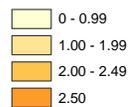


# Tysons Corner Advanced Alternatives

12/10/2007

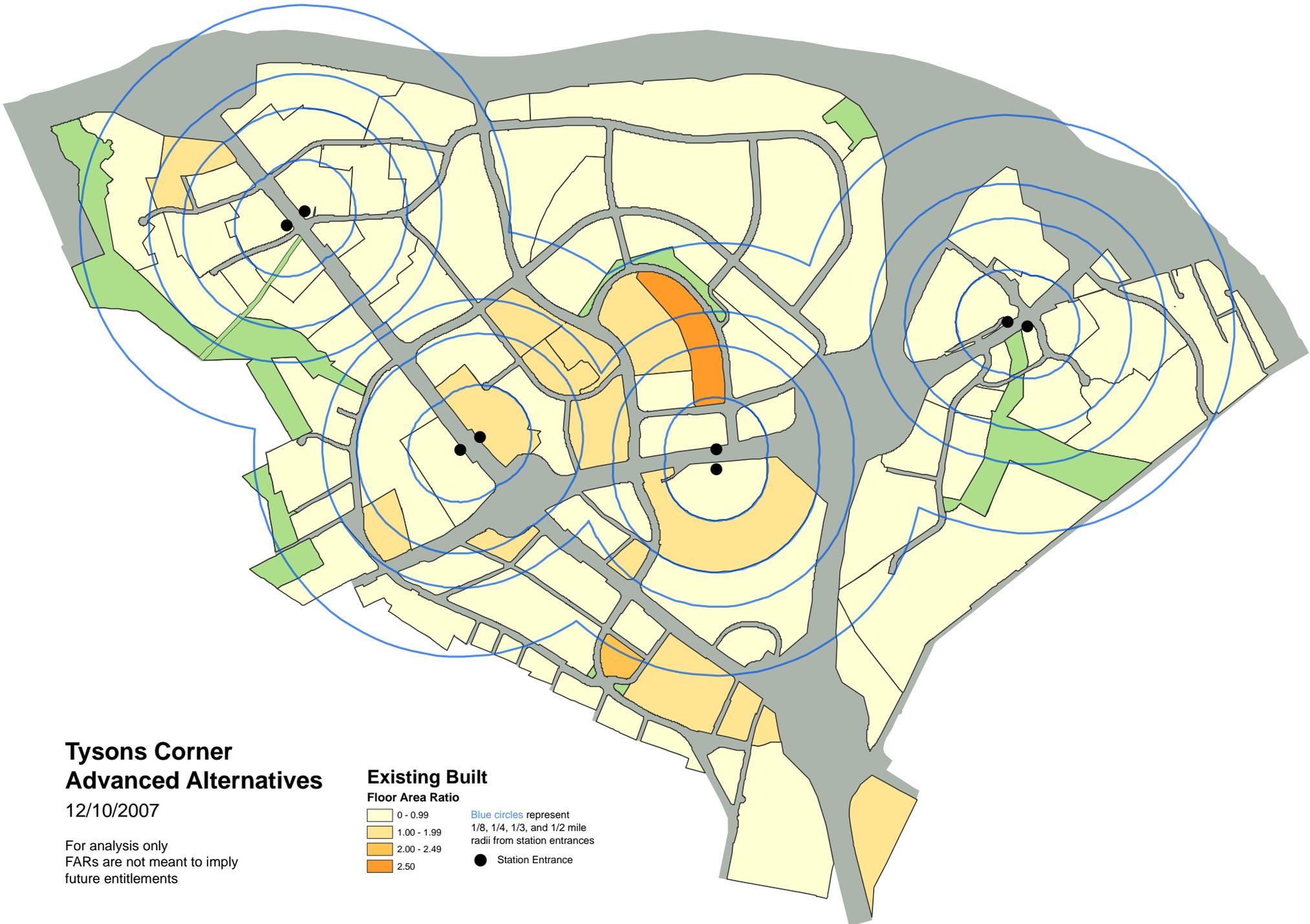
For analysis only  
FARs are not meant to imply  
future entitlements

## Existing Built Floor Area Ratio



Blue circles represent  
1/8, 1/4, 1/3, and 1/2 mile  
radii from station entrances

