



Transforming Tysons Vision and Area Wide Recommendations

Prepared for Tysons Land Use Task Force
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CONSULTANT TEAM PB PlaceMaking

GB Arrington, Project Manager
Uri Avin
Tom Bennett
Todd Borkowitz
Bruce Fukuji
Jim Hencke
David Holden
Emily Hull
Kimi Iboshi Sloop
Marsha Kaiser
Keith Liden
Kokila Lochan
Jignesh Mehta
Holly Storck

Parsons Brinckerhoff

Bethany Andreen
Joseph Archuleta
Adam Buckmaster
Tim Case
Shawn Coey
Chris Dorney
Dave Gehr
Mark Kauffman
Eric Martens
Larry McGoogin
Jay Mezher
Shane Peterson
Jason Ramsey
Chris Reynolds
Ryan Sander
Ken Seaverns
Geoffrey Taylor
Dave Thorp
Douglas Villars
Jennifer Weeks
Tracey White

Bay Area Economics

Ron Golem
Anita Morrison
Abigail Byers Ferretti

MVE & Partners, Inc.

Ken Nilmeier
Erin Miller

Robert Cervero

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The Perspectives Group

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Donna Lucas
Mark Rosera
Karen Rose
Kristie Bergeron-Hale

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Jay Evans

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Stephen Fuller
John McClain

FAIRFAX COUNTY

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Department of Planning and Zoning

Jim Zook
Fred Selden
Sterling Wheeler
Linda Hollis
Matt Ladd
Bernie Suchicital

Department of Transportation

Kathy Ichter
Dan Rathbone
Leonard Wolfenstein
David Kline
Rick Stevens

Tysons Land Use Task Force

Clark Tyler, Chairman
Irfan Ali
Irv Auerbach
Eric Bahr
George Barker
Hank Chao
Ed Chase
Pamela Danner
Frank de la Fe
Kahan Dhillon
Jay Donahue
John Harrison
Janyce Hedetniemi
Jo Hodgkin
John Jennison
Stella Koch
Doug Koelemay
Brenda Krieger
Michelle Krockner
Carrie Lake
George Lamb
Ken Lawrence
Bill Lecos
Michael Lewis
Sally Liff
Stuart Mendelsohn
Stephanie Mensh
Scott Monett
Jim Scott
Wade Smith
Phil Sparks
Billy Thompson
Amy Tozzi
Keith Turner
Kohann Whitney
Bruce Wright

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Five technical edits were made to the version of this report approved by the Task Force on September 15, 2008:

1. Page numbers in the Table of Contents were corrected
2. The Executive Summary was reformatted
3. Missing text was restored at the top of page 2
4. The Intensity map on page 38 had a minor edit
5. Chapter 9, Urban Design, was reorganized and minor edits made to improve the overall readability of the chapter

By the end of the planning horizon, which could be 50 years, the vision calls for:

- 95% of all development within an easy walk of transit.
- An urban center that could include 200,000 jobs and 100,000 residents.
- A jobs/housing balance of approximately 4.0 jobs per household.
- A sustainable Tysons with restored streams, new parks, and green buildings





EXECUTIVE SUMMARY

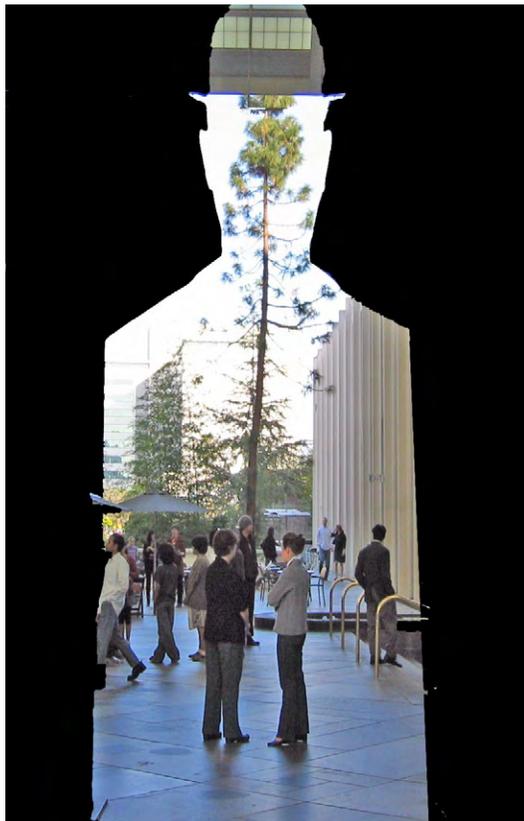
The Tysons of tomorrow will be the place where people want to live, work, and play. In 2050, Tysons will be transformed into a world-class downtown destination known for great shopping, a prestigious office location and residential address featuring a diversity of housing choices, people-oriented streets, a variety of open spaces, arts, and civic uses, and convenient transit. It will become the second downtown for the Greater Washington Region, and could become a national model of transforming sprawl into a sustainable community.

A TRANSFORMED TYSONS

Over the past 50 years, Tysons has grown from a rural crossroads to the nation's 12th largest employment center. Tysons has been a destination, not a place to stay - people come to work or shop and then leave immediately. The Tysons of today is defined not by what it offers, but by the automobile; nearly half of the area's 1,700 acres is taken up by streets and parking.

The land use concept developed by the Tysons Land Use Task Force will create a very different Tysons from today. Tysons will be transformed into a model livable place with compact, mixed-use districts. In the transformed Tysons, over 95 percent of all development will be within walking distance of transit, and all land uses in Tysons will be mixed, allowing people to live, work, play, and participate in the arts and civic life of a vibrant 24-hour community. Residential capacity will increase significantly, providing housing for up to 100,000 residents. Employment, too, will increase to as many as 200,000 jobs by the end of the planning horizon. The influx of housing will provide a better balance between jobs and households which will ultimately improve the livability of Tysons.

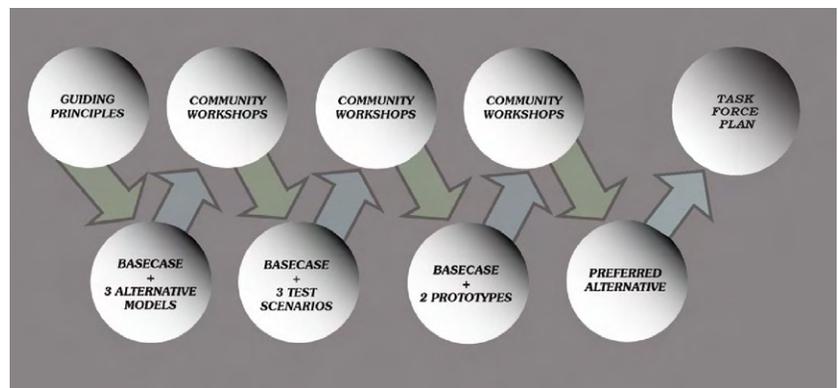
The Task Force's land use and transportation concepts constitute a fundamental evolution of Tysons from a suburban place to an urban place. The transformed Tysons will be a place built for people. By linking development to the four Metrorail stations that will serve Tysons by 2014, the Task Force envisions a Tysons that will grow into the "downtown" for Northern Virginia, extending the benefits of compact development to the entire region. It will be a place where people can walk from their homes in Tysons to their jobs in Tysons; a place where people can take transit to the mall to run errands during their lunch hour; and a place to play outdoors or enjoy performances, galleries and restaurants.



The recommendations for a transformed Tysons are organized around six key points:

1. Create a people-focused urban setting;
2. Redesign the transportation network to balance walking, biking, transit and the automobile;
3. Place a strong focus on the environment;
4. Develop a vital civic infrastructure of the arts, culture, recreation and the exchange of ideas;
5. Sustain and enhance the contributions of Tysons as the county's employment center and economic engine; and
6. Establish an authority for implementation that provides the flexibility, accountability, and resources necessary to achieve the vision.

To ensure that Tysons is transformed into a place in which people want to participate, there must be a clear vision, a cohesive land use and transportation plan, and a coordinated implementation strategy to guide Tysons' future. Over the last three-and-a-half years, the Task Force has received significant input from the public and has worked diligently to create such a vision, plan, and implementation strategy. The Task Force has been guided both by the experience of other TOD areas and by the unique characteristics of Tysons.





This illustration shows the Tysons Central 7 district looking north toward the Metrorail station. The new Tysons will be more walkable, and have more mixed-use, much more housing, and lower levels of congestion than under the base case.

This document, “Transforming Tysons: Vision and Area Wide Recommendations”, is a summary of the Task Force recommendations. It sets Tysons on the path to assume a place on the national stage by presenting new approaches for Tysons, demanding a willingness to try new things, and matching the ambitions for Tysons with determination. The findings and recommendations of the Task Force are presented in three sections:

- Section I: The Vision
- Section II: The Land Use and Transportation Concept
- Section III: The Implementation Strategy

The new Tysons is not about tall buildings.

It’s about growing better -

About being a place people want to be part of.

The Vision for transforming Tysons is bold, aggressive, and unprecedented for similar communities in the United States. The vision, land use and transportation concept, and implementation strategy are absolutely necessary to move Tysons forward — to grow better.



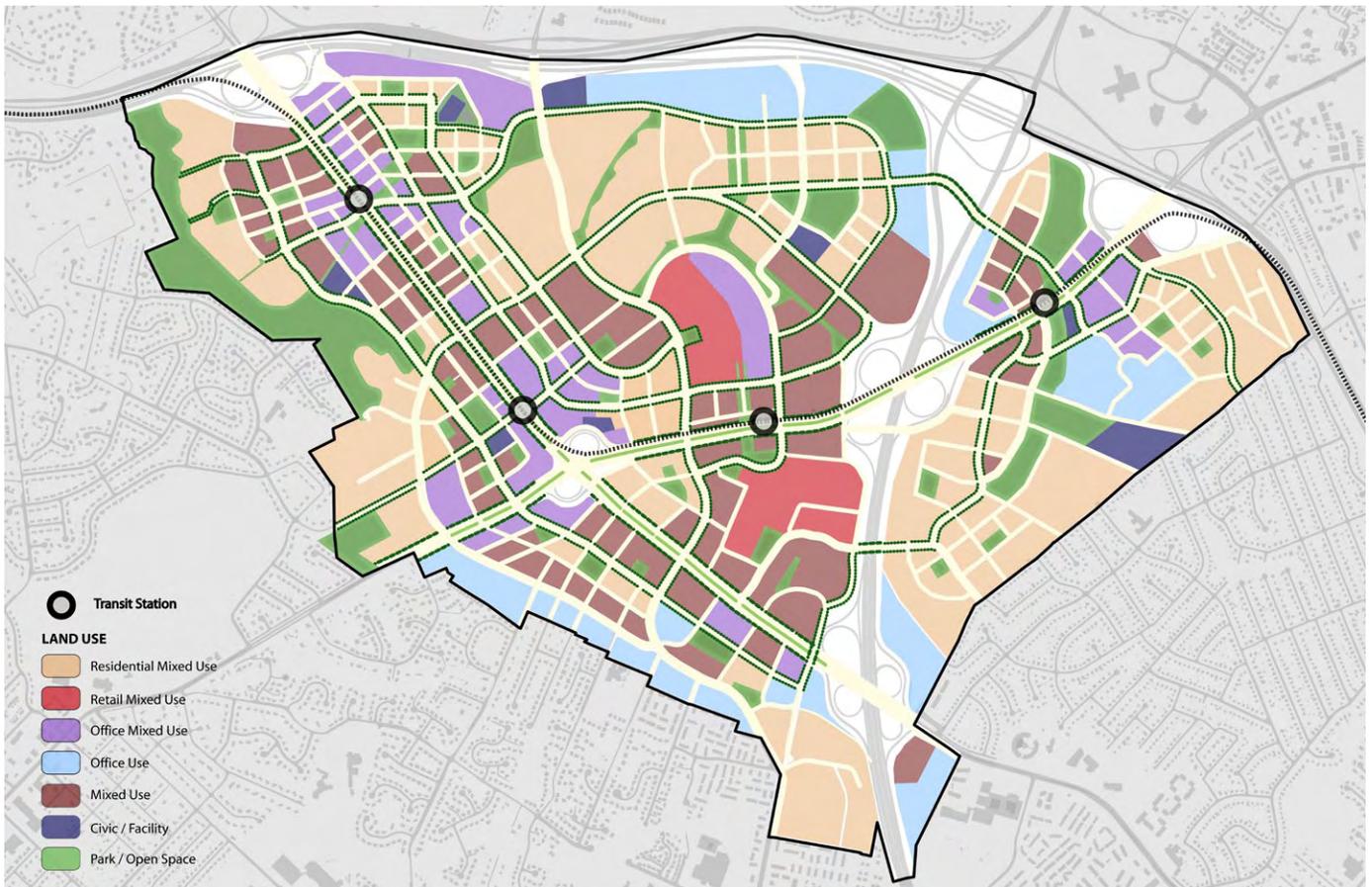
THE VISION

The vision provides a broad-brush overview of Tysons' future; it reflects the hopes and dreams of the businesses, residents, neighbors, and stakeholders invested in Tysons' future. The transformed Tysons will be an urban place centered around people, with walkable streets, accessible transit, public art and cultural facilities, and a strong focus on the environment and sustainability.

The vision provides a Tysons that will not simply be bigger, but better - greener, more walkable, and with a greater mix of uses. This new Tysons will be highly attractive as a residential community where people will want to live, raise families, and retire. Tysons will be an active 24-hour place, providing a variety of residential, office, retail, civic and entertainment uses. Everywhere in Tysons, pedestrian-friendly connections and frequent transit service will enable people to move easily within Tysons or to other portions of the region on Metrorail's new Silver Line. High quality parks and open space will give people a variety of places to gather and socialize.

The auto-oriented streets of Route 7 and Route 123 will be transformed to tree-lined boulevards designed to calm traffic through the most urban parts of Tysons while still moving traffic. People will be able to walk or bike safely along Route 7 and 123 to nearby businesses. Three circulator routes will provide frequent transit access to almost all areas within Tysons. These elements will constitute a new and forceful example of automobile trip reduction.

This new downtown for Northern Virginia will have a variety of density and character. Each area around the four Metrorail stations will have a different personality. Each street will have its own unique landscaping, street art, storefronts, and amenities making the streets people-friendly. The character of place will change from an intense and busy downtown around the stations to lively neighborhoods leading to the edges of Tysons. As you move closer to the adjacent neighborhoods outside Tysons, the pattern of development will carefully transition down to a scale and use that respects these adjacent communities.



▲ The plan envisions a new Tysons transformed into a compact walkable urban center with a balance of jobs and housing focused around transit.

THE LAND USE AND TRANSPORTATION CONCEPT

The **Land Use and Transportation Concept**, provides structure to the vision. It links land use and intensity, the extension of Metrorail to Tysons, other transportation improvements, environmental stewardship, public facilities, and urban design to create a cohesive plan for the almost 1,700 acres of Tysons. Map 1 illustrates the Land Use and Transportation Concept. Key elements of the Concept are:

- **Transit-Oriented Development (TOD)** – TOD will seek to align the transit investment of Metrorail and the circulators with the vision for Tysons by focusing growth within an easy walk of transit. Ninety-five percent of all development will be located within ½ mile of Metrorail and 600 feet of the circulator.
- **Jobs/Housing Balance** – By providing a dramatic increase in housing for different income levels, especially within walking distance of Metrorail, there will be an increased opportunity for people to

Creating a people-focused urban Tysons requires:

- Transit oriented development
- A balance of jobs and housing
- Defined neighborhoods
- Protection of the edges
- Well-integrated community benefits



Spring Hill Road looking north from the Metrorail Station. A system of circulators, a refined grid of streets and enhanced bike and pedestrian network throughout Tysons will make it easier to get around Tysons without getting in a car

the highest density and degree of mixed-use compared to areas farther away. In addition, the first few hundred feet will be the most walkable with wide sidewalks, smaller block sizes, building frontages located along the sidewalk, and pedestrian amenities. Other transit routes will connect areas not served by circulators and neighborhoods outside of Tysons to the Metro stations. However, these routes will not be linked to additional density.

- **Regional Connectivity** – By reorganizing the street network to separate the local traffic from the regional traffic as much as possible, automobiles can move more efficiently to Tysons on the regional connections. The addition of Metrorail as well as expanded feeder bus service between the outlying areas and the Metro stations will allow more people to access Tysons via transit from throughout the region.
- **A built environment that will be a model of environmental sustainability** – The Plan reduces greenhouse gas emissions in Tysons consistent with Cool Counties objectives to reduce emissions 80% by 2050, measured from a 2006 baseline. These reductions will require reducing emissions from transportation and buildings. Requirements such as all buildings having Leadership in Energy and Environmental Design (LEED) certification, or the equivalent, prior to 2013 and LEED -silver certification, or the equivalent, for all buildings approved in 2013 or later will be imperative for Tysons to

Metrorail Shaping Tysons

Tysons grew-up around the automobile. Tysons will be transformed and transported into the future around Metrorail.



be a model for other global urban centers. Transportation goals, such as reducing vehicle miles traveled (VMT) per resident to 10 miles per day will put Tysons on the forefront of sustainability. TODs throughout the country have reduced per capita VMT per day by up to 67 percent.

- **Stream Restoration** – The plan for stream restoration requires that stormwater runoff be managed to be equivalent to that of forested conditions. This will include replanting stream buffers and restablizing stream banks. Trails and other community benefits can be incorporated into stream valley parks, where appropriate, as part of the integrated Tysons park system.
- **An Integrated Park System** – A connected park system for Tysons includes, at a minimum, a large (approximately 8-10 acre) park in North Central Tysons, a 3 to 5 acre park near Tysons Central station, and 160 additional acres of parkland. Providing a connected park system provides both a visual break in an urban setting as well as multiple opportunities for active recreation and connecting with the natural environment.
- **Planning a Civic Infrastructure** – Facilities and programs for arts and culture, recreation, and education will be planned and executed, not as amenities, but as part of the essential fabric – the civic infrastructure – to create a livable Tysons. These programs will be part of the initial planning for new development.
- **Building on Educational Excellence** – The current excellence of the Fairfax County Public Schools and local universities will continue in Tysons, with facilities designed to meet urban needs. Depending on the projected demographics of the area, educational facilities in Tysons will include: sufficient classrooms to meet the needs of the children; educational opportunities and activities for seniors living in the area; and a full service community library with a public meeting room. Development will take advantage of partnerships with local universities to provide convenient, accessible educational opportunities for people who live and work in Tysons.
- **Providing Recreation within Tysons** – Recreational activities and facilities in Tysons will be scaled to an urban environment. Examples include community skating rinks, indoor gyms, aquatic facilities, and neighborhood-serving skate parks. The integrated park system plan identifies the need for pocket parks and the large central park that provide opportunities for engaging in sports and free play. Horticultural parks and small community gardens will meet both recreational and environmental goals for the community.
- **Arts Facilities that Meet the Community's Needs** - Consistent with the recommendations in the Commission on the Future of the

Arts in Fairfax County report, accepted by the Board of Supervisors in July 2008, the plan for Tysons will include a community-based arts center containing an approximately 500-seat, well-equipped performance space for music, dance and theater, as well as studio, teaching and exhibit space for visual artists.

