</a>
#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 led to refined operations on a specific grid of streets within each district and between adjacent districts. Developers have been completing portions of the grid. The County has purchased properties to preserve right-of-way for future grid streets and is designing Lincoln Street.
#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.	<p>The TMSAMS recommendations and project list were approved by the Board on May 22, 2012. In May 2013, the Board approved a project agreement with VDOT 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.</p> <p>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.</p> <p>As of August 1, 2020, 34 TMSAMS projects have been completed. Additional information on TMSAMS, including project status, is available at: <a href="http://www.fairfaxcounty.gov/transportation/study/tysons-metrorail">www.fairfaxcounty.gov/transportation/study/tysons-metrorail</a></p>
#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 2020, 355 spaces were filled on an average weekday, down from 383 in April 2019; the lot is also open on weekends. In 2018, an RFI was distributed in an effort to form agreements with property owners interested in providing interim parking for Metrorail; no interest has been received to date.

	Follow-On Motion as adopted by BOS June 22, 2010	Status updates through July 2020
#15	<p>The Board directs staff to bring to the Board an official map of those streets associated with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should be adopted concurrently with the rezoning or as soon as possible subsequent to the rezoning and should include existing streets and future street alignments that have been conceptually engineered. The Board further directs staff to bring forward amendments to the official map associated with subsequent rezonings when such are required to address the alignments of new or modified streets that have been conceptually engineered.</p>	<p>No official map is proposed. The Conceptual Grid of Streets map contained within the Comprehensive Plan 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.</p>
#16	<p>The Board directs staff to bring to the Board for adoption an official map of public facilities concurrently with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should include the locations of existing and planned public facilities, including parks and athletic fields, that have been identified within the district or 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.</p>	<p>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 (Concept Plan), endorsed by the Park Authority Board in October 2014, refines and elaborates on 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. These changes are part of the Plan Amendment adopted in March 2017.</p> <p>The Tysons Park System Concept Plan is available at: <a href="http://www.fairfaxcounty.gov/parks/sites/parks/files/assets/documents/plandev/tysons-park-system-concept-plan-final.pdf">www.fairfaxcounty.gov/parks/sites/parks/files/assets/documents/plandev/tysons-park-system-concept-plan-final.pdf</a></p>
#17	<p>The Board directs staff to bring back to the Board an evaluation of two possible changes to the Policy Plan, one of which would modify the County's workforce housing policy to encourage monetary contributions to affordable and workforce housing from future non-residential development; and, the other would modify the Transit Oriented Development policy to incorporate specific conditions related to walking distance from station entrances rather than station platforms.</p>	<p>On March 29, 2011, these two items were referred by the Board to the Planning Commission. On February 23, 2014, the Board directed staff to further study the "3-2-1 proposal" for per square foot contributions to affordable housing from developers of commercial properties in activity centers; to prepare analyses of actual cases once sufficient new commercial developments which proffered \$3.00 per square foot in Tysons come online; and, to subsequently return to the Board with any recommendations for modifications for Tysons and potentially other areas of the County. 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. In March of 2019, the Board established a WDU Policy Task Force to evaluate the WDU Rental Program income tiers and percentage of units. On June 30, 2020, the WDU Policy Task Force presented their recommended changes to the Board's Housing Committee. In Tysons, the Task Force recommended two options. Both options would retain a maximum 20% density bonus and the developer would be able to choose their option. Subsequent to this meeting on July 14, 2020, the Board authorized staff to proceed with a Comprehensive Plan amendment for the Housing and Land Use elements of the Policy Plan and for specific guidance in Area Plans and the Glossary related to WDUs and to update the Tysons Corner Urban Center WDU Policy Administrative Guidelines based on the policy adjustments recommended by the WDU Policy Task Force. A Board public hearing on this amendment will be held in February 2021.</p>

	Follow-On Motion as adopted by BOS June 22, 2010	Status updates through July 2020
#18	<p>The Board directs staff to prepare, in coordination with appropriate stakeholders, the urban design guidelines manual that expands upon, and provides additional detail on the urban design elements contained in the Plan.</p>	<p>The Tysons Urban Design Guidelines were first endorsed by the Board on January 24, 2012. An updated version was endorsed by the Board on March 14, 2017, to reflect lessons learned and current practice in development review. Staff continues to monitor the implementation of the guidelines and track items for consideration in future updates. The guidelines are available at: <a href="http://www.fairfaxcounty.gov/tysons/urban-design">www.fairfaxcounty.gov/tysons/urban-design</a></p>
#19	<p>The Board directs staff to assess the need for dedicated staffing and staff resource requirements for development applications, plan monitoring and other activities necessary to implement the Plan for Tysons and return to the Board with its recommendation.</p>	<p>A staff resource plan was developed, approved and implemented to support the implementation of the Plan for Tysons. Collectively these efforts have enhanced communication and collaboration between agencies throughout the entitlement and implementation phases of development.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Creation of “Tysons Coordinator” positions in DPD and LDS, as well as one full-time and one part-time Tysons plan reviewer in LDS. VDOT also created a Tysons Coordinator position.</li> <li>• 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 DPD and FCPA) review and comment on submitted site plans.</li> </ul>

	Follow-On Motion as adopted by BOS June 22, 2010	Status updates through July 2020
#20	<p>The Board directs staff to be flexible when reviewing projects that include minor deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facility guidelines; and, on balance, meet the objectives of the Plan.</p>	<p>Implementation activities are on-going. Current efforts are discussed in the Implementation Chapter of this report. In addition, the following amendments, letters to industry, formalized processes and similar items implemented prior to Fall 2020 are listed below. More detailed information may be found in previous Progress Reports.</p> <ul style="list-style-type: none"> <li>• VDOT Level of Service (LOS) Waivers</li> <li>• Implementation of Section 2-1200 of the Public Facilities Manual (PFM), Tysons Corner Urban Center</li> <li>• Streetlight standards: Technical Bulletin 14-07, dated May 5, 2014</li> <li>• PFM Amendment adopted on June 3, 2015, to allow Underground Stormwater Management in Residential and Mixed-use Projects without a Board waiver</li> <li>• Electric Utility Vaults: Identified mutually acceptable recommendations for locating electrical vaults housing transformers.</li> <li>• 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). The SOP can be found here: <a href="http://www.fairfaxcounty.gov/landdevelopment/sites/landdevelopment/files/Assets/documents/sop-phased-high-rise.pdf">www.fairfaxcounty.gov/landdevelopment/sites/landdevelopment/files/Assets/documents/sop-phased-high-rise.pdf</a></li> <li>• A new parking website locates all parking information in one place, including information on Tysons processes. This website may be found at: <a href="http://www.fairfaxcounty.gov/landdevelopment/street-parking">www.fairfaxcounty.gov/landdevelopment/street-parking</a></li> <li>• Fairfax County and the development community worked to establish a predictable compliance path for rainwater harvesting designs. A standard, accepted by reference in the 2021 International Plumbing Code for non-potable water system use, provides prescriptive and performance requirements and includes provisions for multiple collection surfaces and various end uses.</li> </ul>



Appendix

# B

# DEVELOPMENT WITHIN TYSONS

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*Photo on previous page courtesy of Macerich © TimeLine Media, LLC*

## APPENDIX B - Development within Tysons

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*Appendix B* contains information on 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 2020. 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.

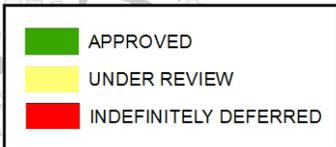
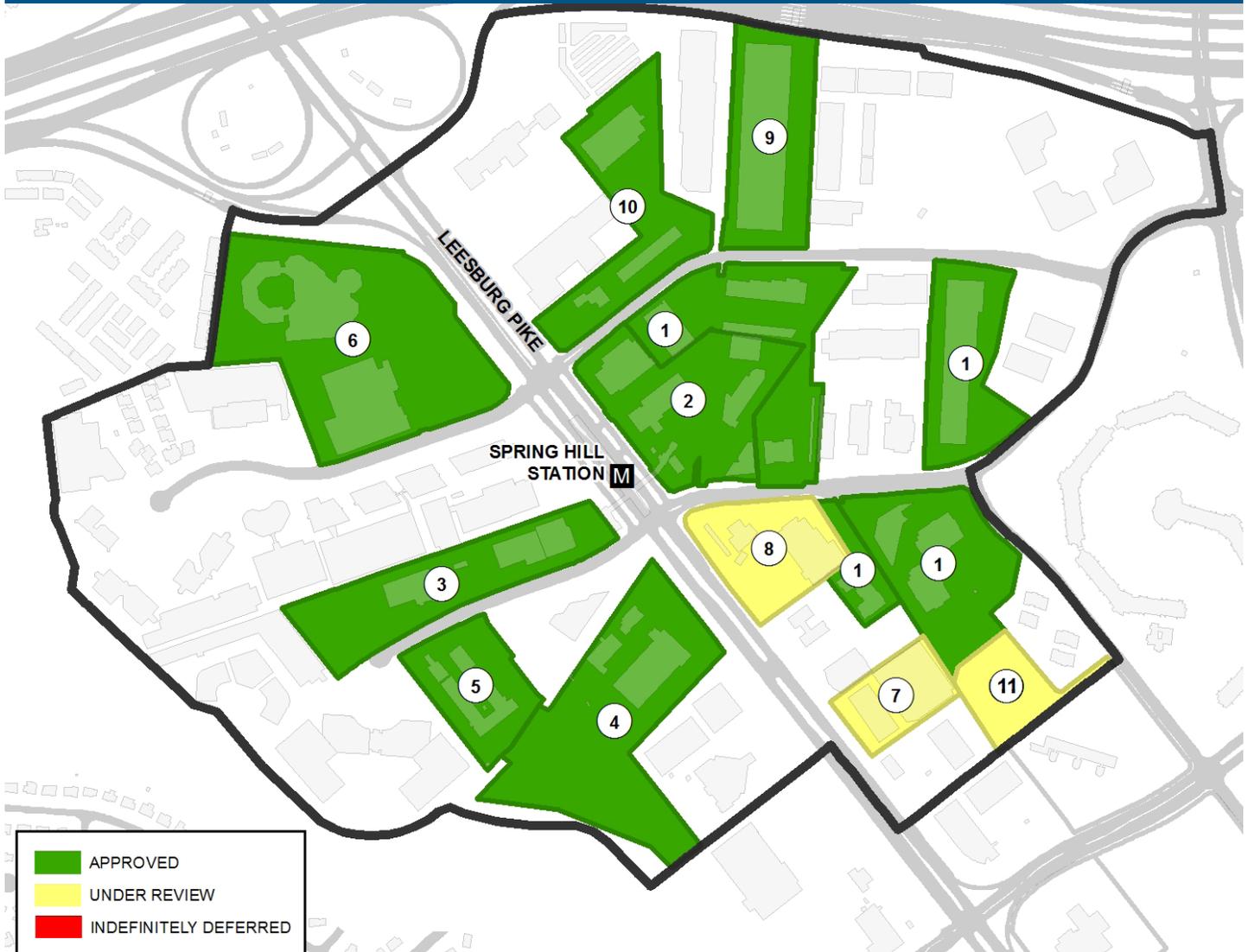
Each case sheet includes a section on current development activity on the site. Current development activity is defined as construction and building deliveries. The case sheets provide summaries of the development potential on the site (permitted floor area) by use, including office, residential, retail 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.

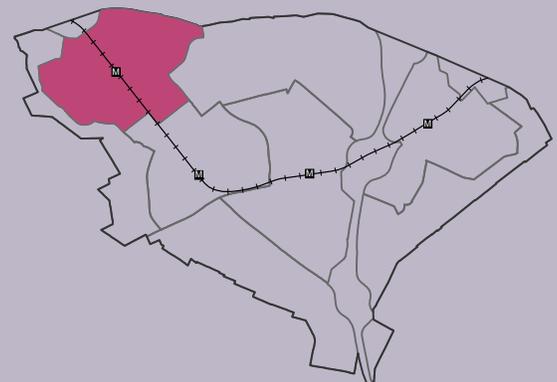
As pending applications move through the review process, they may change substantially from what is reported herein. Changes may include modifications to the land use mix, intensity levels, application area, and/or site layout. As such, all of the information related to pending applications is subject to change, although it is included as proposed development in the tables.

All of the information that follows in *Appendix B* should be viewed as summary information. For a complete understanding of a particular application, the approved or proposed plans and proffers should be reviewed.

# TYSONS WEST DISTRICT



- |                                     |                                |
|-------------------------------------|--------------------------------|
| 1 - Spring Hill Station             | 7 - The Evolution              |
| 2 - The View                        | 8 - The Piazza at Tysons       |
| 3 - Dominion Square West            | 9 - North Spring Hill Station  |
| 4 - Dominion Square East            | 10 - West Spring Hill Station  |
| 5 - Sunburst at Spring Hill Station | 11 - The Boro I-L <sup>2</sup> |
| 6 - Tysons West Promenade           |                                |



## 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. Residential Units are also reported as the total number of residential units approved/proposed.

	# of Buildings	Office	Retail	Residential		Hotel	Totals <sup>1, 2</sup>
				GFA	DUs		
<b>Implemented</b>							
	2	0	0	808,360	804	0	808,360
<b>Under Construction</b>							
	0	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>							
	1	0	44,092	388,538	390	0	432,630
<b>Approved by FDP</b>							
	9	1,461,907	289,870	1,482,942	1,689	727,924	3,989,215
<b>Approved by CDP</b>							
Maximum of Employment Options	53	6,361,577	818,273	9,533,625	9,972	1,256,924	18,065,073
Maximum of Residential Options	53	5,906,939	814,703	10,854,125	11,391	932,924	18,591,409
<b>Proposed by FDP</b>							
	0	0	0	0	0	0	0
<b>Proposed by CDP</b>							
Maximum of Employment Options	5	795,000	65,900	2,554,448	3,200	220,000	3,605,348
Maximum of Residential Options	5	795,000	65,900	2,554,448	3,200	220,000	3,605,348
<b>Total Proposed or Approved by CDP</b>							
Maximum of Employment Options	58	7,156,577	884,173	12,088,073	13,172	1,476,924	21,670,421
Maximum of Residential Options	58	6,701,939	880,603	13,408,573	14,591	1,152,924	22,196,757

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 The land area associated with The Boro I-L is split between the Tysons West District and The Tysons Central 7 District. The case appears on both District Overview maps but all data for the project is included in the Tysons Central 7 District.

# 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  
 PCA 2010-PR-014D.....approved 10/15/2019

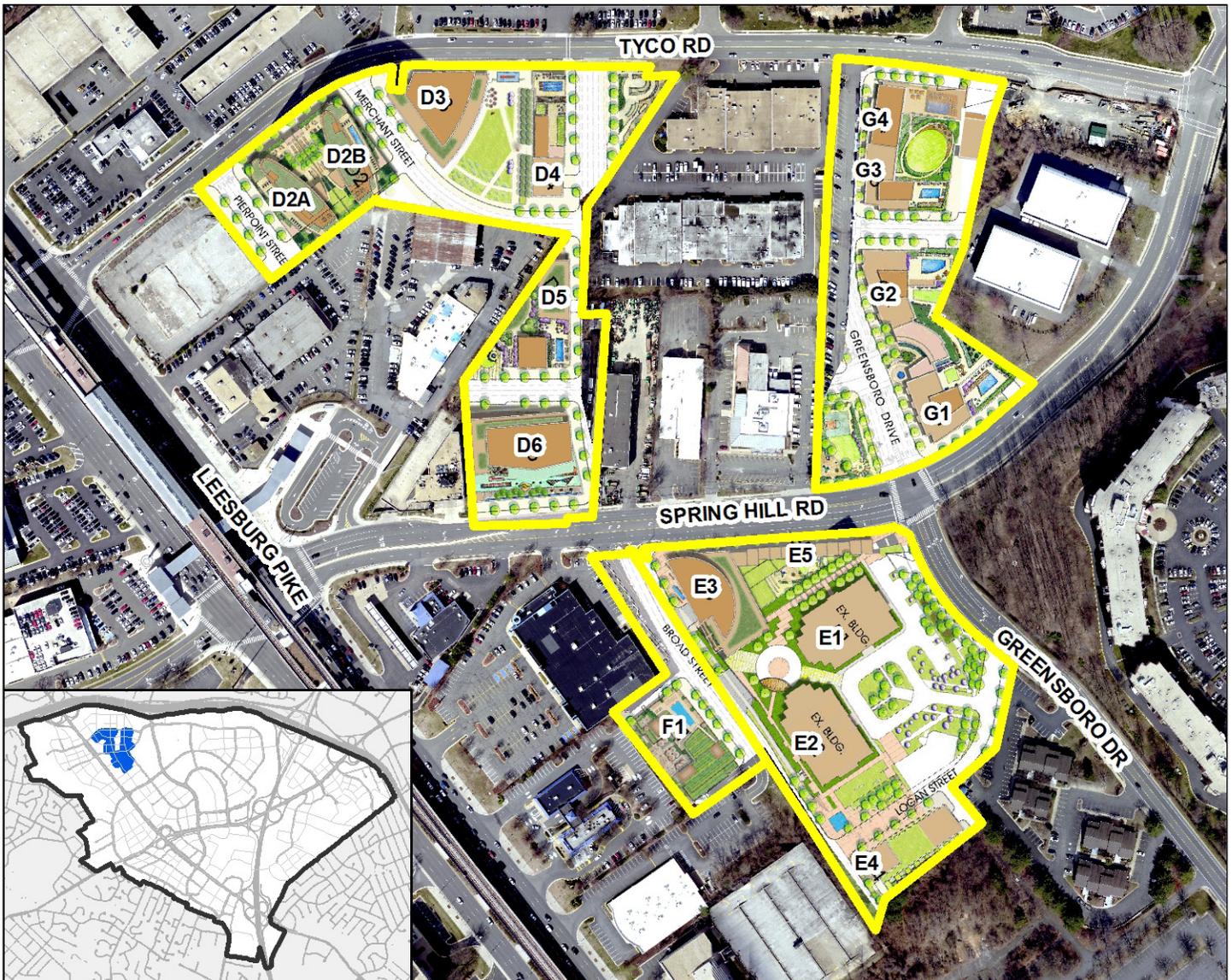
## Site Plans

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

## 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.
- The Block D1 land area is now included in The View as part of a PCA and is removed from Spring Hill Station case RZ 2010-PR-014D.

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
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			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	1	0	0	430,000	478	0	430,000	
<b>Approved by CDP</b>								
	1	0	0	430,000	478	0	430,000	6.33

**RZ 2010-PR-014B**

	# of Buildings	Office	Retail <sup>1</sup>	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	2	0	10,000	842,000	914	0	852,000	
<b>Approved by CDP</b>								
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 <sup>2</sup>	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 <sup>1</sup>	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	1	0	10,000	412,000	436	0	422,000	
<b>Approved by CDP</b>								
Option 1	6	837,000	68,000	1,242,000	1,350	189,000	2,336,000	6.43
Option 2	6	402,000	68,000	1,861,000	2,035	0	2,331,000	6.42

**RZ 2010-PR-014E**

	# of Buildings	Office	Retail <sup>1</sup>	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	0	0	0	0	0	0	0	
<b>Approved by CDP<sup>1</sup></b>								
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

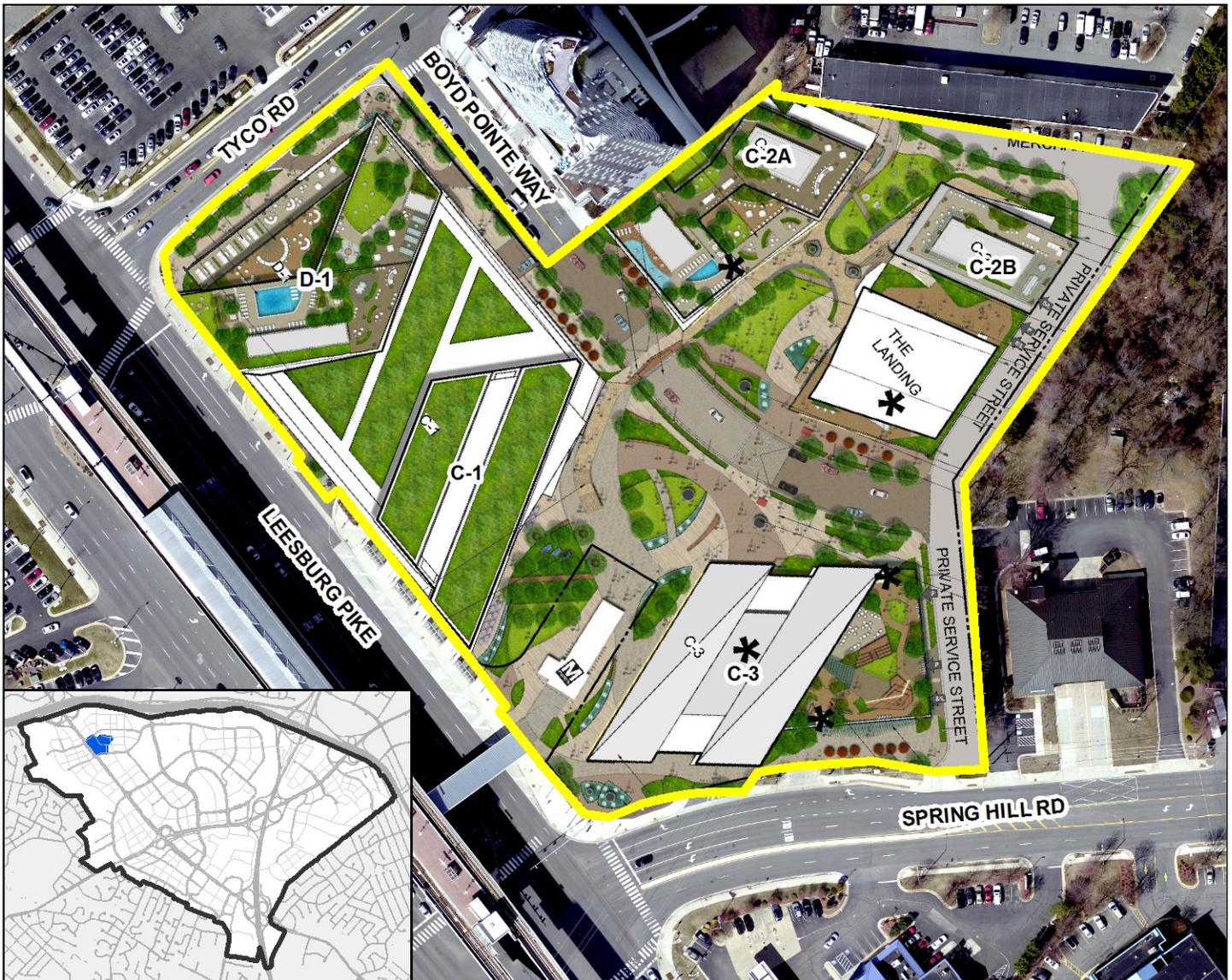
RZ 2017-PR-010.....approved 10/15/2019

FDP 2017-PR-010.....approved 10/10/2019

## Site Area

8.35 acres

## Development Overview



\*Image depicted is from CDP/FDP -Overall Illustrative Plan, dated September 30, 2019

## 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
- Land area from Spring Hill Station Building D-1 (RZ 2010-PR-014D) is now included in The View
- Application includes a black box theater in Building C-1, art walk along Route 7, public plaza space, and a sky terrace at the top of Building C-3

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ/FDP 2017-PR-010

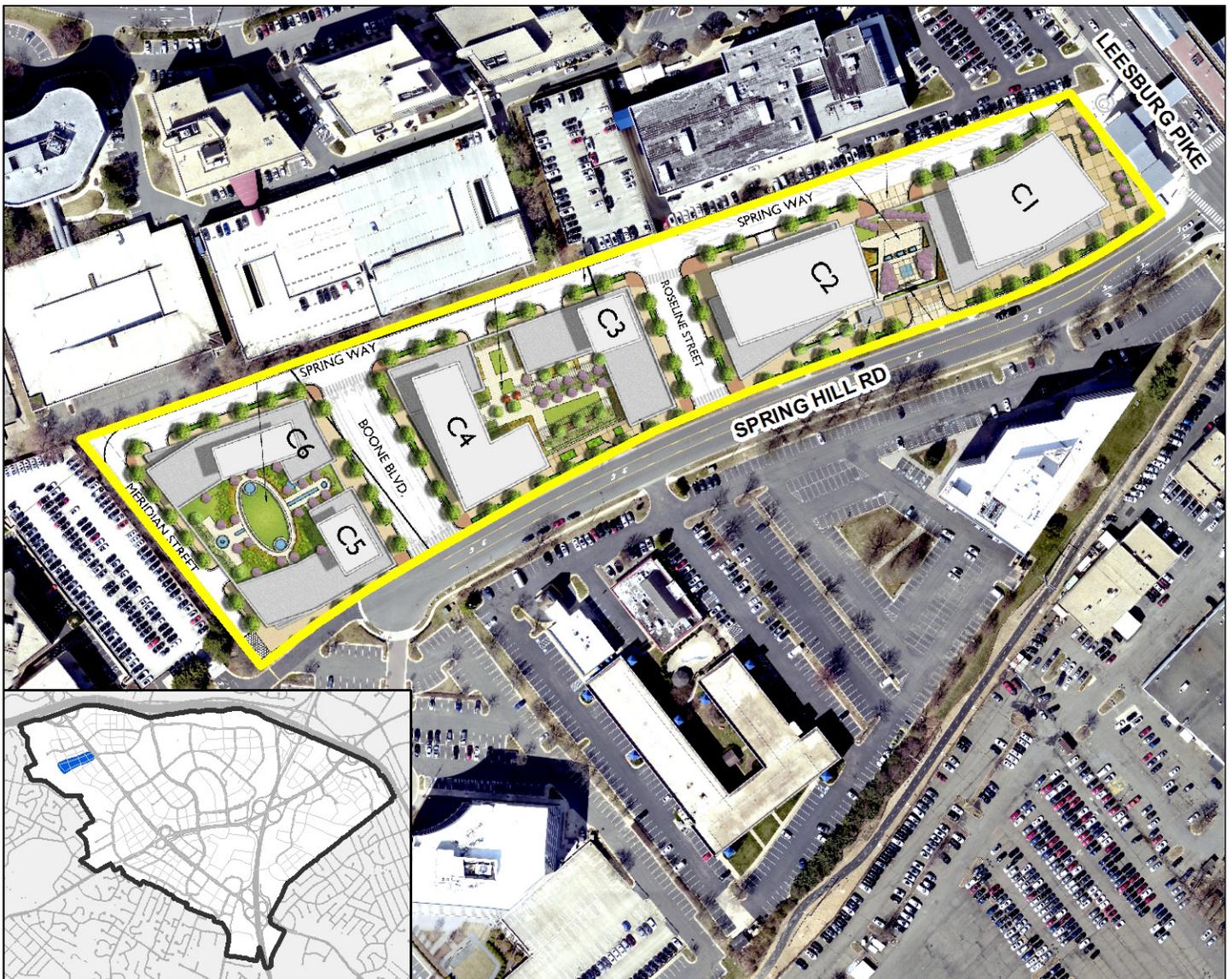
	Number of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	N/A	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	4	1,433,139	76,497	240,942	375	297,104	2,088,856 <sup>1</sup>	
<b>Approved by CDP</b>								
	6	1,433,139	109,800	1,138,255	1,110	297,104	3,019,472 <sup>1</sup>	7.59

<sup>1</sup> includes 41,174 sq. ft. of other uses, including a 26,572 sq. ft. public facility (black box theater) and observation deck

# Dominion Square West (CARS)

Zoning Applications	Site Area
RZ 2011-HM-012.....approved 2/14/2017	7.63 acres
FDP 2011-HM-012.....approved 2/14/2017	
PCA/CDPA 2011-HM-012.... approved 10/15/2019	

## Development Overview



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

## 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
- PCA 2011-HM-012 increased the height of Buildings C-5 and C-6 from 95' to 110' and modified the site layout to accommodate existing development

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2011-HM-012

	# of Buildings	Office	Retail <sup>1</sup>	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	0	0	0	0	0	0	0	
<b>Approved by CDP</b>								
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

<sup>1</sup> Includes car dealerships for existing uses

# Dominion Square East (CARS)

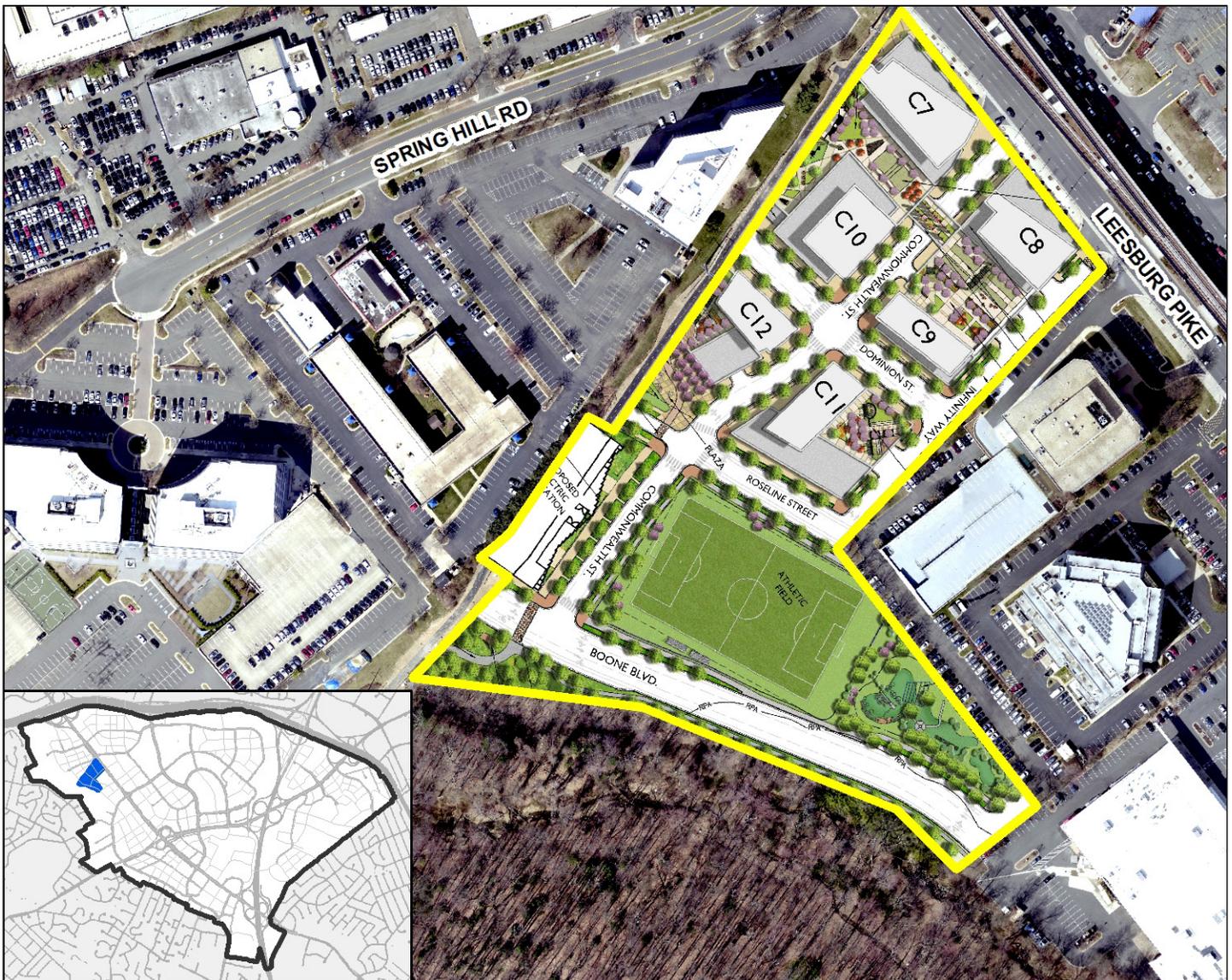
## Zoning Applications

RZ 2011-HM-013.....approved 9/26/2017  
FDP 2011-HM-013.....approved 9/13/2018

## Site Area

12.28 acres

## Development Overview



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

## Development Case Highlights

- Proposal will redevelop the area, 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 accommodates a new Dominion Power electrical substation under the FDP, located in the southern portion of the site, and partially on the Board-owned parcel and 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2011-HM-013