● Station Entrance



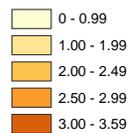
# Tysons Corner Advanced Alternatives

12/10/2007

For analysis only  
FARs are not meant to imply  
future entitlements

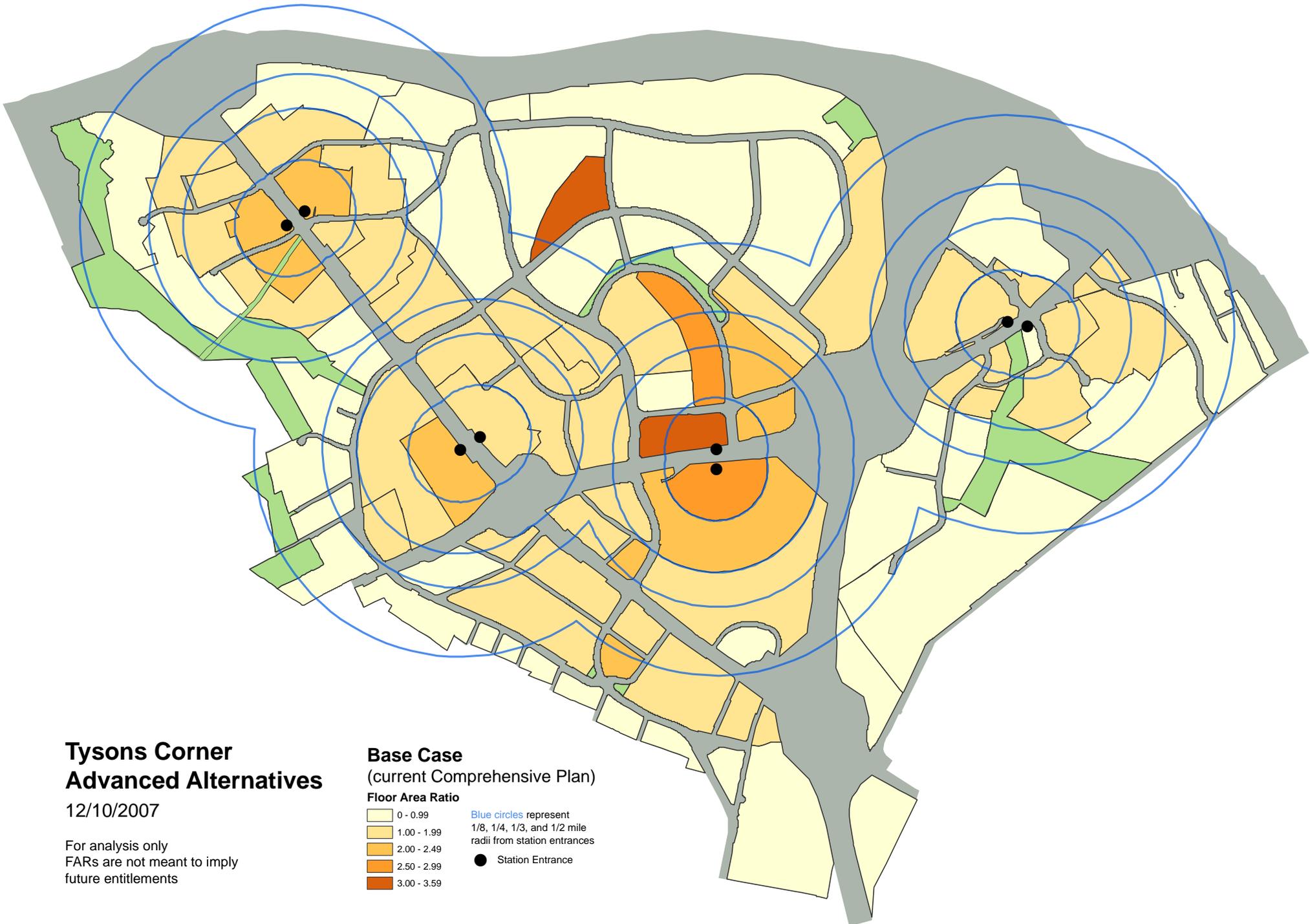
## Base Case (current Comprehensive Plan)

### Floor Area Ratio



Blue circles represent  
1/8, 1/4, 1/3, and 1/2 mile  
radii from station entrances