- **Public Art for Public Places** – Public art will be an integral part of the urban environment. Works of art will be used as identifiers for neighborhoods, civic spaces, and Metro stations, as well as functional enhancements.
- **Sustain and enhance Tysons as the County’s employment center and economic engine** - The transformed Tysons, using the growth anticipated in the Task Force recommendations and consistent with market projections, will generate more than \$1 billion per year under today’s tax rates, well above the existing annual County tax revenue from Tysons (generated primarily from commercial real estate and sales taxes), of approximately \$300 million.

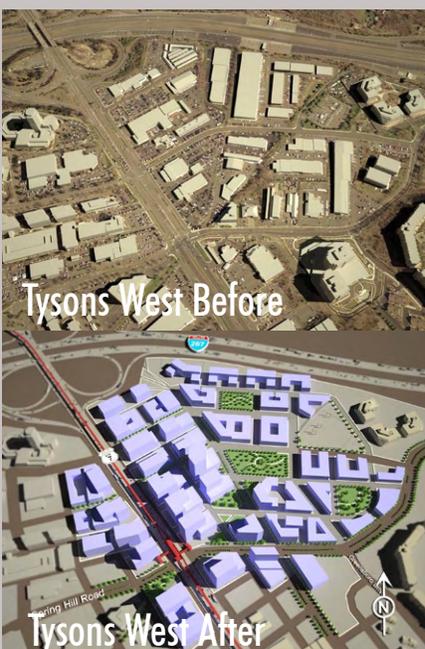
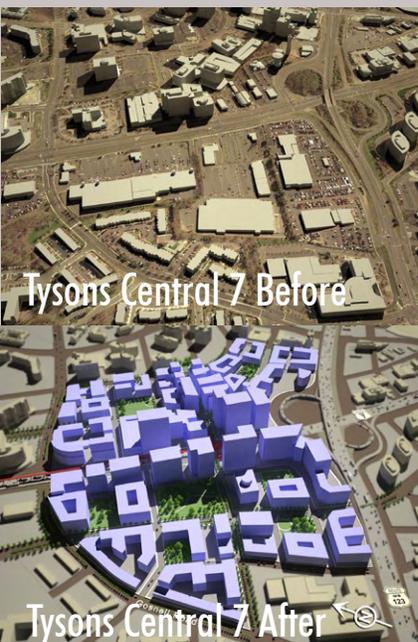
The recommendations provided in the concept are broad-brush and will require further application of the recommendations on a specific, block-by-block basis.



“Seasons change.
So do cities.”
Carrie Bradshaw



TASK FORCE GUIDING PRINCIPLES



Thousands of interested citizens and stakeholders were invited to provide the Task Force with input on how to transform Tysons. From that input, the following eight Guiding Principles were adopted by the Task Force as the primary goals that should be achieved through the Land Use and Transportation Vision and Concept Plan.

1. Move Tysons Corner forward within its existing boundaries as the employment and commercial economic engine of the region and an expanding contributor to the tax base of Fairfax County.
2. Retain compatible transitions at the edges to adjacent neighborhoods through a combination of use, intensity, scale and/or building heights.
3. Transform Tysons Corner from a suburban office park and activity center into a 24/7 urban center marked by the diversity of residents and workers; a wide range of ideas, opportunities, and activities; the quality of buildings, aesthetics, and open spaces; and connections and accessibility for all.
4. Reduce the time, cost, and inconvenience of accessing and moving within Tysons Corner by promoting a functional and accessible system of pedestrian walkways, trails, shuttles, bike routes, a grid of streets, transit connections, and standard principles of trip reduction.
5. Reduce the suburban focus on isolated buildings, surface parking and moving vehicles through Tysons Corner to somewhere else and connect new buildings, urban parks, structured parking, and pedestrian and bicycle accommodations to form engaging streetscapes and connected neighborhoods.
6. Attract, mixed-use transit-oriented development and private investment to Metrorail station areas and transit connection locations throughout Tysons Corner, including increased housing supply, choices, and price points, service opportunities, and office space.
7. Engage people, communities, institutions, and the private sector with government to include in Tysons Corner the 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.
8. 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.

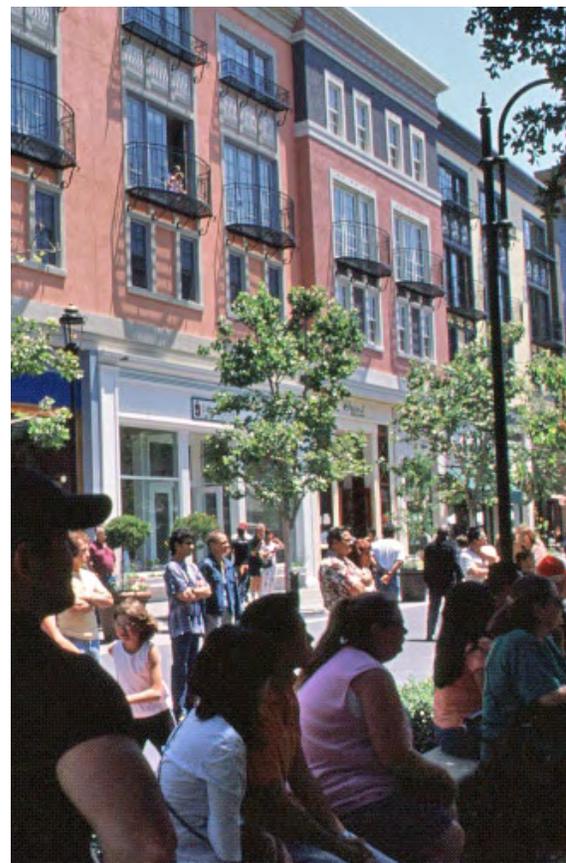
THE IMPLEMENTATION STRATEGY

The Implementation Strategy, provides the framework to make all of this happen: it provides the flexibility, accountability, consensus and resources necessary to achieve the vision. Policies and strategies are described to guide the public and private actions that implement the vision. The phasing of development, and thus implementation, will be tied directly to the ability of Tysons to provide the necessary public facilities. A phased strategy to grow, monitor that growth, and adjust the implementation strategy based on performance will be crucial to Tysons' success. The tiers of the implementation strategy include:

- **Detailed Planning** – The land use and transportation concept plan will serve as the framework for the future development of all of Tysons. Much more work, however, will be required to move the framework from an overarching vision to specific elements that can be implemented on the ground, including:
 1. District Plans – to address the unique character of specific areas within Tysons. District plans need to be developed to implement the overarching plan for Tysons as it relates to specific areas within Tysons.
 2. Circulator Alignment - to identify the specific elements of the circulator, including the routes, locations of stops and the operational elements of the circulator (e.g., frequency, mode, right of way treatment, etc).
 3. Parks and Open Space – to create a coordinated parks and open space network, addressing the preferred location, the number and types of parks and open space, and stream restoration strategies for Scotts Run and Old Courthouse Branch.
 4. Environmental Stewardship Strategy – to identify strategies and approaches to create a sustainable environment as Tysons grows.
- **Implementing Authority** – Implementing the vision of Tysons will require a “Keeper of the Vision” to oversee the policies, guidelines and intent of the vision at every step of implementation with the authority to implement the plan in an effective and coordinated manner.
- **Funding Strategy** – A funding strategy (including public-private partnerships) should assess the feasibility of various financial tools and identify how the specifics of the plan will be financed.
- **Public-Private Partnerships** - In addition to regulatory tools, public infrastructure improvements and public/private partnerships will be essential to create the synergy needed to implement the Plan.



Transforming Tysons requires an implementation strategy equal to the challenge.

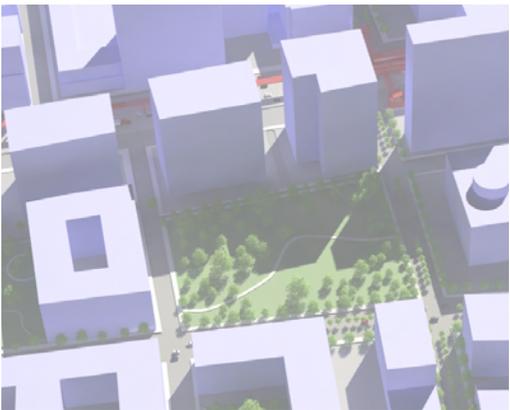




- **Regulatory Framework** – Regulatory tools will define the type and intensity of new development and prescribe design and development standards to achieve Tysons’ overall urban design goals.
- **Phasing** – A dynamic and evolving phasing plan tying redevelopment to specific public improvements will be critical to ensuring that transportation, other urban infrastructure and public amenities are in place as growth occurs. Incentives to facilitate development as identified by the phasing plan should be used in the design review process.



This plan is just one step on a long journey. The goal is to balance projected development with the various infrastructure needs geared to four time periods: 2020, 2030, 2040 and 2050. The recommendations presented guide the next steps of the journey as more specific details are defined. Now the “Keepers of the Vision” must be empowered to take the next steps defined in the Implementation Strategy.

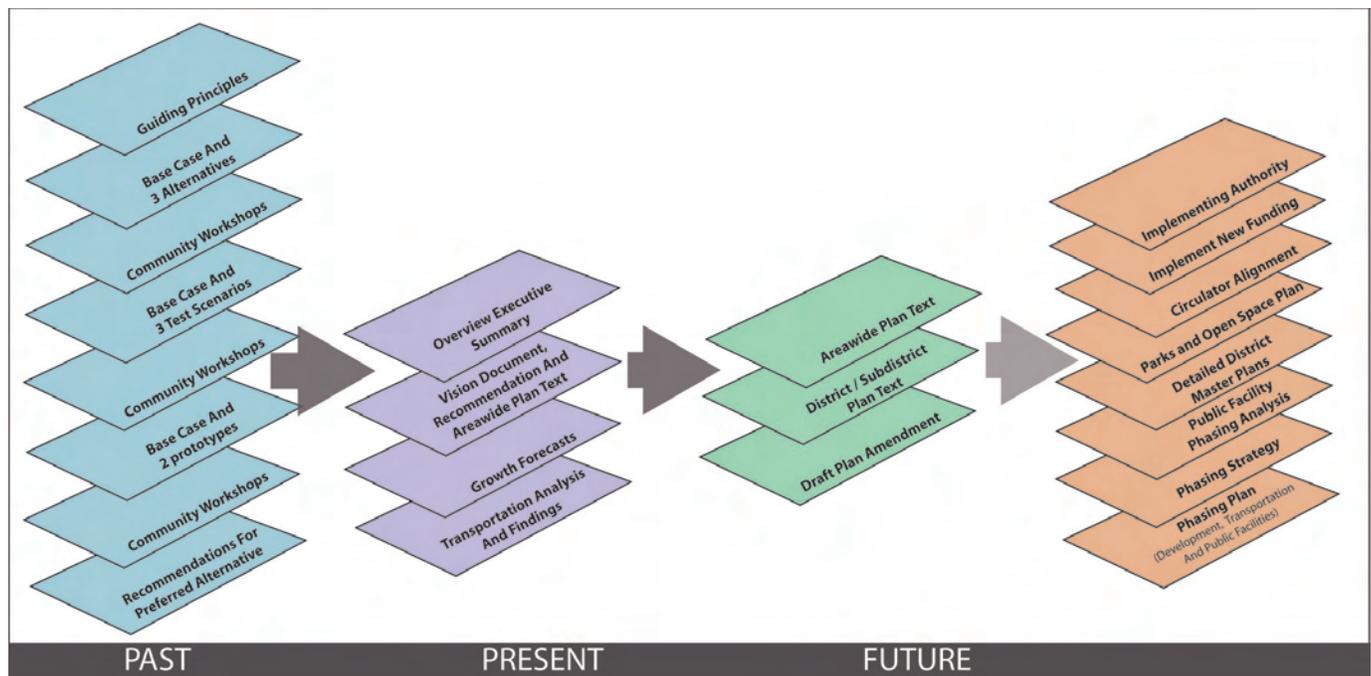


NEXT STEPS

This document has laid out a series of actions that must occur to adopt and implement the vision of the transformed Tysons. Not all these actions, however, can or should occur overnight. The continued planning of Tysons should take it from the general to the more specific. After adoption of the Vision and inclusion into the Comprehensive Plan on an area-wide level, the circulator plan, and parks and recreation master plan must be completed. Those documents will then inform the more detailed district plans that provide the block-by-block plan for Tysons broken down by the eight districts.

After the planning has been complete, the implementing authority can begin its work, including reviewing development applications and creating a financing strategy to fund the necessary public infrastructure.

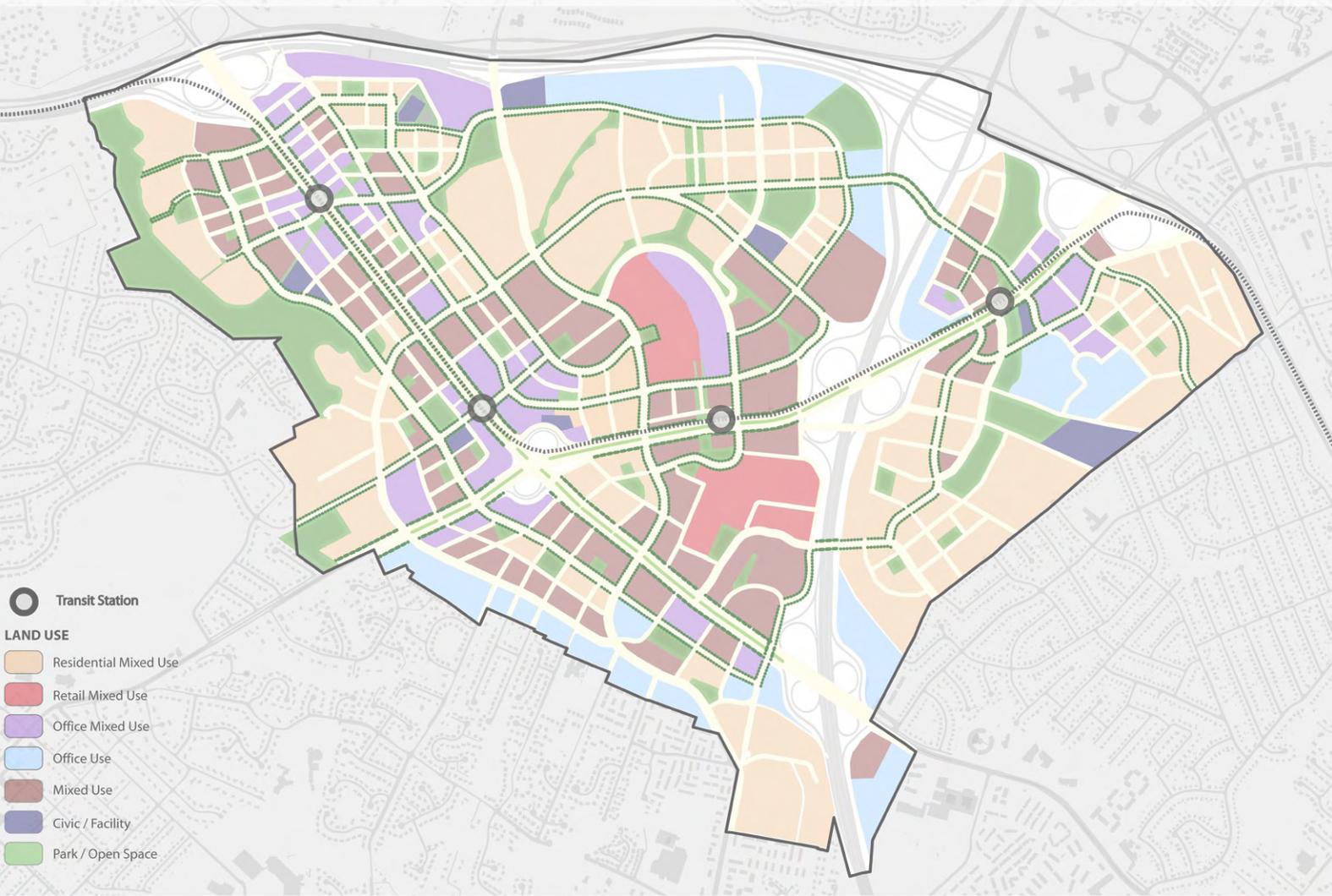
▼ This vision document provides the framework for the next stages of Tysons Areawide Plan Text



jiùde bùqù xīnde bùlái
(If the old doesn't go,
the new won't come)

- Chinese Saying

Tysons Area Land Use, Parks and Open Space Network



- Transit Station
- LAND USE**
- Residential Mixed Use
- Retail Mixed Use
- Office Mixed Use
- Office Use
- Mixed Use
- Civic / Facility
- Park / Open Space



TYSONS CORNER PLANNING AND URBAN DESIGN



SECTION I

THE VISION

The Tysons of tomorrow will be a place people seek out to live, work, and play. By 2050, Tysons will be transformed into a world-class downtown destination known for great shopping, a prestigious office location and residential address featuring a diversity of housing choices, people-oriented streets, a variety of open spaces, arts and civic uses, and convenient transit. It will become the second downtown for the Greater Washington Region, and a model of green redevelopment for other urban centers in Fairfax County.

“Unless we change how we grow, we threaten Tysons economic vitality and way of life. We must put more emphasis on mass transit and changing our land use patterns to accommodate the people and jobs coming to this region in the next 25 years”

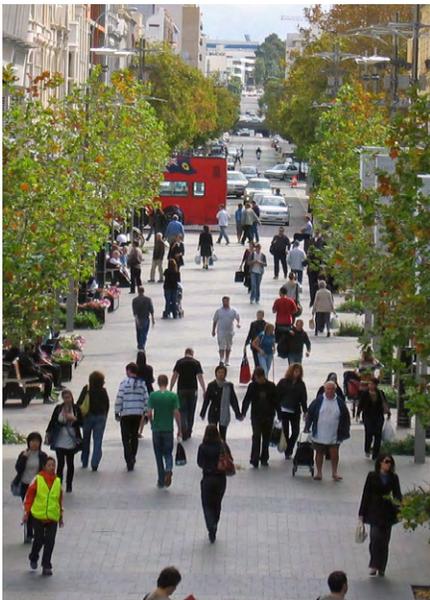
Bill Lecos
President
Fairfax County Chamber of Commerce





1: VISION FOR TYSONS

Imagine Tysons in 2050: as you ride Metrorail through Tysons, you see a different, better Tysons. Around the four Metrorail stations, you notice clusters of tall buildings. Down tree-lined streets, you also see that this bigger Tysons is not just about tall buildings. It's about being a place people want to be part of. Imagine seeing people at sidewalk cafes, walking or jogging down tree-lined boulevards, enjoying public art and outdoor performances, and playing in the parks.