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

<sup>1</sup> Includes car dealerships for existing uses

# Sunburst at Spring Hill Station

## Zoning Applications

RZ 2011-HM-027.....approved 9/26/2017  
FDP 2011-HM-027.....approved 9/13/2018

## Site Area

4.39 acres

## Development Overview



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

## 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 accommodates a new Dominion Power electrical substation under the FDP, located in the southern portion of the site, partially on the Board-owned parcel and the Dominion Square East (RZ 2011-HM-013) property.
- Commitments include improvements to the Old Courthouse Spring Branch Stream Valley
- 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2011-HM-027

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

## Zoning Applications

RZ 2011-HM-032.....approved 9/24/2013

FDP 2011-HM-032.....approved 7/31/2013

## Site Plans

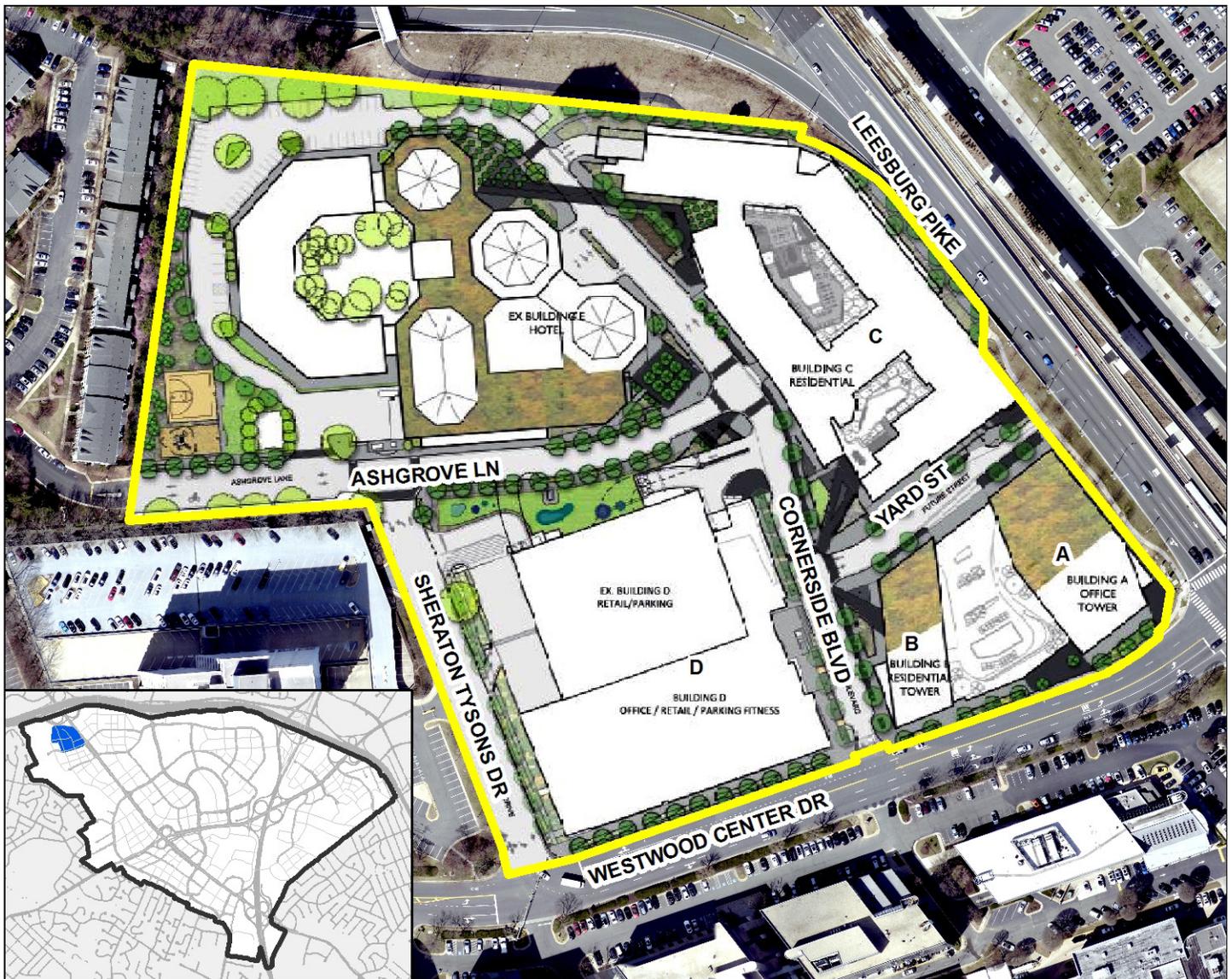
6279-SP-003.....approved 10/23/15 (Building C)

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

## 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2011-HM-032

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

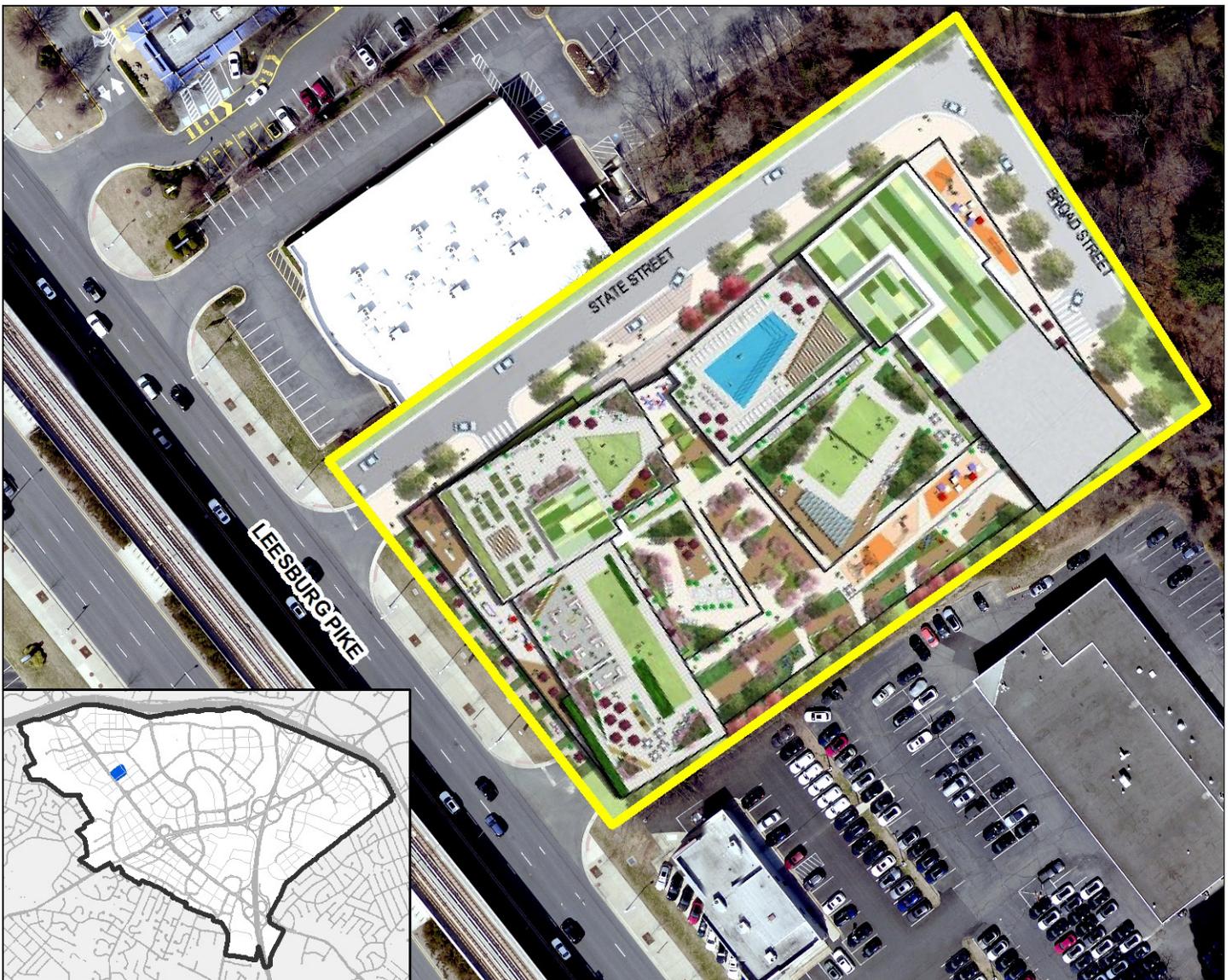
### Zoning Applications

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

### Site Area

2.99 acres

## Development Overview



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

## Development Case Highlights

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

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Proposed Land Use Summary

### RZ 2017-PR-021

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

# The Piazza at Tysons

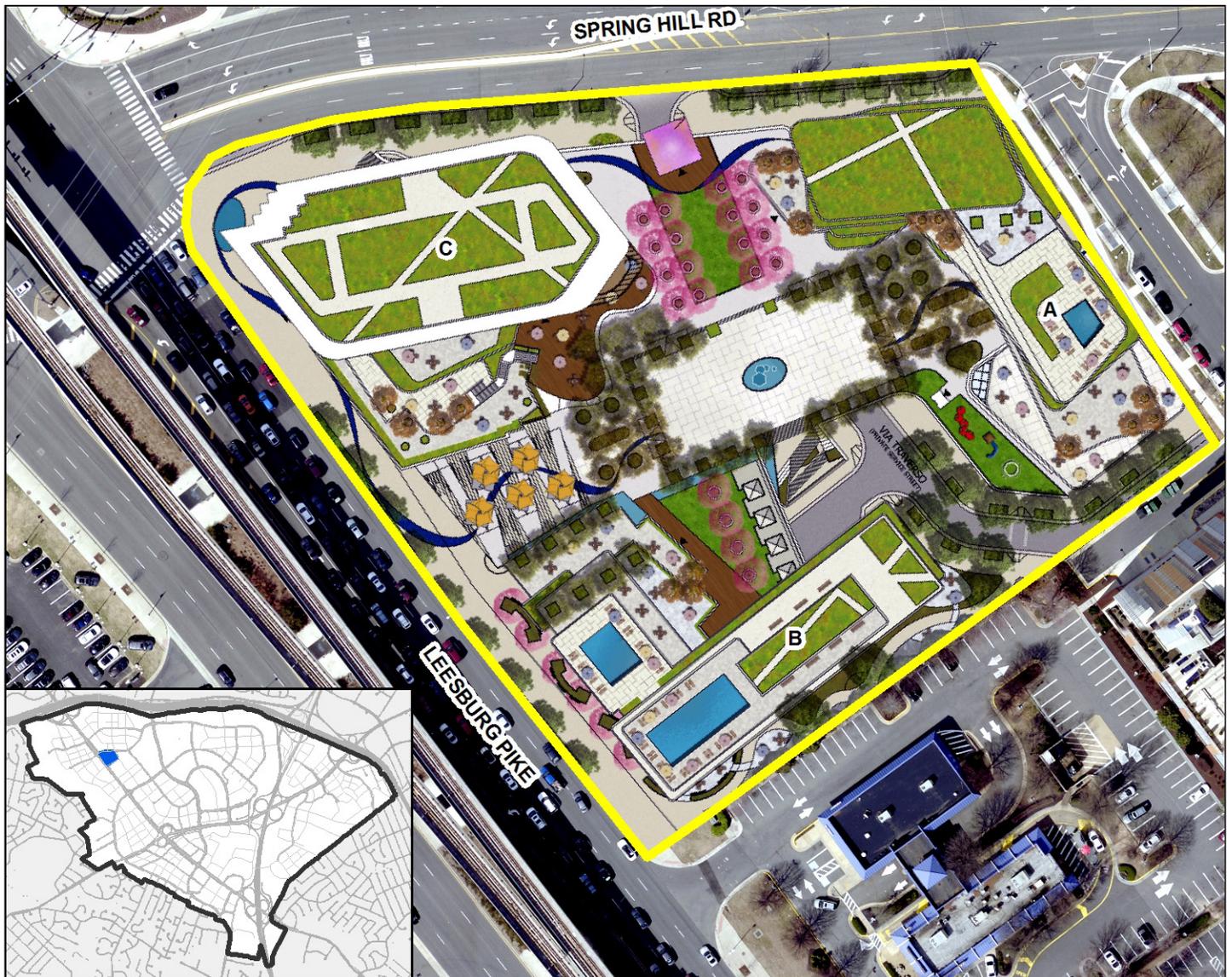
## Zoning Applications

RZ 2019-PR-004.....under review

## Site Area

5.24 acres

## Development Overview



\*Image depicted is from CDP - Illustrative Plan, dated April 17, 2020

## Development Case Highlights

- Subject site is currently developed with a gas station and furniture store, both to be removed upon redevelopment.
- Application proposes three buildings with a mix of office, retail, hotel, residential, and civic use. The civic use proposed in this application is a community library.
- The central focal point of the application is an at-grade public “piazza,” or open space, in the center of the development.

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Proposed Land Use Summary

### RZ 2019-PR-004

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
<b>Existing</b>									
To Be Removed	2	0	128,440	0	0	0	187,538	8.68	
To Remain	0	0	0	0	0	0	0		
<b>Approved by Site Plan, Not Under Construction</b>									
	0	0	0	0	0	0	0		
<b>Proposed by FDP</b>									
	0	0	0	0	0	0	0		
<b>Proposed by CDP</b>									
	4 <sup>1</sup>	795,000	65,900	900,000	1,880 <sup>2</sup>	220,000	1,980,900 <sup>3</sup>		

1 Includes building within park space

2 Inclusive of live-work units

3 Includes 25,800 sq. ft. of public facility use

# North Spring Hill Station

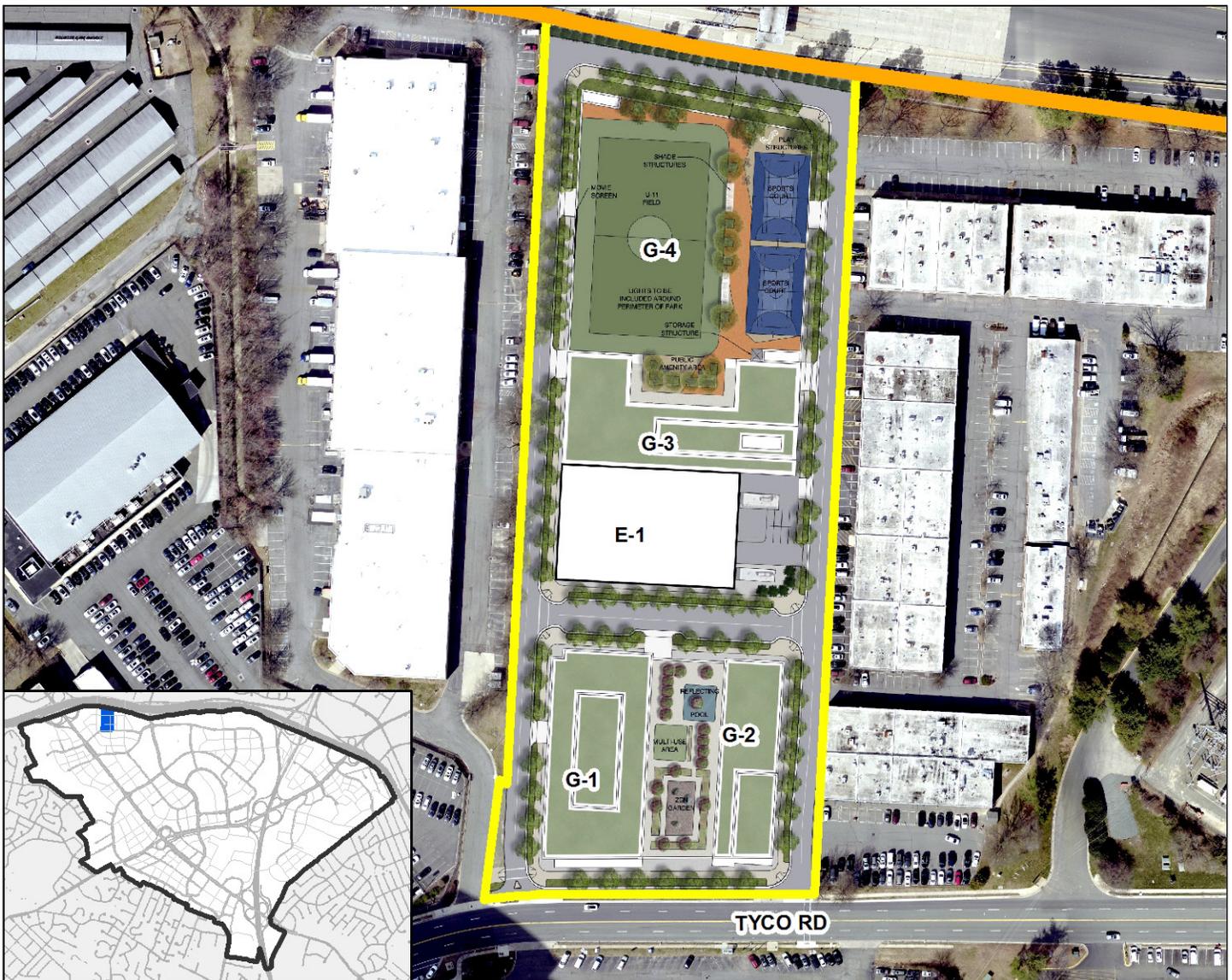
## Zoning Applications

RZ 2018-PR-021.....approved 5/12/2020

## Site Area

7.08 acres

## Development Overview



\*Image depicted is from CDP - Overall Illustrative Plan, dated January 10, 2020

## Development Case Highlights

- Subject site is currently developed with two buildings, one of which is a telecommunications facility that will remain in place with redevelopment.
- Proposed application includes four new buildings (one existing and one to remain) with a mix of office, retail, residential, automobile sales and automotive service.
- A park will be located on top of Building G-4 and will include a U-11 soccer field, two additional sports courts, and public amenity areas.
- Transportation improvements include:
  - Contributions to the Tysons-wide and Tysons Grid of Streets funds
  - New grid streets

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2018-PR-021

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
<b>Existing</b>									
To Be Removed	1	0	0	0	0	0	147,930	4.05	
To Remain	1	0	0	0	0	0	24,000		
<b>Approved by Site Plan, Not Under Construction</b>									
	0	0	0	0	0	0	0		
<b>Approved by FDP</b>									
	0	0	0	0	0	0	0		
<b>Approved by CDP</b>									
	5	378,000	80,000	745,000	745	0	1,228,000 <sup>1</sup>		

<sup>1</sup> Includes 25,000 sq. ft. of existng telecommunications use to remain

# West Spring Hill Station

## Zoning Applications

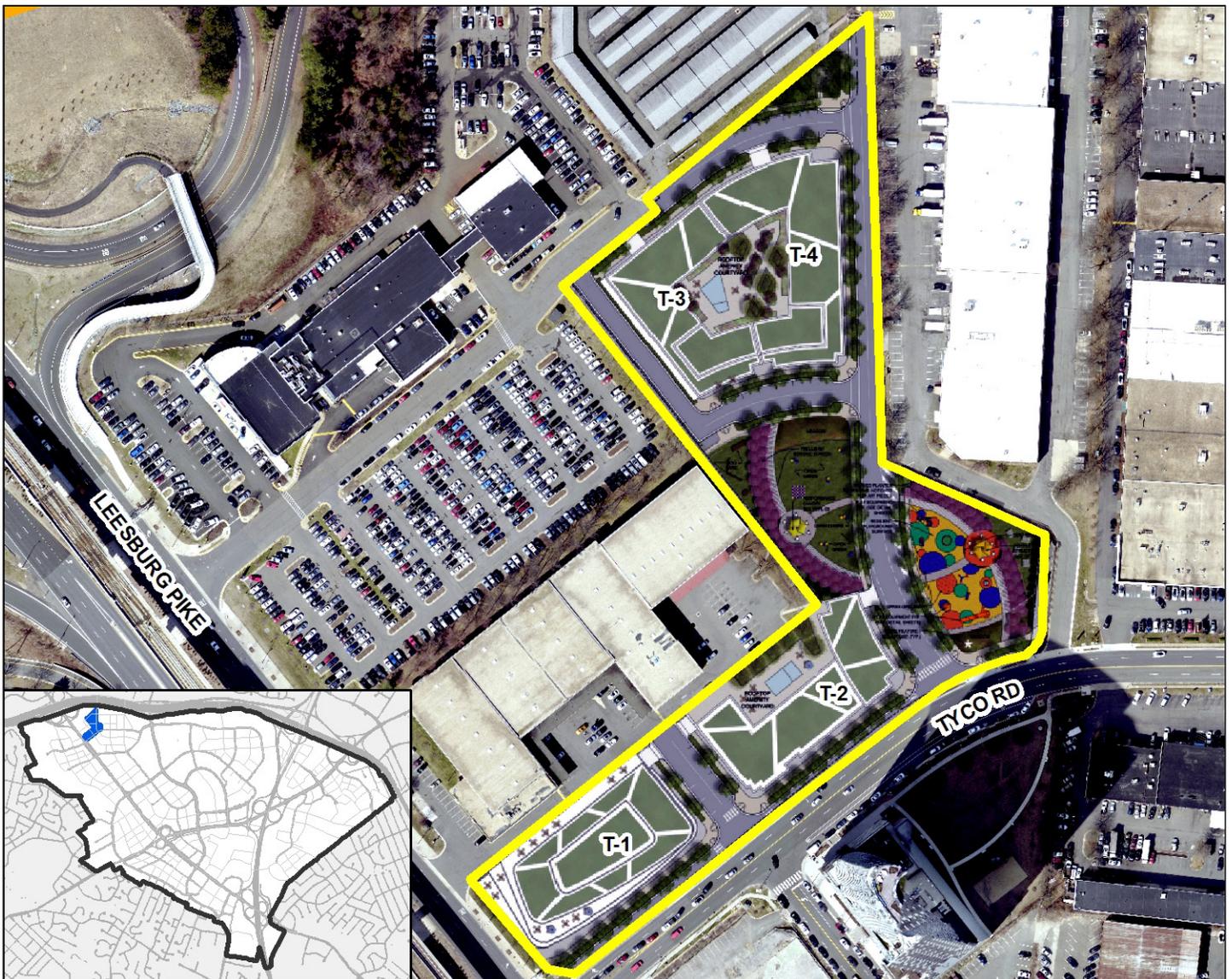
RZ 2018-PR-022.....approved 5/12/2020

FDP 2018-PR-022.....approved 5/06/2020

## Site Area

7.32 acres

## Development Overview



\*Image depicted is from CDP - Overall Illustrative Plan, dated March 6, 2020

## Development Case Highlights

- Subject site is currently developed with three buildings, including automobile sales and servicing
- Proposal includes the removal of the three existing buildings and the construction of four new buildings with a mix of office, residential, retail, and automobile sales
- The redevelopment proposal includes two park spaces, one of which is the subject of the FDP
- Transportation improvements include:
  - Accommodation of a ramp to the Dulles Toll Road
  - Contributions to the Tysons-wide and Tysons Grid of Streets funds
  - New grid streets

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

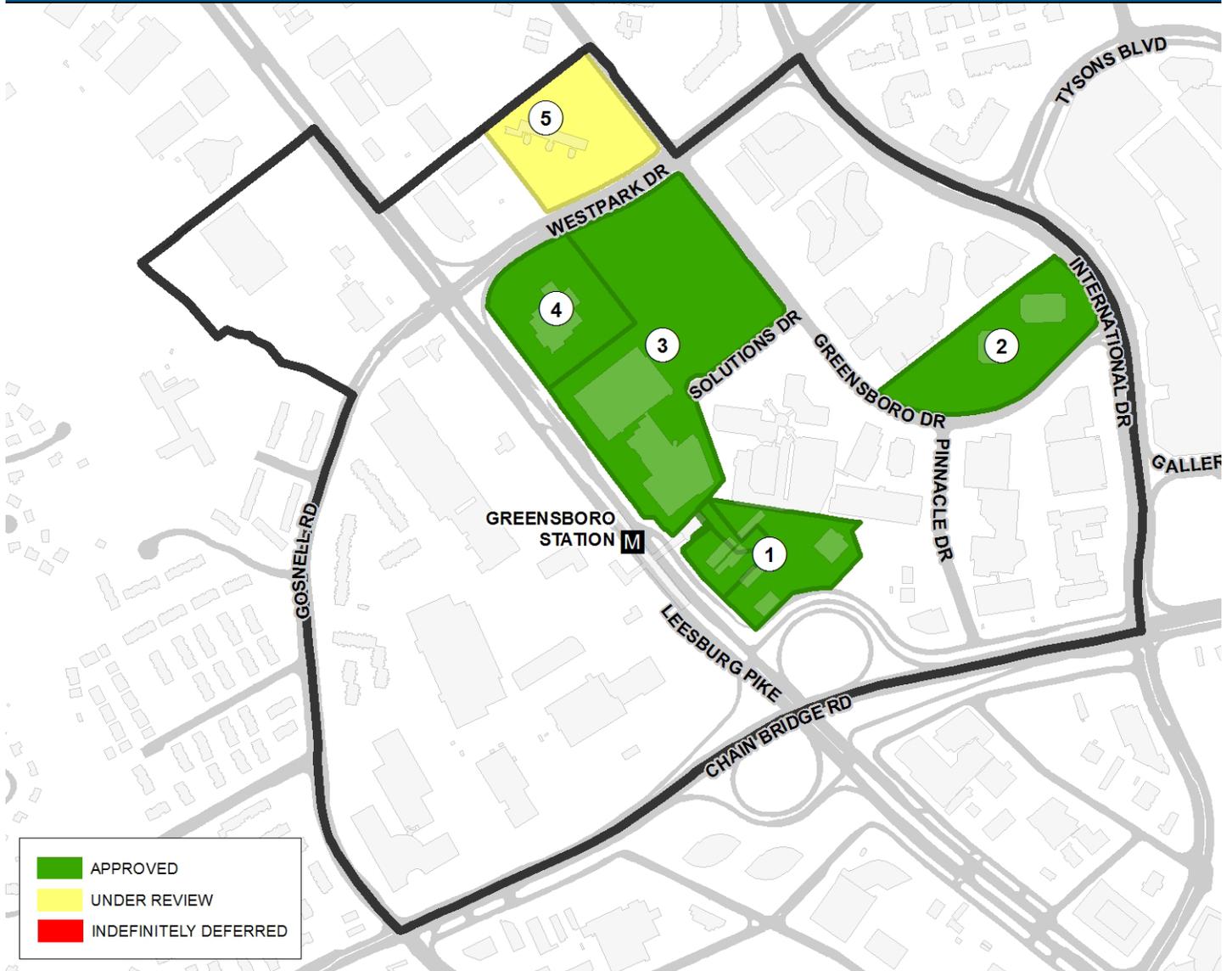
## Approved Land Use Summary

### RZ 2018-PR-022

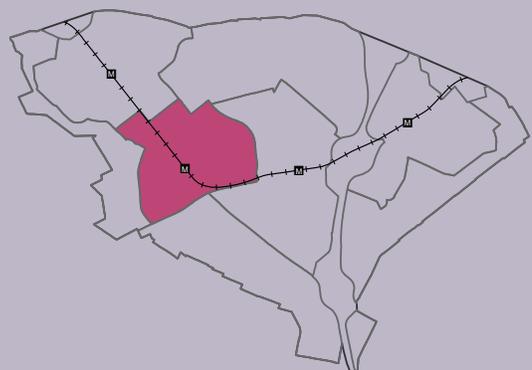
	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Existing</b>								
To Be Removed	3	0	0	0	0	0	300,363	
To Remain	0	0	0	0	0	0	0	
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP<sup>1</sup></b>								
	0	0	0	0	0	0	0	
<b>Approved by CDP</b>								
Base (Max Res.)	4	398,500	45,000	836,000	1003	0	1,279,500	4.01
Option (Max Office)	4	633,733	45,000	658,000	656	0	1,336,733	4.20

<sup>1</sup> FDP 2018-PR-022 is for park space only, there is no associated GFA

# TYSONS CENTRAL 7 DISTRICT



- 1 - Tysons Central
- 2 - Greensboro Park
- 3 - The Boro
- 4 - Westpark Plaza
- 5 - The Boro I-L<sup>4</sup>



## 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. Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential		Hotel	Totals <sup>1, 4</sup>
				GFA	DUs		
<b>Implemented</b>							
	7	511,219	327,259	1,717,449	1108	0	2,093,696
<b>Under Construction</b>							
	0	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>							
	1	360,847	26,709	0	0	0	387,556
<b>Approved by FDP</b>							
	18	2233414	463,999	2,568,438	2,379	0	5,240,851 <sup>2</sup>
<b>Approved by CDP</b>							
Maximum of Employment Options	28	3,469,184	669,499	5,132,438	4,740	795,000	8,567,011 <sup>3</sup>
Maximum of Residential Options	28	3,158,184	669,499	5,725,438	5,364	955,000	8,789,011 <sup>3</sup>
<b>Proposed by FDP</b>							
	0	0	0	0	0	0	0
<b>Proposed by CDP</b>							
Maximum of Employment Options	4	0	187,000	638,837	560	0	1,075,387
Maximum of Residential Options	4	0	42,000	800,000	602	0	1,105,387
<b>Total Proposed or Approved by CDP</b>							
Maximum of Employment Options	32	3,469,184	856,499	5,771,275	5,300	755,000	9,672,398 <sup>3</sup>
Maximum of Residential Options	32	3,158,184	711,499	6,525,438	5,966	955,000	9,894,398 <sup>3</sup>

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

4 The land area associated with The Boro I-L is split between the Tysons West District and The Tysons Central 7 District. The case appears on both District Overview maps but all data for the project is included in the Tysons Central 7 District.