● Station Entrance

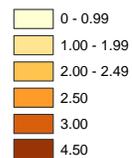


# Tysons Corner Advanced Alternatives

12/10/2007

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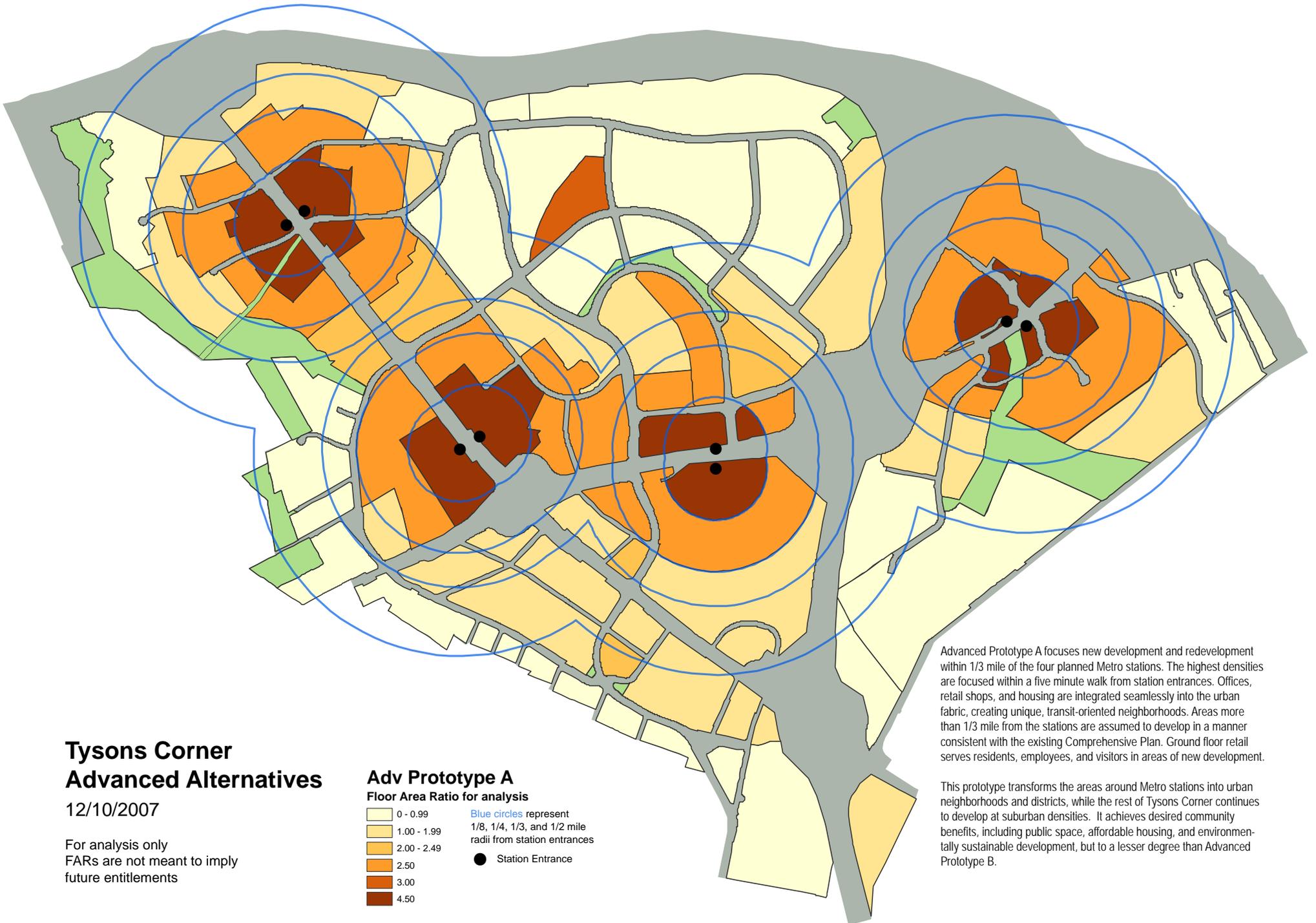
## Adv Prototype A Floor Area Ratio for analysis



Blue circles represent  
1/8, 1/4, 1/3, and 1/2 mile  
radii from station entrances  
● Station Entrance

Advanced Prototype A focuses new development and redevelopment within 1/3 mile of the four planned Metro stations. The highest densities are focused within a five minute walk from station entrances. Offices, retail shops, and housing are integrated seamlessly into the urban fabric, creating unique, transit-oriented neighborhoods. Areas more than 1/3 mile from the stations are assumed to develop in a manner consistent with the existing Comprehensive Plan. Ground floor retail serves residents, employees, and visitors in areas of new development.