By the end of the planning horizon, which could be 50 years, the vision calls for:

- 95% of all development within an easy walk of transit.
- An urban center that could include 200,000 jobs and 100,000 residents.
- A jobs/housing balance of approximately 4.0 jobs per household.
- A sustainable Tysons with restored streams, new parks, and green buildings



The Vision for a Transformed Tysons

The Vision for Tysons is an outgrowth of an extensive public involvement process conducted by the Tysons Land Use Task Force. The Task Force held a series of workshops and educational forums involving hundreds of citizens, and created nine alternative future growth concepts for Tysons before reaching consensus on the Vision and Land Use and Transportation Concept presented in this document.

The vision reflects the concerns of the people of Tysons and the surrounding communities of Vienna and McLean that the pace of development in Tysons be balanced with the provision of community benefits, infrastructure and public facilities.

The vision provides a Tysons that will not simply be bigger, but better - greener, more walkable, and with a greater mix of uses. This new Tysons will be highly attractive as a residential community where people will want to live, raise families, and retire. Tysons will be an active 24-hour place, providing a variety of residential, office, retail, civic and entertainment uses. Everywhere in Tysons, pedestrian-friendly connections and frequent transit service will enable people to move easily within Tysons or to other portions of the region on Metrorail's new Silver Line. High quality parks and open space will give people a variety of places to gather and socialize.

The auto-oriented streets of Route 7 and Route 123 will be transformed to tree-lined boulevards designed to calm traffic through the most urban parts of Tysons while still moving traffic. People will be able to safely walk or bike along Route 7 and 123 to access nearby businesses. Three circulator routes will provide frequent transit access to almost all areas within Tysons.

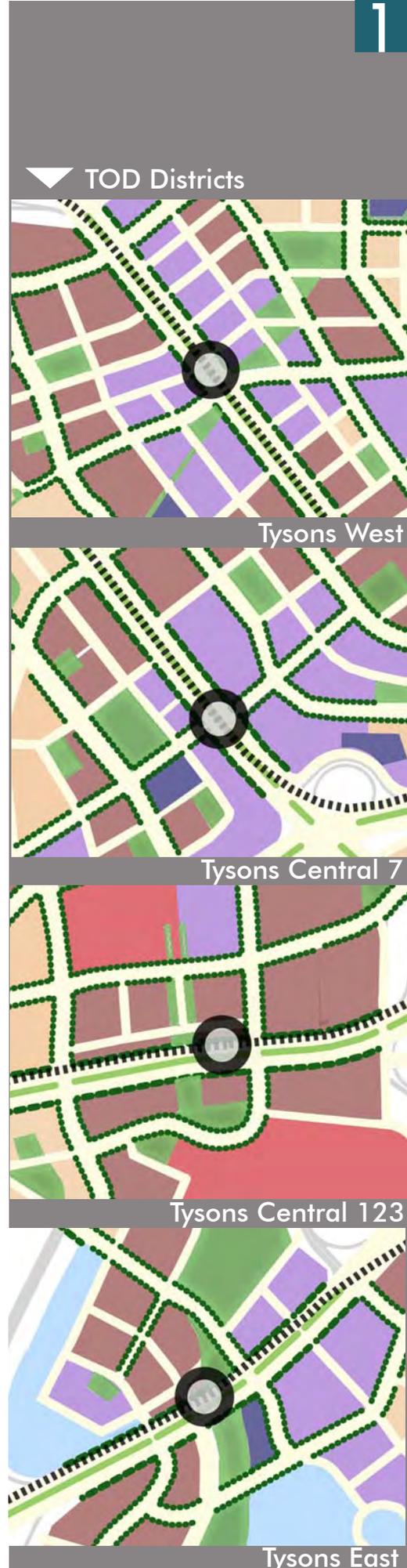
The new downtown for Northern Virginia will have a variety of density and character. Each area around the four Metrorail stations has a different personality and function. Each street has its own unique landscaping, street art, storefronts, and amenities making the streets people-friendly. The character of place changes from an intense and busy downtown bustle around the stations to lively neighborhoods leading to the edges of Tysons. As you move closer to the adjacent neighborhoods outside Tysons, the pattern of development carefully transitions down to a scale and use that respects these adjacent communities.

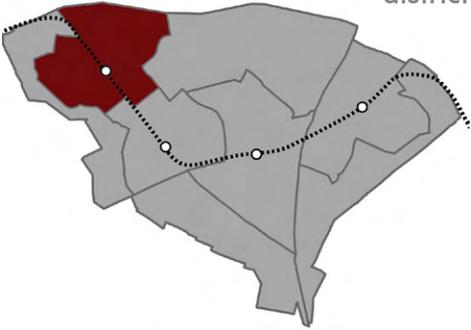
Districts Within Tysons

Tysons will be made up of many individual places, to work, to live, to shop, and to play. Just like rooms in a house, each place will be distinct and have its own function, but together, they create a greater place. In Tysons case, that greater place will be the urban center realized through the Vision.

The Vision identifies eight places, or districts, each with its own character. The eight districts include four districts surrounding the Metrorail stations and four districts that provide the transition between the adjacent communities and the transit-oriented development in the four Metrorail station districts. All of the districts within Tysons will be equally important to its success. The land use characteristics and intensity of each district differ, and the Transit-Oriented Development areas (TODs) near Metrorail may be more densely built than the districts on the edge of Tysons, but one will not be more important than the other.

Each of the TODs and the edge areas will have different characters, as described in the district visions on the following pages. People who live and work in Tysons will use all of these places, but not at the same time, and each district will be connected to the others. Boundaries between the districts will be blurred as people move seamlessly from one place to the next. The connectedness and uniqueness of each place will be mutually supportive, creating a 24-hour urban center of great vitality. The visions described in this section are conceptual in nature and provide a glimpse of what each district could become.



transit-oriented development
district

Tysons West

Tysons West could be a signature gateway for all of Tysons. Streets leading to and from the transit station could be specialty retail streets, drawing people off Metrorail and into the neighborhoods. It could be an optimum location for an arts and entertainment district, including restaurants and entertainment options that stay open after the workday ends.

Tysons West could be a vibrant urban destination. Redevelopment, including a mix of office, residential, hotel and retail uses, could provide an opportunity to create an arts and entertainment district that focuses on popular attractions often found in more established downtowns. Taking advantage of the Metro station, the majority of land uses could be designated for employment uses; twice as many employees as residents would be likely in the district.

Along Route 7, traffic could be slowed and a greener street treatment applied, with street trees and a pedestrian-friendly environment. On the south side of Route 7, ground floor retail uses could include restaurants, private galleries, small theatres, specialty retail and cafés/clubs/bars that could form the basis of an arts and entertainment center. Live/work and loft housing could add the residential element to the center. Together, these ingredients could give this part of the station area a trendy nightlife-rich identity.

East of the Tysons West Metro station, specialty retail could be located along Route 7. This would link office uses and an urban residential neighborhood. Residential units could have inviting street level facades and architectural details along mature, tree-lined streets. A series of urban park spaces could provide attractive neighborhood gathering and strolling places for people of all ages.

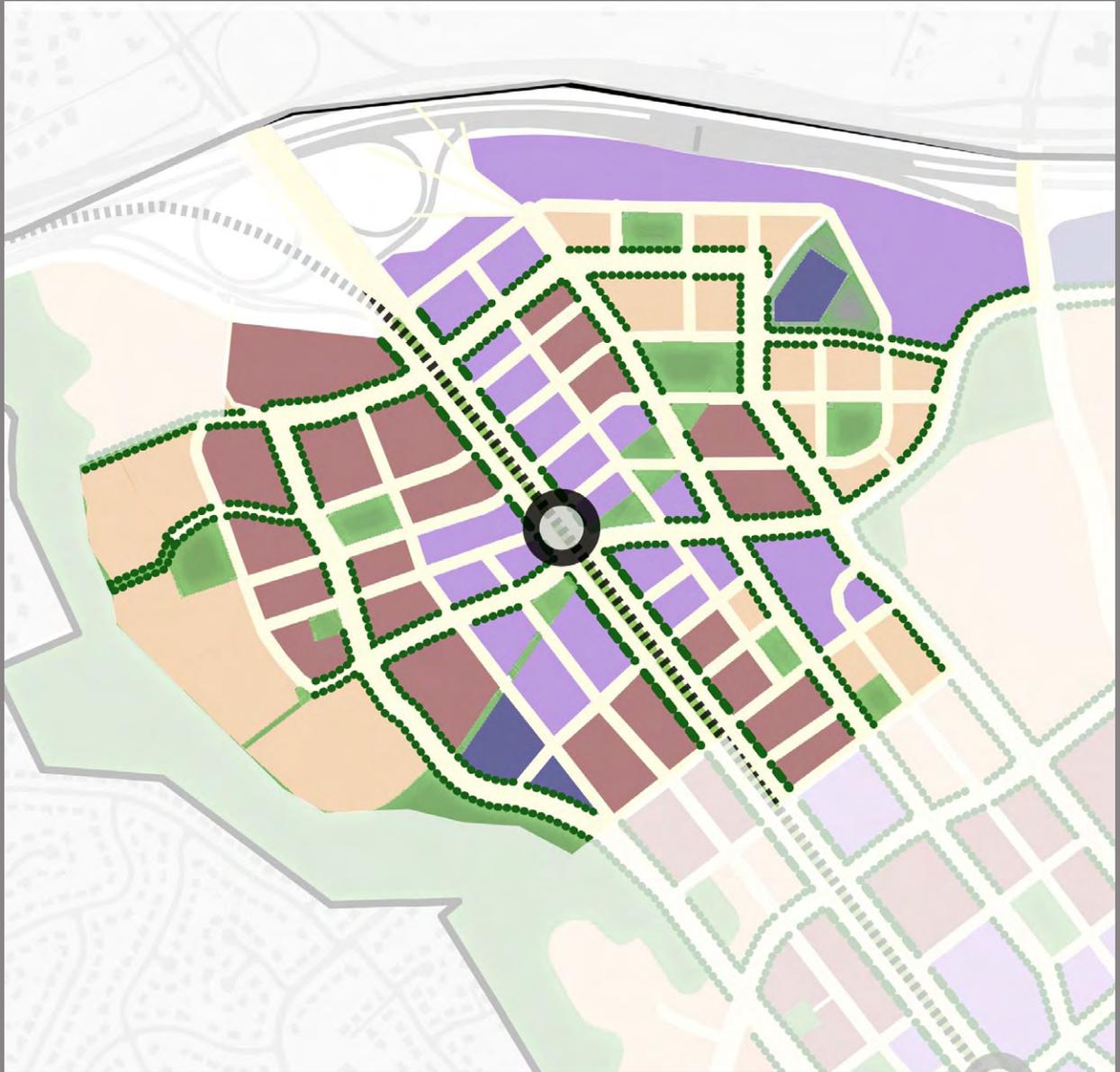
Moving out from the station, lower intensity development in Tysons West could provide a transition to the surrounding areas, such as the Old Courthouse Spring Branch stream valley park in the North West district and the residential and hotel uses on the north side of Route 7, adjacent to the North Central district. Where the West district abuts Old Courthouse Spring Branch stream valley park in the south portion of the district, the amenities of the area could be enhanced by protecting the stream buffer, restoring the stream, and creating accessible paths to the park.

On the south end of the district, more office buildings could create a strong business environment. People could move easily back and forth between the Tysons Central 7 and Tysons West districts to access both transit stations and the supporting services located at the ground floor of the office buildings.

Adjacent to the Dulles Toll Road, office uses could be located to provide easy access from the Toll Road and to continue the office focus east in the North Central district.



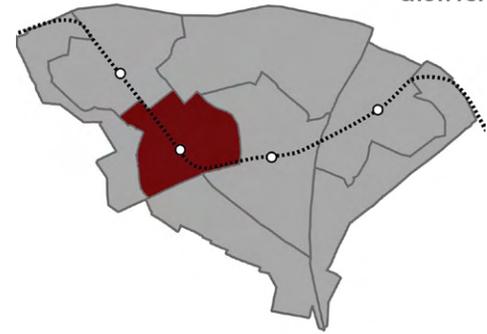
▼ TYSONS WEST CONCEPT



LEGEND

- | | |
|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

transit-oriented development
district



Tysons Central 7

Tysons Central 7 district could effectively be two subdistricts, separated by Route 7 -- a vibrant 24-hour center with a high concentration of office space north of Route 7; and a Civic Center full of activity south of Route 7. Along Route 7, a transformed streetscape could create a wide tree-lined boulevard with inviting street level facades below high-rise office buildings. This redesign would result in a calming of traffic through this office building area while maintaining the capacity of Route 7. The streets leading to and from Tysons Central 7 could be pedestrian streets, encouraging people to walk and bike and leading people to the Civic Center and the business center areas of the district.

The high concentration of office space in the north portion of the Tysons Central 7 district could provide a cluster of business activity and could become the desired address for businesses who seek signature headquarters buildings for a strong corporate profile.

The signature piece of the Civic Center subdistrict could be a great public square south of Route 7. This could serve as the primary civic gathering place, drawing people to the heart of Tysons. A 3.5-acre public square could create a new identity and setting for community events and celebrations in Tysons. With easy access to transit, the square could be the primary location within Tysons for staging public events such as outdoor concerts or public markets.

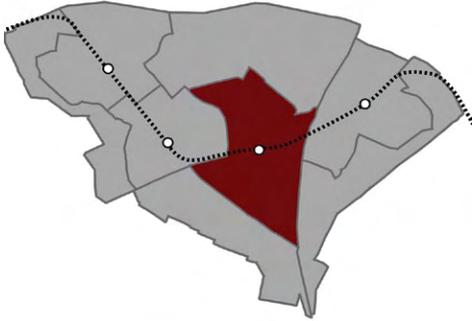
New public buildings of significant architectural design – government services, public library, post office, and/or cultural facility – could bring a civic presence, frame terminal views, and shape positive urban spaces brought to life by the overflow of a bustling public market, bookshops, restaurants, and programmed outdoor events and street life. Extending west to the North West district, urban residential neighborhoods could be distinguished by calm, dignified square blocks linked together by tree-lined avenues with cycling, promenades and sitting spaces. Residential blocks with walk-up residential units could provide underground parking and clear gradations of public, semi-public, and private space.

▼ TYSONS CENTRAL 7 CONCEPT



LEGEND

- | | |
|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

transit-oriented development
district

Tysons Central 123

Tysons Central 123 could remain the region's signature shopping destination by building upon the strength of the existing regional retail offerings and possibly bringing street-front, ground floor retail and entertainment to the Metro station area. Over half of all of Tysons' retail floor area would be located in the Tysons Central 123 station area. Marked connectivity and safety improvements would facilitate walkability around the station and to and from the malls and nearby businesses.

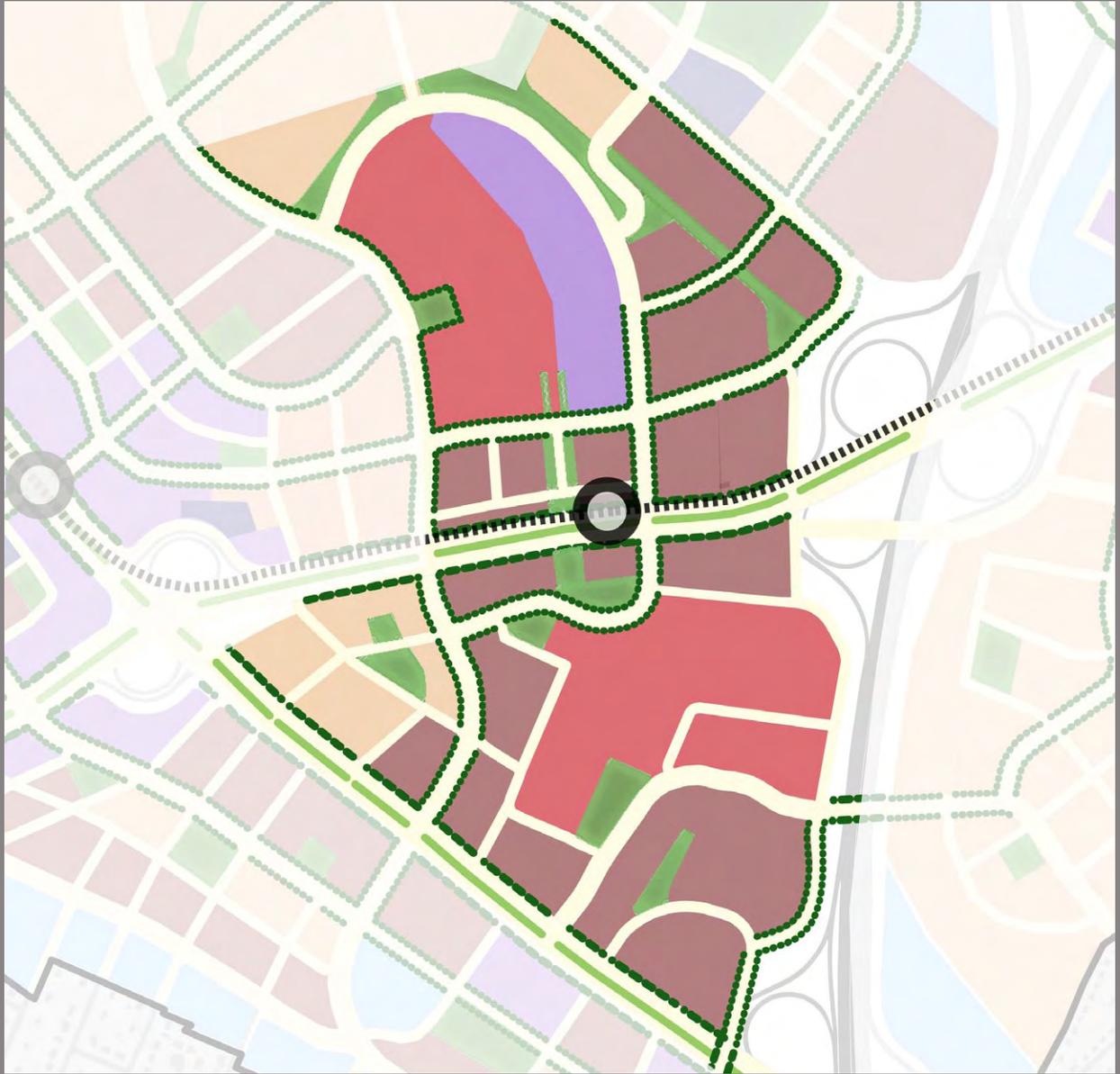
Parking could be shared by numerous businesses in centrally located parking structures with some short-term parking provided on-street. One unique element in Tysons Central 123 could be a pedestrian space utilizing the grade transition at a parking structure built into the side of the hill between Tysons Boulevard and West Park Drive. Rather than disrupt the district's character or act as a barrier to connectivity, this topographical change in grade could be seen as an opportunity and incorporated into the overall development pattern.