## 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)

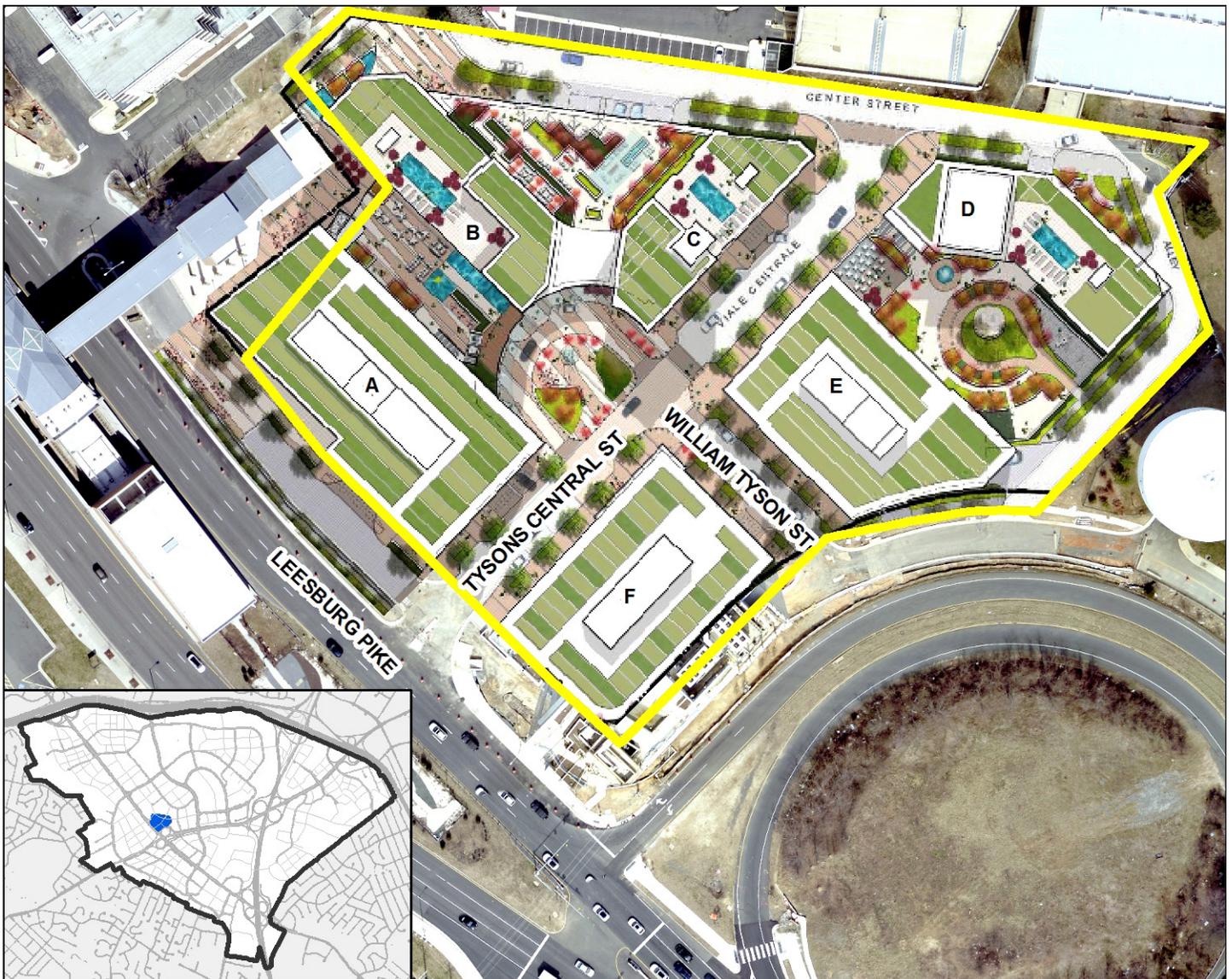
### Site Plans

25084-MSP-001.....approved 9/23/2014 (Interim  
Pop-up Retail)  
1682-SP-001.....approved 5/4/2016 (Building F)  
1682-SP-002.....approved 10/9/2019 (Building A)

### Site Area

5.79 acres

### Development Overview



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

## 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 for Building A is approved

## Current Development Activity

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

## Approved Land Use Summary

### RZ 2015-PR-017

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
Building A	1	360,847	26,709	0	0	0	387,556	
<b>Approved by FDP</b>								
	2	365,000	52,000	394,000	414	0	811,000	
<b>Approved by CDP</b>								
Option 1- Office	6	631,000	173,000	848,000	885	155,000	1,821,500 <sup>1</sup>	7.17
Option 1 - Hotel	6	560,000	173,000	848,000	885	347,000	1,942,500 <sup>1</sup>	7.64
Option 2	6	320,000	173,000	1,441,000	1,509	155,000	2,043,500 <sup>1</sup>	8.04

<sup>1</sup> Up to 14,500 sq.ft. of public facility use included

# Greensboro Park

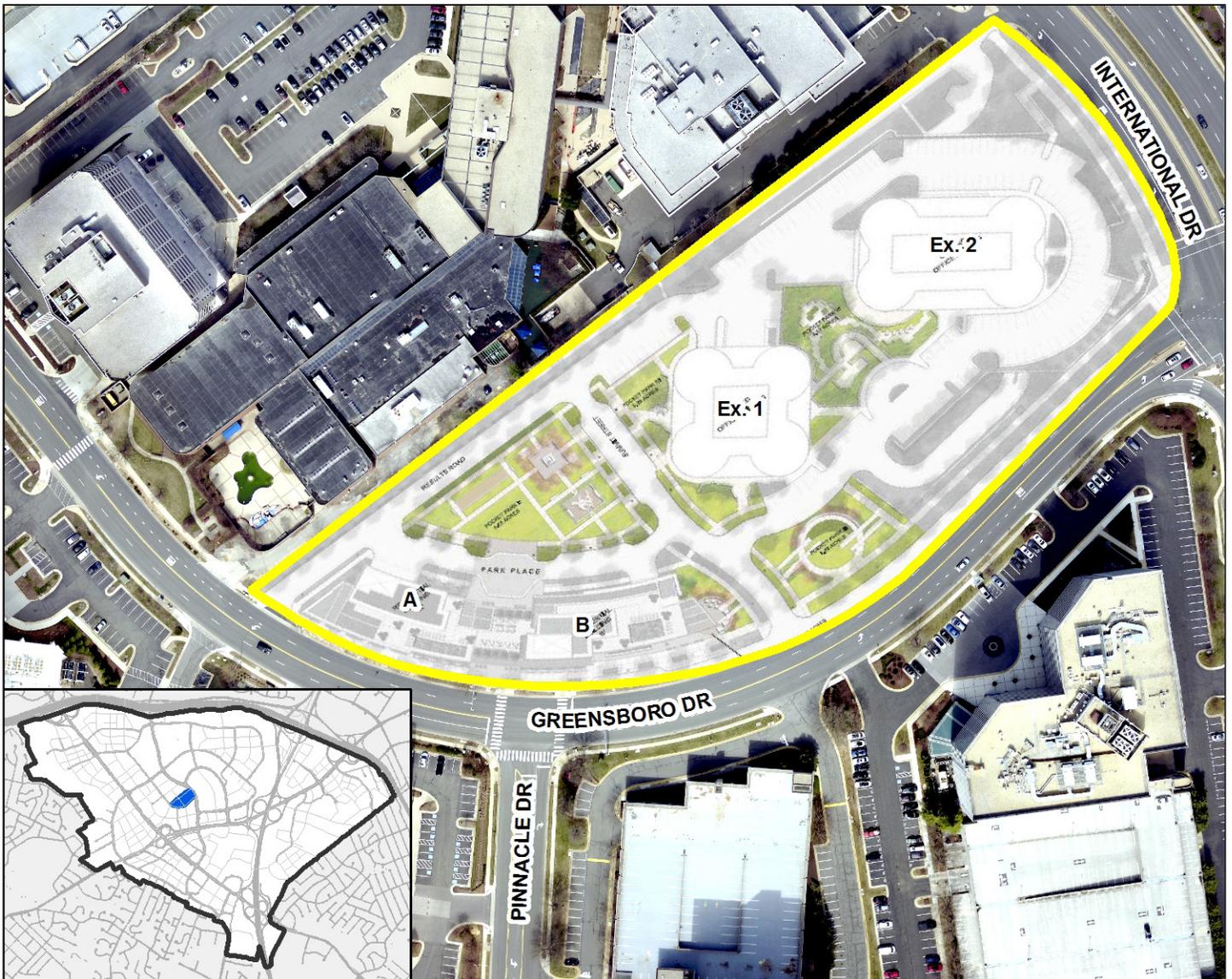
## Zoning Applications

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

## Site Area

6.98 acres

## Development Overview



\*Image depicted is from CDP, Illustrative Rendered Plan, dated January 16, 2014

## 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2012-PR-002

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	4	504,574	1,999	479,438	520	0	989,011 <sup>1</sup>	
<b>Approved by CDP<sup>2</sup></b>								
	4	504,574	1,999	479,438	520	0	989,011 <sup>1</sup>	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

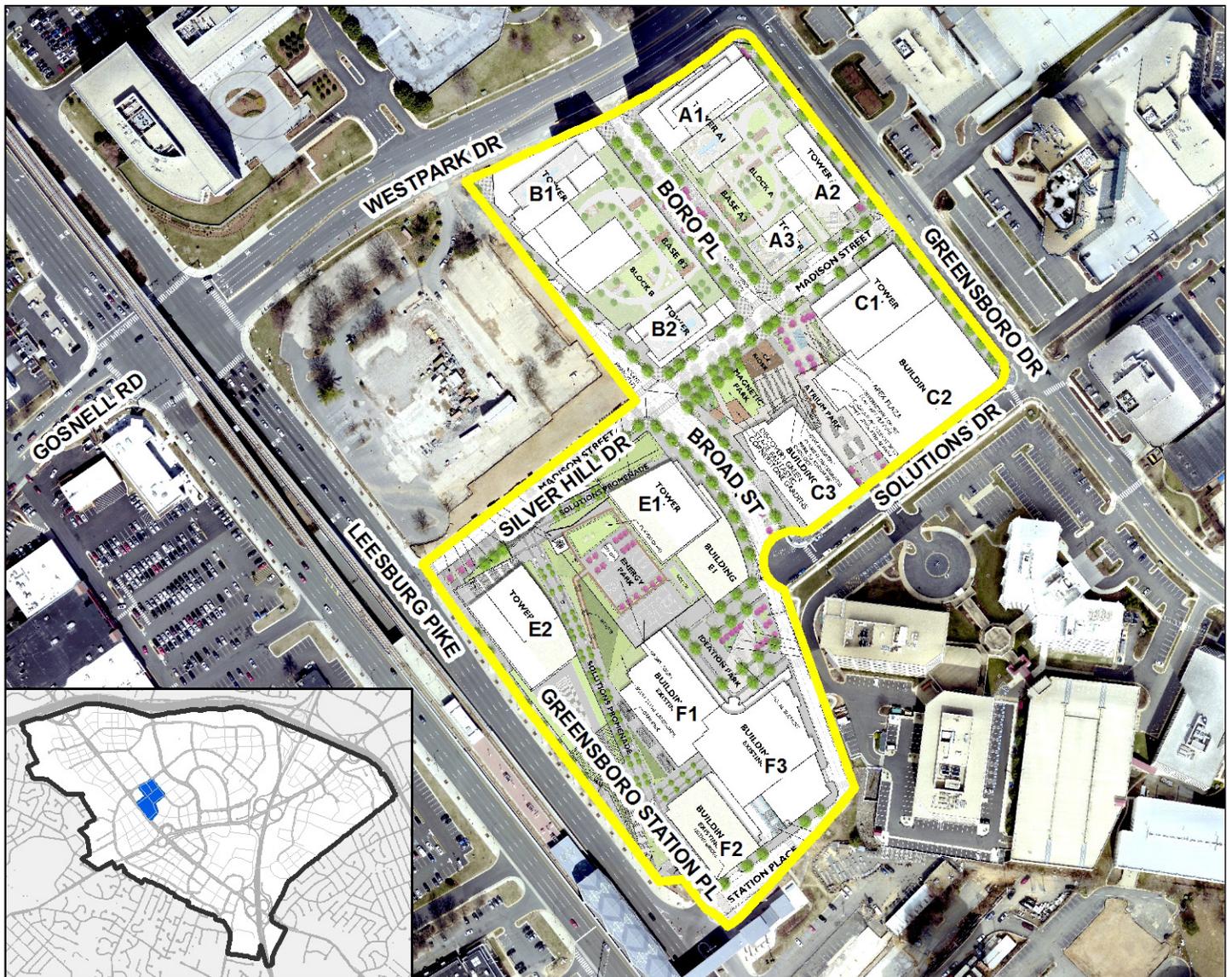
## Site Plans

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

## Development Case Highlights

- Three existing office buildings on the property will remain, and 12 additional buildings are approved that will 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
  - 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, 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
Building C2	0	135,569	0	0	0	135,569
Building C3	429,223	17,285	0	0	0	446,508
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

## Approved Land Use Summary

### RZ 2010-PR-022

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	11	1,363,840	356,500	1,080,000	835	0	2,812,340	
<b>Approved by CDP<sup>2</sup></b>								
	15	2,333,610	470,000	2,500,000	2,035	640,000	4,267,000 <sup>3</sup>	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

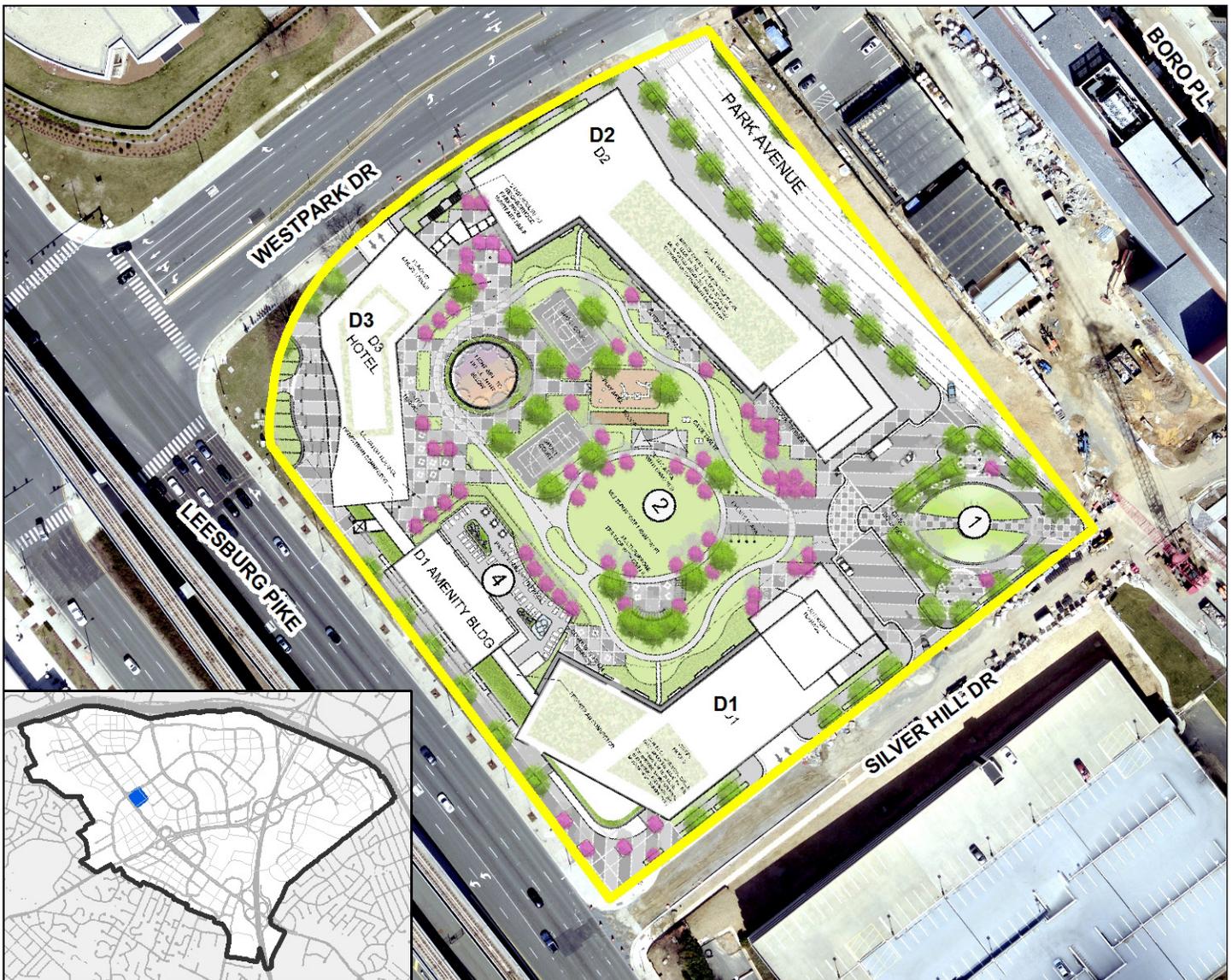
0826-SP-008-1

under review (Building D1)

## Site Area

5.37 acres

## Development Overview



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

## 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2013-PR-009

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

# The Boro Blocks I-L

## Zoning Applications

RZ 2020-PR-009.....under review

## Site Area

9.37 acres

## Development Overview



\*Image depicted is from CDP - Conceptual Park Plan, dated April 2, 2020

## Development Case Highlights

- Site is currently developed with an office building and surface parking
- Proposal includes four new buildings, an extension of Boro Place, and a central linear park space
- Block L options include a health club or townhouses

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

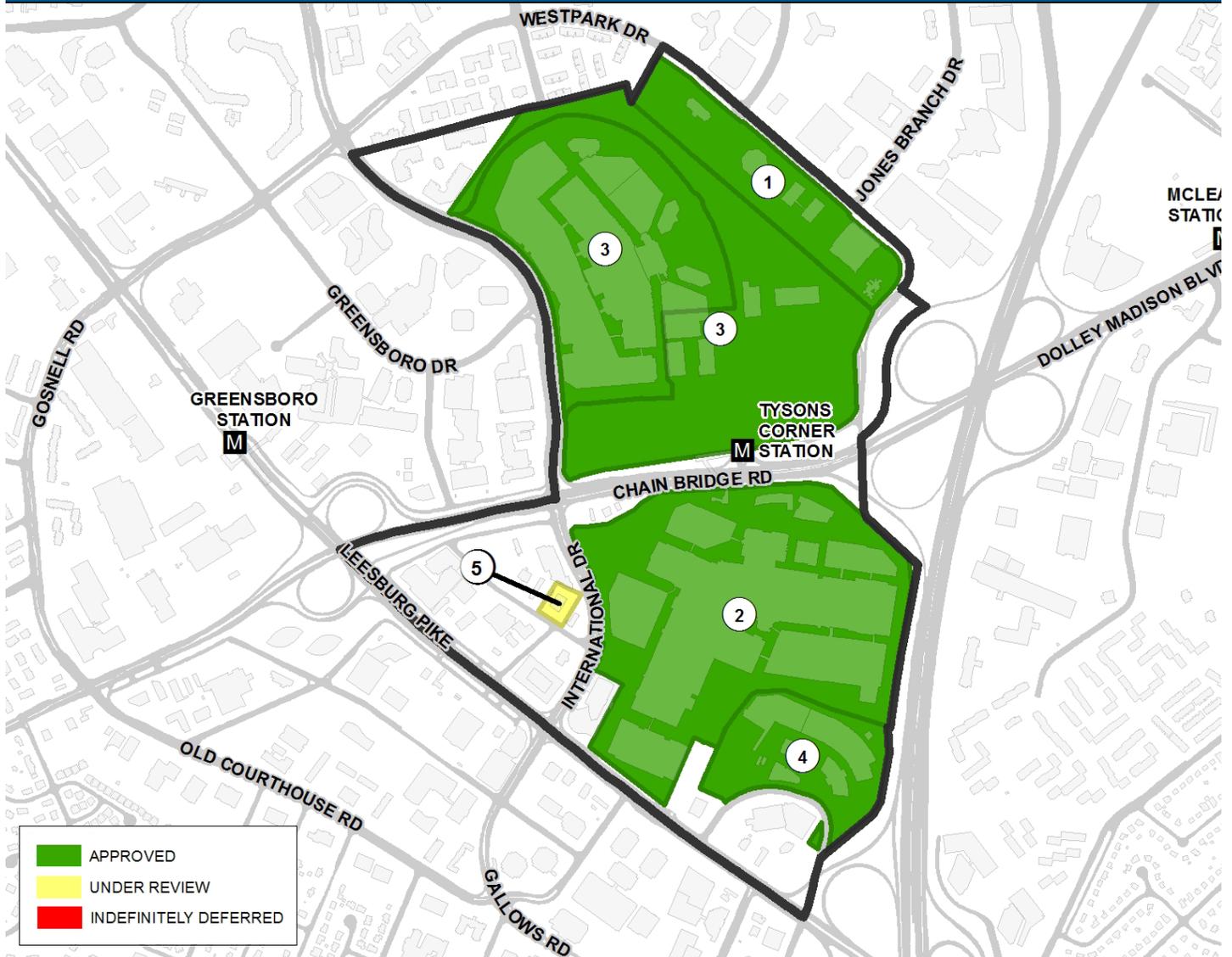
## Proposed Land Use Summary

### RZ 2020-PR-009

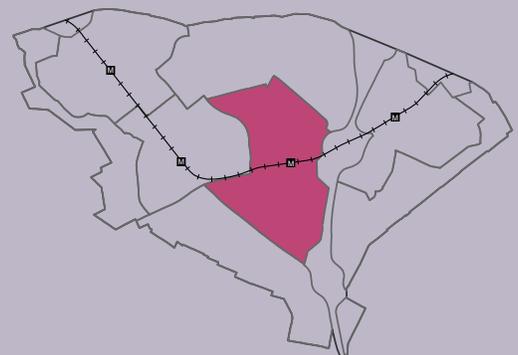
	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Proposed by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Proposed by FDP</b>								
	0	0	0	0	0	0	0	
<b>Proposed by CDP<sup>1</sup></b>								
Option 1	4	0	187,000	638,837	560	0	1,075,387 <sup>1</sup>	2.64
Option 2	4	0	42,000	800,000	602	0	1,105,387 <sup>1</sup>	2.71

<sup>1</sup> Totals include up to 250,000 sq. ft. of continuing care facility use

# TYSONS CENTRAL 123 DISTRICT



- 1 - Arbor Row
- 2 - Tysons Corner Center
- 3 - Tysons II
- 4 - Towers Crescent
- 5 - JR's 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. Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential		Hotel	Totals <sup>1</sup>
				GFA	DUs		
<b>Implemented</b>							
	6	997,589	45,250	1,009,075	890	262,913	2,314,827
<b>Under Construction</b>							
	1	0	5,222	197,572	102	0	202,794
<b>Approved by Site Plan, Not Under Construction</b>							
	1	198,740	198,740	1,260	0	0	200,000
<b>Approved by FDP</b>							
	40	7,125,097	3,809,531	4,821,861	4,313	2,474,144	18,230,633 <sup>3</sup>
<b>Approved by CDP</b>							
Maximum of Employment Options	42	7,388,247	3,861,611	5,493,204	4,946	596,303	17,393,181 <sup>3</sup>
Maximum of Residential Options	42	7,388,247	3,861,611	5,493,204	4,346	596,303	17,393,181 <sup>3</sup>
<b>Proposed by FDP</b>							
	0	0	0	0	0	0	0
<b>Proposed by CDP</b>							
Maximum of Employment Options	1	0	3,080	285,361	244	0	301,314
Maximum of Residential Options	1	0	3,080	285,361	244	0	301,314
<b>Total Proposed or Approved by CDP</b>							
Maximum of Employment Options	43	7,388,247	3,864,691	5,778,565	5,190	596,303	17,694,495
Maximum of Residential Options	43	7,388,247	3,864,691	5,778,565	5,190	596,303	17,694,495

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

**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.....approved 6/25/19  
 FDP 2011-PR-023-05.....approved 6/12/19

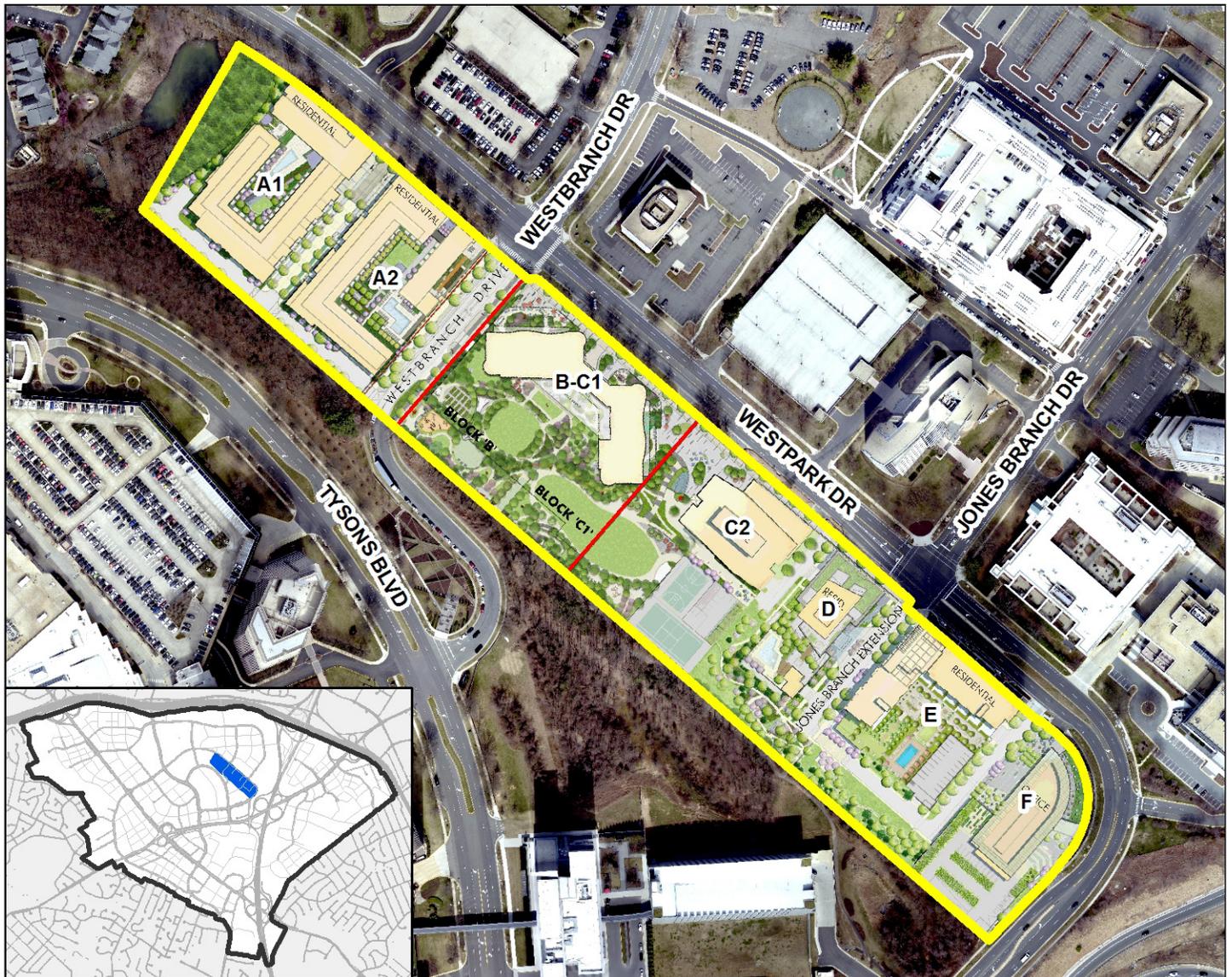
**Site Plans**

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)  
 25530-SP-006.....under review (Blocks B/C-1)

**Site Area**

19.40 acres

**Development Overview**



\*Image depicted is from PCA/CDPA - Illustrative Landscape Plan, dated May 14, 2019

## 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, approved in June 2019, changed Buildings B and C-1 from office to a development that will include independent living, assisted living, memory support services, and community space

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
Monarch (Building D)	0	5,222	197,572	102	0	202,974
<b>Delivered</b>						
Nouvelle (Building E)	0	7,000	509,800	461	0	516,800

## Approved Land Use Summary

### PCA/CDPA 2011-PR-023-02

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	1	198,740	23,184	0	0	0	200,000	
<b>Proposed by FDP<sup>1</sup></b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	5	197,844	23,184	1,443,366	1,314	0	1,664,394	
<b>Approved by CDP</b>								
	7	460,994	50,942	2,021,809 <sup>1</sup>	1,914	0	2,610,451 <sup>2</sup>	3.09