This prototype transforms the areas around Metro stations into urban neighborhoods and districts, while the rest of Tysons Corner continues to develop at suburban densities. It achieves desired community benefits, including public space, affordable housing, and environmentally sustainable development, but to a lesser degree than Advanced Prototype B.

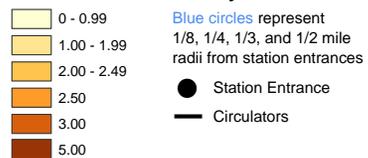


# Tysons Corner Advanced Alternatives

12/10/2007

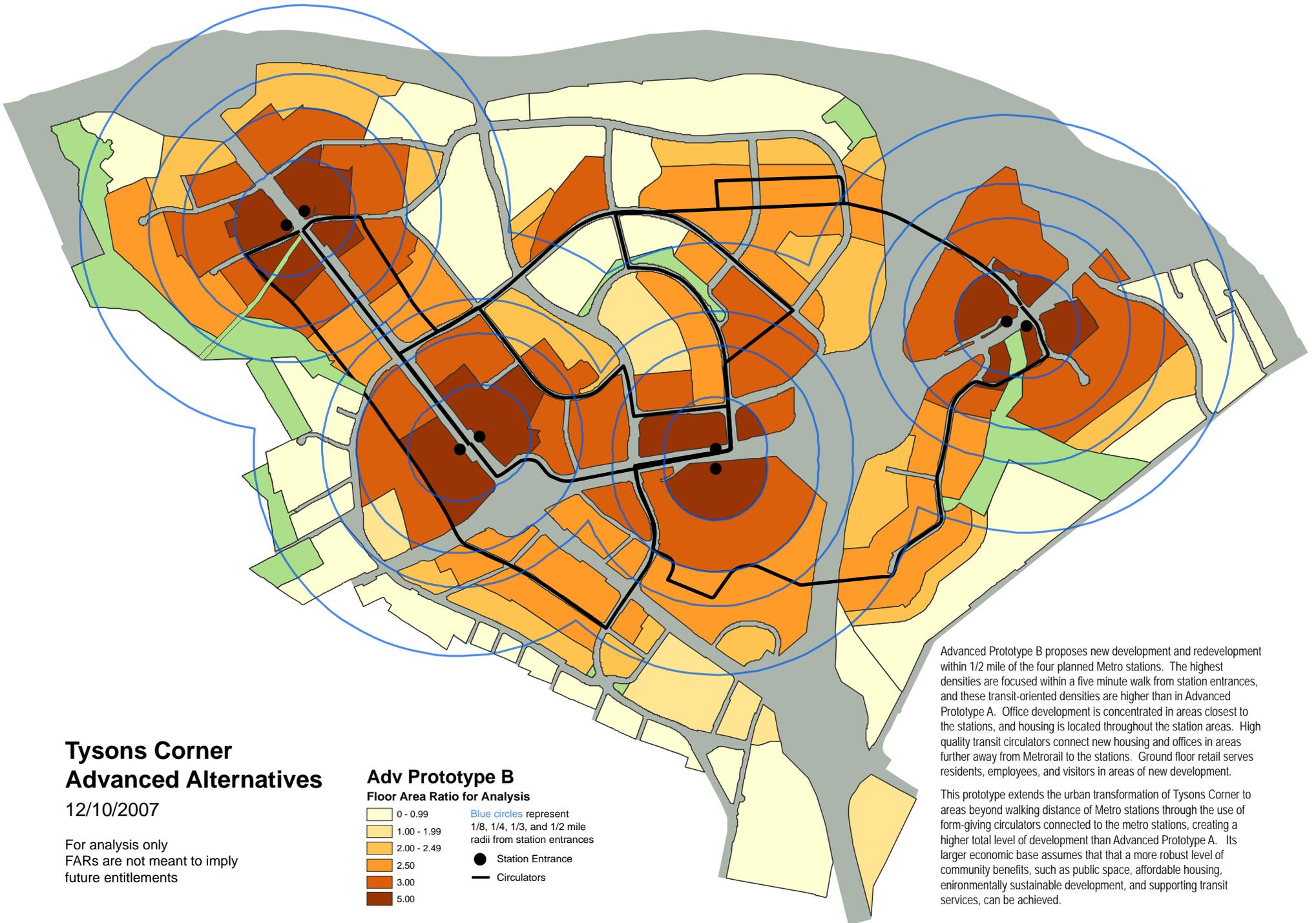
For analysis only  
FARs are not meant to imply  
future entitlements