As part of this retail district, mixed-use high-rise hotel and conference facilities could offer space for exhibitions and conferences, with immediate walking access to regional retail and quick links to the office concentration in the Tysons Central 7 district. High-end luxury condominiums could be combined with these facilities and benefit from available hotel services.

Running through the heart of Tysons Central 123 would be an improved Route 123, a boulevard with street trees, traffic calming treatment, and storefronts that abut the street. As a transition on the edge of Tysons 123, Route 7 could be designed to carry less traffic and be more pedestrian- and bicycle-friendly, with more crossings, to create connectivity between Tysons 123 and Old Courthouse South.



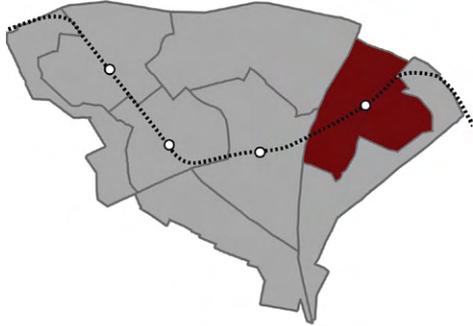
▼ TYSONS CENTRAL 123 CONCEPT



LEGEND

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|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

transit-oriented development
district



Tysons East

Tysons East would also serve as a signature gateway for those coming to Tysons from the east. The defining focus of Tysons East could be Scotts Run, transformed into a great urban park surrounded by mixed-use office, residential and educational facilities. Three subdistricts in Tysons East could create distinct, yet connected places, all with access to Scotts Run -- an office subdistrict, a residential subdistrict, and a focused educational subdistrict.

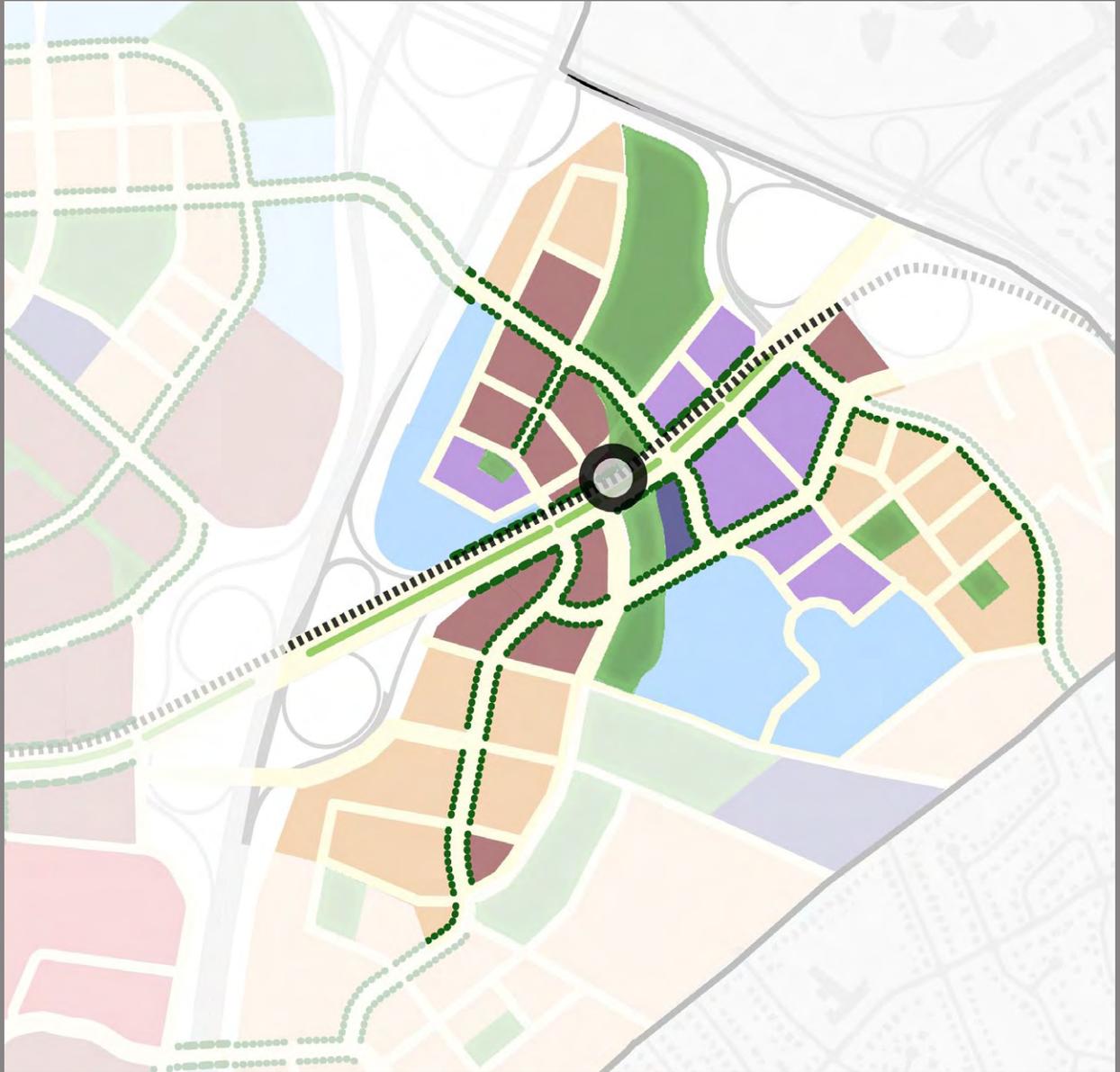
Educational facilities could be located along Scotts Run, as could professional education, recreational health and sports amenities. These amenities would be essential to attracting professional, creative class households, such as architects, professors, and computer programmers, whose jobs could be located in Tysons.

Scotts Run could serve as the central feature of the district by becoming an active urban park with a variety of landscapes including wooded hills, meadows and ponds that could provide options for people using the park, such as relaxing and enjoying the scenery, listening to summer music in the park or participating in active recreation. Intimate gardens with shady places of retreat could provide relief and gathering places for families and office workers.

Tysons East could include pockets of extensive residential development: urban residential neighborhoods that feature lively neighborhood shopping streets with local-serving goods and services - groceries, bookstores, music stores, art studios, video stores, and a wide variety of eating and drinking places. The neighborhood could supply a diversity of housing choices including affordable and family housing on safe, narrow, tree-lined streets with views terminating in open spaces and parks. Farther from the Tysons East station, the housing density could step down gradually to be consistent with the intensity of development in the East Side district.



▼ TYSONS EAST CONCEPT



LEGEND

- | | |
|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

non-TOD district



North West

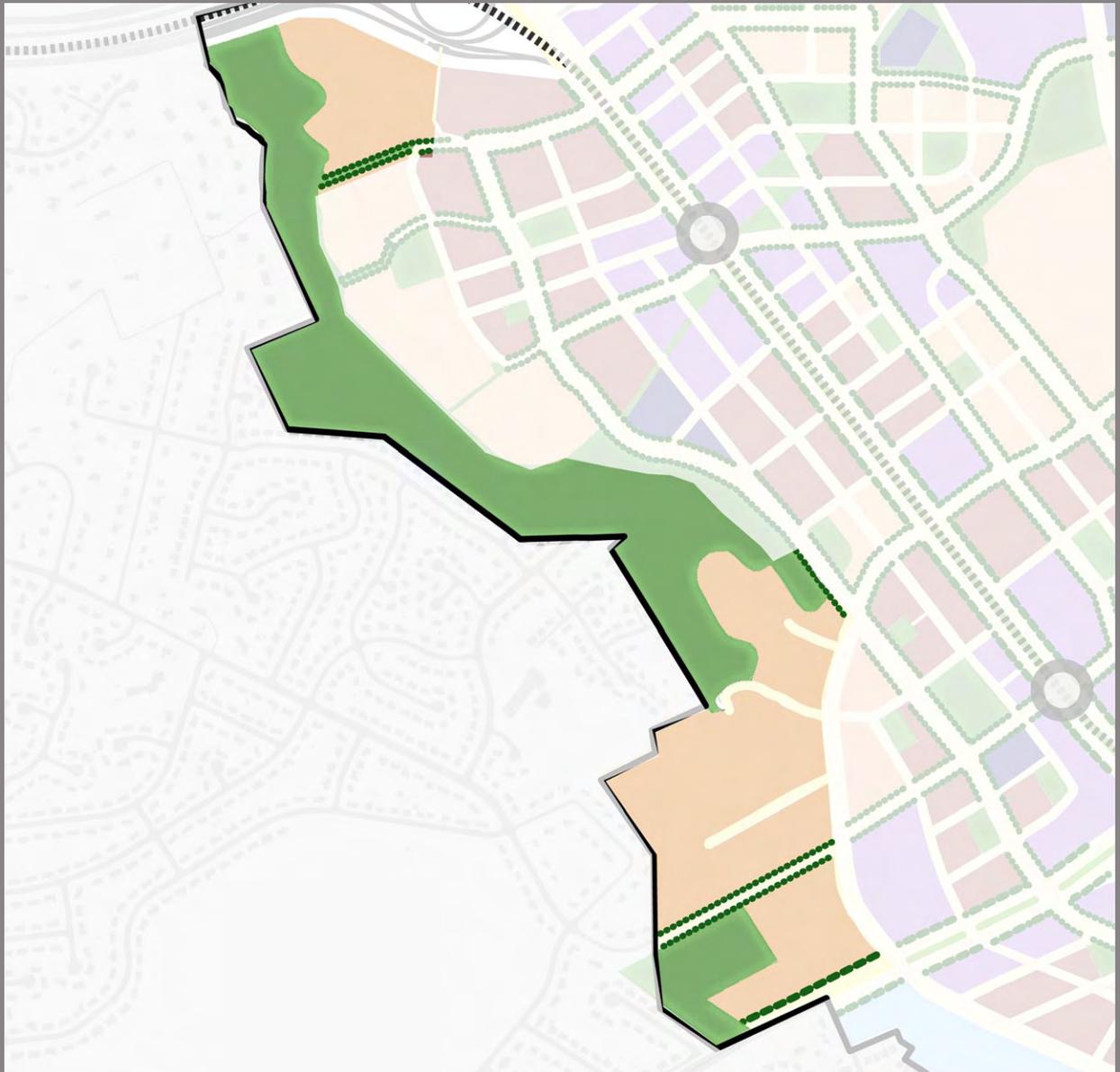
The North West district could be a residential neighborhood showcasing the Old Courthouse Spring Branch stream valley park as a key feature. More than half of the land in this district would be existing parkland.

Because of its location on the edge of Tysons West and Tysons Central 7, the North West district could serve as a transition from the higher density mixed-use of the nearby TOD districts to lower density land uses in the neighborhoods just outside of Tysons. The residential character of the North West district could be similar to the existing conditions with multi-family housing, including housing for seniors. The Old Courthouse Spring Branch stream valley park could be developed with passive recreational facilities. Tree-lined streets leading to the park could serve a diverse social and economic mix of housing, including housing for families. Green street connections would tie the Tysons West station to the North West district, drawing people to Old Courthouse Spring Branch stream valley park. Other non-motorized connections would provide enhanced access to or from surrounding neighborhoods for pedestrians and bikes.



Source: US Library of Congress / Historic American Engineering Record via Wikimedia Commons

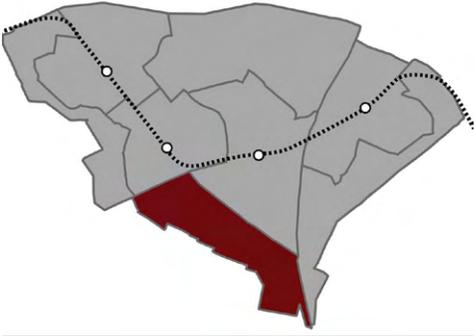
▼ NORTH WEST CONCEPT



LEGEND

- | | |
|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

non-TOD district



Old Courthouse South

Located on the edge of Tysons and nestled between Route 7 and Old Courthouse Road, the Old Courthouse South district could have smaller scale office buildings and residential developments than the TOD districts and could serve as a transition area between Tysons Central 123 and the neighboring communities.

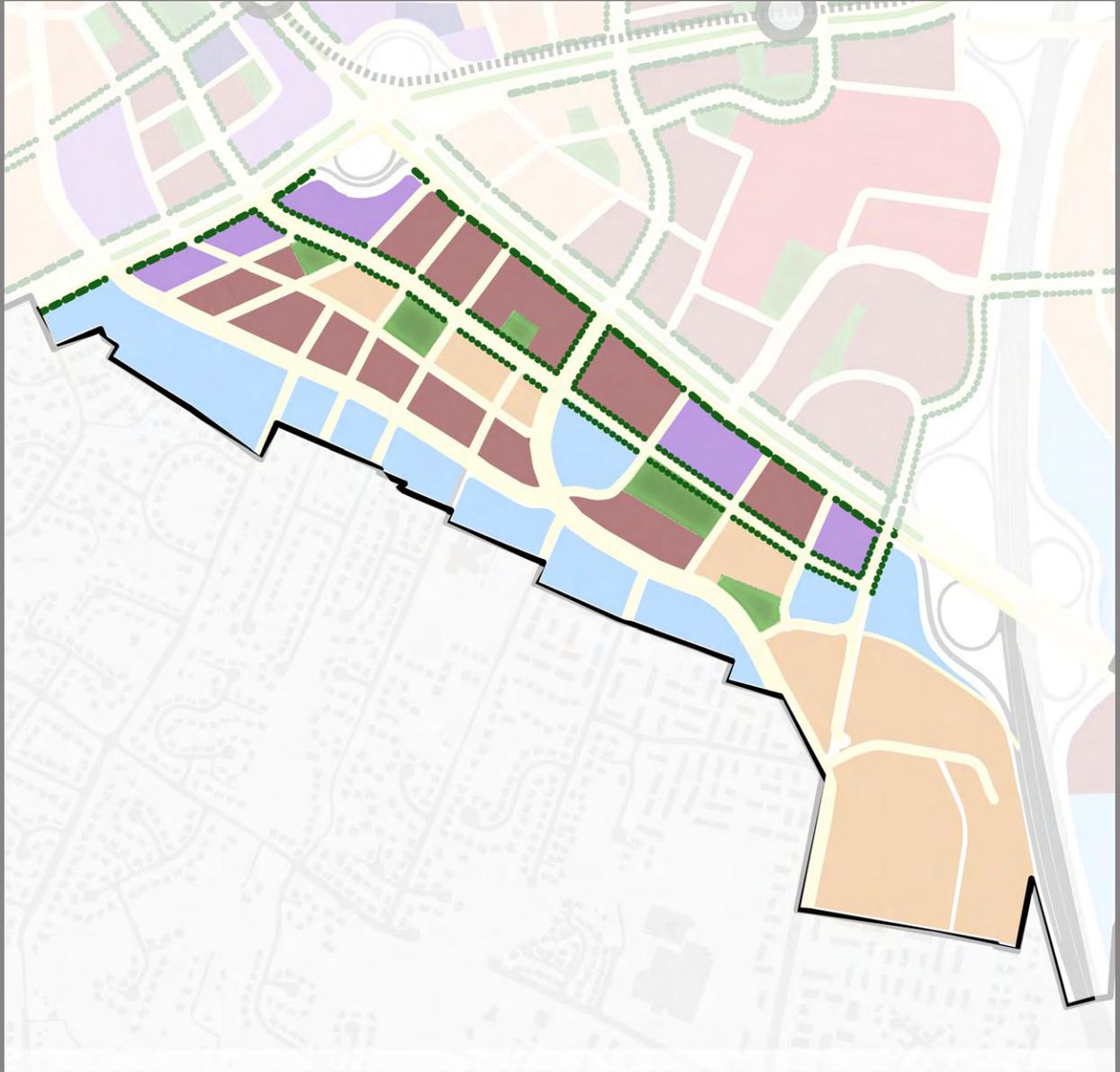
With a mix of retail, office and residential land uses, Old Courthouse South could evolve into a neighborhood that supports an active 24-hour environment where people go to restaurants or shopping after work. Residential development could dominate the heart of the district and the sense of community could be strong as people run into their neighbors at local places such as the grocery store.

As Route 7 runs through the Old Courthouse South district, street treatment could calm traffic and soften its negative visual impact from the businesses and residents fronting the arterial. Active storefronts, street furniture and other pedestrian amenities would provide for a pleasant walking experience.

Additional pocket parks and other recreational facilities could provide gathering places within the mixed-use area. These parks and open spaces would be essential to create a buffer between the adjacent communities and Tysons.



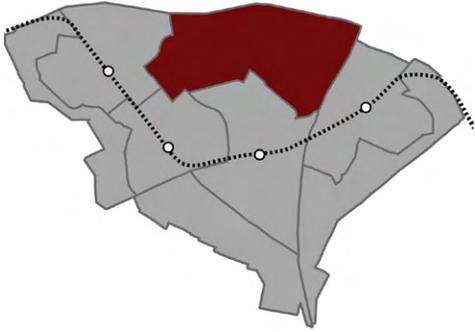
▼ OLD COURTHOUSE SOUTH CONCEPT



LEGEND

- | | |
|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

non-TOD district



North Central

The land use pattern in the North Central district, which is located primarily between West Park Drive and the Dulles Access Road, would allow for a transition between Tysons Central 123 and the adjacent community north of Tysons (with the Dulles Access Road as an additional buffering element). Office uses could be mostly located adjacent to the Dulles Access Road, providing easy access from the Toll Road and continuing the office focus east in the Tysons West district.