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

2 Includes medical care and community space uses

# 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

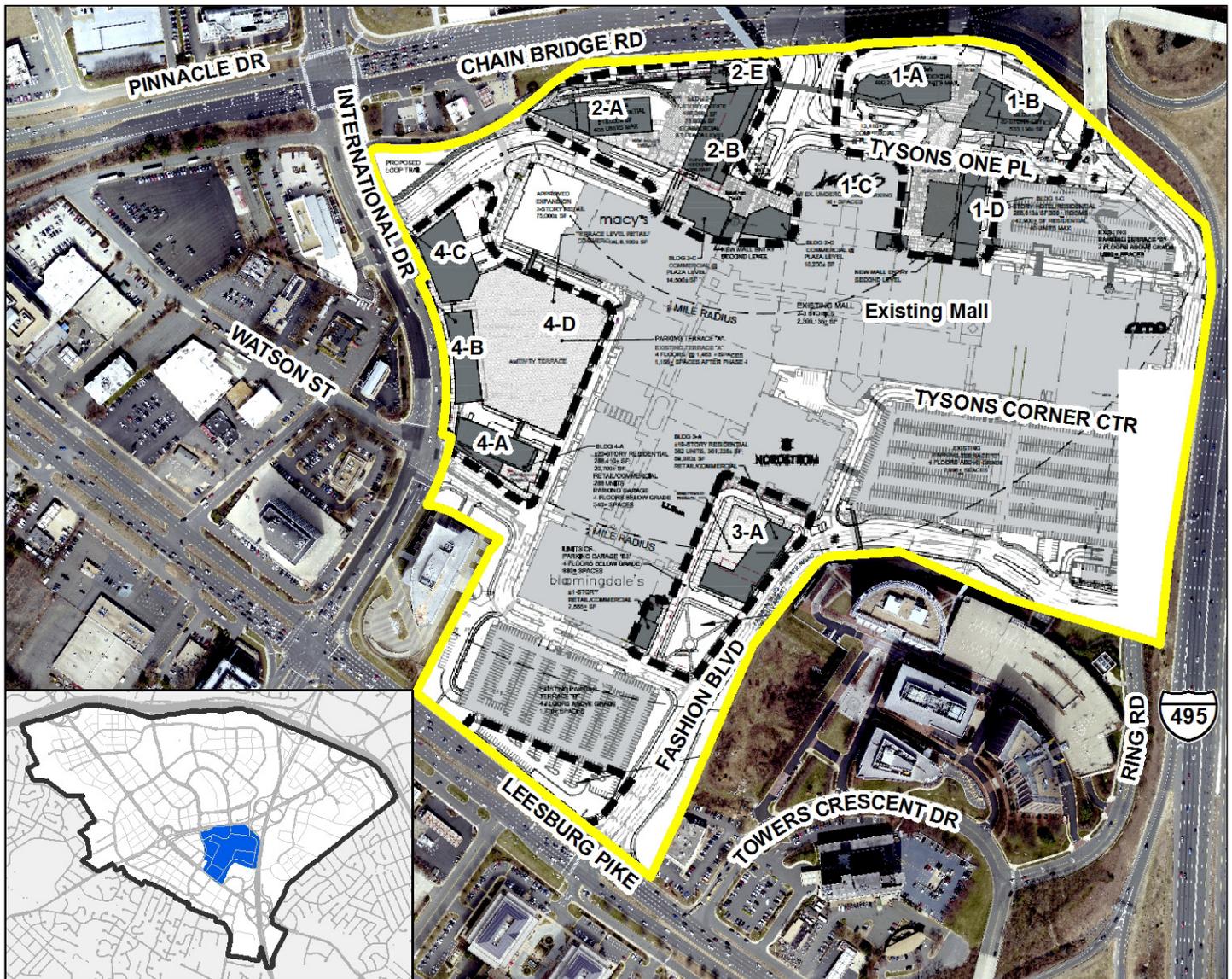
## Site Plans

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

## 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
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 <sup>3</sup>	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP<sup>1</sup></b>								
	14	1,241,088	2,721,446	1,779,660	1,573	245,913	6,015,217 <sup>2</sup>	
<b>Approved by CDP<sup>1</sup></b>								
	14	1,241,088	2,721,446	1,779,660	1,573	245,913	6,015,217 <sup>2</sup>	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

# 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

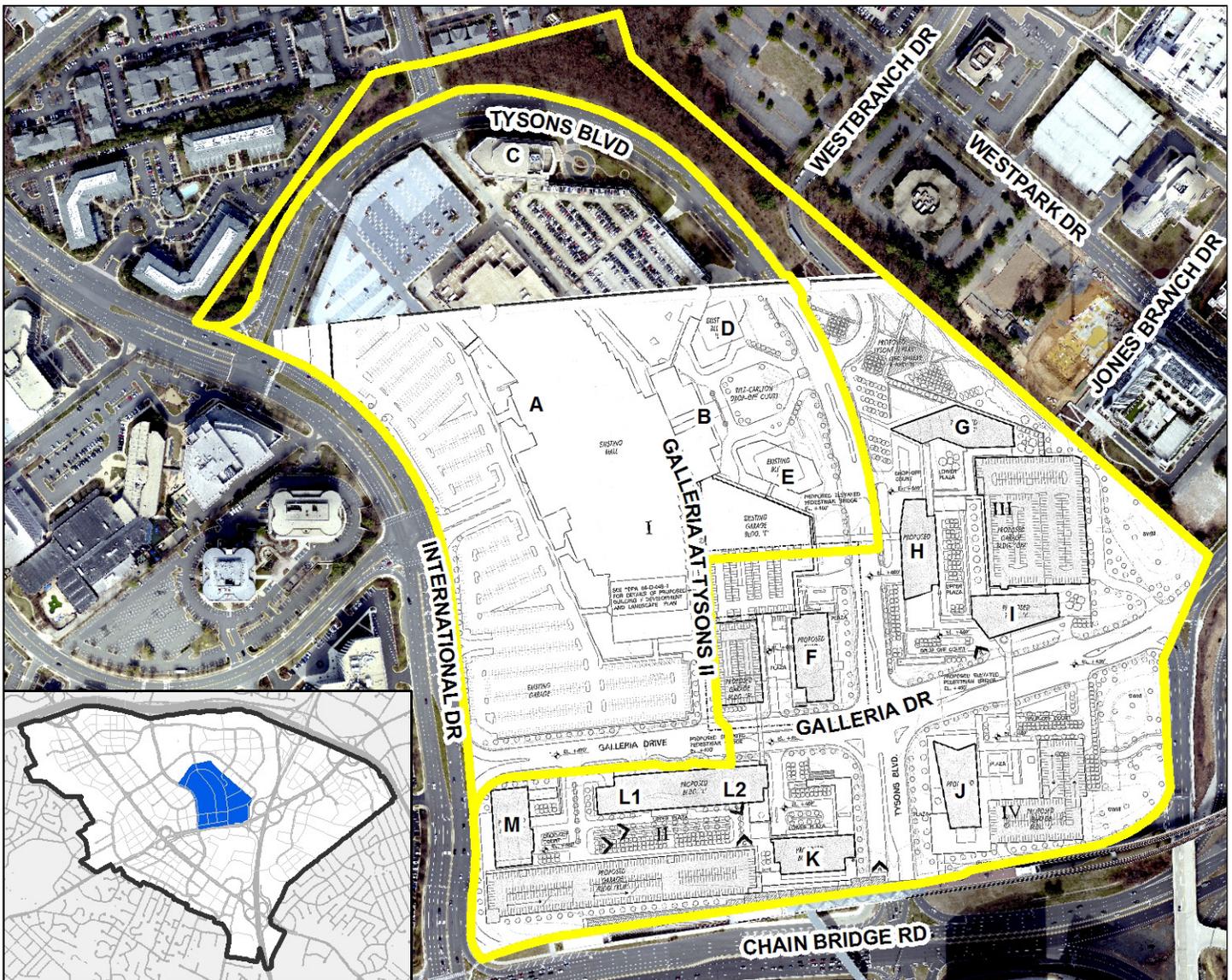
## Site Plans

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

## 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
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			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	14	4,748,507 <sup>2</sup>	998,555	772,154	540	350,390 <sup>2</sup>	6,819,606	
<b>Approved by CDP<sup>1</sup></b>								
	14	4,748,507 <sup>2</sup>	998,555	772,154	540	350,390 <sup>2</sup>	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

# Towers Crescent

## Zoning Applications

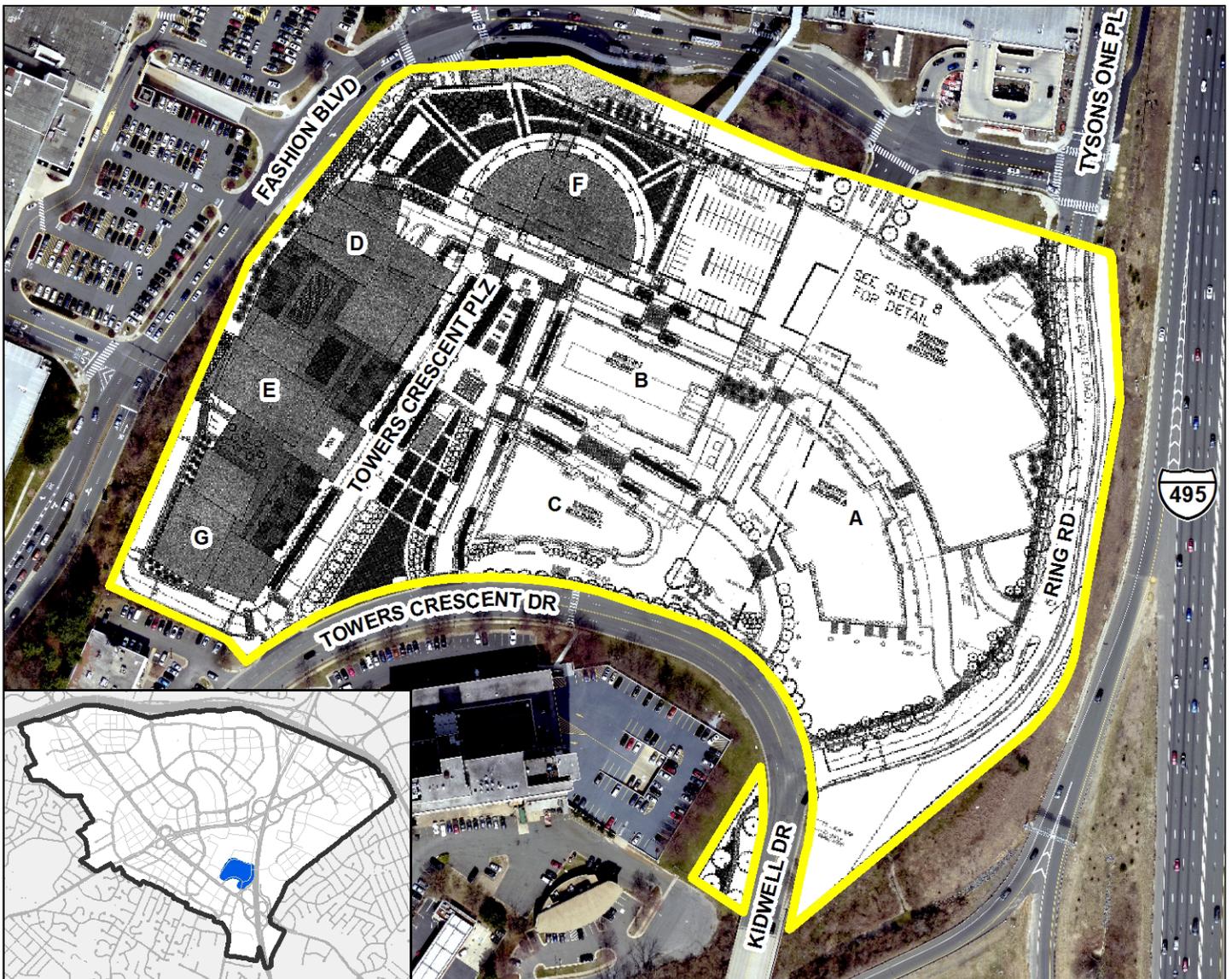
RZ 2006-PR-028.....approved 10/15/2007

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

## 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2006-PR-028

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP<sup>1</sup></b>								
	7 <sup>2</sup>	937,658	90,668	919,581	919	0	1,947,907	
<b>Approved by CDP<sup>1</sup></b>								
	7 <sup>2</sup>	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



## Development Case Highlights

- Property is developed with a restaurant that will be replaced with a residential building that will have up to 244 units and ground-floor retail
- Proposal includes public plazas and open space

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

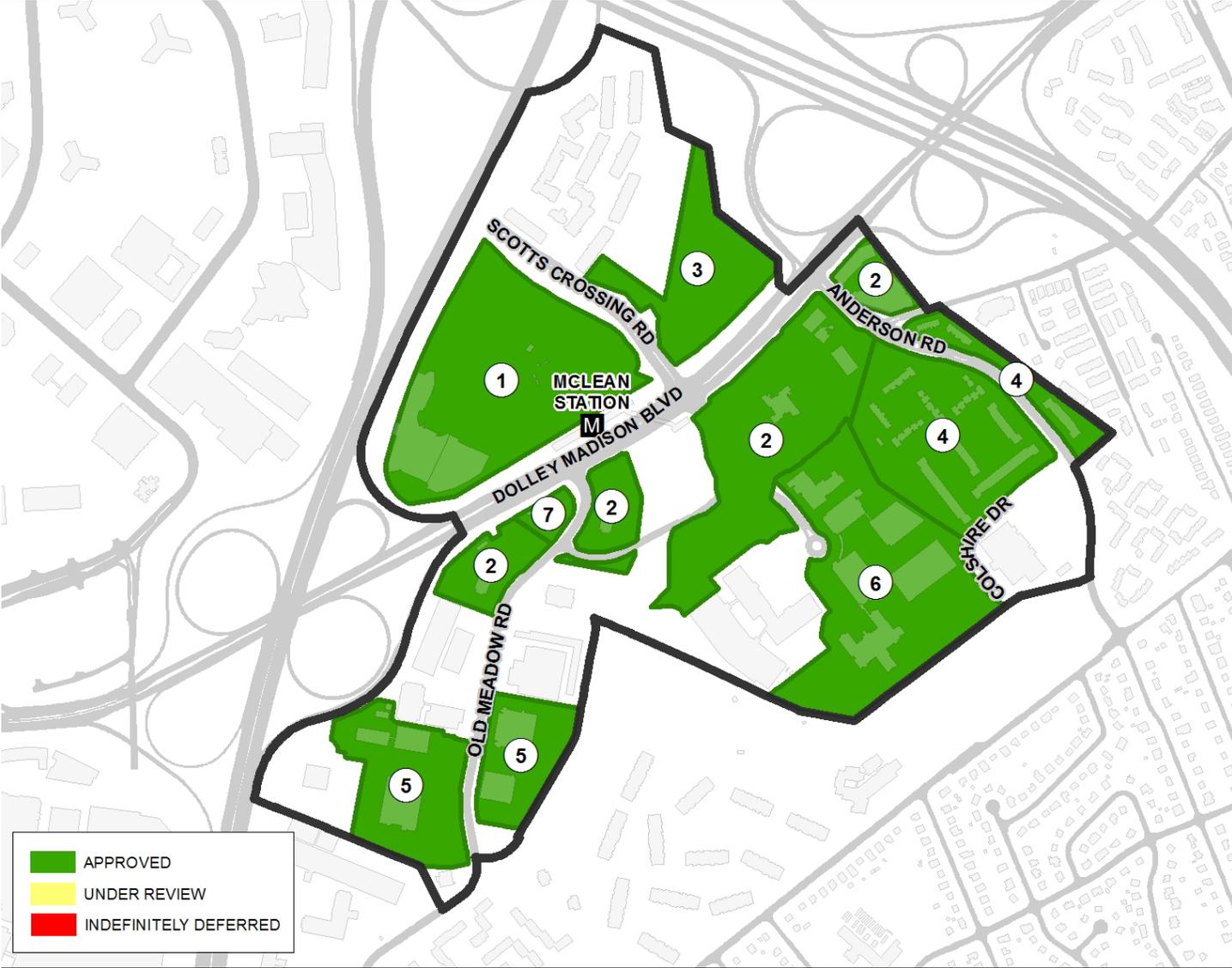
## Proposed Land Use Summary

### RZ 2018-PR-010

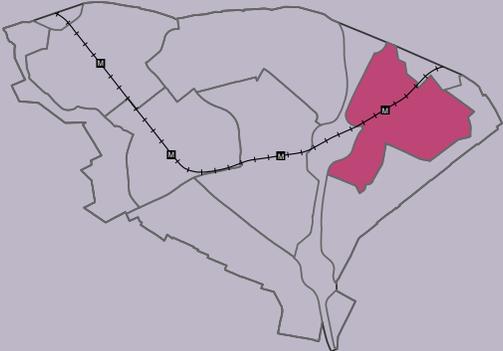
	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
<b>Approved by Site Plan, Not Under Construction</b>									
	0	0	0	0	0	0	0	6.28	
<b>Proposed by FDP</b>									
	0	0	0	0	0	0	0		
<b>Proposed by CDP</b>									
	1	0	3,080	285,361	244	0	301,314 <sup>1</sup>	6.28	

<sup>1</sup> Includes 12,603 sq. ft. of residential amenity GFA

# TYSONS EAST DISTRICT



- 1 - Capital One
- 2 - Scotts Run Station South
- 3 - Scotts Run Station North
- 4 - The Commons
- 5 - Highland District
- 6 - The MITRE Corporation
- 7 - One Tysons East



## TYSONS EAST DISTRICT

The table below provides aggregated data on all approved applications in the Tysons East District. There are no pending applications at this time. All development information is reported in square footage proposed for each use. Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential		Hotel	Totals <sup>1</sup>
				GFA	DUs		
<b>Implemented</b>							
	5	1,269,410	17,708	813,964	744	0	2,100,812
<b>Under Construction</b>							
	7	1,243,230	214,617	639,125	550	434,813	2,657,615
<b>Approved by Site Plan, Not Under Construction</b>							
	1	300,000	0	0	0	0	300,000
<b>Approved by FDP</b>							
	26	4,082,422	323,763	2,934,964	2,716	802,178	7,922,988
<b>Approved by CDP</b>							
Maximum of Employment Options	58	9,954,551	494,149	8,640,530	7,875	1,112,574	19,986,804
Maximum of Residential Options	58	9,954,551	494,149	8,892,530	7,815	883,574	20,103,804

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

# Capital One

## Zoning Applications

RZ 2010-PR-021.....	approved 9/25/2012
FDP 2010-PR-021.....	approved 9/20/2012
PCA/CDPA 2010-PR-021.....	approved 5/12/2014
FDPA 2010-PR-021.....	approved 4/23/2014
PCA/CDPA 2010-PR-021-02..	approved 6/29/2017
FDPA 2010-PR-021-02.....	approved 7/11/2017
PCA/CDPA 2010-PR-021-03..	approved 7/15/2020
FDPA 2010-PR-021-03.....	approved 6/24/2020

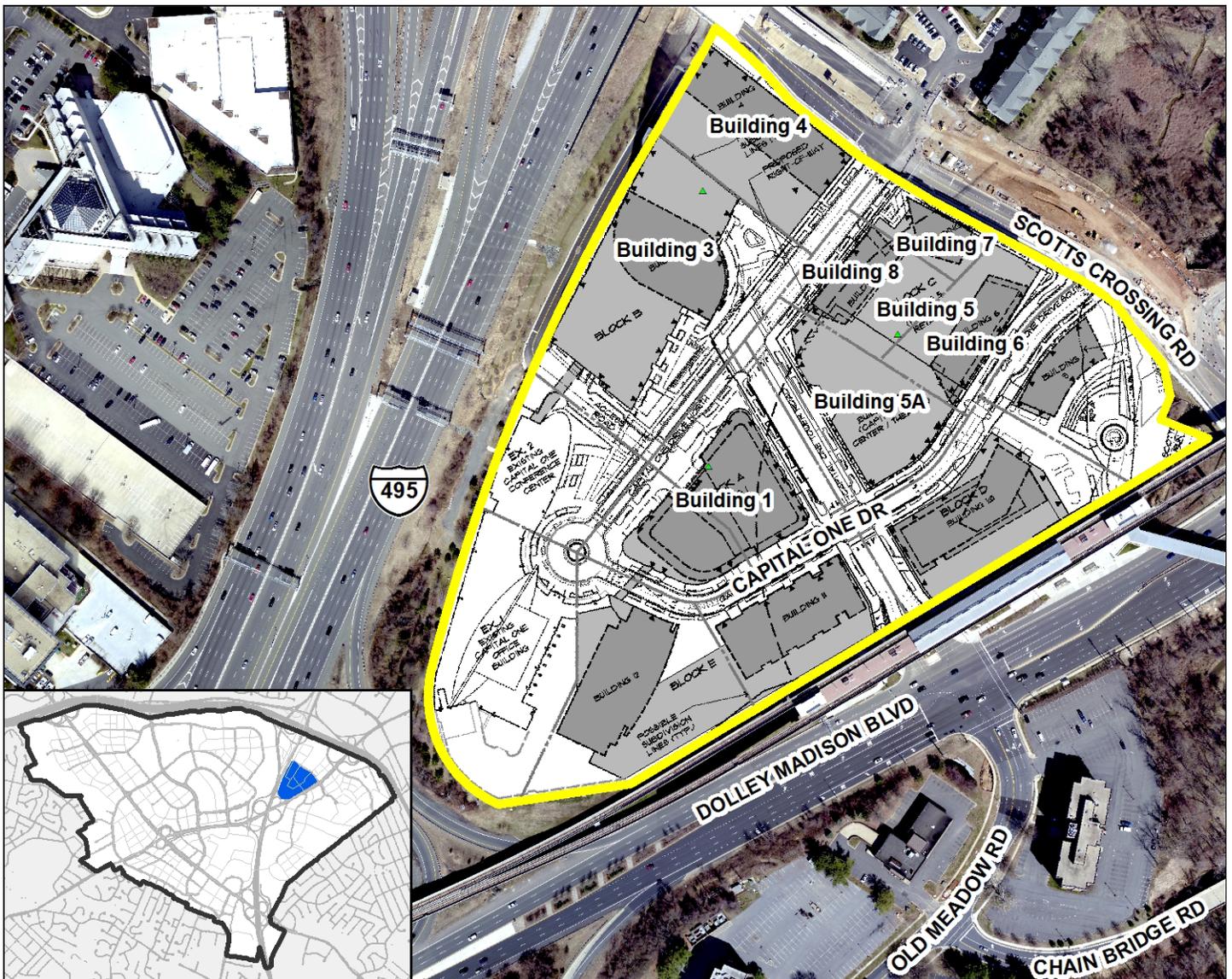
## Site Plans

6835-RGP-003.....	approved 9/10/2013 (site work)
6835-SP-005.....	approved 2/3/2014 (Block A Infrastructure)
6835-SP-006.....	approved 3/2/2015 (Block B)
6835-SP-007.....	approved 4/4/2018 (Block C)
6835-SP-008.....	approved 9/28/2018 (Block A)
6835-SPV-006.....	under review (Building 4)

## Site Area

26.22 acres

## Development Overview



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

## 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
  - PCA 2010-PR-021-03 changed Building 4 from a hotel to an office building and converted and reallocated GFA across the site

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
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
Block A	899,980	62,056	0	0	0	962,036
<b>Delivered</b>						
Building 3	929,410	17,708	0	0	0	947,118

## Approved Land Use Summary

### PCA 2010-PR-021-03

	# of Buildings	Office	Retail	Residential		Hotel	Totals <sup>1</sup>	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP<sup>2</sup></b>								
	11	2,147,011	227,007	922,000	845	340,000	3,900,518 <sup>3</sup>	3.06
<b>Approved by CDP<sup>2</sup></b>								
	15	3,506,793	258,929	982,000	1,230	340,000	5,212,722 <sup>3</sup>	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-011-03.....approved 11/19/2015  
FDP 2011-PR-011-04.....approved 1/26/2017  
PCA 2011-PR-011-02.....approved 5/1/2018  
FDP 2011-PR-011-05.....approved 7/12/2018  
FDPA 2011-PR-011-04.....approved 7/08/2020  
PCA 2011-PR-011-03.....approved 7/28/2020

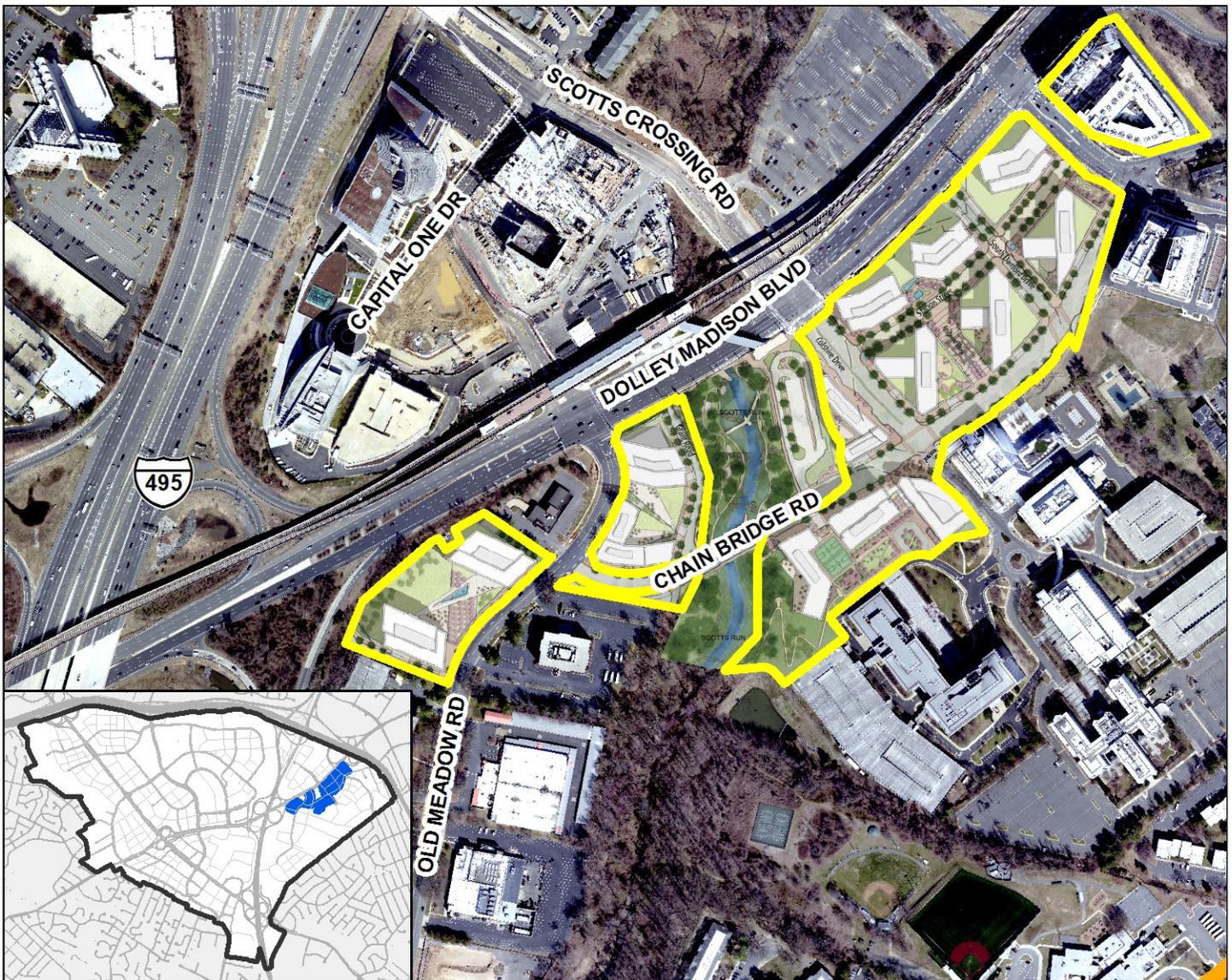
### Site Plans

1217-SP-002.....approved 7/11/2014 (Garfield A & B)  
8293-SP-001.....approved 6/28/2019 (Block K)  
8293-SP-002.....approved 3/25/2020 (Johnson Block C)  
8293-SP-003.....under review (Johnson Block D)

### 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

## 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 16 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 and the enhancement and restoration of portions of the Scotts Run Stream Valley Park will be completed
- Development includes 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		
<b>Under Construction</b>						
Archer Hotel (Block K)	0	2,566	0	0	139,313	141,879
The Heming (Johnson Block C)	0	40,125	442,875	410	0	483,000
<b>Delivered</b>						
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			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Proposed by FDP</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP<sup>2</sup></b>								
	6	213,000	99,055	989,694	900	136,804	1,438,464	
<b>Approved by CDP<sup>3</sup></b>								
	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

2 Does not include 2 Interim retail buildings approved in FDP 2011-PR-001-04, 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

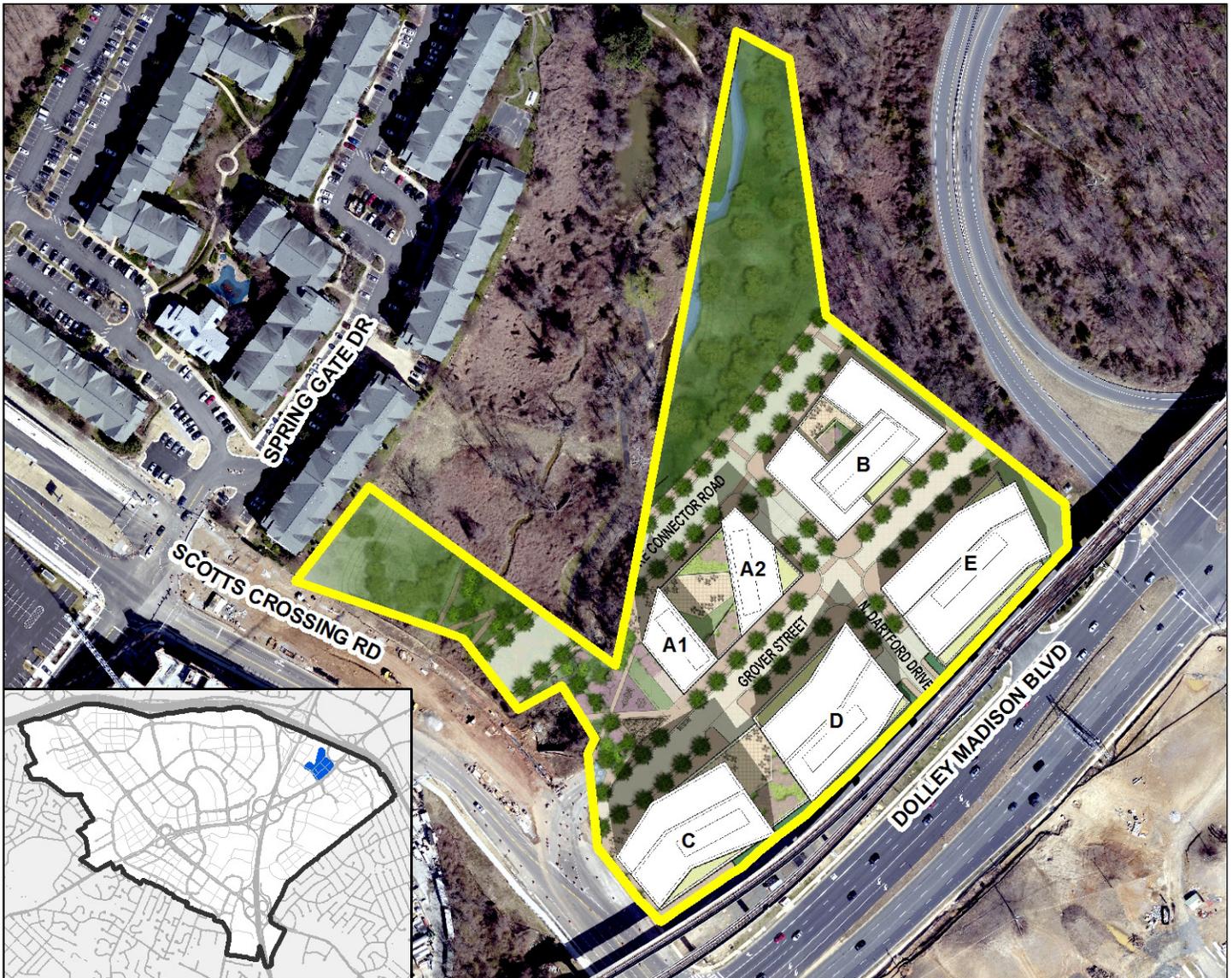
## Site Plans

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

## Site Area

9.40 acres

## Development Overview



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

## 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2011-PR-009

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	0	0	0	0	0	0	0	
<b>Approved by CDP</b>								
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

## 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
The Kingston (Building 1)	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			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0		0	0	
<b>Approved by FDP</b>								
	1	0	0	338,000	331	0	338,000	
<b>Approved by CDP</b>								
	7	0	0 <sup>1</sup>	2,622,400 <sup>1</sup>	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.

