

## I. Summary of Mix of Uses and Development Characteristics

Key Planning Principles	Existing (2006)	Base Case	Prototype A	Prototype B
<b>1. Pattern of growth overall:</b> Attract mixed-use transit oriented development to Metrorail stations and transit connection locations	44.4 M square feet	72 M square feet	96 M square feet	127 M square feet
	106,900 employees	161,500 employees	159,000 employees	203,000 employees
		67% of new at Metrorail	73% of new at Metrorail	70% of new at transit
<b>2. Where to place housing:</b> Increase housing supply, choices, and price points	16,100 residents	32,500 residents	72,500 residents	100,000 residents
	8,056 dwelling units	17,600 dwelling units	36,250 dwelling units	49,960 dwelling units
		13,400 units near Metro & circulator	29,100 units near Metro & circulator	39,600 units near Metro & circulator
<b>3. Building heights</b>	Tallest buildings only in central core and at gateway locations; tall buildings are 18 to 25 stories; some buildings approved at 30 stories.	Allows buildings up to 30 stories at the two central Metrorail stations.	Allows buildings up to 30 stories within 1/8 mile of all Metrorail stations, heights are reduced farther from the stations.	Allows buildings up to 30 stories within 1/8 mile of all Metrorail stations, and up to 12 stories along the circulator. Heights reduce farther from the stations.
<b>4. Protecting the edges:</b> Retain compatible transitions at the edges of Tysons	Compatible edges have been developed.	Minimize redevelopment, retain transitional uses of housing, low density office, and open space.	Minimize redevelopment, retain transitional uses of housing, low density office, and open space but allows significant increase in residential units above Base Case.	Retain transitional uses of housing, low density office, and open space, but allows significant increase in residential units above Prototype A.

### Key Questions

1. Should the Task Force recommend that growth be primarily focused at the four Metro rail stations (as in Prototype A), or also dispersed along key circulators (as in Prototype B)?
2. Both prototypes afford significant increase in housing. Prototype B places a greater concentration of housing along the circulators, should the Task Force consider this as a recommendation for the future of Tysons?
3. Taller buildings allow for more parks and open space and better pedestrian spaces. Are taller buildings a reasonable tradeoff to provide community benefits desired?
4. Surrounding communities are protected in both Prototypes A and B by limiting redevelopment at the edges, keeping building heights in check, and promoting residential use. Are these action sufficient to protect neighborhoods?

## II. Summary of Transportation Characteristics

Key Planning Principles	Base Case	Network 1	Network 2
<b>1. Transportation Network:</b> Reduce suburban focus, and reduce focus on moving vehicles through Tysons. Promote a functional and accessible system of shuttles, grid of streets.	No urban grid identified, assumes three grade separations to address thru traffic (not aggressively encouraging an urban approach).	Emphasizes moving traffic through, into, and out of Tysons, Creates a grid of streets. New grade separated intersections on Route 7 & 123. New ramps to highways.	Emphasizes internal circulation and adds even more local roads to grid.
<b>2. Parking strategies:</b> Decrease surface parking for structured parking.	No strong guidance.	Uses parking demand management to reduce available parking in dense areas.	Uses parking demand management to reduce available parking in dense areas.
<b>3. Transit/Circulators:</b> Promote a functional and accessible system of shuttles, transit connections and standard principles of trip reduction.	Indicates circulator could be considered.	Significant shuttle and circulator (in traffic) is a key element.	Significant shuttle and circulator (in dedicated right-of-way) is a key element.
<b>4. Pedestrian and bicycle access:</b> Promote a functional and accessible system of pedestrian walkways, trails, bike routes, to form engaging streetscapes and connected neighborhoods.	Very limited grid of streets and lack of detailed guidance on how pedestrian and bike facilities should serve Tysons.	Grid of streets with strong focus on walking, and biking. Complete streets approach.	Grid of streets with even more local roads (in areas served by circulator), strong focus on walking and biking. Complete streets approach.

### Key Questions

1. Transportation Network 1 emphasizes roadway capacity and includes grade-separated intersections and more ramp connections to highways. Network 2 emphasizes walking, biking and transit and other improvements to internal circulation within Tysons. Which network do you prefer and why?
2. Both prototypes and networks rely on significant decreases in parking in more dense areas to promote transit and pedestrian uses. The Base Case does not provide strong guidance on reducing parking. What concerns should be considered in planning a parking strategy? Are there additional parking considerations the Task Force should include in its recommendations?
3. The analysis shows that a circulator system increases transit ridership and could help alleviate traffic congestion. Are there any concerns with creating a circulator system in Tysons? What type of transit circulator (streetcar, bus, dedicated right of way) would best serve Tysons? Where do circulators make the most sense?
4. Based on the results from the last round of analysis, the Task Force has determined that an urban grid of streets at Tysons is a key element in its redevelopment. The grid of streets greatly improves pedestrian and bicycle accessibility. What else should the Task Force consider in making Tysons more friendly to pedestrians and bikes?

### III. Summary of Quality of Life Characteristics

Key Planning Principles	Base Case	Prototype A	Prototype B
<b>1. Civic Uses and Sense of Place:</b> Distinctive architecture, civic focal points, cultural and educational institutions, places of worship, medical facilities, entertainment and recreation, libraries, and public safety facilities that mark environmentally sound, safe and inclusive urban communities.	Incentives for civic uses but little guidance on where they should be provided.	Civic uses focused at the Metrorail stations.	Civic uses focused at the Metrorail stations and along the circulator.
<b>2. Parks and Open Space:</b> Respect the unique natural features and topography of Tysons Corner in all plans. Expand useable and publicly accessible open space and improve the existing natural environment.	Provides general guidance that additional open space should be provided. Protects natural features.	45 acres of additional parks and open space (in addition to private recreation spaces) Preserves and enhances natural features.	82 acres of additional parks and open space (in addition to private recreation spaces) Preserves and enhances natural features.

#### Key Questions

- The Task Force will recommend that the revised Plan include guidance on urban design, incorporating the concept of “complete streets” and a comprehensive system of open space or a green network. Prototype A focuses most of these features near Metrorail stations and Prototype B locates them both at Metrorail stations and along the circulator routes.
  - What civic uses should be included in the recommendations, where should they be located, and what else is needed to create a sense of place at Tysons?
- Prototype B has about 80% more open space than Prototype A because it allows for more redevelopment along the circulator routes. In both Prototypes A and B, the existing stream valley parks at Scotts Run and Old Courthouse Run are integral parts of the open space network at Tysons.
  - Is the tradeoff of more open space for additional density along the circulators a good idea?
  - What park network would serve the residents and workers of Tysons better - numerous small neighborhood parks or fewer large community parks?