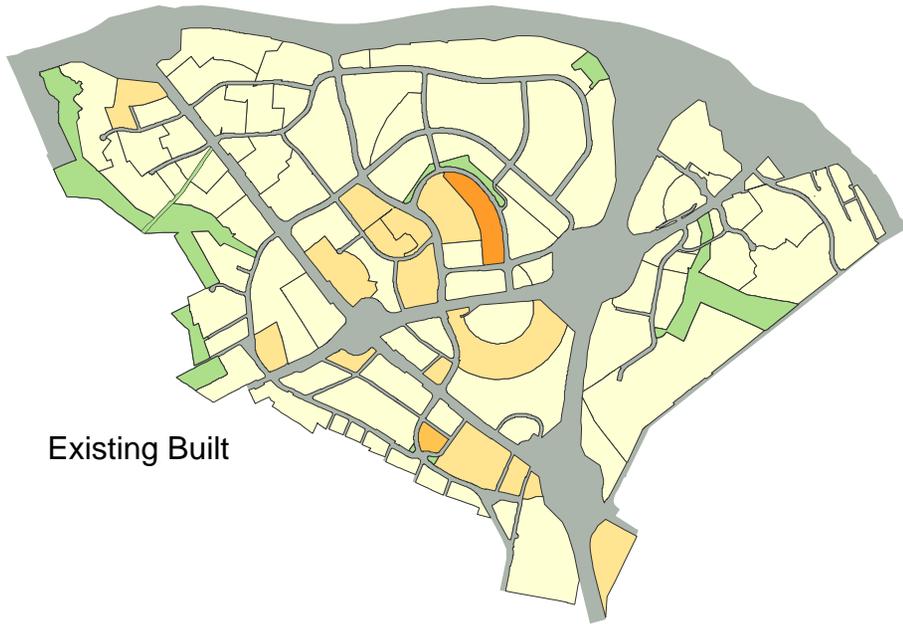
## Adv Prototype B Floor Area Ratio for Analysis



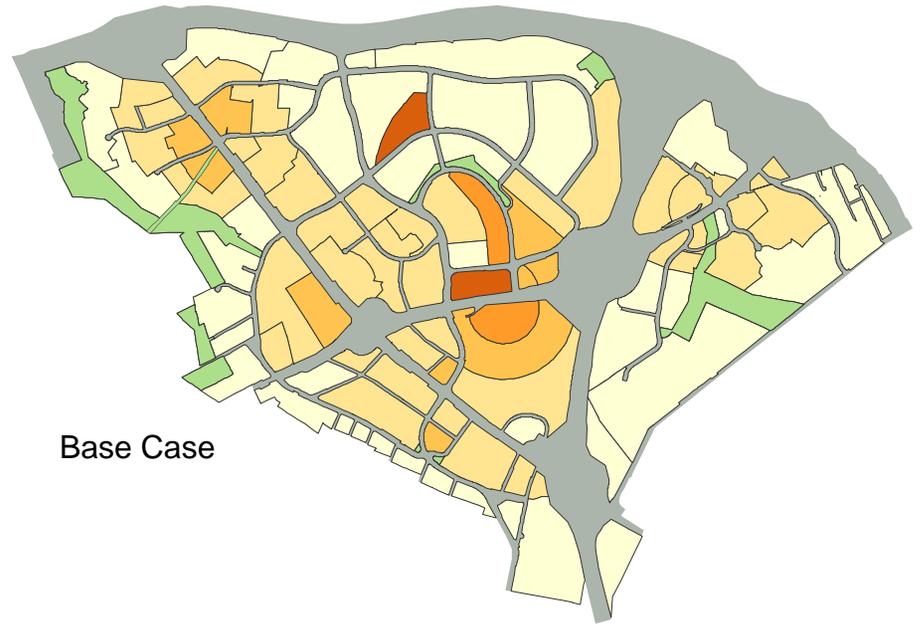
Advanced Prototype B proposes new development and redevelopment within 1/2 mile of the four planned Metro stations. The highest densities are focused within a five minute walk from station entrances, and these transit-oriented densities are higher than in Advanced Prototype A. Office development is concentrated in areas closest to the stations, and housing is located throughout the station areas. High quality transit circulators connect new housing and offices in areas further away from Metrorail to the stations. Ground floor retail serves residents, employees, and visitors in areas of new development.