## 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

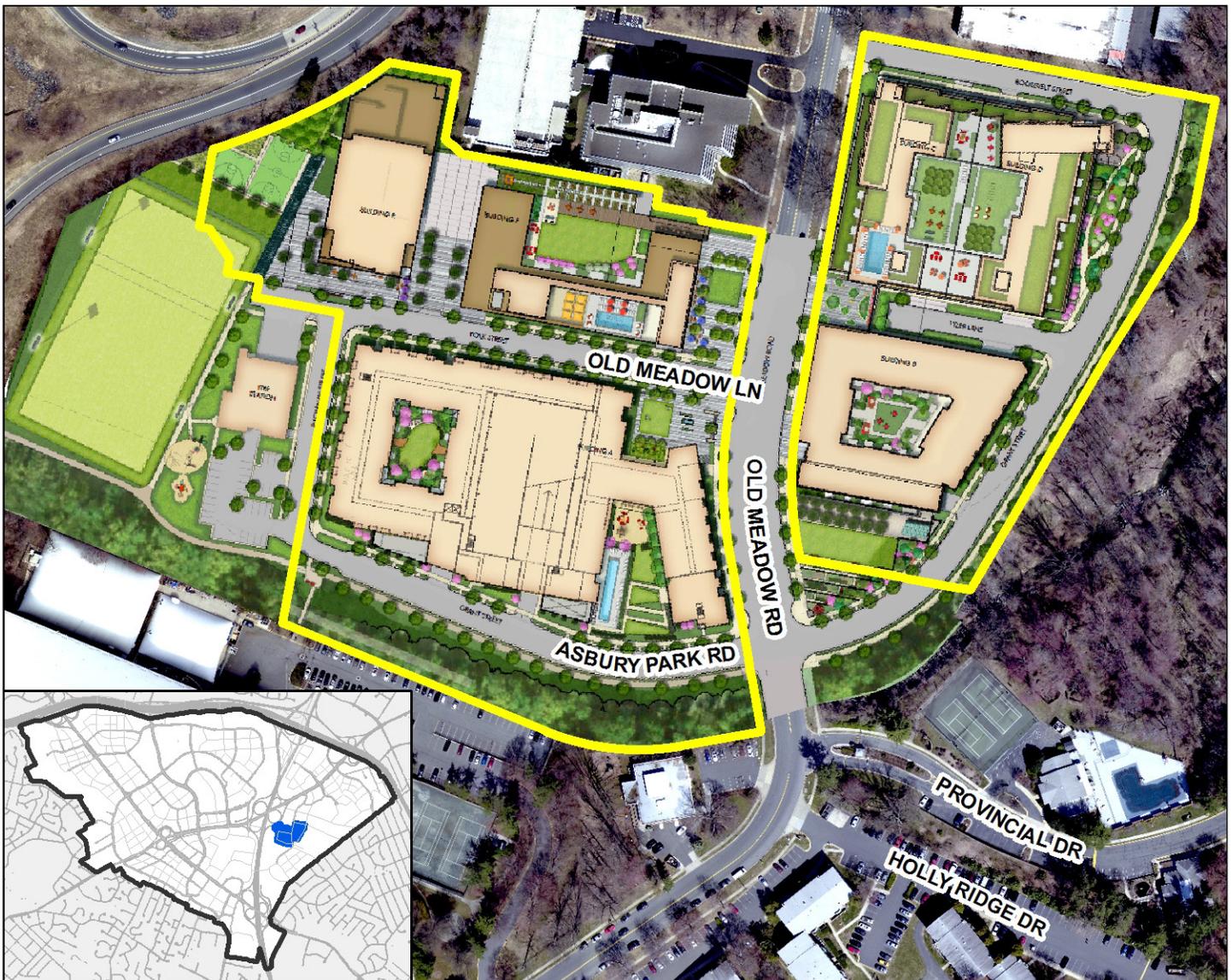
### Site Plans

7788-SP-004.....approved 4/2/2019 (Building B)  
7788-SP-005.....under review (Building A)

### Site Area

16.74 acres

## Development Overview



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

## 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

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
The Bexley (Building B)	0	0	196,250	140	0	196,250
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2014-PR-021

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	2	0	12,000	685,000	640	0	692,000	
<b>Approved by CDP</b>								
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

# The MITRE Corporation

## 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

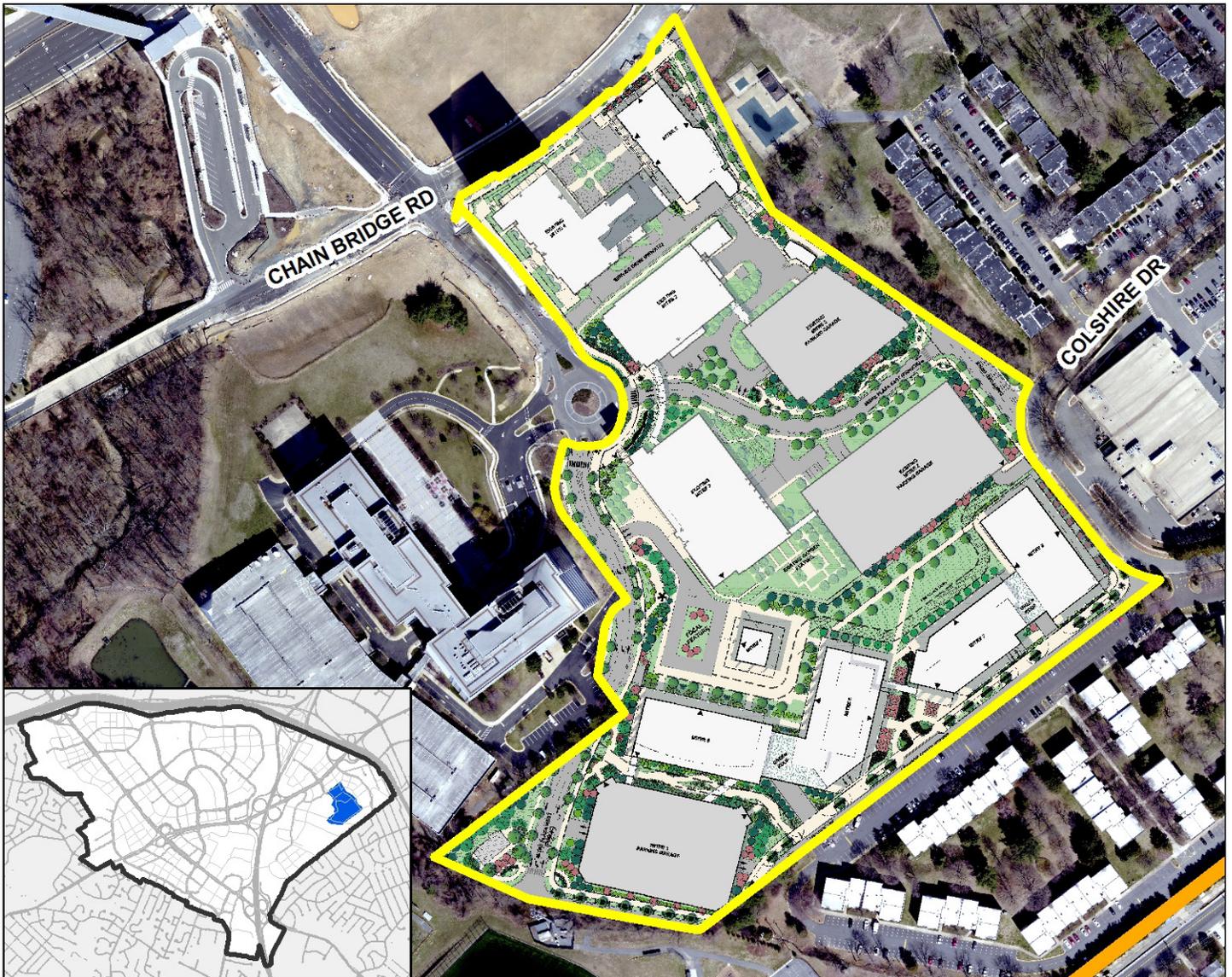
## Site Plans

3538-SP-003.....approved 3/19/2013 (MITRE 4)  
1702-SP-010.....approved 11/18/2019 (MITRE 5)

## Site Area

22.5 acres

## Development Overview



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

## 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

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
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				
<b>Approved by Site Plan, Not Under Construction</b>									
MITRE 5	1	300,000	0	0	0	0	300,000		
<b>Approved by FDP<sup>1</sup></b>									
	4	1,339,752	0	0	0	0	1,339,752		
<b>Approved by CDP<sup>2</sup></b>									
	8	2,153,461	0	0	0	0	2,153,461 <sup>3</sup>	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

# One Tysons East

## Zoning Applications

RZ/FDP 2015-PR-014.....approved 4/14/2020

SE 2015-PR-029.....approved 4/14/2020

## Site Area

1.29 acres

## Development Overview



\*Image depicted is from CDP, Landscape Site Plan - Phase Two, dated February 1, 2019

## Development Case Highlights

- Site is currently developed with a two-story brick structure; the approved redevelopment includes a single office tower with ground-floor retail
- Maximum building height is 225 feet

## Current Development Activity

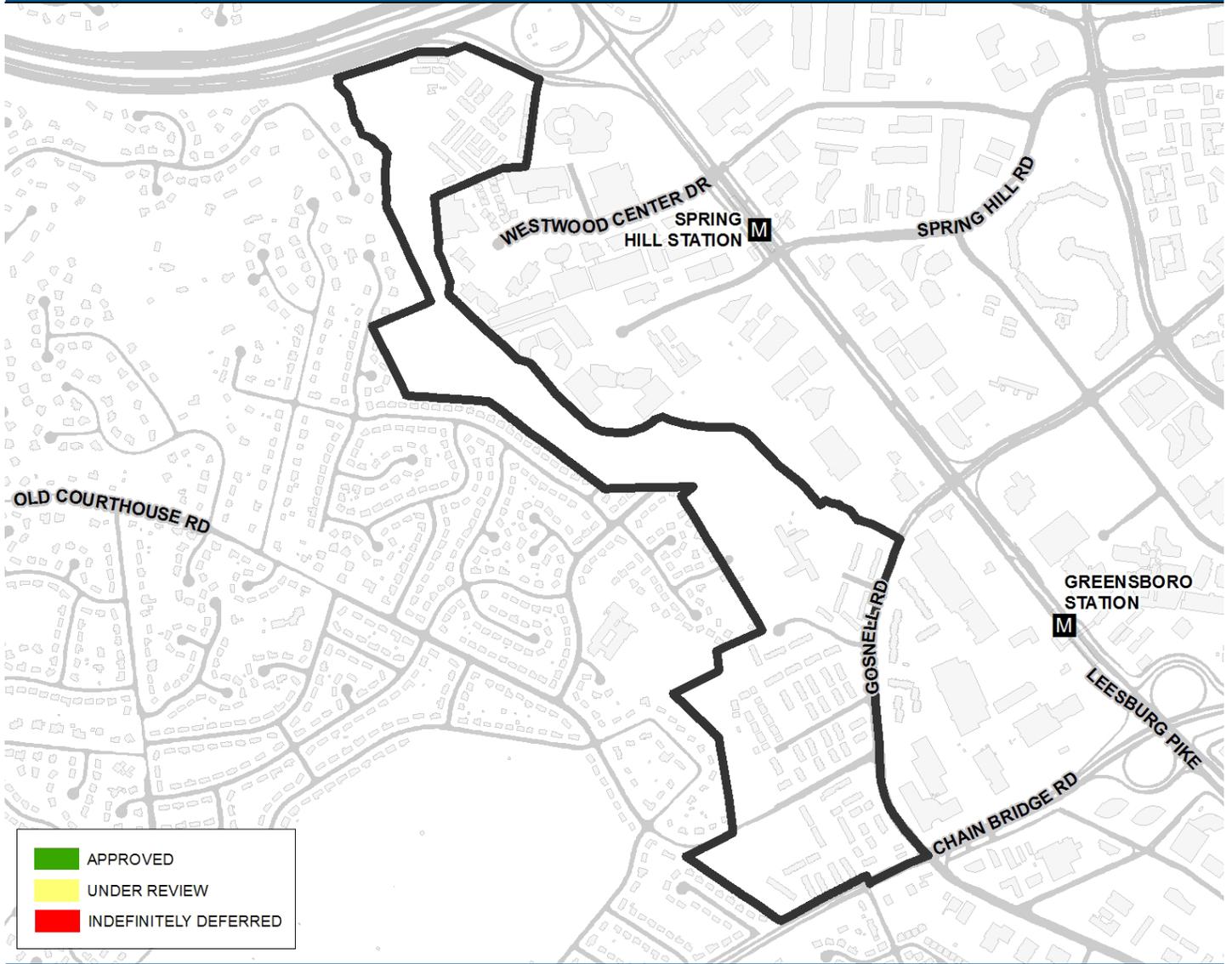
	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

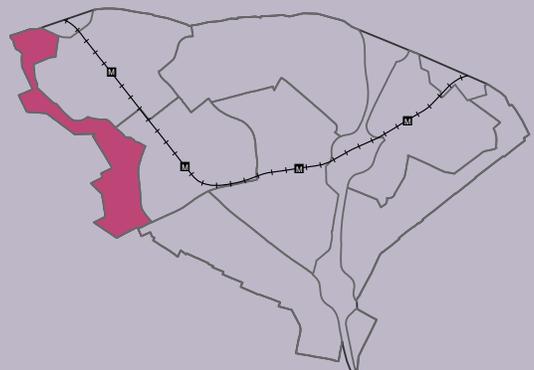
### RZ 2014-PR-014

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

# WEST SIDE DISTRICT



No Major Projects

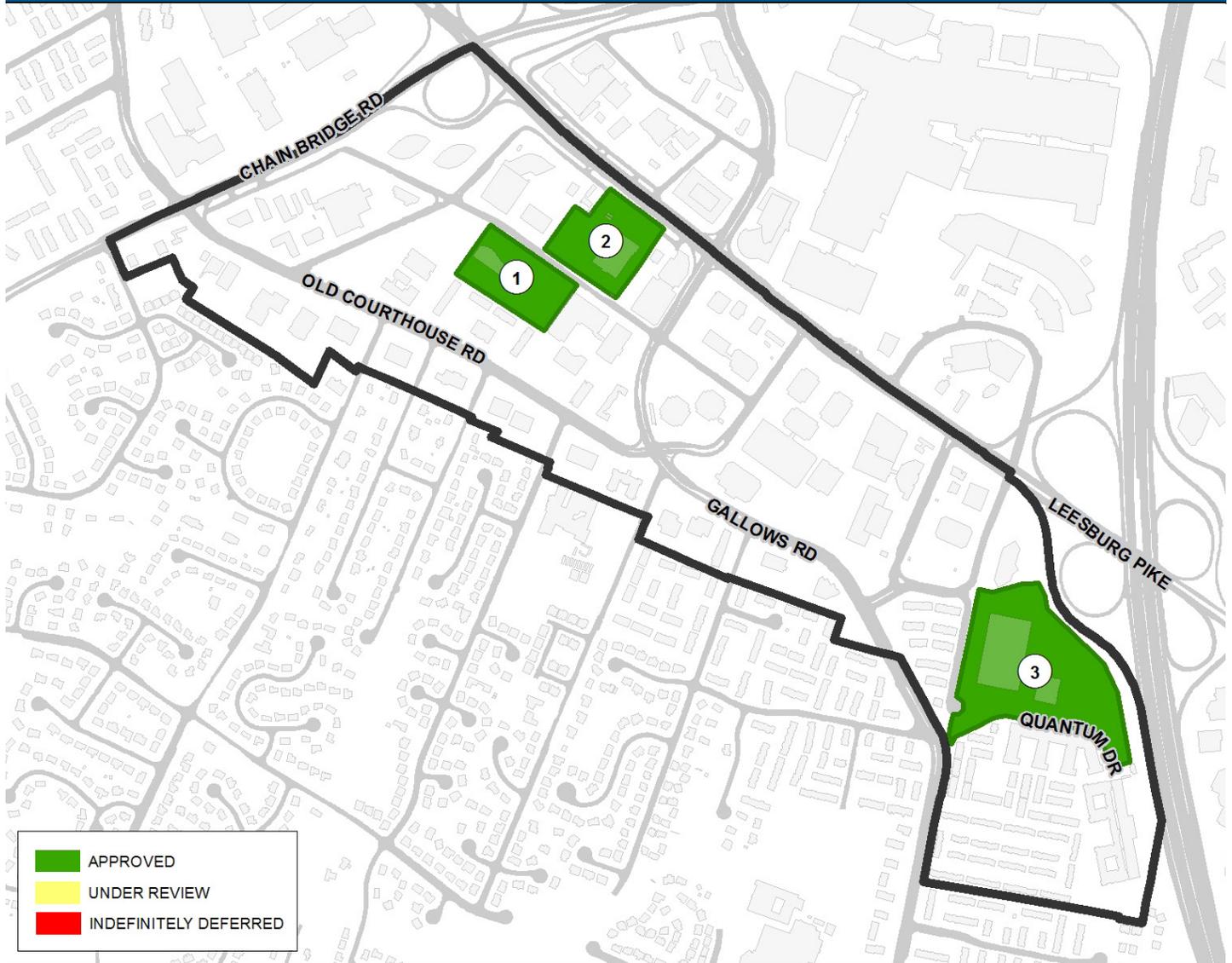


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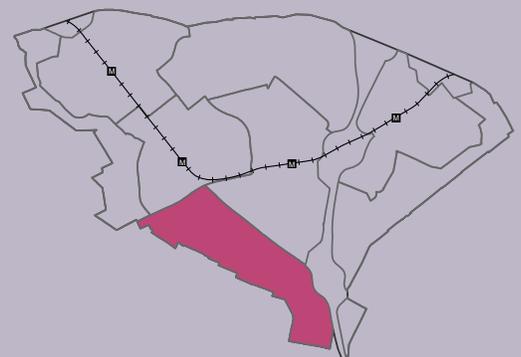
## **WEST SIDE DISTRICT**

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

# OLD COURTHOUSE DISTRICT



- 1 - The Mile Athletic Field (Boone Boulevard)
- 2 - International Place at Tysons
- 3 - Tysons Technology Center



## OLD COURTHOUSE DISTRICT

The table below provides aggregated data on all approved applications in the Old Courthouse District. There are no pending applications at this time. All development information is reported in square footage proposed for each use. Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
<b>Implemented</b>							
	0	0	0	0	0	0	0
<b>Under Construction</b>							
	0	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>							
	0	0	0	0	0	0	0
<b>Approved by FDP</b>							
	3	408,568	0	375,000	385	0	762,658
<b>Approved by CDP</b>							
	5	691,324	0	375,000	385	0	1,066,324

## The Mile Athletic Field (Boone Boulevard)

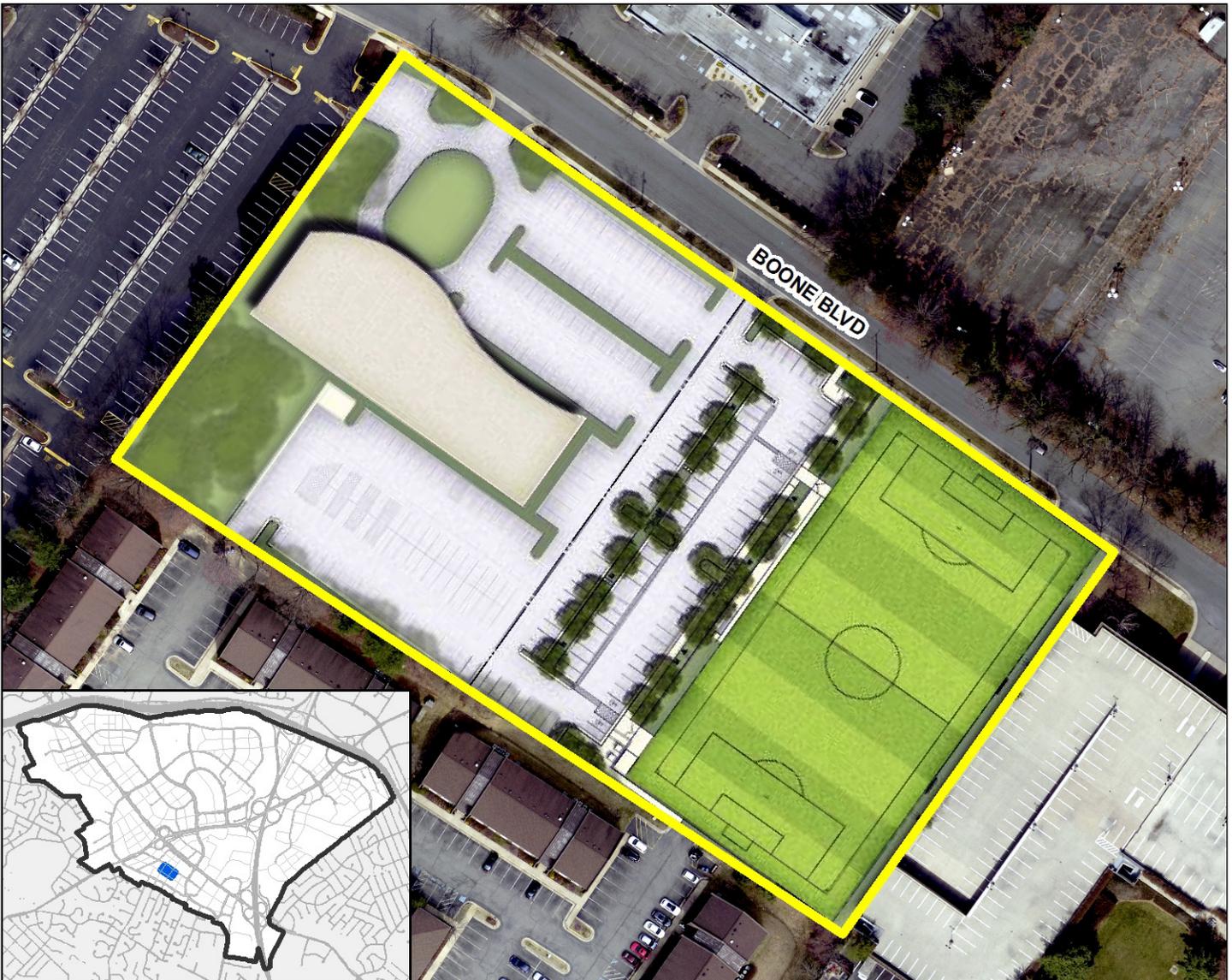
### Zoning Applications

PCA C-597-4.....approved 7/21/2008  
SE 2007-PR-014.....approved 7/21/2008  
PCA C-597-05.....approved 9/24/2019

### Site Area

8.87 acres

### Development Overview



\*Image depicted is from PCA C-597-05 Plat dated August 6, 2019. Existing office buildings part of PCA C-597-04 not shown.

## Development Case Highlights

- Site is currently developed with two office buildings and surface parking
- PCA C-597-05 replaces the hotel building approved with PCA C-597-04 with an athletic field, associated with The Mile

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### PCA C-597-04

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP<sup>1,2</sup></b>								
	2	279,568	0	0	0	0	279,568	
<b>Approved by CDP<sup>1,2</sup></b>								
	2	279,568	0	0	0	0	279,568	0.72

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

2 GFA above reflects the removal of 107,115 sq. ft. of hotel GFA from the approved PCA C-597-04 tabulations

# International Place at Tysons

## Zoning Applications

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

## Site Area

5.4 acres

## Development Overview



\*Image depicted is from CDP/FDP - Illustrative Plan & Urban Character, dated July 6, 2016

## 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

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	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			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	1	129,000 <sup>1</sup>		375,000	385	0	483,000 <sup>2</sup>	
<b>Approved by CDP</b>								
	1	129,000 <sup>1</sup>		375,000	385	0	483,000 <sup>2</sup>	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

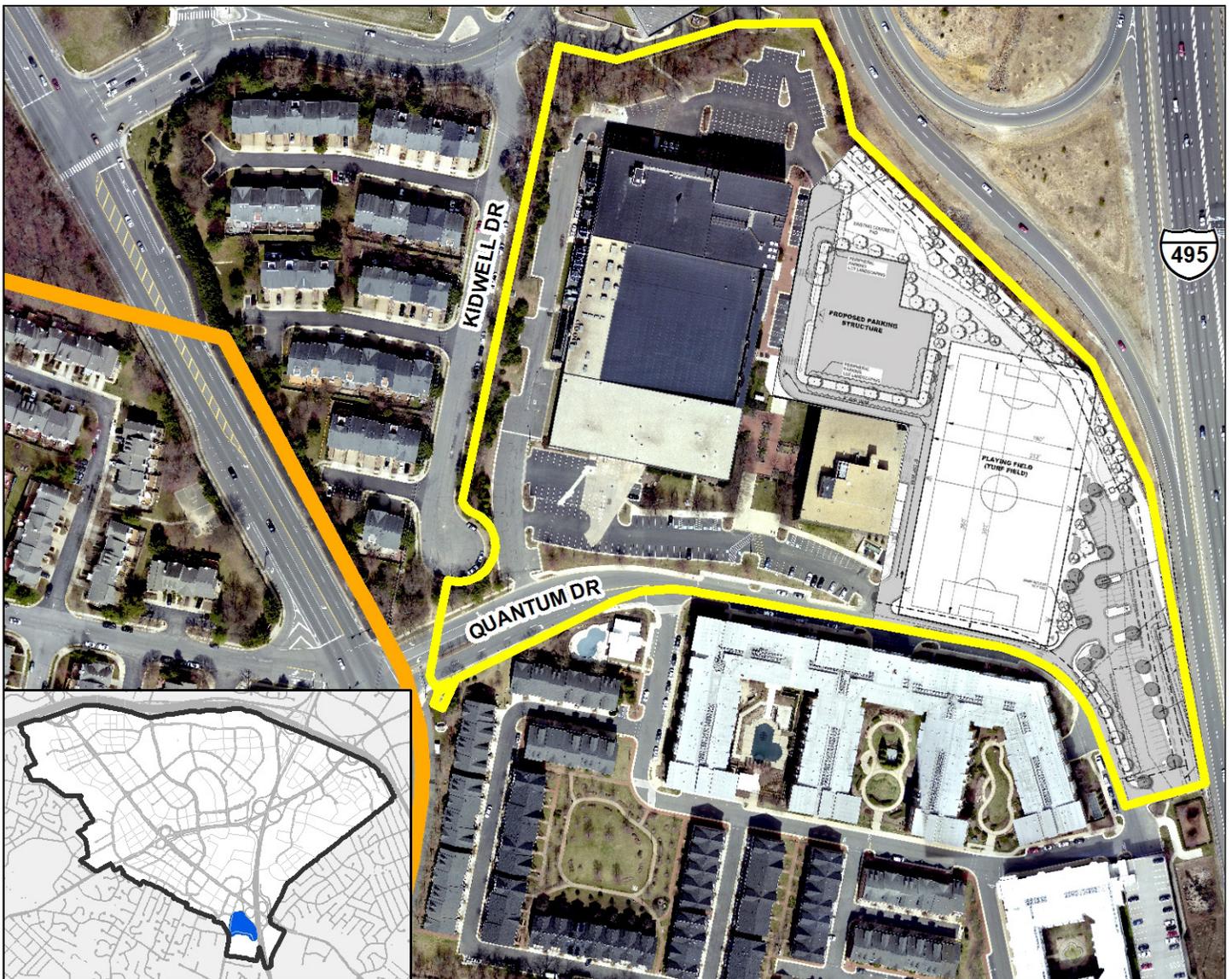
## Site Plans

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

## 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

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

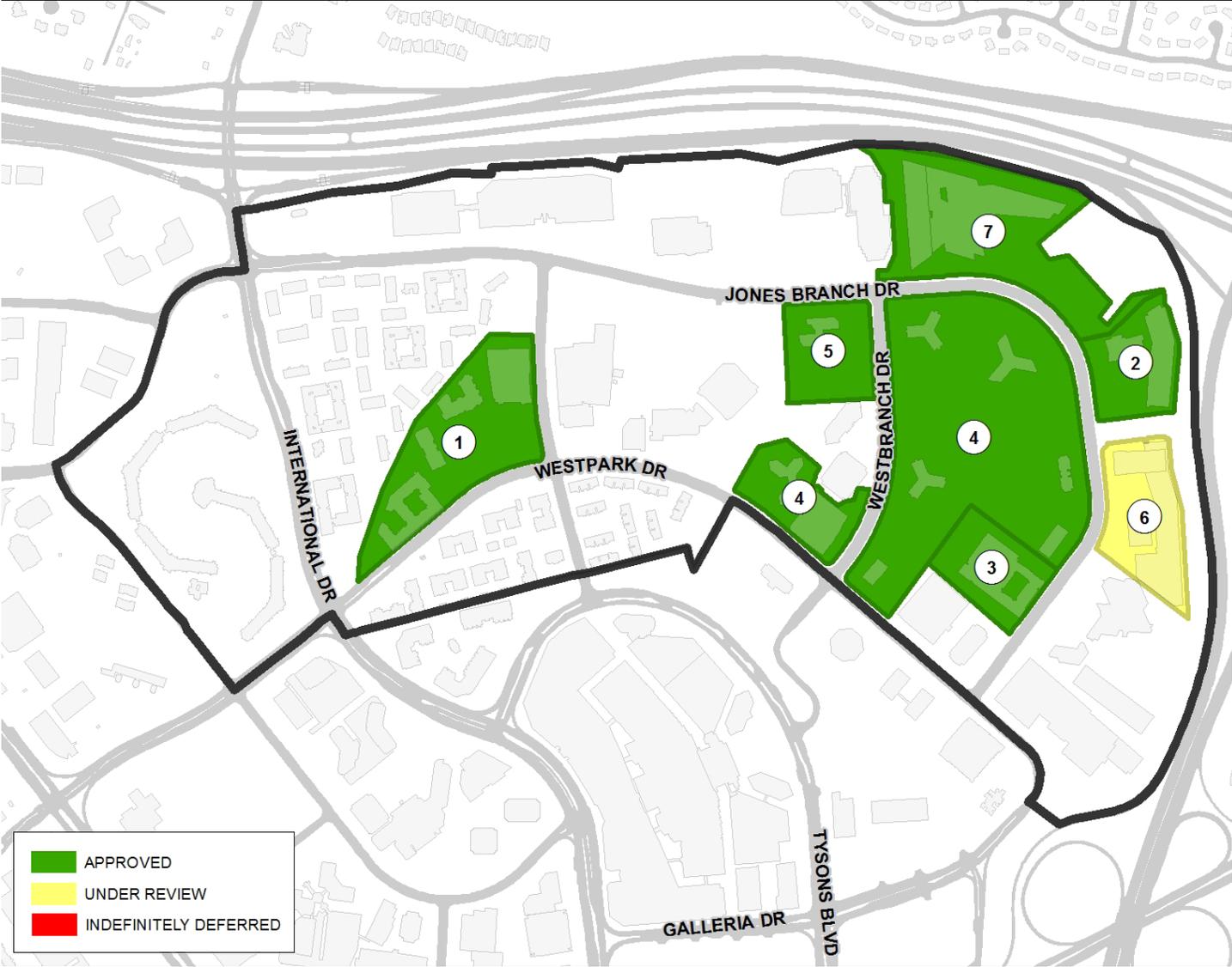
## Approved Land Use Summary

### PCA 75-7-004-03

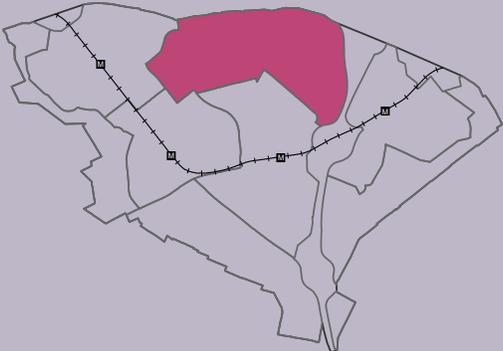
	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
<b>Under Construction</b>									
	0	0	0	0	0	0	0	0.46	
<b>Approved by Site Plan, Not Under Construction</b>									
	0	0	0	0	0	0	0		
<b>Approved by FDP<sup>1</sup></b>									
	0	0	0	0	0	0	0		
<b>Approved by CDP<sup>1</sup></b>									
	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.