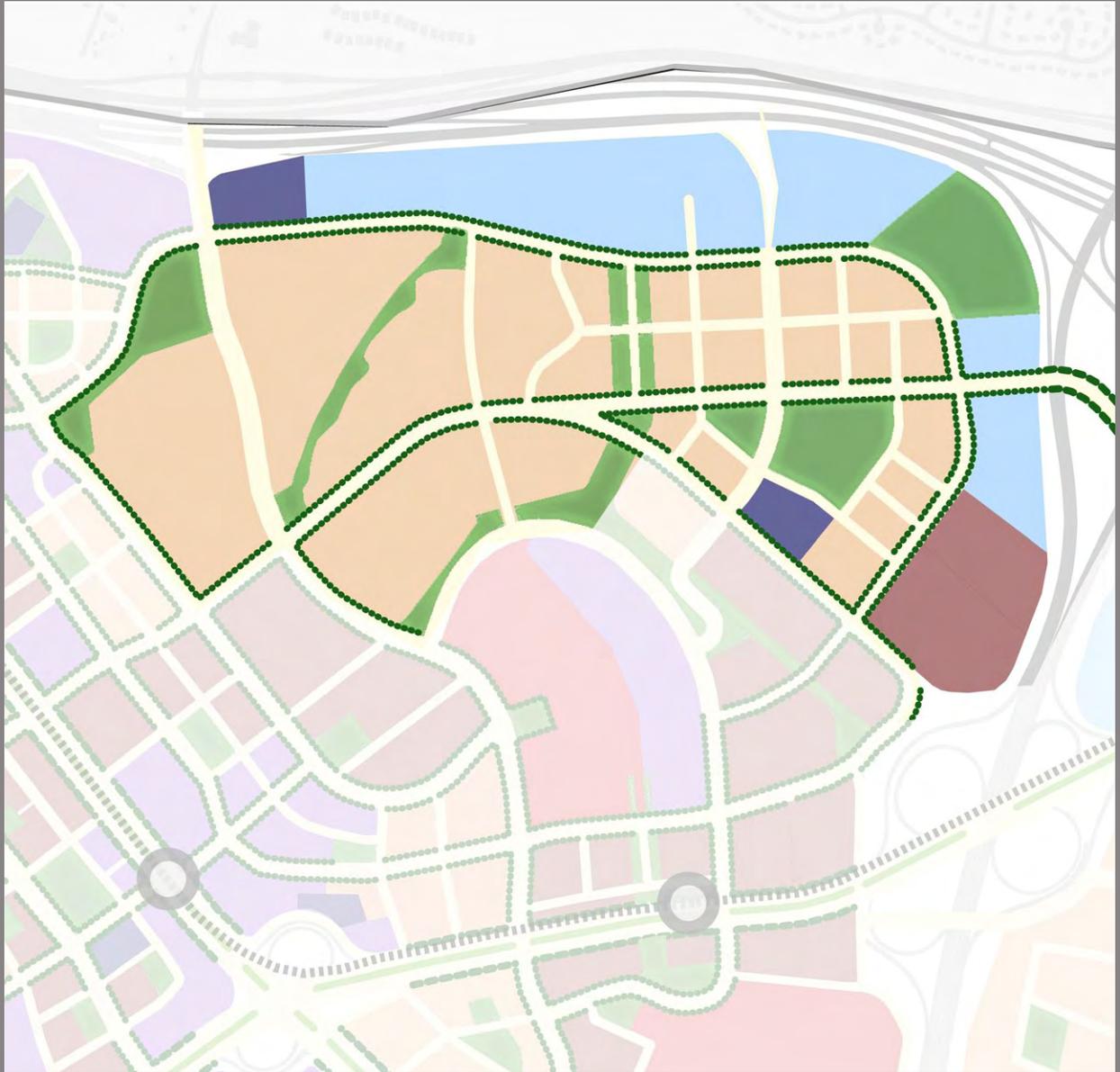
Moving into the heart of the district, residential land uses could be the focus around the circulator. The district could become more of a vibrant, mixed-use residential neighborhood, with local-serving retail, dedicated parks and civic uses, and a pedestrian-friendly street network for residents and workers in the neighborhood.

New pedestrian-friendly local streets with ground floor retail could enhance the connectivity in the North Central district. The local streets, along with a finer grid of streets and a linear park/green network, would lead people to the circulator and encourage them to walk. As the central feature of the district, the circulator could help shape its urban form. As a mixed-use district, North Central's development could have the potential to create an 24-hour environment.

Residential development could be located throughout the district and the sense of community could be strong as people run into their neighbors at local stores and parks. There could be several parks in North Central that would provide a focus for civic uses and provide gathering places for the residents and employees, thus linking Tysons Central 123 and the office employment in the North Central district. Several ponds and small streams in the North Central district should be protected, restored, and enhanced to add to the amenities of the neighborhood. Urban parks could include a green network leading from Tysons Central 123 to the employment area adjacent to the Dulles Access Road. A new 8 to 10 acre urban park along the circulator could be a central feature of the northern portion of Tysons.



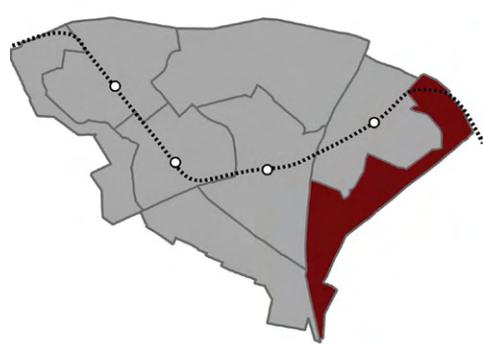
▼ NORTH CENTRAL CONCEPT



LEGEND

- | | |
|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

non-TOD district



East Side

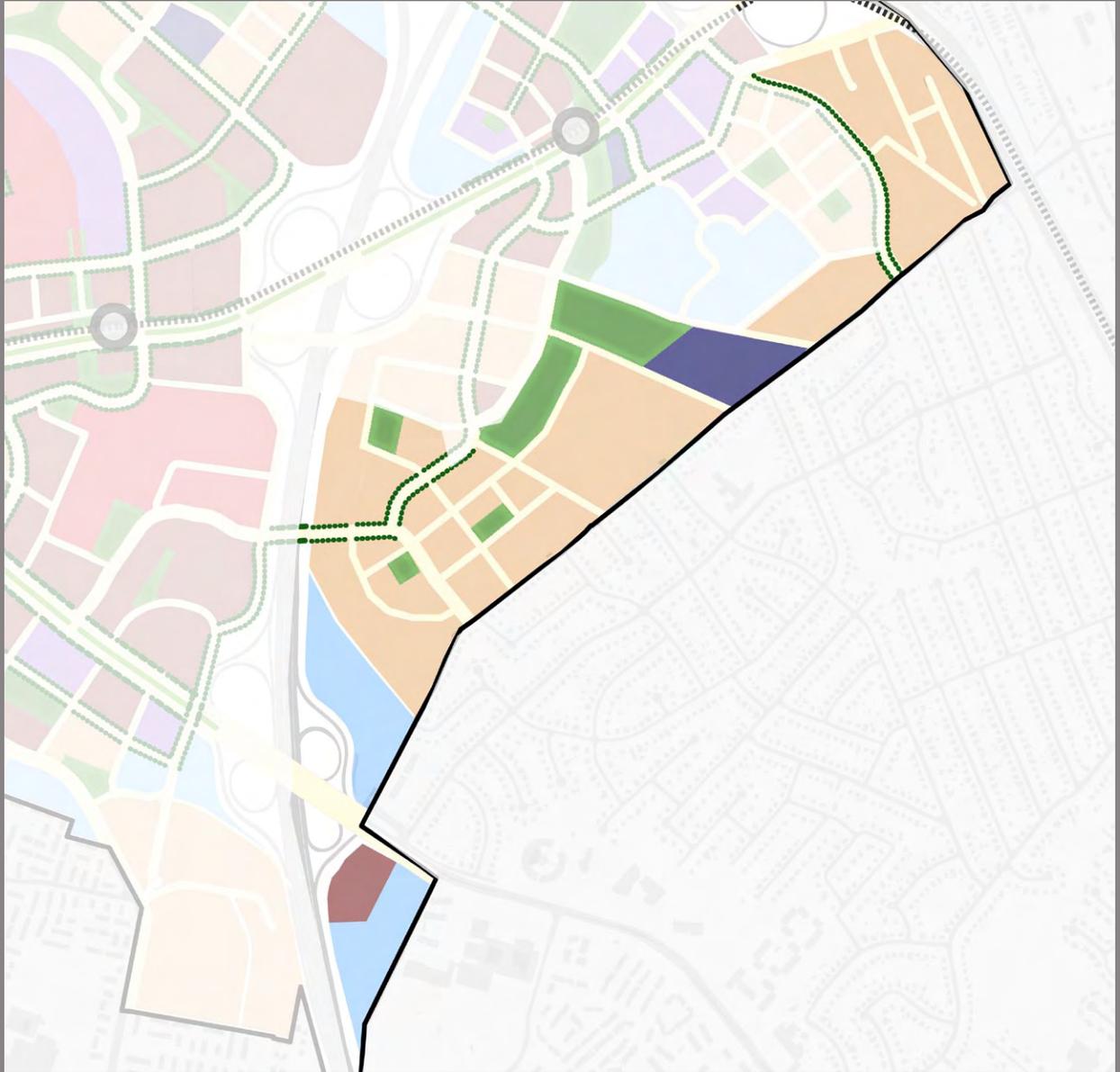
The East Side district is envisioned first and foremost as a residential district. Located on the edge of Tysons, to the east and south of the Tysons East station district, it has a significant amount of residential development. As an “edge district,” it would have lower densities than other parts of Tysons, enabling it to serve as a transition area between the higher density stations in the core of Tysons and the adjacent neighborhoods outside Tysons.

The East Side could be a large residential neighborhood, with stores that serve residents such as grocery and drug stores and dry cleaners. This district would include only limited retail and office uses, primarily to support the local residential population or to provide Tysons with some live-work opportunities.

Tree-lined residential streets could run through the East Side neighborhoods, which could include a mix of housing choices. The street network could be a finely scaled grid of streets, encouraging walking and biking. Connections to stations could be provided by the circulator, walking paths and finer grid of streets. The district could have a distinct residential quality, where neighbors could socialize in one of the many pocket parks located throughout the district.



▼ EAST SIDE CONCEPT



LEGEND

- | | |
|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |



2: TYSONS TODAY

Over the past 50 years, Tysons has grown from a rural community to the nation's 12th largest employment center and one of the country's largest retail centers. It is a major economic force in Fairfax County, the Commonwealth of Virginia, and the larger Washington D.C. region. It has been a place, however, where most people come to work or shop and then leave immediately. There have been limited public amenities and limited access to the daily needs of residents, such as a grocery store. It has been a destination, not a place to stay.

The Tysons of today is defined not by what it offers, but by deference to the automobile – the dominant land use is streets designed for automobiles and surface parking:

- Routes 7 and 123 at times are highly congested thoroughfares. The lack of a well connected grid of streets results in most cars using these major roadways to get around Tysons.
- Because of the design of these arterial streets, Routes 7 and 123 are practically uncrossable by foot. Few safe pedestrian connections exist. As a result, virtually all trips, even those within what should be easy walking distance, are made in cars.
- Nearly half the land in Tysons is covered by impermeable surfaces. With 167,000 parking spaces, Tysons has 1.3 parking spaces for every resident and employee living and working there today.
- With extensive impervious surfaces, the few usable green spaces are not enough to manage stormwater. Over 70% of the stormwater flows untreated, resulting in harmful chemicals entering local streams.
- The large superblocks and campus-style, sprawling development that exists in Tysons turns its back to the streets. Large parking structures, widely separated buildings, and large setbacks focus on the internal development and are not welcoming to visitors.

Continued Pattern of Growth

If growth were to continue as it has in the past, Tysons would remain largely a jobs-heavy, auto-dependent edge city environment. Infrastructure improvements could take some pressure off Route 7 and other arterials. However, the continued imbalance of jobs and households in Tysons would lead to rising levels of congestion and the erosion of Tysons as a major center. Such a continued pattern would preclude the transformation envisioned by the Task Force.

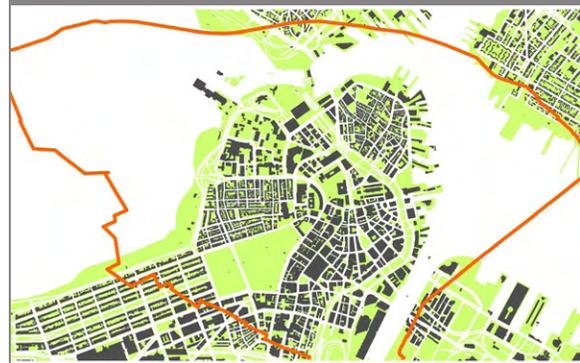
Under the current Comprehensive Plan, the primary change to the future pattern of growth would be the addition of Metrorail in Tysons, and the evolution of greater concentrations of more intense office and residential redevelopment around the four new Metrorail stations. Despite the mid and high-rise housing allowed in the current Comprehensive Plan with Rail, the additional residential development would not be enough to improve the jobs/housing balance nor sufficient to affect congestion levels in Tysons.

Redevelopment might include grocery stores and other neighborhood-serving retail within an easy walk for local residents. Some pockets of green space and public plazas might be added to developments to provide gathering places for the community. Although Metrorail would bring more development to Tysons, with no amendments to the current Comprehensive Plan, the land uses would not be linked to the Metrorail line: only a small portion of the overall development would be within a 5 minute walk of the transit stations.

Tysons



Boston



Washington D.C



All Same Scale

The Tysons of the past has been planned one parcel at a time. The Tysons of the future needs to be planned with an overarching vision for all of Tysons as a guide for every decision. There needs to be a new direction, new stewardship, and a new implementing authority to help Tysons regain its position as a leader. This approach models the vision-driven process that created Reston as one of the best communities in Fairfax County and the nation.



With continued limited pedestrian and bicycle access, significant traffic congestion, lack of parks and public amenities, limited availability of services to support basic needs, and the negative impacts of poorly managed growth on neighboring residential communities, Tysons cannot thrive under the current piecemeal projects permitted by the existing Comprehensive Plan. With the world's focus on sustainable practices and energy conservation, Tysons' auto dominated environment would create a barrier to future economic growth. **A bold departure from the existing practices is needed.**

Tysons Today and Tomorrow

	Total Floor Area	Residential Population	Employee Population
Existing (2006)	44m square feet	16,000	105,000
Base Case	74m square feet	35,000	161,500

(Assuming the existing Comprehensive Plan)



3: TRANSFORMED TYSONS

By linking Metrorail to development, the land use and transportation concept for Tysons constitutes a fundamental transformation of Tysons from a suburban place to an urban place. It creates a Tysons that grows into a “downtown” for Northern Virginia, extending the benefits of compact development to the entire region.

The concept changes Tysons into a place where most of the growth will be focused within an easy walk of transit; a place with a series of distinct and unique urban neighborhoods. This transformation takes advantage of and enhances the Dulles Rail project with a pattern of development which should significantly increase the ridership of the extended Metrorail system.

GUIDING PRINCIPLES

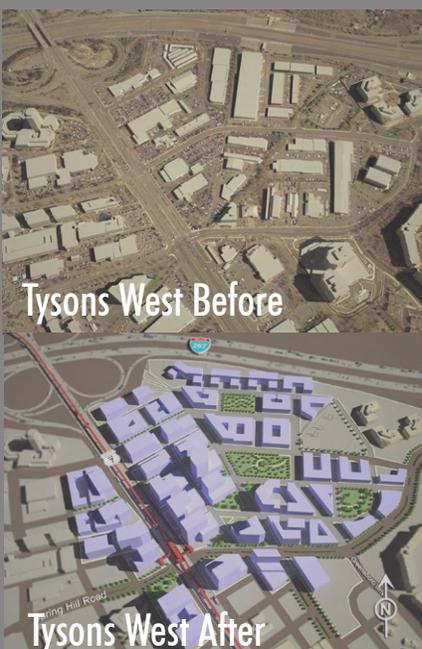
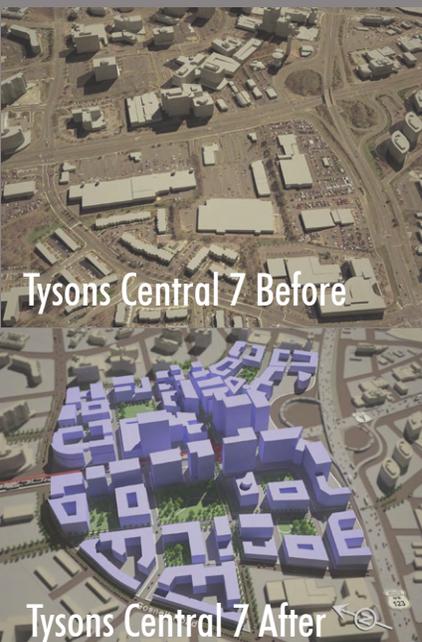
Thousands of interested citizens and stakeholders were invited to provide the Task Force with input on how to transform Tysons. Throughout these discussions with the public and various stakeholders, the Task Force identified several themes as essential elements for the long term success of Tysons. Recognizing the strong public support for these values to be part of Tysons’ future, these guiding principles became the backbone of the long-term vision for Tysons. The principles call for: focused growth within Tysons and around transit; a mix of uses for an active 24-hour place; increased connectivity and walkability; and preserving and enhancing natural features.

THE FRAMEWORK TO TRANSFORM TYSONS

The guiding principles are the foundation of a different framework for Tysons – one that creates a more livable place for its residents and employees. The framework includes those things that the Task Force considers essential to future development. While the exact details of each will evolve over time, none can be ignored and all must be in place and working together for the vision to be realized. The six elements of the framework are:

1. Create a people-focused urban setting which significantly increases residential opportunities;
2. Redesign the transportation network with a strong focus on transit, walking, and bikes;
3. Place a strong emphasis on the environment;
4. Develop a vital civic infrastructure of the arts, culture, recreation and the exchange of ideas;
5. Sustain and enhance the contributions of Tysons as the county’s employment center and economic engine; and
6. Create an authority for implementation that provides the flexibility, accountability, consensus and resources necessary to achieve the vision.

TASK FORCE GUIDING PRINCIPLES



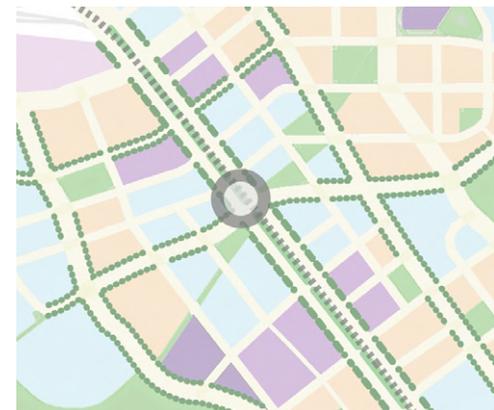
Thousands of interested citizens and stakeholders were invited to provide the Task Force with input on how to transform Tysons. From that input, the following eight Guiding Principles were adopted by the Task Force as the primary goals that should be achieved through the Land Use and Transportation Vision and Concept Plan.