This prototype extends the urban transformation of Tysons Corner to areas beyond walking distance of Metro stations through the use of form-giving circulators connected to the metro stations, creating a higher total level of development than Advanced Prototype A. Its larger economic base assumes that a more robust level of community benefits, such as public space, affordable housing, environmentally sustainable development, and supporting transit services, can be achieved.

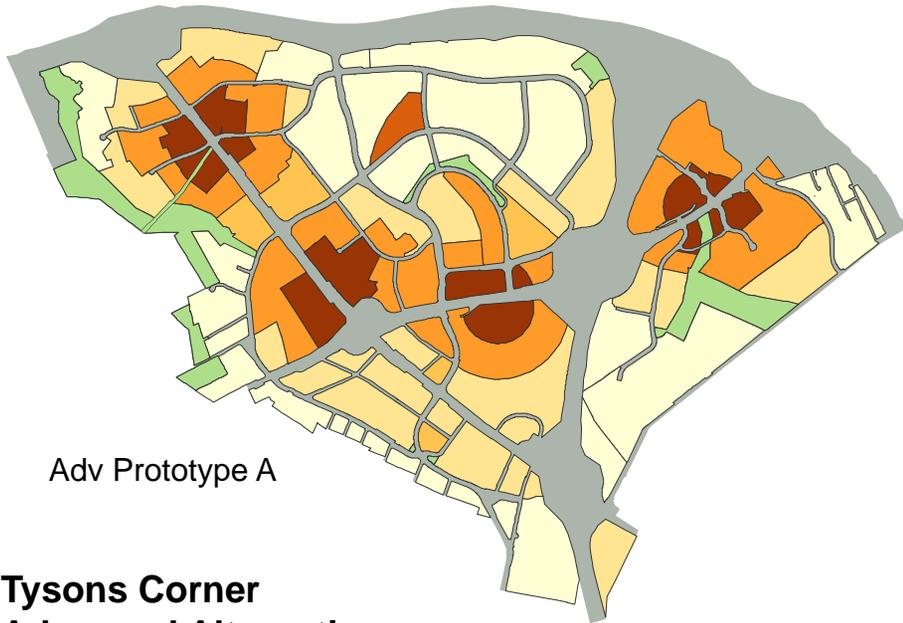




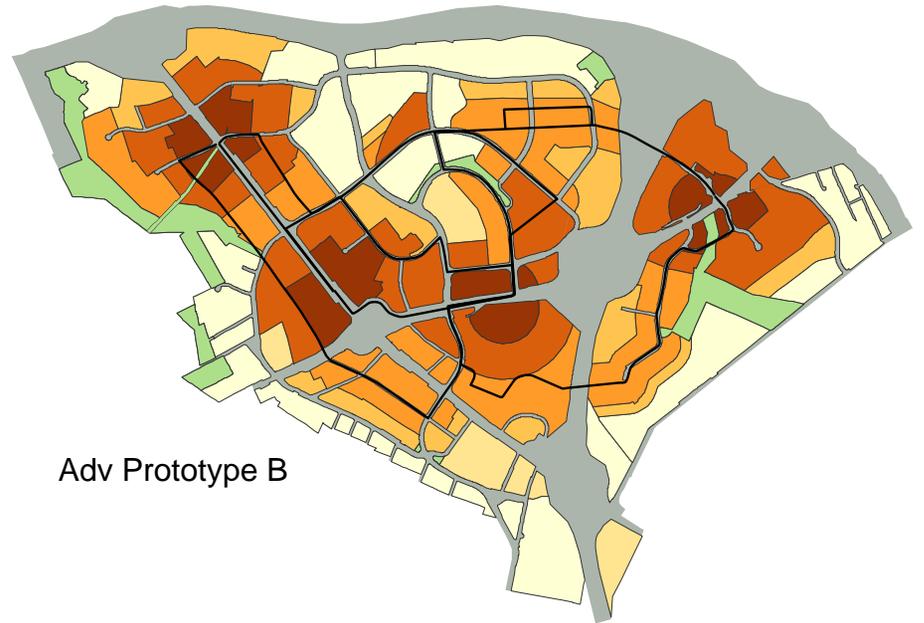
Existing Built



Base Case



Adv Prototype A



Adv Prototype B

**Tysons Corner  
Advanced Alternatives**

12/10/2007

Legends and descriptions are on previous pages