# NORTH CENTRAL DISTRICT



- 1 - Parkcrest
- 2 - Tysons Overlook
- 3 - 7915 Jones Branch Drive (Highgate)
- 4 - The Mile
- 5 - Hanover Tysons (1500 Westbranch)
- 6 - Tysons Park Place
- 7 - Valo Park



## 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. Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential		Hotel	Totals <sup>1</sup>
				GFA	DUs		
<b>Implemented</b>							
	1	0	2,500	441,541	395	0	444,041
<b>Under Construction</b>							
	1	0	0	431,636	412	0	431,036
<b>Approved by Site Plan, Not Under Construction</b>							
	2	0	2,000	705,684	645	0	705,684
<b>Approved by FDP</b>							
	11	2,055,781	191,510	3,262,789	2,624	148,009 <sup>2</sup>	5,629,889 <sup>2</sup>
<b>Approved by CDP</b>							
	20	1,752,066	273,610	5,608,789	5,234	340,000 <sup>2</sup>	7,197,165 <sup>2</sup>
<b>Proposed by FDP</b>							
	1	450,000	0	0	0	0	450,000
<b>Proposed by CDP</b>							
	2	761,600	0	0	0	0	761,600
<b>Total Proposed or Approved by CDP</b>							
	22	2,513,666	273,610	5,608,789	5,284	340,000	7,958,765 <sup>2</sup>

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.

## Parkcrest

### 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

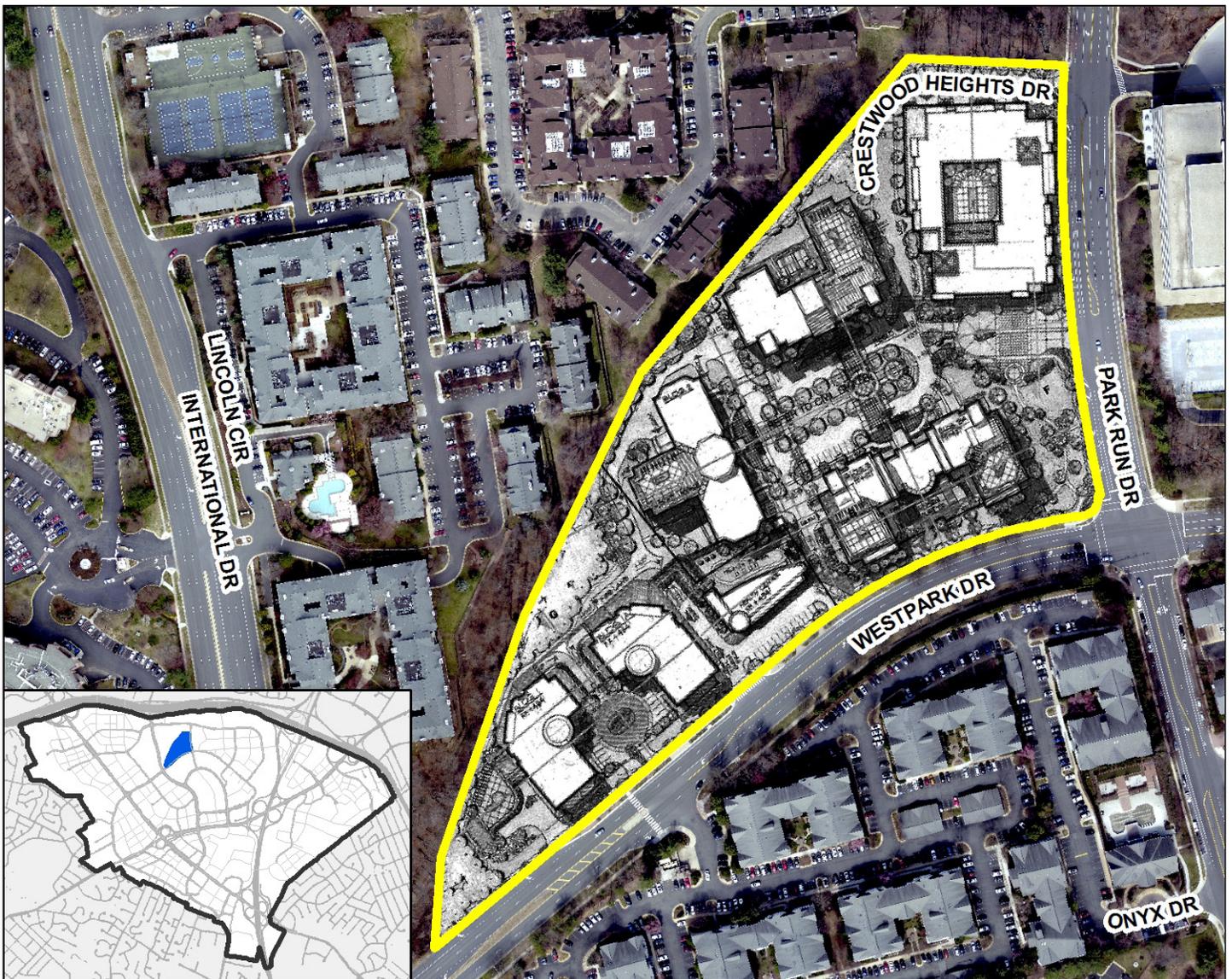
### Site Plans

5166-SP-001.....approved 12/20/2005 (Buildings 4 and 5)  
5166-SP-002.....approved 10/18/2011 (Building 1)  
5166-SP-003.....approved 8/6/2012 (Building 2)  
5166-SP-004.....approved 2/24/2020 (Building 3)

### Site Area

13.55 acres

### Development Overview



\*Image depicted is from FDPA - Detailed Landscape Plan, dated April 9, 2010

## 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	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			
<b>Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by Site Plan, Not Under Construction</b>								
Building 3	1	0	0	332,775	234	0	332,775	
<b>Approved by FDP<sup>1</sup></b>								
	5	0	77,310 <sup>2</sup>	1,887,789	1,354	0	1,965,099 <sup>3</sup>	
<b>Approved by CDP<sup>1</sup></b>								
	5	0	77,310 <sup>2</sup>	1,887,789	1,354	0	1,965,099 <sup>3</sup>	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

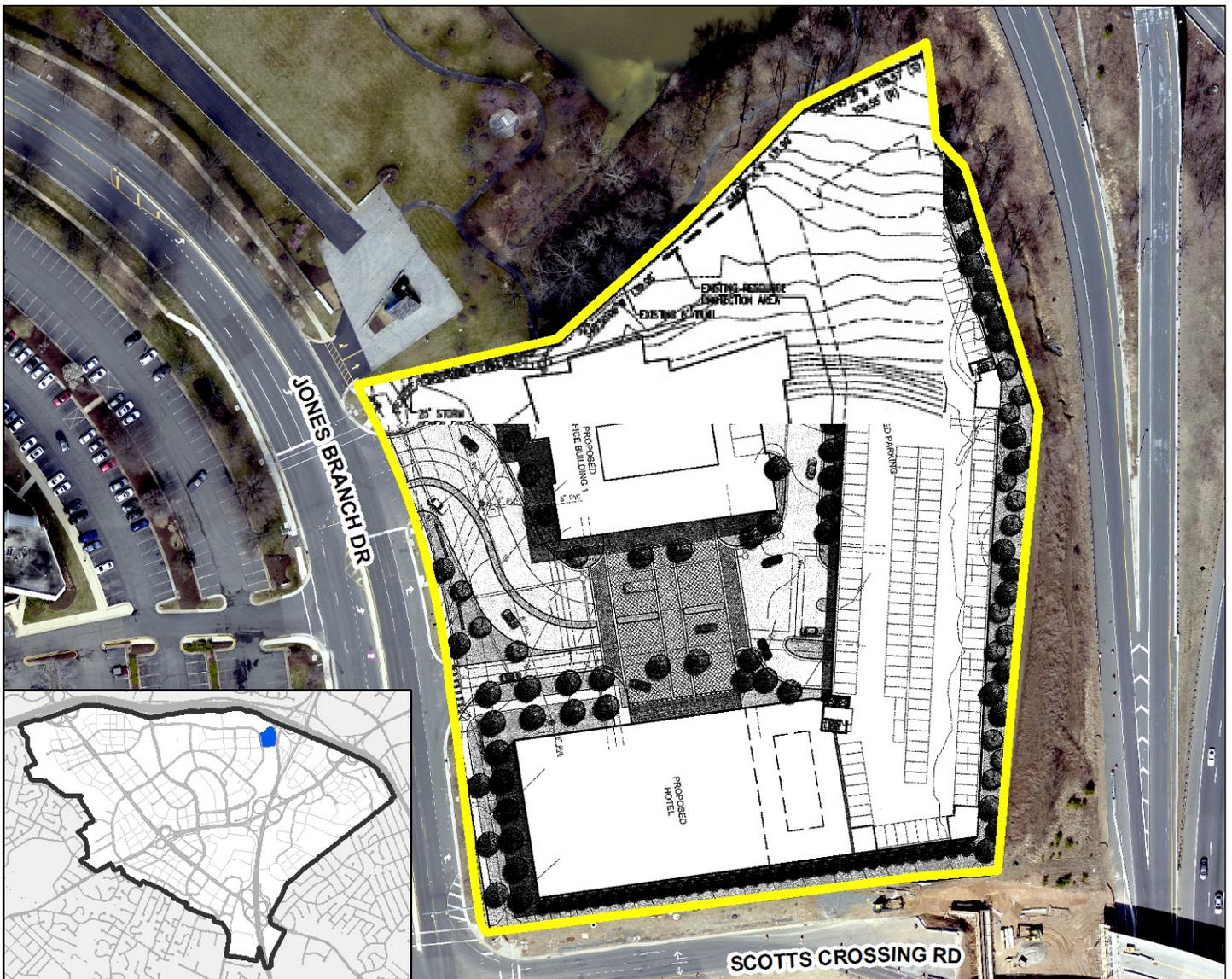
## Site Plans

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

## 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
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			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP<sup>1</sup></b>								
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	
<b>Approved by CDP<sup>1</sup></b>								
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

<sup>1</sup> 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.

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

### Zoning Applications

RZ/FDP 2014-PR-004.....approved 12/2/2014  
PCA 2014-PR-004.....approved 7/16/2019

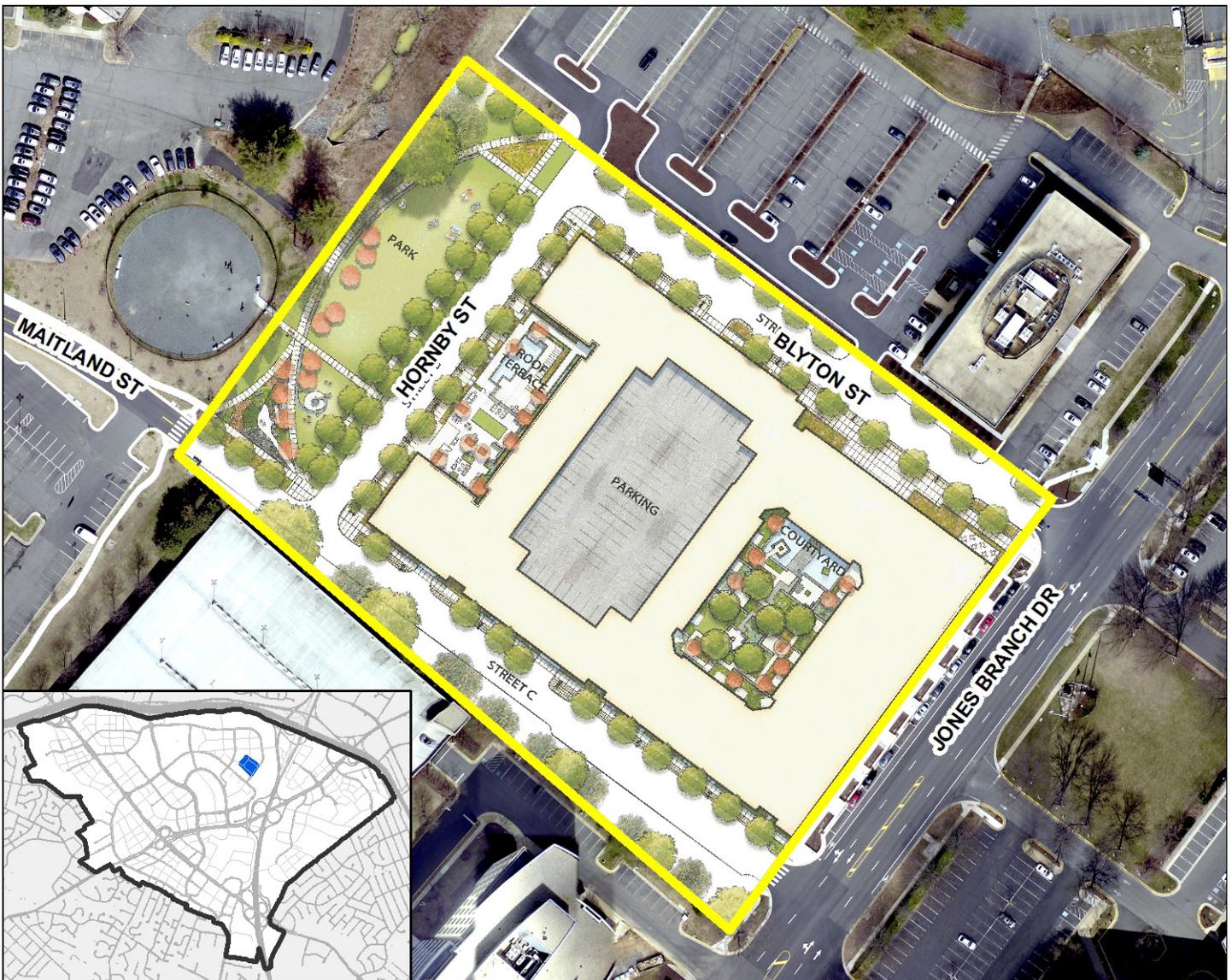
### Site Plans

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

## 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
- The applicant provided a 10-year lease in a nearby office building for the Fire Marshal Office and a Board of Supervisors Community Room
- PCA 2010-PR-004 allows the constructed dog park to be relocated as part of The Mile redevelopment

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
Highgate at The Mile	0	2,500	441,541	395	0	444,041

## Approved Land Use Summary

### RZ/FDP 2014-PR-004

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

## The Mile

### Zoning Applications

RZ 2017-PR-015.....approved 7/16/2019  
FDP 2017-PR-015.....approved 7/10/2019  
PCA 88-D-009.....approved 7/16/2019

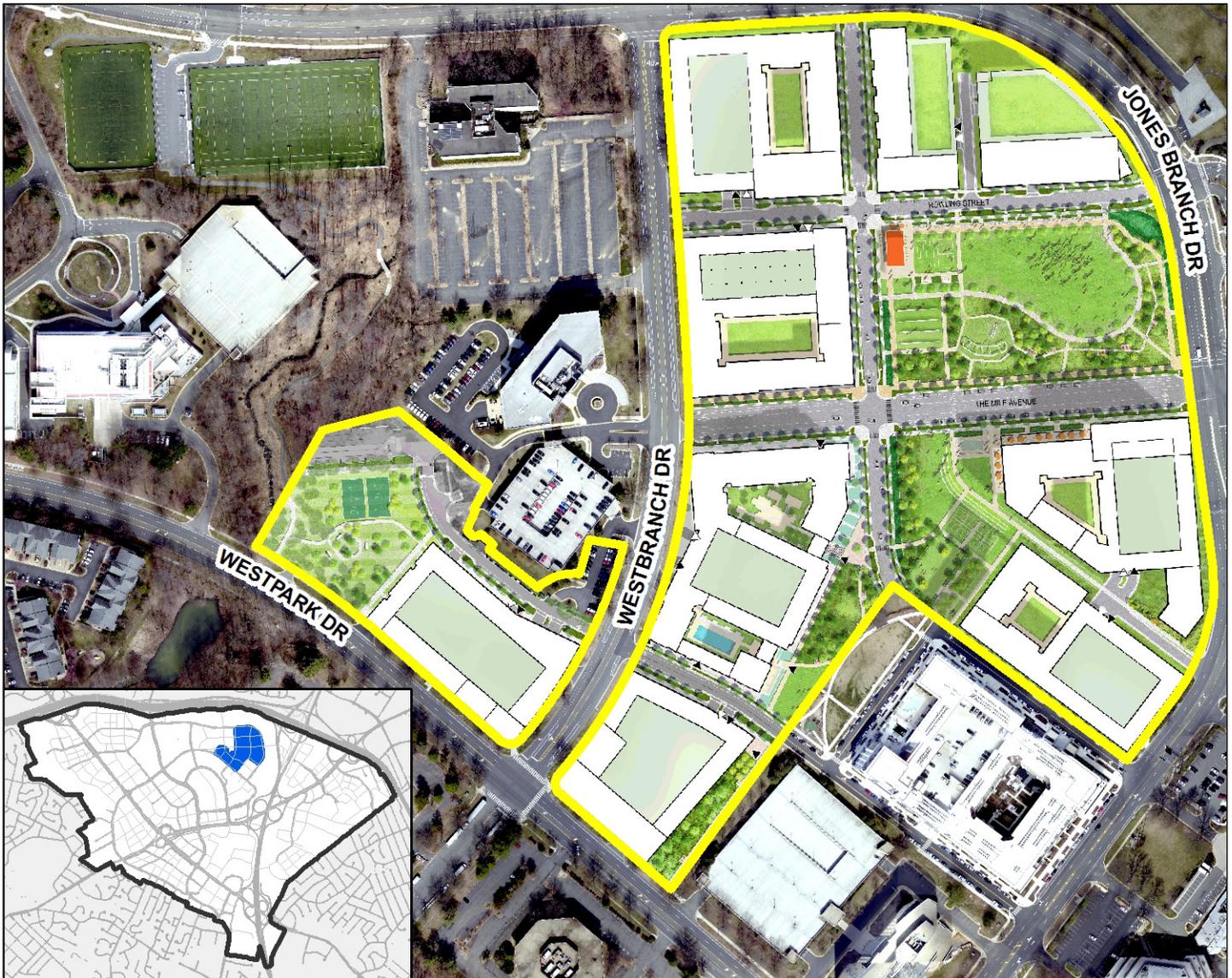
### Site Plans

1211-SP-003.....approved 4/3/2020 (Building A)

### Site Area

38.83 acres

### Development Overview



\*Image depicted is from CDP - Illustrative, dated June 28, 2019

## 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 will include a publicly-accessible, five-acre signature park along Jones Branch Drive

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2017-PR-015

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
<b>Approved by Site Plan, Not Under Construction</b>									
	1	0	2,000	372,909	411	0	374,909	1.8	
<b>Approved by FDP</b>									
	1	0	25,000	470,000	435	0	475,000 <sup>1</sup>		
<b>Approved by CDP</b>									
	9	535,000	120,000	2,819,000	3,080	340,000	3,049,000	1.8	

<sup>1</sup> Reflects building maximum

# Hanover Tysons (1500 Westbranch)

## Zoning Applications

RZ/FDP 2018-PR-015.....approved 3/19/2019

## Site Plans

0312-SP-010.....approved 11/18/2019

## Site Area

5.86 acres

## Development Overview



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

## Development Case Highlights

- Site currently has an office building that will be removed, and site will 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 will be provided to the south of the building

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	431,636	412	0	431,636
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ/FDP 2018-PR-015

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP</b>								
	1	0	5,700	455,000	400	0	455,000 <sup>1</sup>	
<b>Approved by CDP</b>								
	1	0	5,700	455,000	400	0	455,000 <sup>1</sup>	1.78

<sup>1</sup> Reflects building maximum

# Tysons Park Place

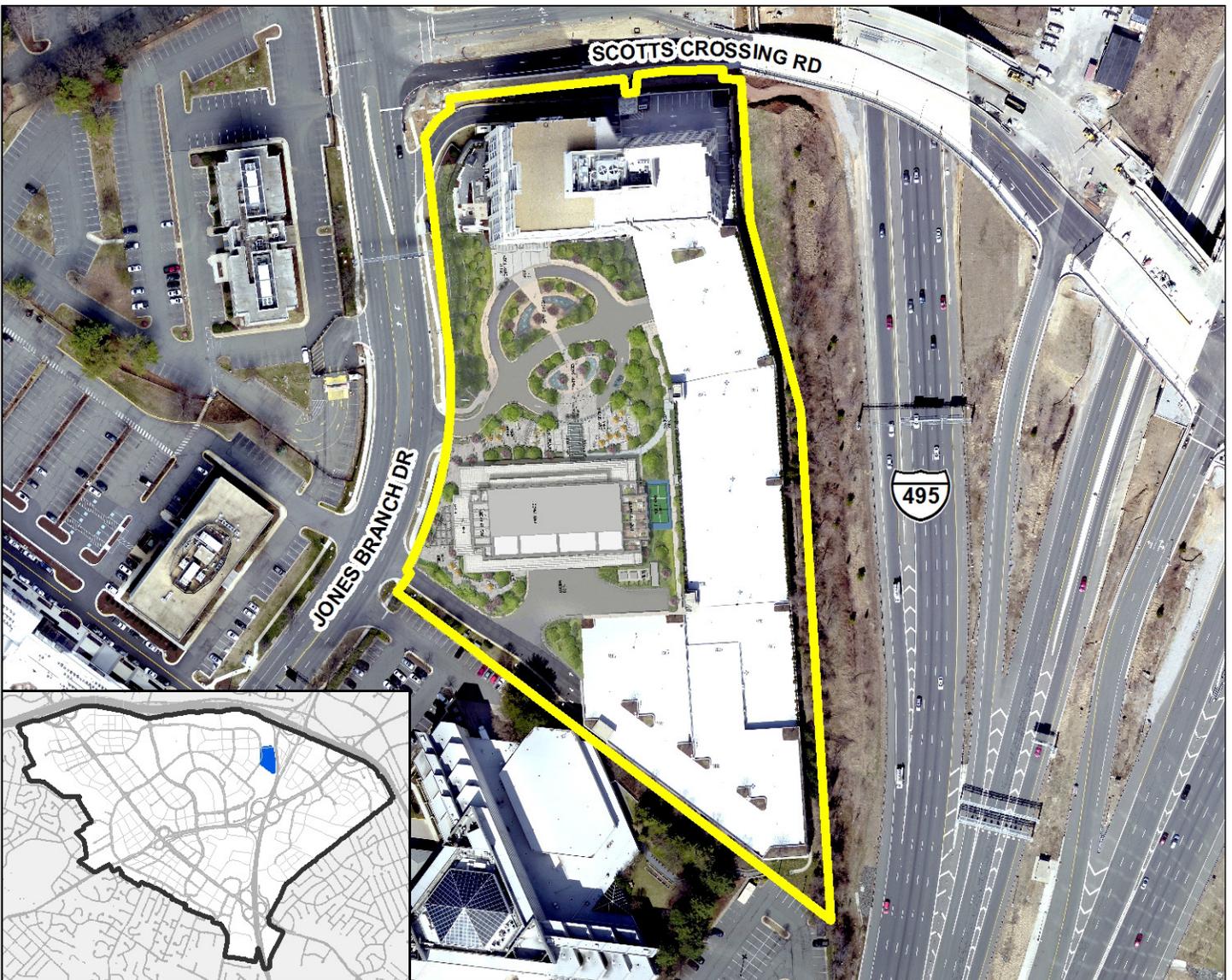
## Zoning Applications

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

## Site Area

5.86 acres

## Development Overview



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

## Development Case Highlights

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

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Proposed Land Use Summary

### RZ 2018-PR-017

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

1 Includes one existing office building to remain



## Development Case Highlights

- Rezoning to PDC to allow secondary uses
- The office building and parking structure on site will remain, with office GFA converted to secondary uses
- Secondary uses will include retail and other uses open to the public
- The net increase in GFA over the existing GFA is 5,000 sq. ft.

## Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

## Approved Land Use Summary

### RZ 2018-PR-017

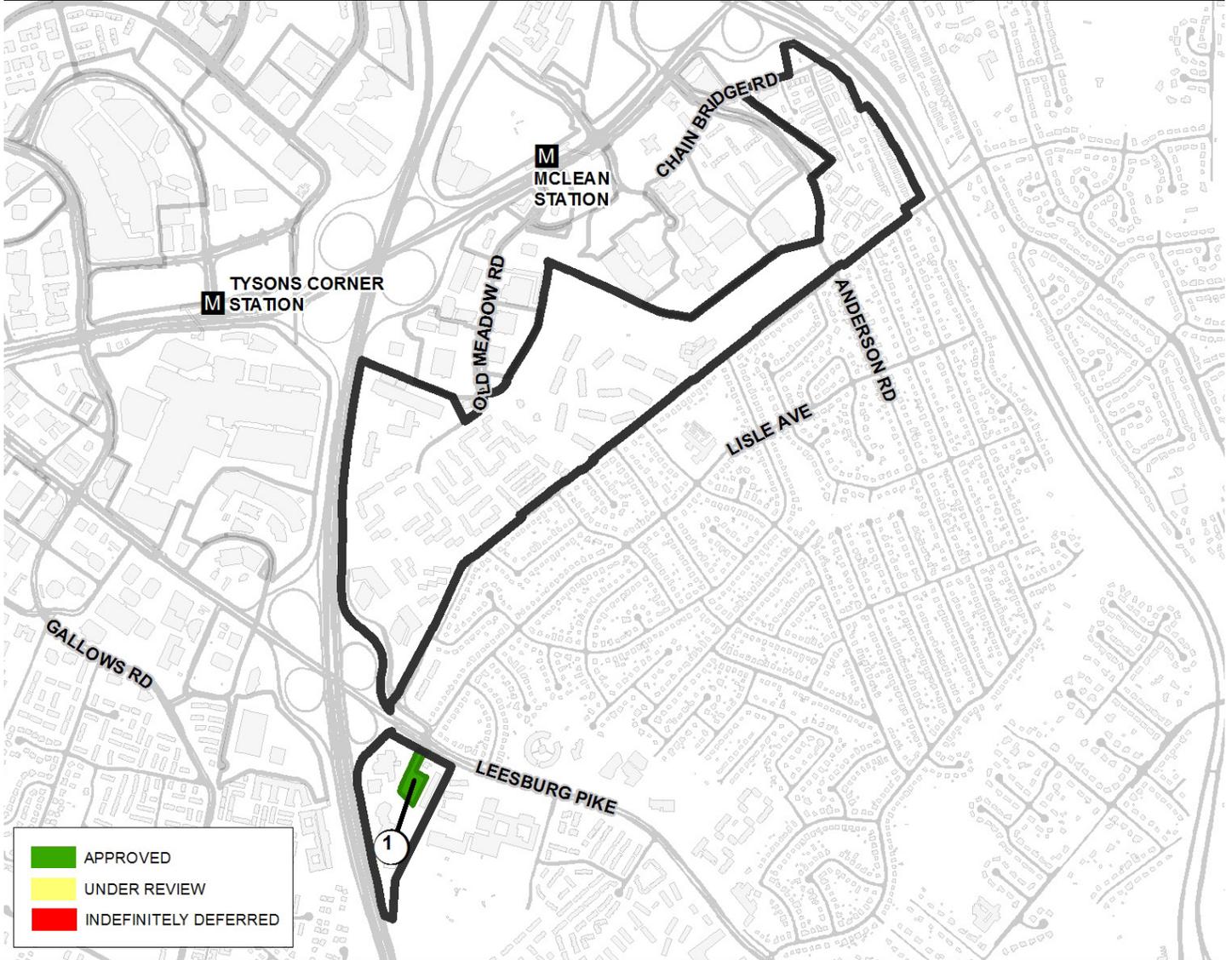
	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Approved by Site Plan, Not Under Construction</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP<sup>1</sup></b>								
	1 <sup>2</sup>	723,704	51,000 <sup>3</sup>	0	0	0	774,704	
<b>Approved by CDP<sup>1</sup></b>								
	1 <sup>2</sup>	723,704	51,000 <sup>3</sup>	0	0	0	774,704	1.07

1 Includes the existing office building to remain, the conversion of existing office GFA to secondary use GFA, and an additional 5,000 sq. ft. over the existing approved development level (769,704 sq. ft.)