1. Move Tysons Corner forward within its existing boundaries as the employment and commercial economic engine of the region and an expanding contributor to the tax base of Fairfax County.
2. Retain compatible transitions at the edges to adjacent neighborhoods through a combination of use, intensity, scale and/or building heights.
3. Transform Tysons Corner from a suburban office park and activity center into a 24/7 urban center marked by the diversity of residents and workers; a wide range of ideas, opportunities, and activities; the quality of buildings, aesthetics, and open spaces; and connections and accessibility for all.
4. Reduce the time, cost, and inconvenience of accessing and moving within Tysons Corner by promoting a functional and accessible system of pedestrian walkways, trails, shuttles, bike routes, a grid of streets, transit connections, and standard principles of trip reduction.
5. Reduce the suburban focus on isolated buildings, surface parking and moving vehicles through Tysons Corner to somewhere else and connect new buildings, urban parks, structured parking, and pedestrian and bicycle accommodations to form engaging streetscapes and connected neighborhoods.
6. Attract, mixed-use transit-oriented development and private investment to Metrorail station areas and transit connection locations throughout Tysons Corner, including increased housing supply, choices, and price points, service opportunities, and office space.
7. Engage people, communities, institutions, and the private sector with government to include in Tysons Corner the 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.
8. 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.

1. Create a people-focused urban setting

The Tysons of tomorrow is a place for people. A people-focused urban setting for Tysons is created by providing mixed-use, transit-oriented neighborhoods that promote pedestrian, bike, and transit use. The transportation and land use concept creates a people-focused urban setting through:

- **Transit-Oriented Development (TOD)** – TOD seeks to align the transit investment of Metrorail and the circulators with the vision for Tysons by focusing growth within an easy walk of transit. As defined by Fairfax County, *“transit-oriented development (TOD) is compact, pedestrian-friendly, mixed-use development containing medium to high density residential, office, and retail uses within walking distance of certain rail transit stations identified in the Area Plans. Well-planned TOD should incorporate good design principles and an appropriate mix of uses around rail transit stations to promote transit usage and create vibrant neighborhood centers at these locations.”* Ninety-five percent of all development will be located within ½ mile of Metrorail and 600 feet of the circulator.
- **Jobs/housing Balance** – By providing a dramatic increase in housing for different income levels, especially within walking distance of Metrorail, there will be an increased opportunity for people to live, work, and play in Tysons. Not only does an improved jobs/housing balance reduce the length of commuting times, it provides many other benefits. In general, people living and working in TODs walk more, use transit more, and own fewer cars. TOD households are twice as likely to not own a car and own roughly half as many cars as the “average” household. The jobs/housing balance shifts from approximately 13 jobs per household today to 4.1 jobs per household in the future.
- **Defined Neighborhoods** - Eight districts, four of which are around Metro stations, create eight distinct neighborhoods, each with its own identity. Each place will serve a different need within Tysons, defining Tysons as a more complete 24-hour place. District and subdistrict master plans will be developed to detail the unique elements of each place consistent with the overall Tysons plan.
- **Protect the Edges** – An imperative of the plan will be to keep Tysons within Tysons by focusing growth and density within walking distance of transit, with the highest densities at the Metrorail stations and scaling the density back as the distance from transit increases. A tiered approach to density, height and urban design will mitigate the impacts of growth on areas at the edges of and outside of Tysons.
- **Incorporating Community Benefits** – Tysons works only with significantly more housing because more housing will help support strong transit ridership. To ensure that Tysons will be an attractive place to live, it is essential that community benefits be planned as integral to Tysons. These amenities will be provided through the mix and placement of land uses in Tysons, the application of urban design guidelines, the inclusion of arts, education, recreation and civic uses in land use planning, and urban parking principles.



Developing urban centers is all about “place making,” or creating a sense of place and community.

The advantage that centers have over other places is density – the opportunity for interaction with other people. Successful centers are the ones that make the transition from density to community, creating an active environment where people want to gather, meet others, and socialize. The creation of a place results in tangible rewards, such as new tenants and customers as well as an improved market position. Place making works when people want to return to the center again and again. It is inviting, secure, friendly, and interesting.



Source: Zipcar Parking Daily Colonial

TODS PRODUCE FEWER CAR TRIPS

Planning land use and transit together results in significantly fewer automobile trips. New research completed for the Transit Cooperative Research Program looked at how automobile use of residential TODs compared to conventional development based on the actual transportation performance of 17 built TOD projects.

Suburban Washington TODs Produced 60% Fewer Trips

The results of this research clearly show TOD-housing produces fewer automobile trips. During peak periods, the surveyed TOD-housing projects averaged 49% fewer vehicle trips than that estimated average used by the Institute of Transportation Engineers (ITE) manual in setting trip generation and parking generation rates. Of the communities studied, the biggest effects were found in the Washington, D.C. metropolitan area. Among the five mid-to-high rise apartment projects near Metrorail stations outside the District of Columbia, vehicle trip generation rates were more than 60% below that predicted by the ITE manual.

New Standards Needed to Reflect Reality

Existing standards for trip generation and parking assume virtually everyone drives. New parking and trip generation rates for Tysons need to reflect reality. New standards could result in wholesale changes in how to address the cost, impact and feasibility of residential development near transit, including:

- Because parking availability and cost have major impacts on transit use, transit agencies should plan for increased ridership from lower parking ratios for residential TODs.
- More affordable TOD housing should be available to the public because of lower development costs and the need for less expensive parking.
- More compact environmentally sustainable development can result from less land being consumed for parking. U.S. EPA estimates each on-site parking space in infill locations can reduce the number of new housing units or other uses by 25 percent or more.

2. Redesign the transportation network with a strong focus on transit

Mobility choice will move people out of their cars. The creation of a multi-modal transportation system within Tysons will provide diverse and accessible transportation choices. The choices will encourage people to walk, bike or take transit to destinations within Tysons. Daily work trips by transit should increase by at least 10 percent with improved connectivity and enhanced transit². Ultimately, Tysons could be a place where you choose to not have a car. The transportation network includes:

- **Mobility within Tysons** – By creating “activity” nodes linked by transit, mobility options will be provided, including options for young people, the elderly and people who do not own cars or prefer not to drive. In the Washington D.C. region, people who live in a TOD take less than half as many cars trips as those who live in conventional apartments³. A refined grid of streets improves options for mobility: bike and pedestrian circulation will be enhanced and local traffic will be moved to the grid of streets, allowing the larger arterial streets to focus more on moving traffic to Tysons.
- **System of Circulators** – Adding a system of circulators within Tysons gives more people access to the regional rail system without getting into their cars, making it more likely that people who live or work more than 1/2 mile from a Metrorail station will choose to take transit. The circulators will provide sustainable, efficient, effective and environmentally friendly transit service by connecting local destinations with Metrorail stations. Form-giving circulators operating frequently and mostly on dedicated rights-of-way will influence the planning for the location of higher densities, mixed uses, and public spaces. The concept envisions that the first few hundred feet of a form-giving circulator corridor will have the highest density and degree of mixed use compared to areas that are farther away. In addition, the first few hundred feet will be the most walkable with wide sidewalks, smaller block sizes, building frontages located along the sidewalk, and pedestrian amenities. Other transit routes will connect areas not served by circulators and neighborhoods outside of Tysons to the Metro stations. However, these routes will not be linked to additional density.
- **Regional Connectivity** – By reorganizing the street network to separate the local traffic from the regional traffic as much as possible, automobiles will be able to move more efficiently to Tysons on the regional connections. The addition of Metrorail as well as expanded feeder bus service between the outlying areas and the Metro stations will allow more people to access Tysons via transit from throughout the region.

² Cambridge Systematics presentation at the Tysons Land Use Task Force Public Workshops on Land Use Prototypes, February 27 and 28, 2008.

³ TCRP Report 128: Effects of TOD on Housing, Parking, and Travel Washington, D.C.: Transit Cooperative Research Program, National Research Council. 2008.



3. Place a strong focus on the environment

Tysons will set a new standard for environmental stewardship. Globally, the most competitive places to invest will be those that have track records of being green and sustainable. Tysons' development will set the standard for transforming sprawl into desirable sustainable urban communities that strive to eliminate greenhouse gas emissions, restore streams, and create parkland. These standards, described below, will position Tysons well in the global market.

In the coming decades, more will be known about the effects of low impact design, Leadership in Energy and Environmental Design (LEED) construction, enhanced transportation demand management strategies, and the impacts of transit oriented design on lowering our environmental footprint. New energy technology will provide opportunities for further innovation. The Tysons Land Use and Transportation Concept Plan should include the flexibility to provide mechanisms for implementing ideas such as district energy systems, alternative energy sources, and district-scale environmental performance. This flexibility is necessary for Tysons to continue its leadership in environmental stewardship. The goal is for Tysons to become carbon neutral by the year 2030.

- **A built environment that will be a model of environmental sustainability** – The Plan reduces greenhouse gas emissions in Tysons consistent with Cool Counties objectives to reduce emissions 80% by 2050, measured from a 2006 baseline. These reductions will require reducing emissions from transportation and buildings. Requirements such as all buildings having LEED certification, or the equivalent, prior to 2013 and LEED -silver certification, or the equivalent, for all buildings approved in 2013 or later will be imperative for Tysons to be a model for other global urban centers. Transportation goals, such as reducing vehicle miles traveled (VMT) per resident to 10 miles per day will put Tysons on the forefront of sustainability. The existing regional VMT/day/capita average is approximately 30 VMT per day per capita: reducing daily per capita VMT in Tysons to 10 miles per day is a reasonable and attainable goal.
- **Stream Restoration** – The plan for stream restoration requires that stormwater runoff be managed to be equivalent to that of forested conditions. This will include replanting stream buffers and restablizing stream banks. Trails and other community benefits can be incorporated into stream valley parks, where appropriate, as part of the integrated Tysons park system.
- **An Integrated Park System** – The Land Use and Transportation Concept Plan includes a connected park system, including, at a minimum, a large (approximately 8-10 acre) park in North Central Tysons, a 3 to 5 acre park near Tysons Central station, and 160 additional acres of parkland. Providing a connected park system will provide both a visual break in an urban setting as well as multiple opportunities for active recreation and connecting with the natural environment.



4. Develop a vital civic infrastructure of the arts, culture, recreation and the exchange of ideas

- **Planning a civic infrastructure** – Facilities and programs for arts and culture, recreation, and education will be planned and executed, not as amenities, but as part of the essential fabric – the civic infrastructure – to create a livable Tysons. These programs will be part of the initial planning for new development.
- **Building on educational excellence** – Fairfax County Public Schools and local universities and colleges serve now as national models of excellence. In Tysons, this excellence will continue, with facilities designed to meet urban needs. Depending on projected demographics of the area, sufficient classrooms will be available to meet the needs of the children, and education and activities will be available for seniors living in the area. Development will take advantage of partnerships with local universities and colleges to provide convenient, accessible educational opportunities for people who live and work in Tysons. Residents will have access to a full service community library, including a public meeting room.
- **Providing recreation within Tysons** – Recreational activities will be scaled to an urban environment. Examples include community skating rinks, indoor gyms, aquatic facilities, and neighborhood-serving skate parks. Pocket parks and the large central park within Tysons will provide opportunities for engaging in sports and free play. Horticultural parks and small community gardens will meet both recreational and environmental goals for the community.
- **Arts Facilities that Meet the Community's Needs** - As recommended in the report of the Commission on the Future of the Arts in Fairfax County⁴, approved by the Board of Supervisors in July 2008, Tysons will include a community-based arts center containing an approximately 500-seat, well-equipped performance space for music, dance and theater, as well as studio, teaching and exhibit space for visual artists. In Tysons, the needs of visual artists for affordable studio, teaching, exhibit and living space will require special attention. Developing an urban visual arts, Soho experience will not only meet the needs of visual artists, but will add to the economic vitality of the county. In addition, small theaters, outdoor street performances, and park amphitheatres will add to the vibrant civic life of the community.
- **Public Art for Public Places** – Public art will be an integral part of the urban environment. Works of art will be used as identifiers for neighborhoods, civic spaces, and Metro stations, as well as functional enhancements (imagine an artist's take on bike racks, park benches, and construction fences.) The Commission report recommended that the "Board of Supervisors task the Arts Council of Fairfax County with establishing a public/private task force on a public art program for the county" which should consult with the Tysons Implementation Authority to craft policies and procedures for public art in Tysons.

⁴ Commission On The Future Of The Arts In Fairfax County Final Report To The Board Of Supervisors. July 2008





5. Sustain and enhance the contributions of Tysons as the county's employment center and economic engine

Fairfax County is the heart of the Washington area technology community and Tysons is its economic and employment center. Tysons currently is home to three Fortune 500 headquarters and many prominent national firms. It is also one of the largest retail centers in the region with almost six million square feet of existing retail space and two major regional malls. The Tysons area also has 26 million square feet of existing office space, more than one million square feet of existing industrial/flex space, and its existing 14 hotels are the largest concentration in the county.

According to the Fairfax County Department of Tax Administration, annual county tax revenue from Tysons – generated primarily from commercial real estate and sales taxes – is currently approximately \$300 million. The transformed Tysons, using the growth anticipated in the Task Force recommendations and consistent with market projections, will generate more than \$1 billion per year under today's tax rates.

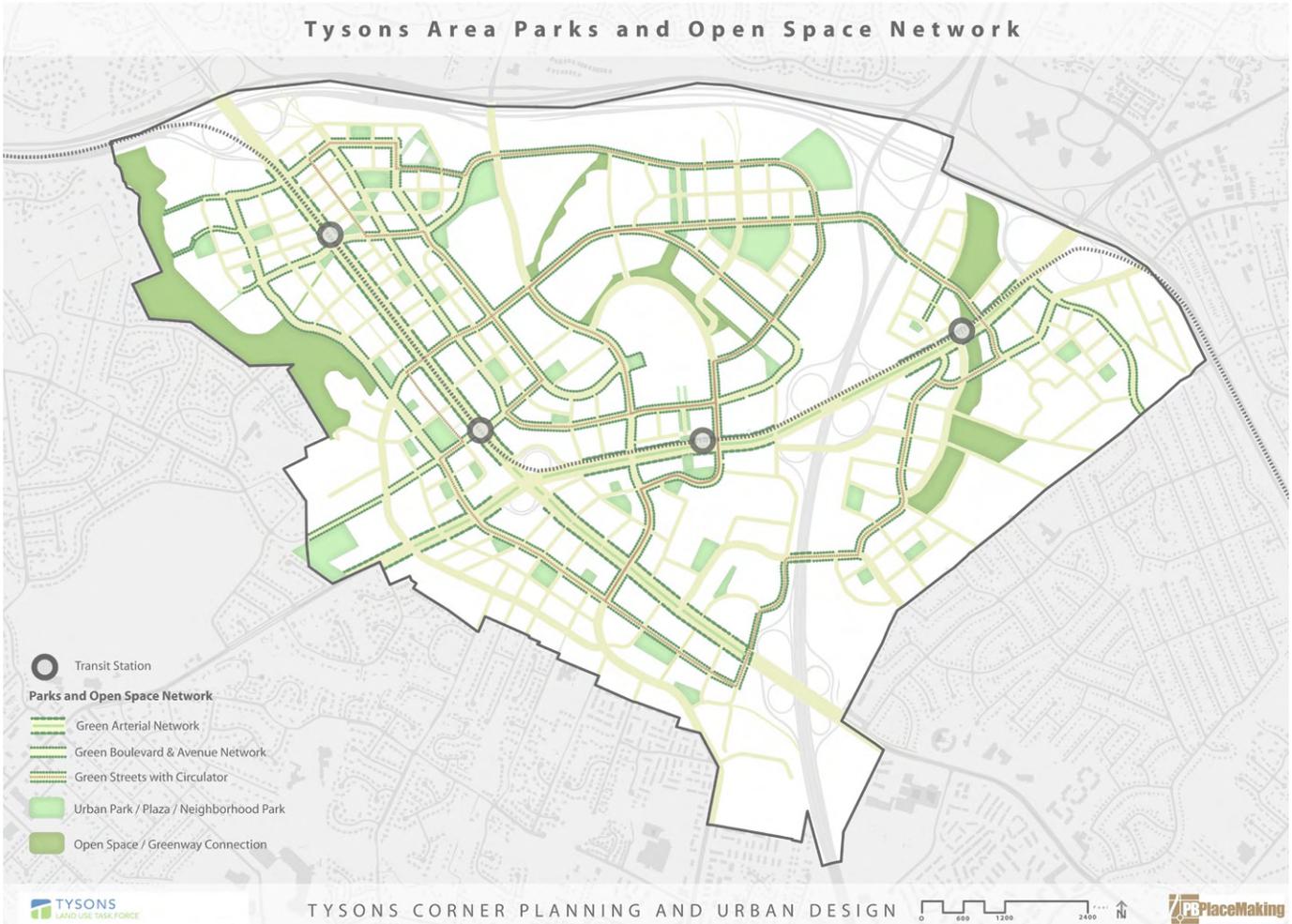
6. Create an authority for implementation that provides the flexibility, accountability, and resources necessary to achieve the vision

A strong implementation strategy will make the vision a reality. The implementation framework creates an approach that guides and coordinates individual projects, urban infrastructure, and community benefits to achieve the vision. A phased approach will provide certainty for developers as well as certainty for the people of Tysons that the vision will be implemented as desired, carefully balancing opportunities for development with needs for appropriate infrastructure. These strategies provide the implementation framework.

- **More detailed planning** - The land use and transportation concept plan will be the framework for all of Tysons. It needs to be the guide for all individual decisions. Much more work, however, will be required to move the framework from an overarching vision to specific elements that can be implemented on the ground.
- **Implementation authority** – A new authority should be established by the Board of Supervisors to work in conjunction with and supplemental to the Fairfax County process to oversee, manage, and implement future development and assure that the overarching goals and objectives of the revised Tysons Urban Center Plan in the Comprehensive Plan are implemented.
- **Funding Strategy** – The cost to both the public and private sectors of redeveloping Tysons will be significant. A funding strategy should assess the feasibility of various financial tools and identify how specific elements of the plan will be financed.
- **Regulatory Framework** – A package of regulatory tools that can guide and coordinate individual projects should be identified and put into place.
- **Public-Private Partnerships** - As Tysons grows, so will the need for community benefits, such as arts, parks and other civic uses. It should not be assumed that all community benefits are the sole responsibility of either public entities or private developers.
- **Phasing** – one of the key elements of implementing the new vision for Tysons will be how to make it happen. The concept is large, complex and sophisticated. Not all the pieces can be implemented at once. A strategy for balancing the provision of community benefits, infrastructure, and public facilities with the pace of development, will be key to creating the Tysons that is envisioned.



Tysons Area Parks and Open Space Network



SECTION II

LAND USE AND TRANSPORTATION CONCEPT PLAN

To create the type of vibrant, compact, mixed-use centers envisioned for the transformed Tysons, a strategic plan is essential. The plan takes the vision and provides specific strategies for how all the individual pieces can work together to create a better whole. The key will be to remain consistently true to the vision, rather than just building projects. Every decision (whether major transportation issues or the aesthetics of street trees) should be made in context of the bigger Tysons vision and on retaining vitality and urban character. Each part of a center – including civic functions, retail services, housing types, and jobs – must be connected to every other.

Tysons will be a very different place—a walkable world-class downtown organized around an unifying vision.





4: LINKING THE VISION TO THE PLAN

A vision guides how all the large and small pieces come together over time to create a sense of place. Placing a residential multifamily structure, a cluster of single-family homes, and a retail mall together in one area does not create a center. A true center must have an overall vision or strategy threaded throughout every aspect of the place.

It also must have connections between the places (such as sidewalks connecting the developments and the tree-lined streets), amenities (the hanging flower baskets, public art, neighborhood parks, and benches), and the parking (tucked behind the building or located in a structure lined with ground floor retail) to make it a people place - a place people want to come back to and spend time in.

The plan for Tysons provides the links between the different elements in the vision. It weaves together the six framework components to create an integrated land use and transportation concept that calls for:

- More housing which will result in a greater mix of uses than today.
- 95 percent of all development focused within an easy walk of transit.
- 160 acres of quality parks, open space and civic gathering places.
- Complete streets and a finer grid of streets than today.
- Transportation enhancements that will move people out of their cars, such as transportation demand management strategies and parking reductions.
- Three transit circulators that connect almost all of Tysons with the Metrorail.
- Good urban design to enhance the livability and walkability of Tysons.
- Enhanced civic infrastructure for urban living, including arts, recreation and opportunities for the exchange of ideas.

The following chapters describe how the framework will be applied in the areas of land use, transportation, environmental stewardship, public facilities, and urban design.



5: LAND USE

The land use concept creates a very different place than what exists in Tysons today. It transforms Tysons into a model livable place by redeveloping Tysons as compact, mixed-use TODs and neighborhoods. Over 95 percent of all development will be within walking distance of transit, and all districts in Tysons will provide a mix of uses, allowing people to live, work, and play in one place. The amount of residential land will significantly increase, providing housing for up to 100,000 residents. Employment, too, will increase to as many as 200,000 jobs at the end of the planning horizon. The influx of housing will provide a better balance between jobs and households which ultimately improves the livability of Tysons.

Creating a people-focused urban Tysons requires:

- Transit oriented development
- A balance of jobs and housing
- Defined neighborhoods
- Protection of the edges
- Well-integrated community benefits

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OVERALL LAND USE PATTERN

The pattern of land use in Tysons focuses growth within walking distance of transit (1/2 mile of rail, 600 feet of the circulator), as shown on Map 3. Points of highest density will occur at the Metrorail stations and transit nodes, and taper down to levels that will be compatible with surrounding neighborhoods.

The area within 1/2 mile of Metrorail and 600 feet of the circulator will be expected to capture over 95 percent of all development in Tysons. All areas within Tysons will include a mix of uses, with retail and office uses generally located in closer proximity to the Metrorail stations than residential uses. Within the residential land uses, a variety of housing choice will provide different types of places and levels of affordability for people to live in Tysons.

The land use pattern also will provide a transition between the higher densities at the Metrorail stations and the lower density adjacent communities. The areas on the edge of Tysons will capture less than five percent of all development in Tysons.

As previously mentioned in Chapter 1, the character of each district will be unique. The mix of land uses within each district will complement the other districts. The application of urban design guidelines (Chapter 9) and the specific development within each district will create a distinct sense of place for each district.

Unifying and connecting the districts will be the application of the same land uses throughout Tysons as well as a connected grid of streets (Chapter 6). In addition, a parks and open space network (Chapter 7) will be integrated into the land use fabric to provide public gathering spaces within an easy walk of jobs and houses. Recommended community services and facilities (Chapter 8) will be located throughout Tysons to create a full service community.

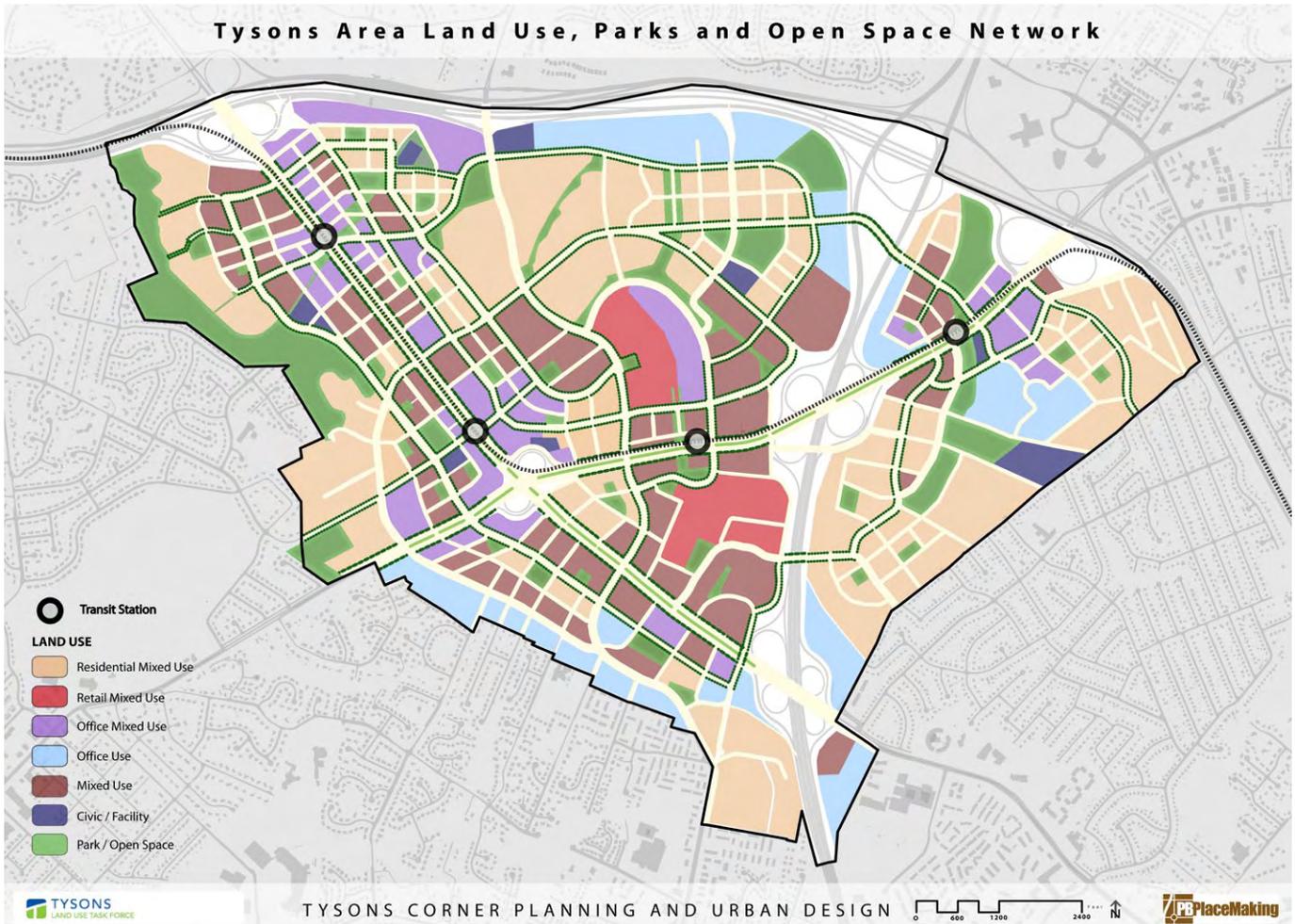


Density & Distance Matter

Every transit trip starts or ends with walking. It is well understood distance and the quality of the walk environment impacts how many people will use transit. When it comes to transit ridership the impact of walking distance from the station entrance to your destination is more important for jobs than housing. Experience with other transit systems tracks well with a 2005 survey of riders on the Washington Metro:

- Office workers are less willing to walk farther from a station than residents
- For every 100' from the station the share of office workers using transit drops by about 1%

The density tier for Tysons reflects this research by clustering the highest density office and retail uses closest to Metrorail stations.



CONCEPTUAL MAP 1 - The plan envisions a new Tysons transformed into a compact walkable urban center with a balance of jobs and housing focused around transit.

TIERED DENSITY

A key ingredient of TOD for Tysons will be to strategically increase densities to maximize the benefits of Metrorail and transit, and create sustainable, walkable urban environments. Density can also be an important economic tool by allowing sufficient development to encourage the redevelopment of auto-dependent uses and to strengthen Tysons' status as the economic engine of Northern Virginia. Importantly, density can help achieve plan objectives for urban design, environmental stewardship, housing choice, and contributions to infrastructure by allowing sufficient development in order to require that all redevelopment contribute to these objectives.

The land use concept for Tysons links density to transit accessibility based on a careful analysis of how far most people are willing to walk to and from transit. Expressed as floor area ratio (FAR), the level of intensity is based on land use (residential and non-residential) and distance from transit, including both Metrorail and the proposed circulator routes. Development will be most intense in the areas near the stations and least intense at the edges.

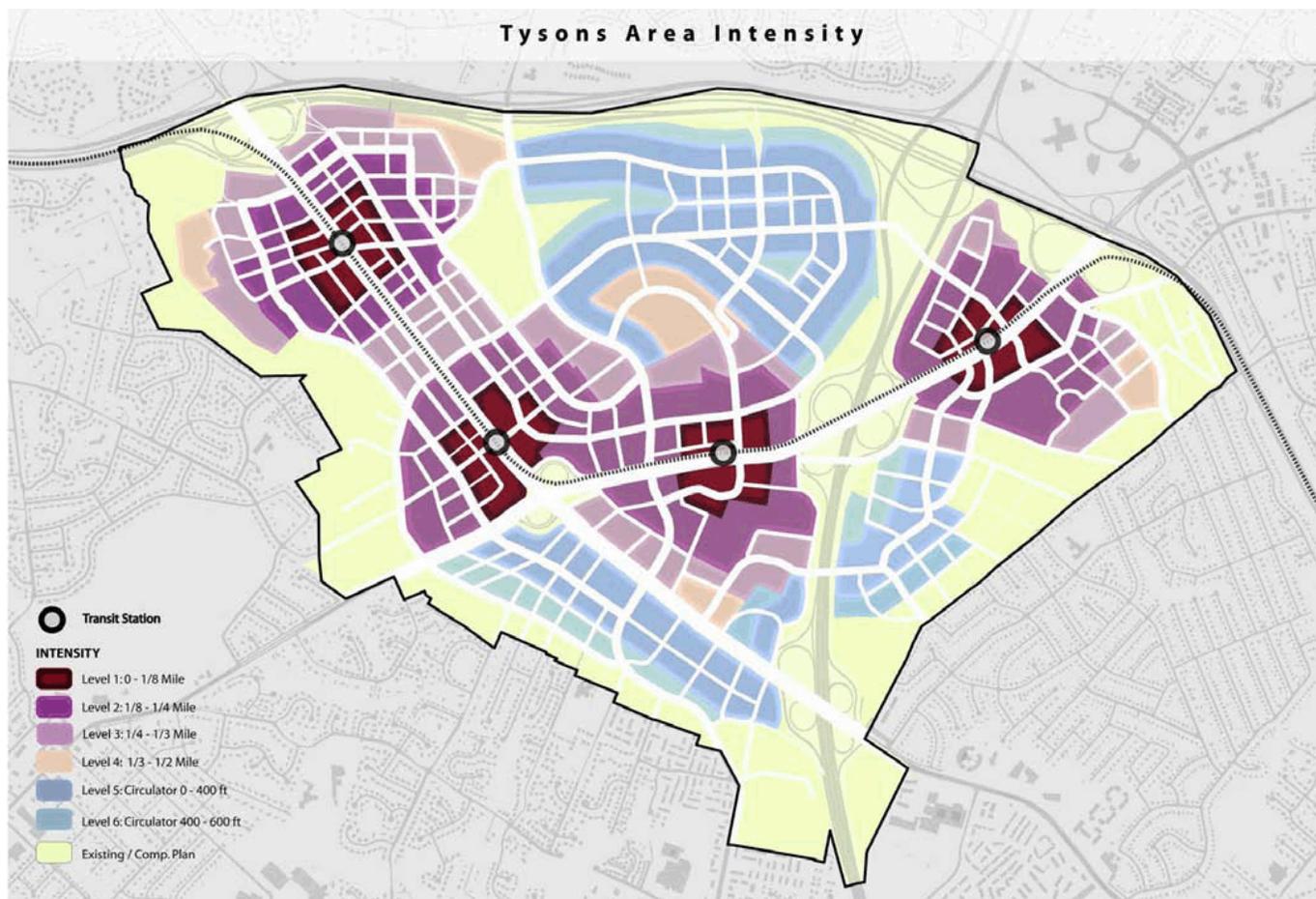
The highest FAR will be allowed in areas within 1/8 mile of a Metro station – a distance roughly equivalent to one city block or a three minute walk – and will be 6.0 before any bonus densities. Densities then decrease at distances of 1/4, 1/3, and 1/2 mile from each station. Within 400 and 600 feet of a circulator route, densities will be 2.5 and 1.5 FAR, respectively. In most areas the FAR for residential uses will be higher than that for non-residential uses. This distinction creates incentives for housing development and reflects the goal of improving the current imbalance of residents and jobs. Areas beyond these distances, as well as areas adjacent to the residential communities outside Tysons, will have densities consistent with the existing Comprehensive Plan with Rail Option. Table 1 shows the maximum allowable intensities for each tier.

This pattern is similar to that of a wedding cake: the greatest densities located in the rings within 1/8 mile of the Metro stations, and the intensity of development tiered down as the walking distance from stations increases. At an average walking speed of 4 feet per second, the highest intensity of development will be clustered within less than a three minute walk of the station entrance. Density will also be higher, although to a far lesser degree than at Metro stations, along the “form-giving” circulator routes, creating “ribbons” of density that extend to areas further away from the stations. Map 2 indicates where the various levels of intensity will be designated in Tysons.

To achieve the overarching goals for Tysons of requiring enhanced environmental stewardship through green buildings and providing a mix of affordable/workforce housing at 20% of the residential units, additional density will be provided for these two objectives only. The specific recommended bonuses will be:

- All new buildings must receive LEED basic certification or the equivalent. Buildings certified at higher levels will receive additional density as follows.
 - Buildings certified LEED Silver or the equivalent may achieve a 6% increase in total allowable FAR.
 - Buildings certified LEED Gold or the equivalent may achieve an 8% increase in total allowable FAR.
 - Buildings certified LEED Platinum or the equivalent may achieve a 10% increase in total allowable FAR.
- To meet the plan’s requirement that 20% of residential units are affordable and/or workforce units, an offset increase of 20% of the residential FAR (before bonuses) will be provided. This supports the county’s practice of allowing the construction of one additional unit of market rate housing for each unit of affordable/workforce housing provided.





▲ **CONCEPTUAL MAP 2: The greatest densities are located within an easy walk of Metro stations.**

As Tysons redevelops, developers will consider the economics of individual projects carefully and choose to build at a range of intensity levels. Under certain market conditions, a developer may wish to build the maximum floor area allowed. However, in other circumstances, it may be preferable to build at a lower intensity. The FAR requirements for Tysons include a ceiling and a floor. A minimum FAR will be recommended to help assure development occurs in a manner consistent with the vision, and that future development in Tysons supports the transit investment of Metrorail and the proposed circulator routes.

Density alone will not be enough to create livable places: other elements, such as a mix of uses, urban infrastructure, and physical infrastructure must be in place. As a result, the recommended densities will be conditional: they will be contingent on other livability factors being in place at the time of the development.

The specific requirements, with the specific amount of provisions yet to be determined, will be:

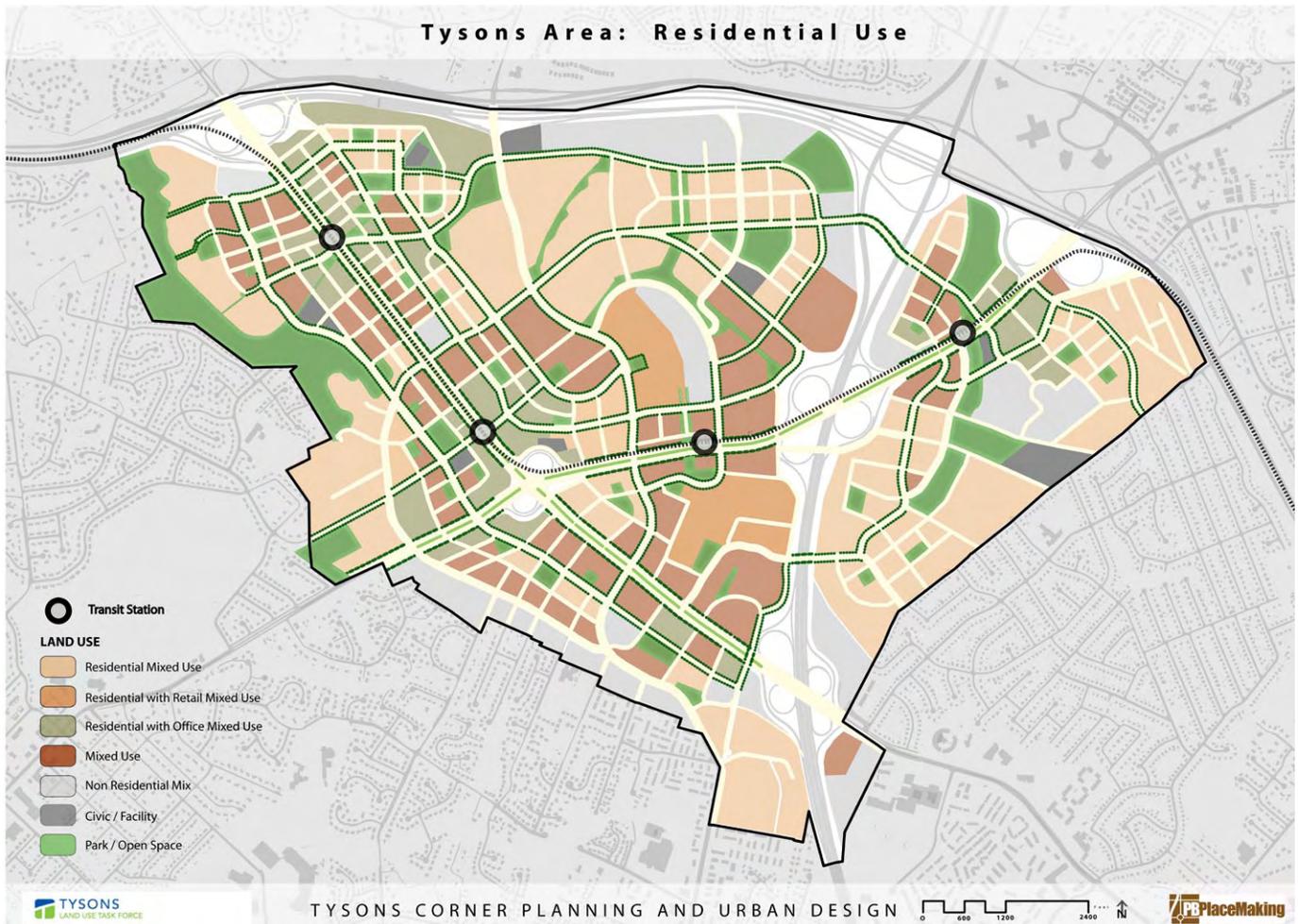
- An appropriate mix of uses, including residential, office, retail, arts/civic, and hotel uses, for the location within Tysons.
- Provision of urban infrastructure, including the grid of streets (Chapter 6), parks and open space (Chapter 7), environmental stewardship actions (Chapter 8) and urban design elements that create a walkable urban environment and a sense of place (Chapter 9).
- Provision of phased transportation improvements, particularly Metrorail and the transit circulator, that allow the site to be connected to the larger Tysons area.
- Provision of affordable and workforce housing units in residential developments (See Land Use Guidelines in this chapter).