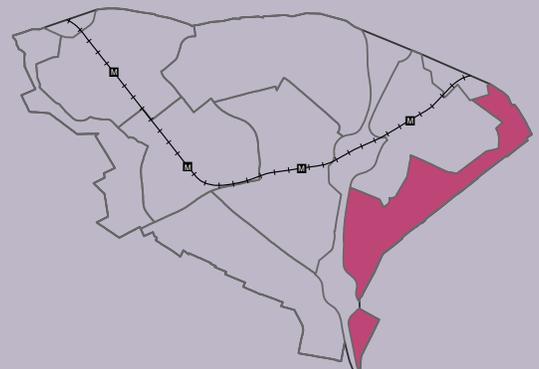
2 The existing office building is two towers on a shared base and is considered one building for tracking purposes

3 Maximum amount of optional secondary use GFA permitted

# EAST SIDE DISTRICT



1 - Residence Inn 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.

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

## Residence Inn 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, Landscape Plan, dated December 4, 2014

## 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		
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Delivered</b>						
	0	0	0	0	0	0

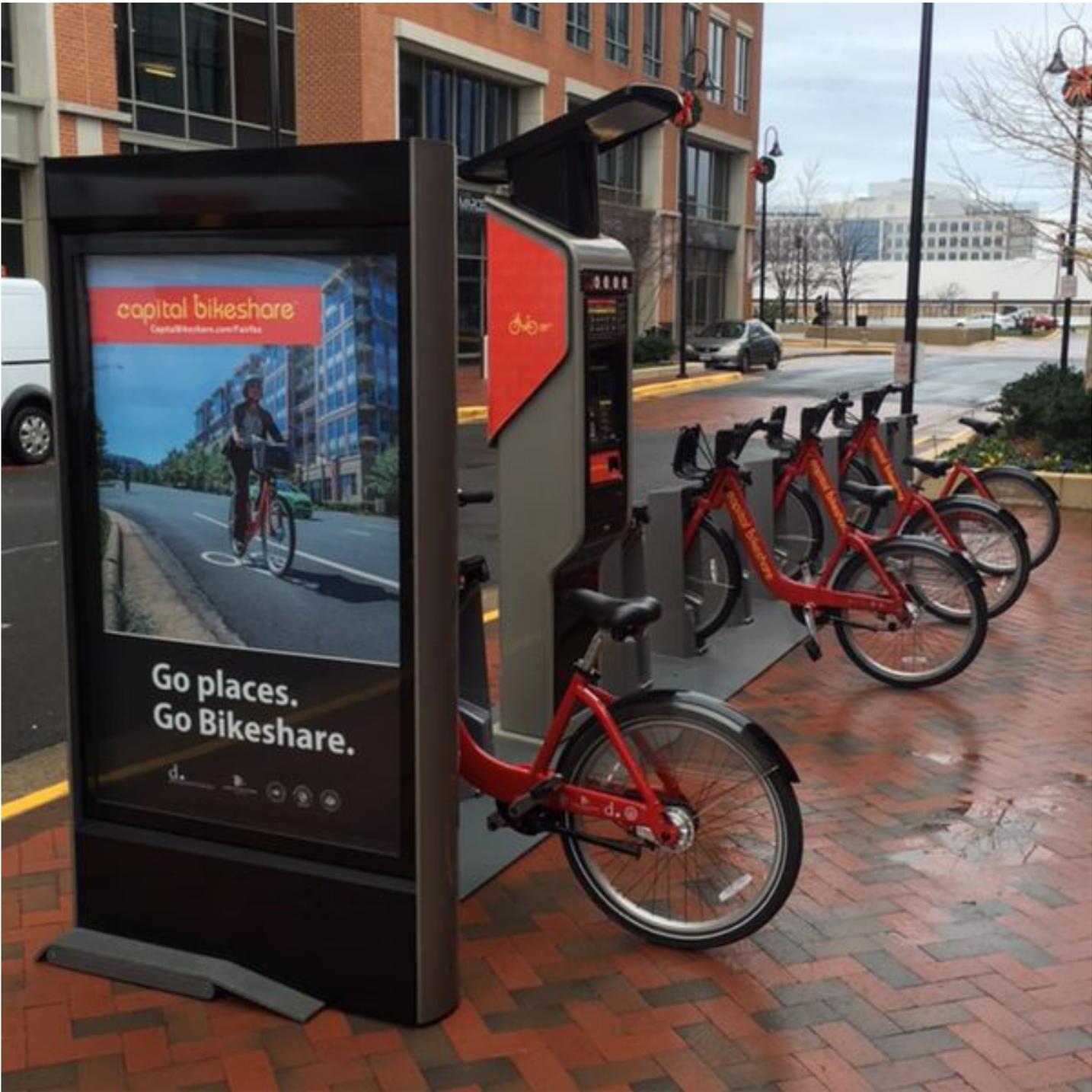
## Approved Land Use Summary

### SE 2014-PR-001

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
<b>Existing</b>								
	0	0	0	0	0	0	0	
<b>Approved by Site Plan</b>								
	0	0	0	0	0	0	0	
<b>Approved by FDP<sup>1</sup></b>								
	1	0	0	0	0	116,576	116,576	
<b>Approved by CDP<sup>1</sup></b>								
	1	0	0	0	0	116,576	116,576	1.65

<sup>1</sup> 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 the specific data that is referenced in the Transportation chapter of this report. Unless otherwise noted, data was collected in Spring 2020.

## Infrastructure Improvements

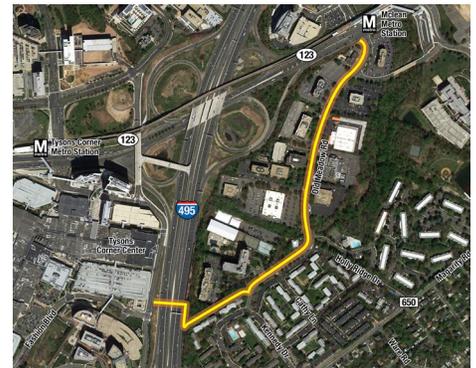
This section contains additional information on the infrastructure improvements listed in Table T1 in the Transportation chapter of this report.

### Lincoln Street

A feasibility study to consider a new roadway connection between Old Meadow Road and Magarity Road as part of the redevelopment of Tysons. The connection will allow access to existing/approved developments along Old Meadow Road from Magarity Road, as well as additional access to residential units on Old Meadow Road. On October 18, 2016, the Board approved \$1.2 million for feasibility study. The project is estimated to begin late 2023 - early 2024. Additional information on this project is available at: [www.fairfaxcounty.gov/transportation/projects/lincoln-street](http://www.fairfaxcounty.gov/transportation/projects/lincoln-street)

### Tysons/Old Meadow Road (Bike and Pedestrian Improvements)

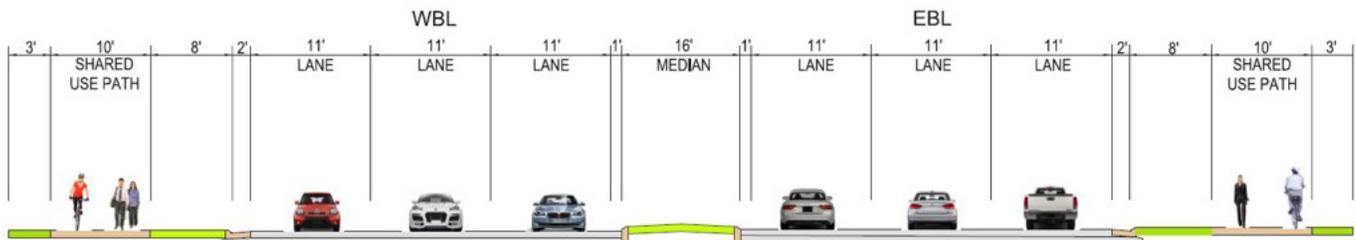
This project, in cooperation with Fairfax County, will build a pedestrian and bicycle bridge and shared-use path in the vicinity of Route 123 and I-495. Improvements include a new 10-foot shared-use path from near Tysons One Place and Fashion Boulevard to Route 123 and Old Meadow Road via a new pedestrian and bicycle bridge over I-495. The project is in the land acquisition phase. The path will mostly follow Old Meadow Road. Additional information on this project is available at: [www.virginiadot.org/projects/northernvirginia/bike-ped\\_improvements.asp](http://www.virginiadot.org/projects/northernvirginia/bike-ped_improvements.asp)



Planned alignment of the Tysons/Old Meadow Road pedestrian and bicycle improvements

### Route 7 Widening (Reston Avenue to Jarrett Valley Drive)

VDOT is improving almost seven miles of Route 7 from Reston Avenue to Jarrett Valley Drive in Fairfax County. The project will widen the road from four to six lanes, add shared-use paths, and make substantial intersection and other improvements along the corridor. These improvements, which align with Fairfax County's Comprehensive Plan, will increase capacity, improve safety and traffic flow, and enhance mobility for cyclists and pedestrians. Work is also underway on the Washington Gas pipeline upgrade along the corridor. Additional information on this project is available at: [www.fairfaxcounty.gov/transportation/projects/route7-widening](http://www.fairfaxcounty.gov/transportation/projects/route7-widening)



Cross Section of Route 7 from Reston Avenue to Jarrett Valley

## **Jones Branch Connector / Scotts Crossing Road**

The Jones Branch Connector (also known as Scotts Crossing Road) provides an alternative route between Tysons East (Route 123) and Tysons West (Jones Branch Drive), bypassing the I-495/Route 123 Interchange. The connection improves the operations along the adjacent road systems and includes 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 was widened as part of this project. FCDOT administered the Preliminary Engineering Design and Right-of-Way phases. VDOT is administering the construction phase. Construction started in February 2017 and was completed with all lanes open in March 2020. For additional information on this project, check here: [www.fairfaxcounty.gov/transportation/projects/jones-branch](http://www.fairfaxcounty.gov/transportation/projects/jones-branch)



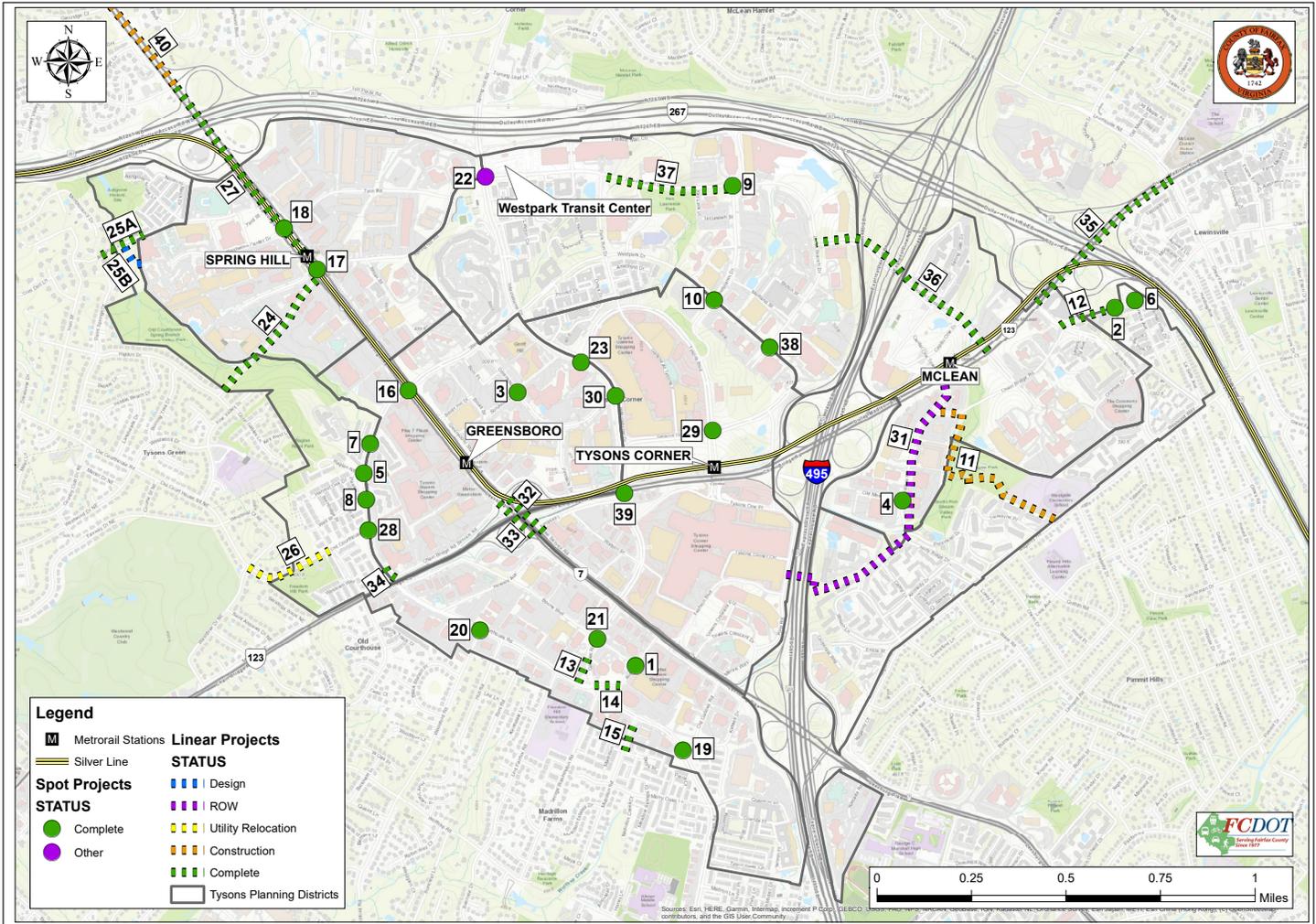
Eastbound view of Jones Branch Connector

## **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). An inventory of needed and missing sidewalks, trails and bike lanes within Tysons, as well as connection points between Tysons and adjacent communities, was compiled beginning in 2012. In coordination with VDOT and the Metropolitan Washington Council of Governments (MWCOCG), additional studies to monitor pedestrian and bicycle use at selected locations are ongoing. In May 2013, the Board approved a project agreement with VDOT for over \$20 million of federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for preliminary engineering, right-of-way acquisition, and utility relocation and construction expenses for TMSAMS. As projects have moved through the design process, projects have moved more quickly to construction by using other funding sources and transferring construction responsibilities for some projects to VDOT.

FCDOT staff continues to implement TMSAMS projects. Figure C1 depicts the status of each project. As of July 2020, 34 of the 40 projects have been completed, four are under construction, one is in design, and one is on hold. Three projects have been completed since June 2019. Additional information on TMSAMS, including the status of each of the projects, is available at: [www.fairfaxcounty.gov/transportation/study/tysons-metrorail](http://www.fairfaxcounty.gov/transportation/study/tysons-metrorail)

**Figure C1: Tysons Metrorail Station Access Improvement Project Status as of August 2020**



## Transportation Studies

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

### County Route 7 Bus Rapid Transit (BRT) Study (In Process)

The purpose of the County Route 7 BRT Study is to determine how the BRT will function within Tysons from the Spring Hill Metrorail Station to the I-66 Interchange, as well as along 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 recommended multimodal cross-section, determine whether the BRT will operate in mixed traffic or in a designated lane, and identify station locations. Currently, the study is in the model calibration phase, where the testing of route alternatives will be conducted and will result in three routing alternatives for the County Route 7 BRT from Spring Hill Metrorail Station to the I-66 Interchange. The study is estimated to be completed by Fall 2020. Additional information can be found at: [www.fairfaxcounty.gov/transportation/study/route7-brt](http://www.fairfaxcounty.gov/transportation/study/route7-brt)

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### ***Route 7 Widening Study, Route 123 to I-66 Interchange (In Process)***

The Route 7 Widening Study (Route 123 to the I-66 interchange) is evaluating options to widen the critical segment of Route 7 between Route 123 and the I-66 interchange and will make recommendations for appropriate lane configurations at all intersections within the study area. 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 Consolidated Traffic Impact Analyses (CTIAs).

The Route 7 Widening study is being conducted in conjunction with the Route 7/123 Intersection Study, Envision Route 7 Study, and the County Route 7 BRT Study. FCDOT and VDOT staff are reviewing initial results from the Route 7/123 intersection study. FCDOT will continue to evaluate the need for separate right-of-way (ROW) for future transit in the roadway cross-section, including right-of-way needs for recommendations in the Envision Route 7 Study and in the County Route 7 BRT Study. Currently the Route 7 Widening study is waiting for 15 percent design from the County Route 7 BRT Study before it can proceed. This information is expected in Fall 2020.

### ***Route 7 Corridor Transit Study “Envision Route 7” (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 shown in the study would run from the Spring Hill Metrorail Station in Tysons to the Mark Center in Alexandria, with a connection to the East Falls Church Metrorail Station. The preliminary design, Phase III, started in Fall 2018, and was completed in Fall 2019. Concurrent with Phase III, the County is in the process of studying more in depth 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 County Route 7 Bus Rapid Transit Study).

Phase IV of the Envision Route 7 Study is expected to start in Fall 2020 and will look at the traffic analysis along the entirety of the Route 7 corridor that encompasses the Route 7 BRT. Phase IV is expected to be completed in Fall 2021. More information on this project can be found at: [www.novatransit.org/programs/route7/](http://www.novatransit.org/programs/route7/)

### ***Route 7/123 Intersection Study (In Process)***

This study is evaluating options to reconfigure the intersection of Route 7 and Route 123 to accommodate pedestrians, bikers, and improve connections to the grid of streets within Tysons. The alternatives under review include a Two-Quadrant intersection and a Continuous Flow intersection. Both intersection alternatives include grade separated pedestrian plaza concepts to better facilitate bicycle and pedestrian movements.

Options will be examined with respect to their ability to facilitate the transportation needs of all modes (cars, transit/BRT, pedestrians, and bicycles) in the context of the urban character planned for Tysons. A charrette was held in Spring 2016 to receive feedback from stakeholders on four options, which led to the team's selection of the aforementioned two final alternatives (Two Quadrant, with or without a grade separated pedestrian plaza, and a Continuous Flow intersection, with a grade separated pedestrian plaza). Refined engineering and urban design concepts were reviewed by an outside independent consultant, County leadership, staff, and County Supervisors. Staff is currently addressing stakeholder comments and plans to seek approval of the study in the Fall 2020.

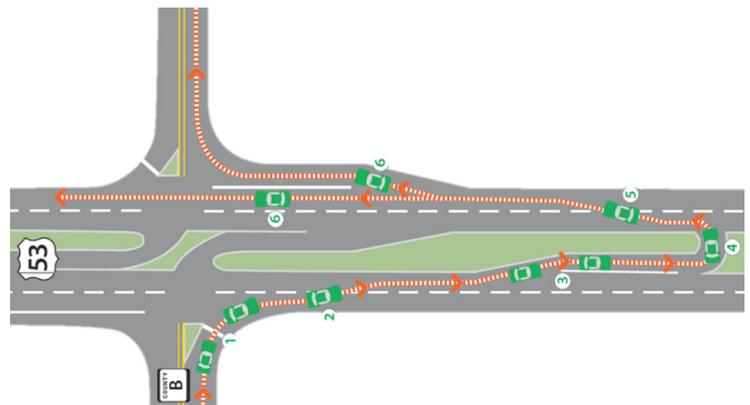
### ***Route 123 Modified Intersection Treatment, Inside and Outside of the Beltway (In Process)***

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 previously identified in the Consolidated Traffic Impact Analyses (CTIAs) for intersections along Route 123 between International Drive and Anderson Road.

To analyze the modified intersection treatments holistically, a Route 123 Corridor Study was initiated in April 2017, which performed the following:

- Route 123 Modified Intersection Treatment (Inside the Beltway - segment between I-495 and Anderson Road): Preliminary design plans (30% level) of the "superstreet" concept were developed and traffic analysis for the mid-term (2020) condition was completed in October 2014. As part of the current study, the analysis for the Route 123 segment inside the Beltway is conducted for the long-term condition (2040). Several roadway improvement options identified along with the superstreet concept are being analyzed, leading to development of the preferred concept.
- 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 of the Beltway will be conducted for the long-term condition (2040). Several roadway improvement options identified are being analyzed, leading to development of the preferred concept.

Existing condition analyses were completed in Fall 2018. Travel forecasts were refined in Spring 2020 to incorporate new information regarding the future roadway network, TDM goals in Tysons, and the I-495 NEXT project. The future No-Build condition analyses were recently completed. Development and analyses of future Build alternatives were completed in December 2019. Final recommendations for both inside and outside the Beltway and refinement of the conceptual design plans were completed in March 2020.



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

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## ***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). Each of the 30 intersections has a set of “next steps” associated with it – ranging from further analysis being needed to implementable project that is ready to be moved to the feasibility stage. A final report has been prepared and should be released by late 2020. More information can be found at: [www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/mapsstatsstudies/051210neighborhood\\_transportation.pdf](http://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/mapsstatsstudies/051210neighborhood_transportation.pdf)

## ***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.

## ***Travel Monitoring***

### ***Person Travel***

Figure C2 below provides a graphic representation of the AM and PM peak period person trips from 2011 to 2020. A summary table of total person movement entering and exiting Tysons during the AM and PM peak periods (weekday) in 2020 can be found in Table C1.

**Figure C2: Person Trips in AM and PM Peak Periods (2011-2020)**



**Table C1: Person Trips by Mode Entering and Exiting Tysons per AM and PM Peak Periods (2020)**

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)	16,655	74%	12,289	73%	14,615	62%	17,701	63%
Car Pool	5,541	25%	4,191	25%	8,552	36%	9,801	35%
Rail Passengers	192	1%	219	1%	242	1%	170	1%
Bus Passengers	119	0.5%	67	0.4%	107	0.4%	130	0.5%
Bicycles	2	0.01%	6	0.04%	29	0.12%	57	0.20%
Pedestrians	58	0.26%	118	0.70%	253	1.06%	476	1.68%
<b>Total</b>	<b>22,524</b>	<b>100%</b>	<b>16,877</b>	<b>100%</b>	<b>23,756</b>	<b>100%</b>	<b>28,275</b>	<b>100%</b>

Notes: 1 Person travel totals are derived from traffic volume and auto occupancy counts and transit passenger counts taken by the FCDOT in spring 2020 and from ridership counts from Fairfax Connector. 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 May 2020.

3 Carpool person trips are auto trips with more than one occupant and are derived from auto occupancy data based on data collected in May 2020.

4 Rail passengers are derived from WMATA ridership statistics for peak period travel in April 2020.

5 This table represents vehicles and rail passengers entering and exiting Tysons as well as through trips.

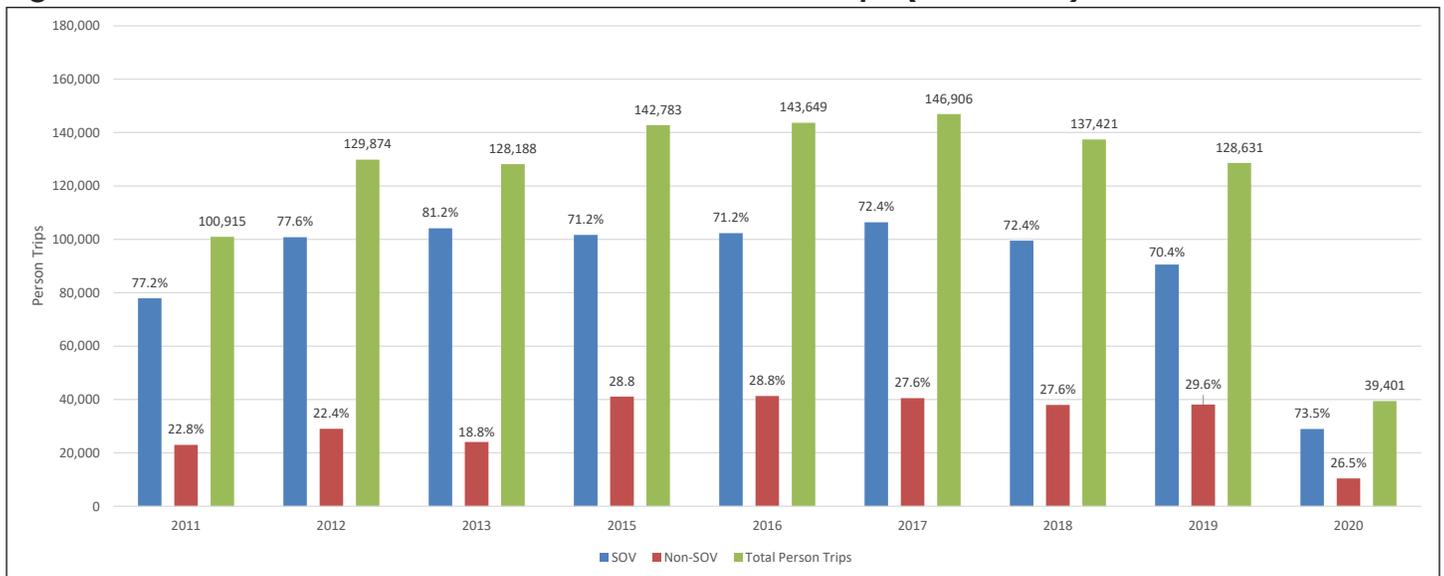
The piece of information that stands out the most in Figure C2 is the reduction in person trips in 2020 when compared to the previous years. Whereas AM trips had ranged from approximately 100,000 to 150,000 trips between 2011 and 2019, trips in 2020 have dropped to under 40,000 due to changes associated with the COVID-19 pandemic. With offices allowing for teleworking options, business and restaurants being generally closed, the “stay at home” policies in place for the Commonwealth, and with Metrorail and Metrobus generally only being used for “essential” trips, it becomes very clear how much of an impact the COVID-19 pandemic had in 2020 on the Tysons area in general. As shown in Figure C2, the number of person trips is higher in the

evening as compared to the number of person trips in the morning (52,032 persons traveling in the PM peak period and 39,401 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, although that directional split is less pronounced in 2020 than it was in prior years. Inbound person trips account for 57% of AM peak period trips and outbound trips account for 54% of PM peak period trips.

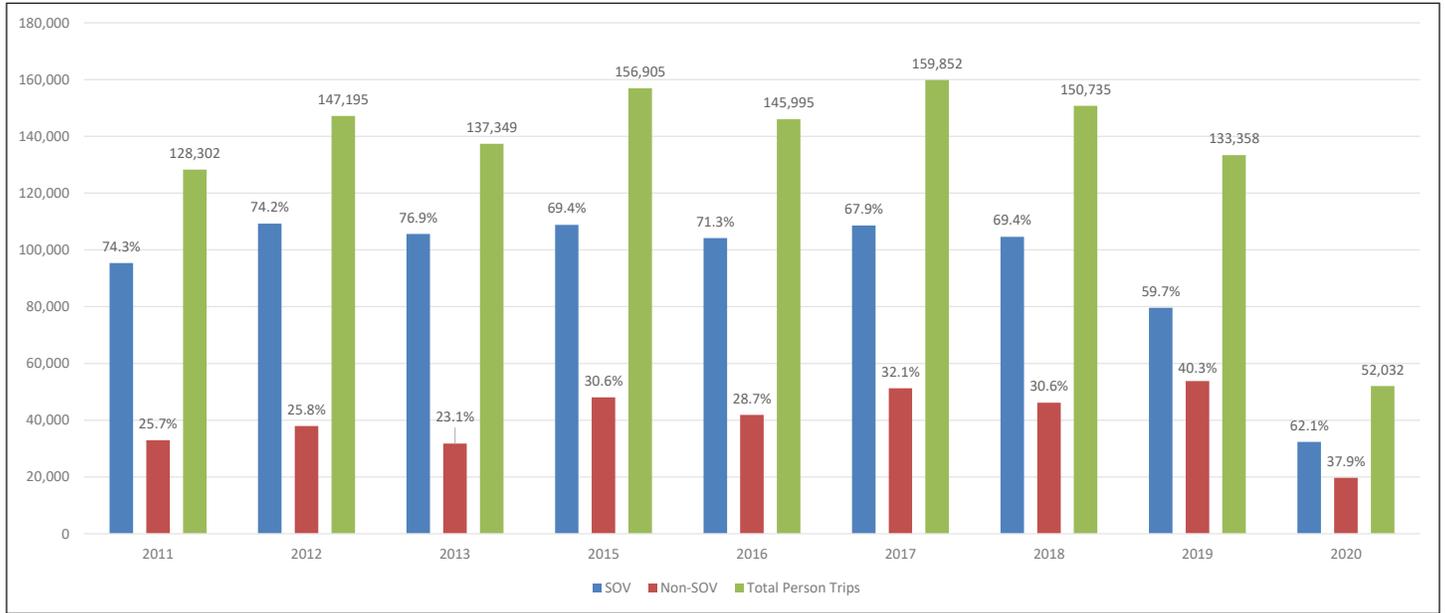
Staff continues to look for ways to obtain better insight into trends and collect a more robust data set via automated vehicle counts throughout a longer count period. To explore the improvement of data collection methods, FCDOT completed a study in 2018 regarding Tysons monitoring with funding from the MWCOCG Transportation/Land-Use Connection (TLC) Program. The study analyzed current data collection methods and cordon points at major and minor entry/exits. The study concluded 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.

Figures C3 and C4 show the change in person trips in the AM and PM peak periods from 2011 to 2020, as well as a breakdown of SOV and non-SOV percentages of trips associated with each year for each peak period. A summary table of total person movement entering and exiting Tysons during the AM and PM peak periods from 2011 to 2020 can be found in Table C2. Since the opening of the Silver Line, up until the COVID-19 pandemic, the number of SOV trips have been relatively flat in both the AM and PM peaks, although in 2019 SOV trips were noticeably lower than other years. In 2020, both SOV and non-SOV trips have substantially decreased, but the percentage of SOV versus non-SOV trips have remained fairly similar to recent prior years. It will be interesting to note, in 2021, depending on how far the region has recovered from the COVID-19 pandemic, how SOV and non-SOV trips change from 2020 trips. Transit data for 2020 was impacted significantly by the COVID-19 pandemic. One Metrobus route and all PRTC Omniride bus data was unable to be collected. Some Fairfax Connector buses were in operation and were accounted for above. More details on which bus routes were in operation can be found in Table C5.

**Figure C3: AM Peak Period SOV and Non-SOV Person Trips (2011-2020)**



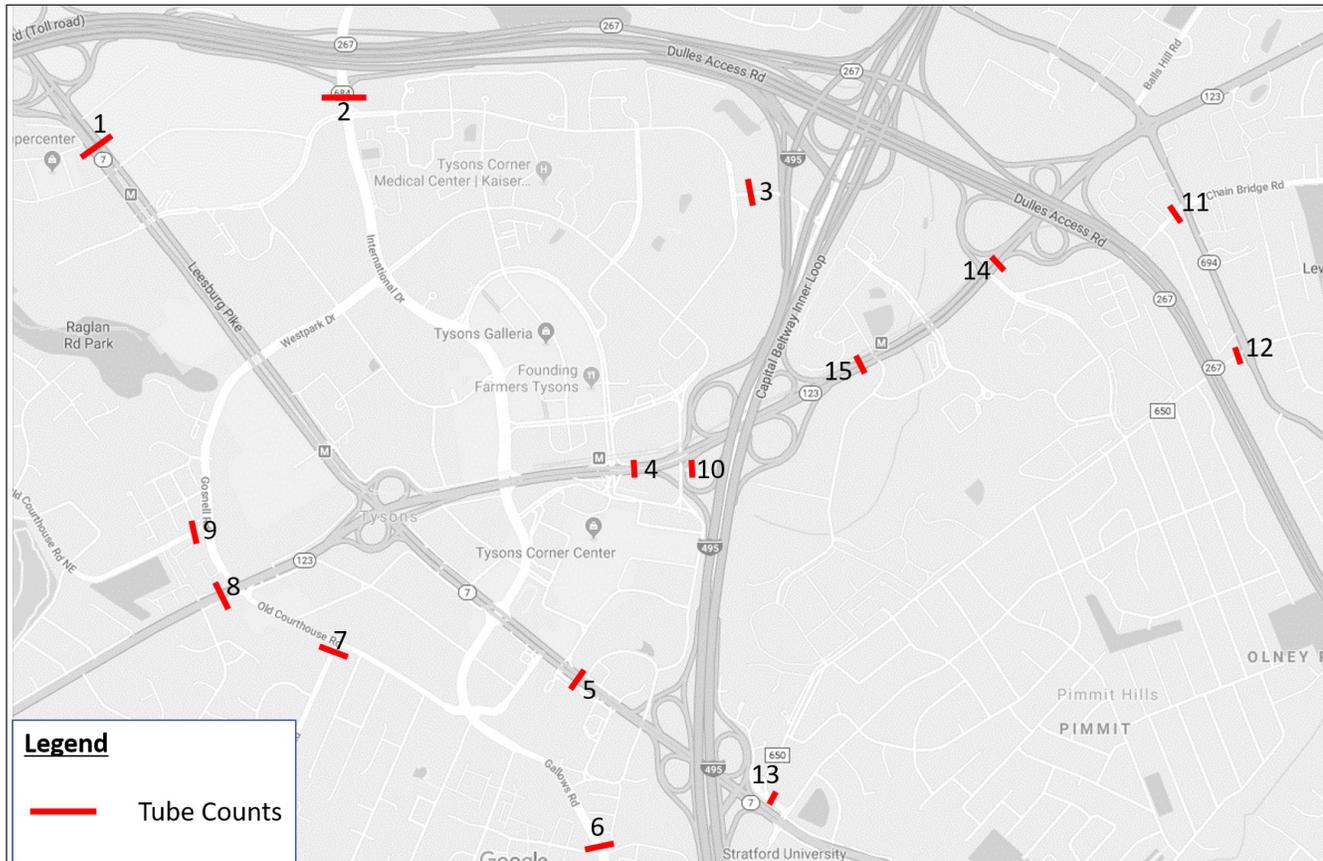
**Figure C4: PM Peak Period SOV and Non-SOV Person Trips (2011-2020)**



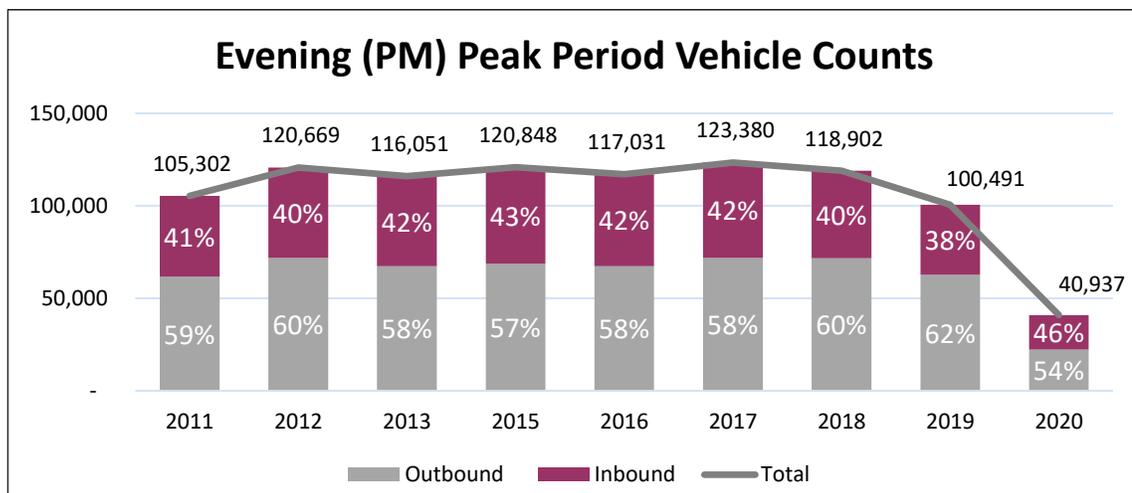
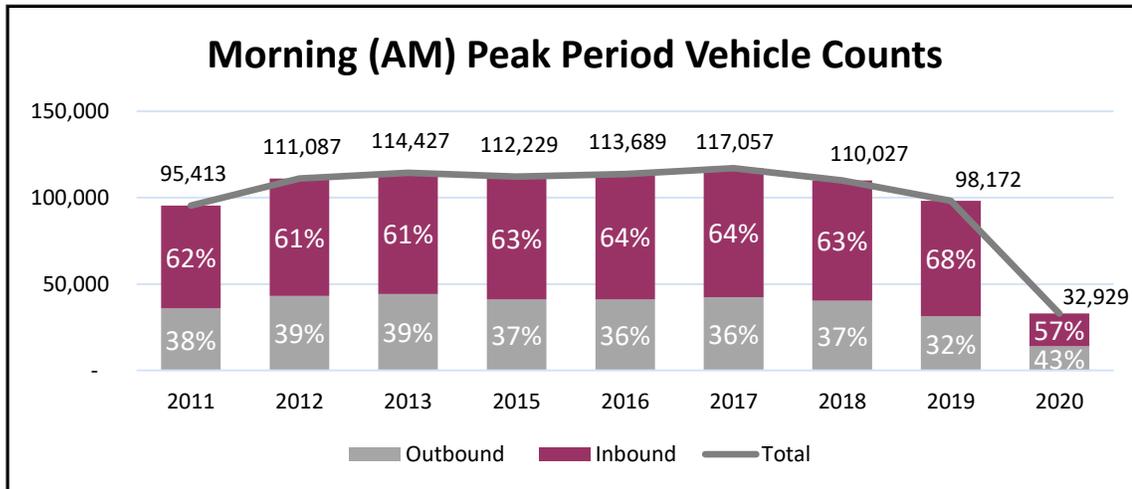
**Vehicle Travel**

Figure C5 depicts the 15 locations where traffic enters and exits Tysons. Figure C6 shows the total number of vehicles counted at the 15 locations during the peak AM and PM peak period from 2011 to 2020. Vehicle counts tabulated for the peak period (7:00 am-10:00 am and 4:00 pm-7:00 pm) are shown in Table C2.

**Figure C5: Vehicle Count Locations**



**Figure C6: Vehicle Counts in AM and PM Peak Period**



**Table C2: Motorized Vehicles Entering and Existing Tysons in the Peak Period (2020)**

West of Capital Beltway	AM		PM	
	Enter	Exit	Enter	Exit
1. Route 7 N of Tyco Road	3,345	2,514	2,959	3,742
2. Spring Hill Road N of International Drive	895	561	857	914
3. I-495 / Express Lane Access	192	127	182	308
4. Rt. 123 E of Tysons Blvd.	2,265	783	1,552	1,732
5. Rt. 7 E of Tysons Corner SC Entrance	4,049	2,922	3,647	4,709
6. Gallows Road S of Science Applications Ct.	1,241	885	1,572	1,639
7. Woodford Rd. S of Old Courthouse Rd	227	172	263	319
8. Rt. 123 W of Old Courthouse Road	1,575	1,227	1,663	1,918
9. Old Courthouse Rd W of Gosnell Road	391	275	412	607
10. West Park Drive	1,276	2,258	2,460	1,390
<b>Totals 2020</b>	<b>15,456</b>	<b>11,724</b>	<b>15,568</b>	<b>17,280</b>
Totals (Post Silver Line - 2015)	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				
11. Chain Bridge Road W of Great Falls St.	206	170	1,449	1,039
12. Magarity Road W of Great Falls St.	461	295	507	596
13. Lisle St/Magarity Road N of Rt. 7	362	443	543	631
14. Rt. 123 E of Anderson Road	2,369	1,348	428	2,644
15. Rt. 123 W of Old Meadow Road	56	38	150	102
<b>Totals 2020</b>	<b>3,455</b>	<b>2,294</b>	<b>3,077</b>	<b>5,012</b>
Totals (Post Silver Line)	20,482	16,956	19,415	19,202
Fall 2013 (Pre-Silver Line Opening)	17,606	17,256	16,642	19,605

Notes: 1 2020 Traffic counts were taken by FCDOT in May 2020.

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 Point 13 reflects 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 2020 at the 15 intersections assessed in Tysons during the AM and PM peak hours.

**Table C3: Tysons AM Peak Hour Intersection Level of Service from Year 2011 to Year 2020**

2011 to 2020 Intersection AM Peak Hour LOS		2011	2012	2013	2015	2016	2017	2018	2019	2020
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									
11.	Route 123 at Great Falls Street									
12.	Magarity Road at Great Falls Street									
13.	Lisle Street at Magarity Road at Route 7									
14.	Route 123 at Anderson Road									
15.	Route 123 at Old Meadow Road									

**Table C4: Tysons PM Peak Hour Intersection Level of Service from Year 2011 to Year 2020**

2011 to 2020 Intersection PM Peak Hour LOS		2011	2012	2013	2015	2016	2017	2018	2019	2020
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									
11.	Route 123 at Great Falls Street									
12.	Magarity Road at Great Falls Street									
13.	Lisle Street at Magarity Road at Route 7									
14.	Route 123 at Anderson Road									
15.	Route 123 at Old Meadow Road									

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

**Notes:**

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.

Locations #3 (Jones Branch Expressway Ramps) and location #10 (West Park Expressway Ramps) are not included due to low volumes of traffic to conduct LOS.

The number of intersections operating poorly (LOS E or F) during either the AM or PM peak hour was reduced from nine intersections in 2011 to six in 2019, with only one operating at LOS F. Completed transportation improvements, including three ‘Express Lanes’ entry points from the Beltway, have had a significant positive impact on redistributing traffic volumes into and out of Tysons.

As expected, under 2020 COVID-19 pandemic conditions the number of intersections operating at LOS E or F was reduced to one; only the intersection of Spring Hill Road/International Drive operated at LOS E (both AM and PM). Two intersections operated at LOS D (both during the PM peak). Reduced traffic volumes, as previously discussed, contribute to lower intersection delays and thus improved Levels of Service for both peaks.

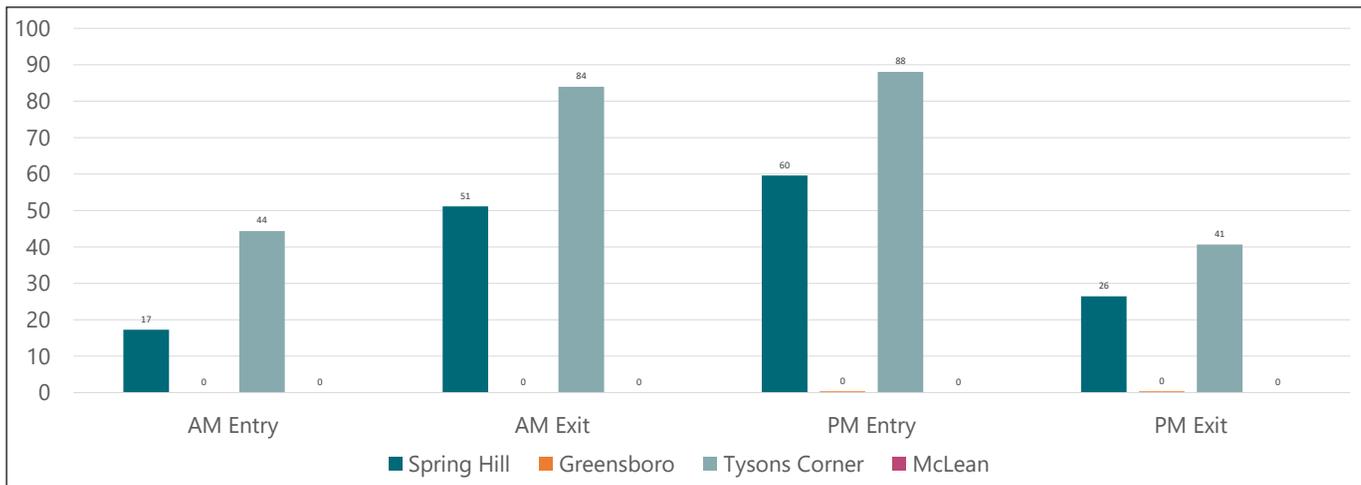
Both peak hour and peak period traffic data will continue to be collected in the Tysons traffic monitoring program to provide an annual assessment of traffic and transportation utilization trends and changes to the underlying traffic patterns in the Tysons area. In 2021, it will be interesting to note to what extent the region’s trip making patterns, and thus LOS conditions, revert back to pre-COVID-19 pandemic conditions – or whether a new trend of fewer trips and improved LOS becomes a more normal occurrence in Tysons.

## Transit Monitoring

### 2020 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 2020 under both AM and PM conditions.

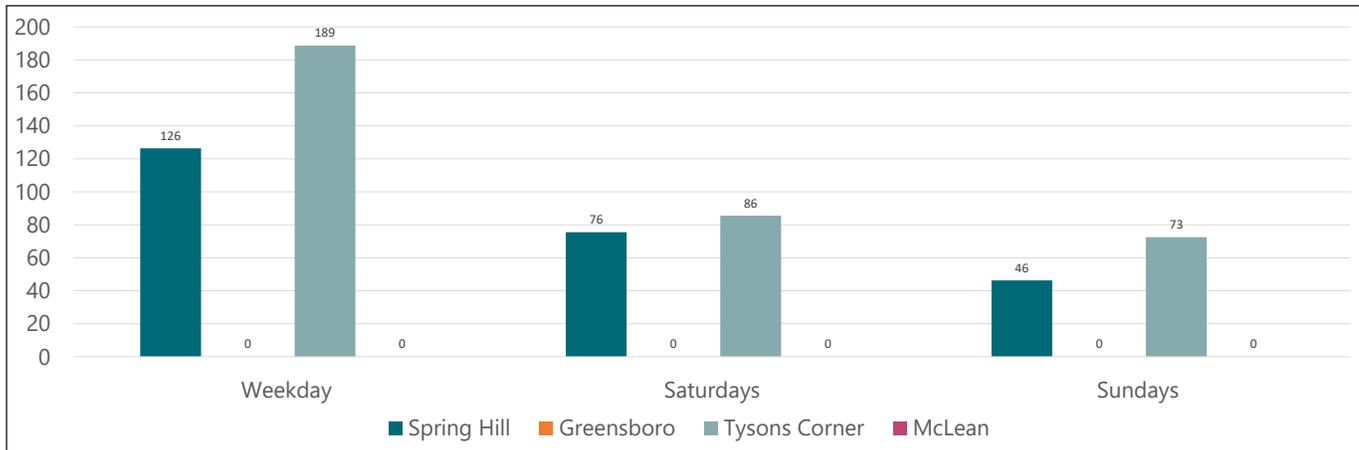
**Figure C7: Average Weekday Peak Period Entry/Exit Comparisons - April 2020**



Due to the COVID-19 pandemic, Silver line ridership was severely down with frequency of trains limited and people working from home. Tysons Corner Metrorail Station had the highest ridership in the AM and PM peak periods. The Greensboro and McLean Metrorail Stations were closed during the month counts were taken.

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 2020**



Weekend ridership during the COVID-19 pandemic was higher as compared to weekdays. All stations saw a slight increase in ridership during the weekend when compared to ridership numbers during the week.

**Bus Transit**

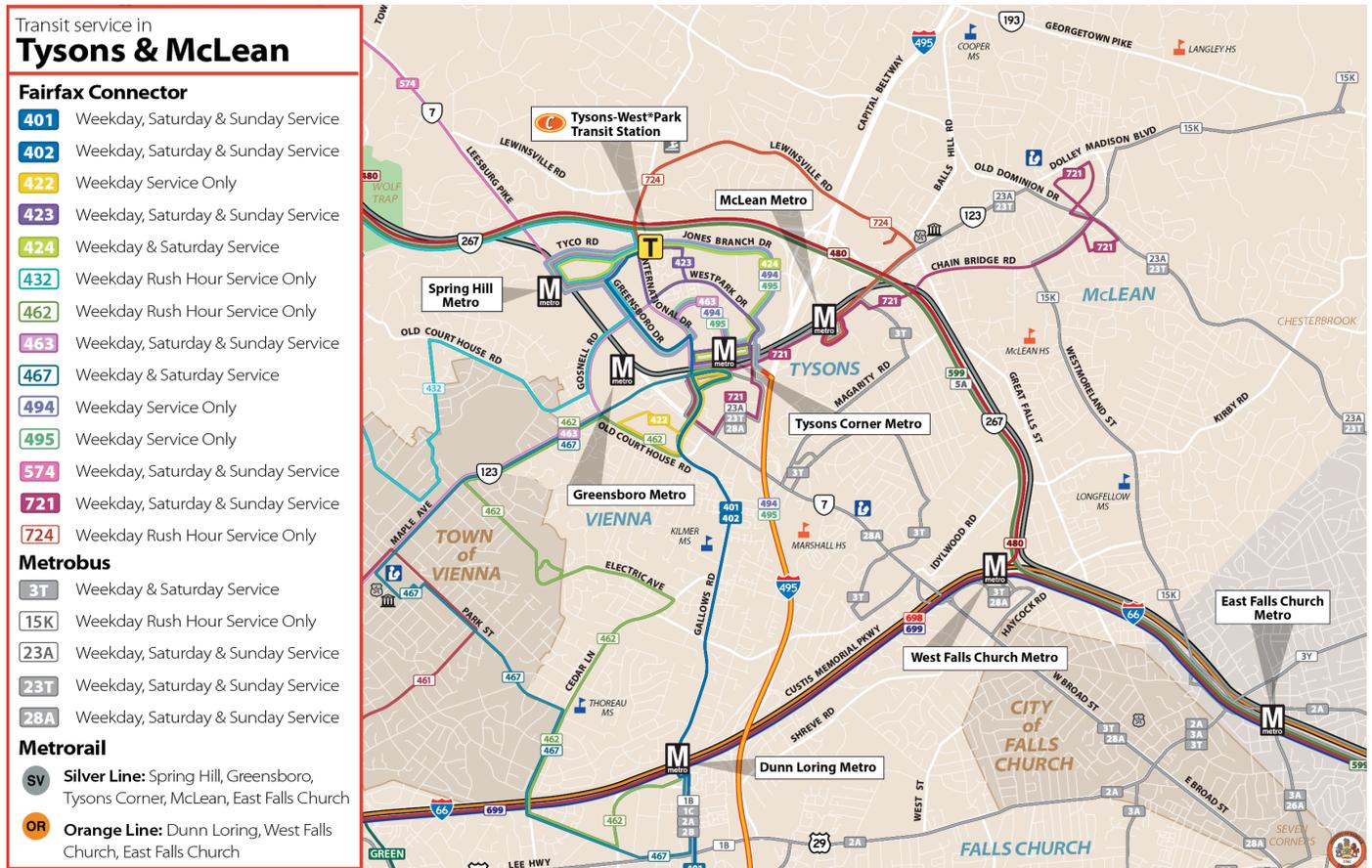
Table C5 summarizes the Connector routes that normally serve Tysons. However, due to the COVID-19 pandemic, only the shaded rows show active routes at the time of the counts. The map in Figure C9 depicts the Metrorail line and stations, Metrobus and Fairfax Connector routes, and the non-Metrorail related bus transfer center at Tysons West\*Park, as they would operate if the COVID-19 pandemic was not ongoing.

**Table C5: Fairfax Connector Routes Serving Tysons - 2020**

Service Type	Number	Name/Route	Type
Tysons Circulator (South Tysons)	422	Boone Boulevard – Towers Crescent	Inside Tysons Only (weekday)
Tysons Circulator (Central Tysons) <i>Operating on Saturday service schedule</i>	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	467	Dunn Loring – Tysons	To/From Tysons (weekday mid-day, evening, and Saturday)
Local Service <i>Operating on Saturday service schedule</i>	574	Reston – Tysons	To/From Tysons (weekday, weekend)
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 2020
- 2. Shaded/highlighted rows represent the active routes during the COVID-19 pandemic that were operating during the AM / PM peak periods.
- 3. Bus 467 was operating during this time, but does not operate during peak periods

**Figure C9: Transit System, Spring 2020**



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.

**Table C6: Bus Route Description and Number of Passengers**

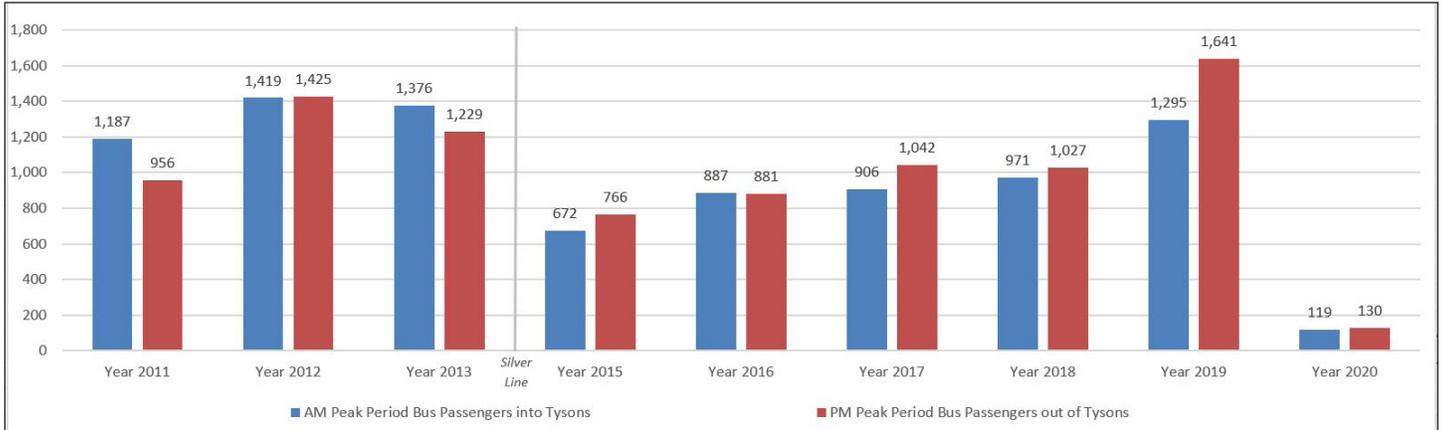
Bus Route Description and Number	AM Peak Period		PM Peak Period	
	Enter	Exit	Enter	Exit
1 Fairfax Connector (FC) Peak Service 462, Local Service 574	11	6	8	7
2 FC Local Service 401/402	48	32	37	42
3 FC Local service 463,721	17	16	20	21
4 Metrobus - Tysons McLean Station 23T	3	3	9	6
5 Metrobus - Tysons Corner Center 28A	41	10	33	54
Spring 2020 Totals	119	67	107	130
Spring 2019	1,169	374	641	1,537
Spring 2018	1,001	342	563	1,029
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 2020.

Figure C10 summarizes the results of peak period ridership counts for the years between 2011 and 2020.

**Figure C10: Bus Peak Period Passengers (2011-2020)**



Over the last few years, prior to the COVID-19 pandemic, ridership on bus routes serving Tysons had shown an upward trend and had risen to levels slightly higher than before the opening of the Silver Line Metrorail. However, due to the pandemic, in 2020 only 6 of the 14 Fairfax Connector buses that service Tysons were operating (during the peak period as shown in Table C5). Metrobus data for route 3T, and PRTC Omniride bus route data; Manassas, Linton Hall, and Woodbridge to Tysons were not available or insufficient to be counted in the report due to inconsistencies with the timeframe of the available data and when counts were conducted.

### Walking and Bicycling in Tysons

Figure C11 compares the Capital Bikeshare total trips in May 2019 to May 2020 by station within Tysons. It is interesting to note that even with the COVID-19 pandemic, some station counts were higher from the previous year.

**Figure C11: Capital Bikeshare Total Trips by Station May 2019-2020**

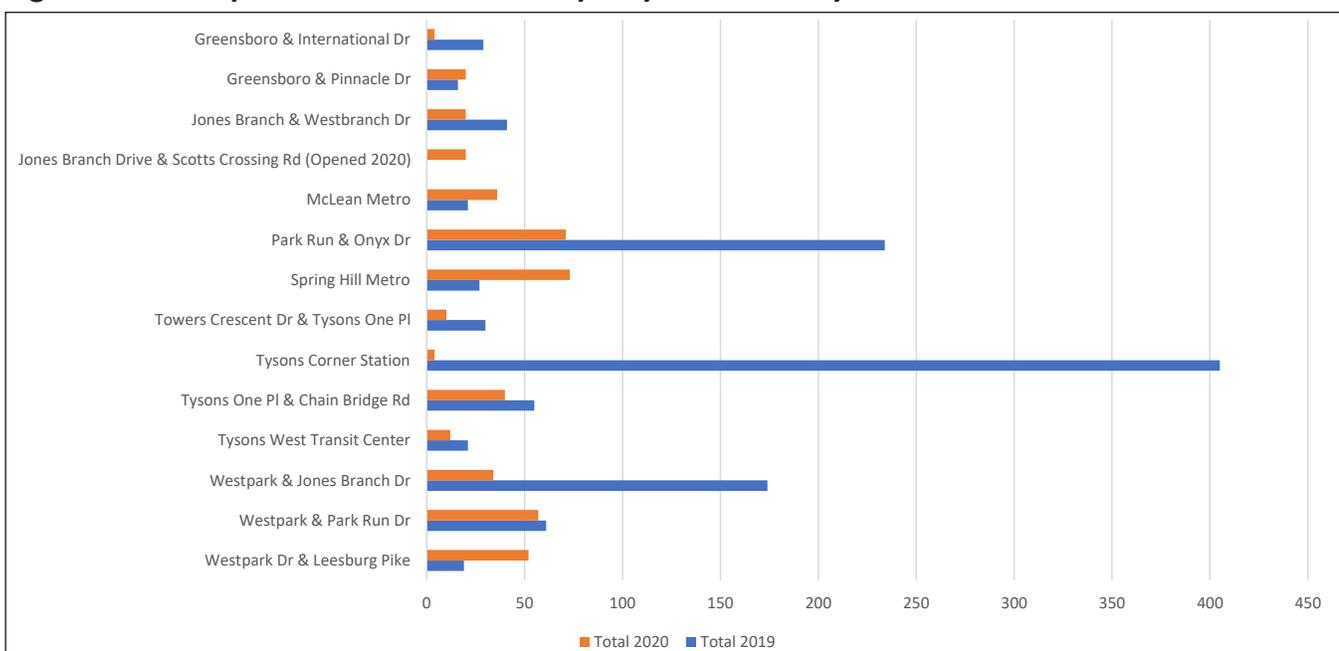


Table C7 outlines the location of existing and proposed bicycle facilities in the Tysons area.

**Table C7: Existing and Proposed Bicycle Facilities in Tysons**

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

Source: The Tysons Corner Bicycle Master Plan. The Plan covers an area within a 3-mile radius of the urban center.

## Transportation Demand Management (TDM)

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). The goal of the Fairfax County Best Workplaces for Commuters Program is to recognize employers at a national level and highlight their efforts in instituting creative ways of improving commutes and aiding in traffic and trip reduction efforts within the county. The initial goal in 2010 was to recognize 100 exemplary employers over a ten-year span. Of the 57 BWCs in Fairfax County, 10 are in Tysons.

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As of December 2019, FCDOT exceeded the initial 2010 goal by having recognized 109 employers as Best Workplaces for Commuters. FCDOT also recognized 17 new employers as BWCs, the largest number of employers FCDOT has brought before the Board in a single year. The COVID-19 pandemic has increased the number of employers allowing telework options, which has reduced traffic congestion and trips, improving commutes for those still traveling to their office site.

## ***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. 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 contribute to a "Remedy Fund," which will be drawn upon to enhance TDM programs if their TDM plan goals are not met. The structure of the Remedy Fund creates an incentive to achieve higher goals than those specified in the Plan, as developers can receive portions of this fund back if they exceed their goals. Developments in Tysons also commit to provide a "Penalty Fund" fund. The Penalty Fund is a cash escrow or Letter of Credit given to the County for TDM purposes if Remedy Funds are exhausted. In combination with improvements to transit service and service levels, effectively administered TDM programs result in substantially higher transit and non-SOV usage among employees and residents in Tysons.

To date, some developments in Tysons that have submitted TDM Annual Reports have met or exceeded their trip reduction goals. Due to the COVID-19 pandemic, some developments have not submitted reports. 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 the development's commitments. Further actions include non-compliance fees and utilization of Remedy and/or Penalty funds.

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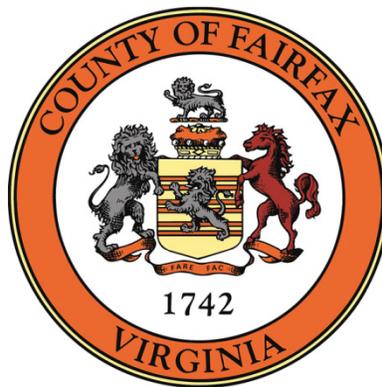
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