It is imperative that these other factors be part of the development plans for Tysons. Only with a mix of uses, improved connectivity, parks, arts, and other urban amenities, application of sustainable best practices, and housing affordability can Tysons become a place that people want to come to and choose to live. These urban living infrastructure characteristics will be essential to realizing the vision and key to making Tysons marketable in the global economy.

TABLE 1: Maximum Allowable Floor Area Ratios

Distance Category	Non-Residential Development FAR		Residential Development FARs		
	Allowable Maximum Before Bonus	With green building bonus: LEED Silver 6% LEED Gold 8% LEED Platinum 10%	Allowable Maximum Before Bonus	With offset for required affordable/workforce housing	With offset and green bonus: LEED Silver 6% LEED Gold 8% LEED Platinum 10%
0 – 1/8 mile from Metro	6.0	6.36 6.48 6.6	6.0	7.2	7.56 7.68 7.8
1/8 – 1/4 mile from Metro	4.0	4.24 4.32 4.4	4.5	5.4	5.67 5.76 5.85
1/4 – 1/3 mile from Metro	2.0	2.12 2.16 2.2	3.0	3.6	3.78 3.84 3.9
1/3 – 1/2 mile from Metro	1.75	1.86 1.89 1.93	2.75	3.3	3.47 3.52 3.58
0 – 400 feet from circulator	2.5	2.65 2.7 2.75	2.5	3.0	3.15 3.2 3.25
400 – 600 feet from circulator	1.5	1.59 1.62 1.65	1.5	1.8	1.85 1.92 1.95

Note: In the case of residential FAR, the bonus and offset will be each applied to the allowable maximum before bonuses; they will not be compounded. For mixed-use development, the allowable intensity will blend the residential and non-residential FARs proportionally.



▲ **CONCEPTUAL MAP 3 - Residential will be encouraged throughout Tysons to help create an active vital 24-7 community.**

MIX OF USES

Overall, the transformed Tysons will have much more residential development than currently exists. Up to 100,000 residents will live in Tysons compared to 17,000 today. Jobs could increase from 105,000 today to as much as 200,000 at the end of the planning horizon. Ultimately, the land use mix in Tysons will provide a ratio of four jobs for every household – a significant improvement over the existing ratio of approximately 13 jobs for every household living in Tysons today. This greater mix of uses throughout Tysons will promote walking by enabling more people to live near where they work.

The mix of uses includes the same land uses that exist in Tysons today (residential, office, retail, and hotel). However, the land use concept will require redevelopment of land hungry uses (such as car dealerships or surface parking lots) into more efficient, higher density land uses. It also will require that all land uses, but not all projects, be mixed.

Providing a mix of uses, either vertically (in the same building) or horizontally (within 2 to 3 urban blocks), will reduce the distance between residents and services, enabling and encouraging people to walk rather than drive to fulfill many of their daily needs. People will be able to engage in routine errands, find restaurants,

entertainment, and shopping all within walking distance of their homes, offices and transit. Ground floor retail and convenience services will be essential for residential neighborhoods. Housing can also be successfully co-located with public facilities, such as schools, libraries, and fire stations. More detail regarding how the land uses will be implemented is included in Chapter 9, Urban Design Guidelines.

Each of the land use categories within Tysons will include a mix of uses. Some areas will be closer to a 50/50 split of residential to commercial uses, while others will have a majority of one use supported by other uses, such as residential with ground floor retail. Map 2 indicates all the areas where residential will be allowed. The categories of land uses within Tysons will be broken down as follows:

- **Mixed-Use** – includes a more balanced mix of retail, office, arts/civic, hotel, and residential uses that provide local residents with shopping and employment opportunities. The mix will be more in the 40 percent to 60 percent range of residential or hotel, and/or office with street level retail.
- **Retail Mixed-Use** – includes the existing retail core of Tysons. Primarily retail with supporting office and residential uses. The retail component will likely be 20 percent to 40 percent of total development.
- **Office Mixed-Use** – office uses with street level retail and/or residential uses. The office component will likely be 65 percent to 85 percent of total development.
- **Office** – almost exclusively office (80 percent to 95 percent) with supporting retail and service uses, such as hotels and coffee shops.
- **Residential Mixed-Use** – primarily residential uses with office uses, supporting retail and service uses that provide for the residents’ daily needs such as basic shopping and services, recreation, schools and community interaction. The residential component will likely be 65 percent to 85 percent of total development.
- **Arts/Civic/Public Facility** – public service uses, such as a library, school, arts center, community center, government offices, etc.
- **Parks/Open Space** – passive and active park land, including land that cannot be built on because it is in a floodplain or wetland. This land may be privately or publicly owned. Regardless of ownership, it must be accessed by all residents and employees of Tysons.

Map 3 illustrates the conceptual location of the various land uses. As district level master plans are created for all of Tysons, the specific locations of the land uses will be determined.





▲ **CONCEPTUAL MAP 4 - The Tysons of tomorrow features an integrated transportation and land use strategy. The two are planned to shape, enhance, and complement each other.**

URBAN LIVING INFRASTRUCTURE ELEMENTS

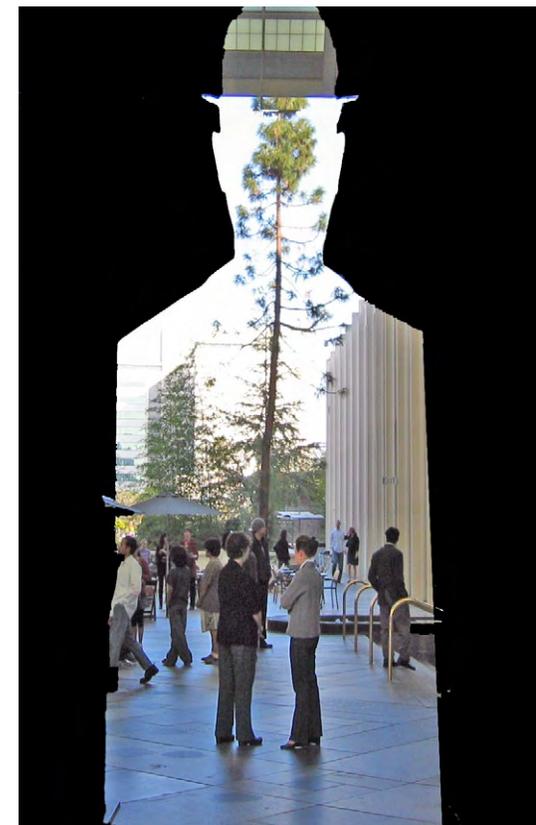
In addition to the intensity and specific land use types, several other elements will be required to create a livable vibrant Tysons, such as civic places, theaters and galleries, public service facilities, parks and open spaces, and affordable housing, to create a complete community. The availability of these amenities will make Tysons a self-sufficient center: a place that will draw people to live because it will have all the components of a healthy community.

In some cases, only one “place” will be needed to serve all of Tysons, such as a Civic Center. In other cases, multiple “places” will be desired, such as open space. The generalized location of parks/open space and civic/public facilities are identified on the land use map (Map 1), but the specific location of each land use will need more study.

The urban living infrastructure addressed in this plan include:

- **Civic/Facility** – The amount of necessary civic uses, such as a library, arts center, school, community center, government office, etc. are identified in Chapter 8, Public Facilities. Their conceptual locations are identified on the land use map. Two or more of these civic uses could be co-located in a Civic Center.
- **Large Civic Gathering Plaza** – Designed to be a signature place in Tysons, a large civic gathering plaza could support public, civic and cultural events such as a weekend craft or farmers market, summer concerts or weekend festivals.
- **Parks/Open Space** – An integrated network of park land and open space, including land that cannot be developed because it is in a floodplain or wetland, is described in Chapter 7, Environmental Stewardship. This land may be private or publicly owned. Regardless of ownership, it must be accessible to all residents and employees of Tysons.
- **Affordable and Workforce Housing** – Much of the current workforce at Tysons cannot afford to live there, resulting in long and expensive commutes. Land use guidelines (next page) and implementation strategies (Chapter 10) provide recommendations to require that 20 percent of the housing constructed be affordable and workforce housing.

The provision of this civic infrastructure will be the responsibility of both the private and public sectors. In some cases, such as affordable housing, the benefit will be tied directly to development approval. In others, such as the creation of a large arts and/or civic gathering place, it may require a public-private partnership, or be fully publicly funded.



LAND USE GUIDELINES

The following land use guidelines will be requirements that must be addressed in order to create a people-focused urban setting.

Affordable and Workforce Housing

In order to provide housing choice and ensure that a diversity of income levels have the ability to live in Tysons, the following affordable housing guidelines will be recommended.

1. Affordable housing policies should provide sufficient incentives to meet the requirement of 20 percent of total residential development affordable to households from 60 percent of Area Median Income (AMI) up to 120 percent AMI. Numbers of units should be tiered to address the needs of each income level but no less than 10 percent of all affordable and workforce units provided shall be available for households earning 60 percent or less of the AMI. These incentives should include:
 - Density bonus, flexibility on regulatory issues such as processing, parking, setback, height, and bulk requirements, and unit sizes which might add unnecessary costs to residential development. It should be expected that the size and amenities of affordable and workforce units will not be the same as market-rate units. Flexibility on these issues should not compromise overall design principles of urban form for Tysons.
 - Programs that capitalize either the development of housing or the incomes of households, such as low income housing tax credits, tax-exempt housing bonds, tax increment financing, tax abatement, and the County's One Penny Fund should be considered.
2. Landowners and developers should be permitted to aggregate land for affordable and workforce housing and/or transfer to others the responsibility for creating such units in building structures that are less expensive than steel and masonry structures, and where other advantages of financing and operating affordable and workforce housing can be realized – provided that the units be located within the Tysons redevelopment area.
3. Affordable and workforce housing development in commercial and industrial areas should be considered where appropriate, as well as co-location of housing with public facilities such as schools, libraries, and fire stations.
4. Consideration should be given to the creation of a community land trust or other quasi-public or nonprofit entity which could accept land that will be proffered for affordable/workforce housing, thereby facilitating the financing of housing in Tysons.



Parcel Consolidation & Coordinated Development Plans

Because Tysons is already developed, parcelization could be a barrier to implementation. Extensive parcelization will make it difficult to redevelop Tysons in a coordinated way, especially as it relates to the grid of streets. In some cases, parcel consolidation may be necessary to allow for redevelopment to occur in a coordinated way and for the planning objectives to be achieved. Such consolidation is now occurring in several key districts of Tysons. Parcel consolidation should be logical and of sufficient size to allow projects to function in a well-designed, efficient manner. Through parcel consolidation, parcels can be replatted and a grid of streets can be planned in a way that enhances the value of the land, provides greater connectivity and consistency with the Tysons plan.

If parcels cannot be consolidated, development plans of adjacent parcels should be coordinated to ensure that the projects function in a well-designed, efficient manner and do not preclude development on adjacent parcels from developing in conformance with the Plan.

Existing Uses and Buildings

In many instances, the existing development in Tysons is not consistent with the long-term vision for Tysons. The intent of the plan will be to not interfere with the continued use of these existing land uses or buildings. However, any redevelopment of the site or adaptive reuse or expansion of the buildings must be consistent with the overall vision for Tysons. A tiered approach to match the magnitude of improvement with an appropriate level of compliance should be considered.





6: TRANSPORTATION

Today, Tysons is a place designed exclusively for cars. Transportation in the future must give people choices for getting around Tysons. That means balancing moving automobile traffic more efficiently to and from Tysons with moving people within Tysons via an enhanced connected network of walkable streets, bike lanes, and a robust transit network. The arrival of four Metrorail stations offers an opportunity to create a well-balanced, interlinked, multimodal transportation network in Tysons.

Creating a livable and walkable place will require that the needs of pedestrians, bicyclists, and an effective circulation system be given priority in many circumstances over the need to move automobiles quickly and efficiently. Streets are not just for vehicles; they also help define the quality of the public realm. Remaking Tysons into a great urban center will require demoting the car as the prime focus of transportation planning for Tysons.

In order to be successful, a fundamental transformation of Tysons' transportation system will be required. Several transportation elements will be created and/or enhanced. The current superblock street network will be transformed into a manageable grid of streets to direct local traffic onto local streets and create more pathways for traffic flow and a safe, accessible pedestrian and bicycle environment. Streets will become complete streets, designed to create a sense of place and promote walking. The transit system will serve regional trips with Metro and buses to Tysons. For trips within Tysons, a circulator system will allow frequent, quick and inexpensive movement within Tysons and easy connections to regional transit systems. Community bus shuttles to Tysons will connect other parts of the region to Tysons. Enhancements to the automobile network, such as improved Beltway crossings and grade separations will separate the through automobile traffic, making the transportation options for those moving within Tysons safer.

METRORAIL

The extension of Metrorail into the Dulles Corridor, with four stations located within Tysons, will offer mobility and accessibility from all portions of the region to Tysons. More importantly, Metrorail will

Redesigning the transportation network to focus on transit requires:

- Improved mobility within Tysons with greater mode choice
- A system of circulators
- Regional connectivity
- New urban standards for all streets and roads

provide the necessary alternative to the automobile in order for Tysons to retain its economic viability and achieve its full potential by transporting 50,000 people to and from Tysons on a daily basis. The Metrorail service will provide greater opportunities for people to reside in Tysons and use transit for much of their daily travel.

Many actions will be undertaken to improve mobility and accessibility within Tysons. The Metrorail extension cannot do it on its own. The transportation network within Tysons will be transformed into a pedestrian-friendly network that moves people safely and efficiently. A finer grid of streets will be developed with streetscapes that provide a quality walk environment. The Metrorail stations must be developed in concert with the components of the land use and transportation concept plan to include (1) a finer grid of streets, (2) grade-separated crossings, and (3) pedestrian connectivity. Successful integration of the stations with the land use concept and the transportation network is the only way to achieve a vibrant, 24-hour, mixed use, transit oriented development, and to fully realize the benefit the investment in Metrorail. Transit services, complementary to Metrorail, should be introduced and be operational as Metro begins its passenger service by 2014. These services will not only provide circulation within Tysons, but also provide feeder services from the surrounding communities of McLean and Vienna to Metrorail and commercial and retail activities in Tysons. Context sensitive design solutions will be necessary to calm traffic and provide for a pedestrian and bicycle network supportive of the proposed land uses.

GRID OF STREETS

Tysons currently consists of large (super) blocks with a relatively small number of streets. This places excessive reliance on the street system to move vehicle traffic, and the large block size inhibits transit use, pedestrian and bicycle movement. A finer grid of streets with smaller block size is typical in urban areas. It disperses vehicle traffic and enhances the ability of pedestrians and bicyclists to share the road. A smaller block size will make a more walkable Tysons by creating convenient and short walk distances. The finer scale of development provided by the short blocks and grid of streets will be the armature for the future Tysons. The recommended grid of streets concept is shown on Map 4.

The enhanced grid of streets concept will provide for greater network density and more direct connections between various locations as well as better accommodating both cars and pedestrians. It will be based on a fine network of small streets and roads, providing options of streets for people to choose from, not just a few major arterials. Research and experience indicates that the pattern of streets in an area greatly influence travel patterns in a community. In areas with a tight grid of streets and a mix of land uses, people use transit more and take up to half as many auto trips than their neighbors in typical suburbs.

Great Streets

The interplay between human activity and the physical space created by streets and buildings has an enormous effect on making a complete street. Allan Jacobs, in his influential work "Great Streets," describes several key criteria of complete streets, including:

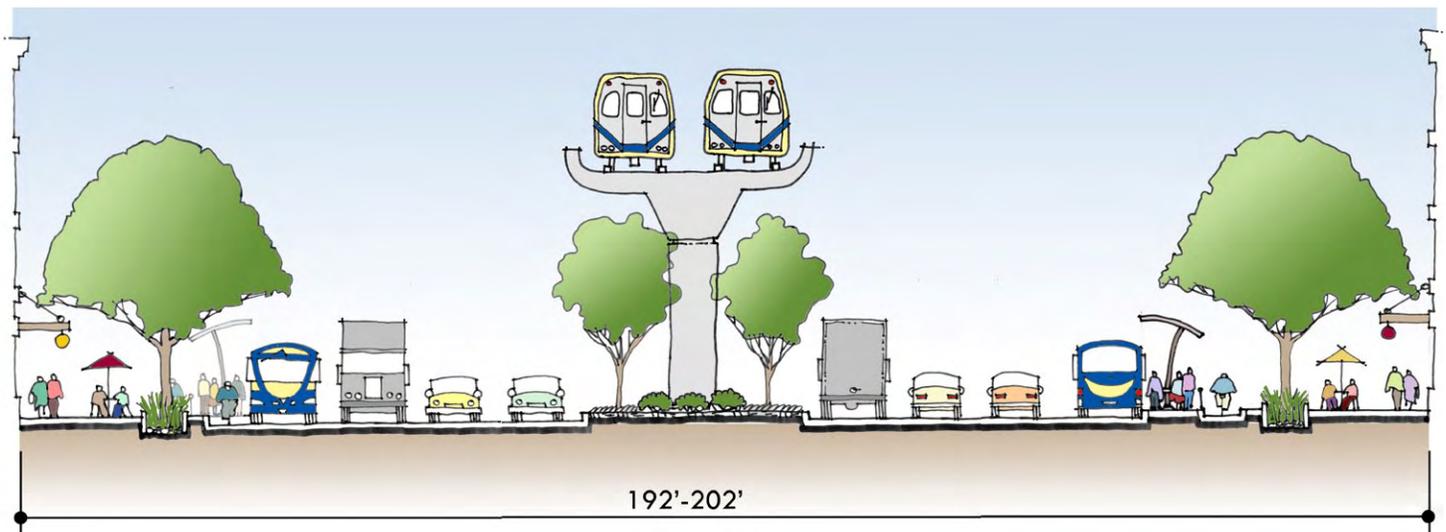
- Are memorable and "magical;"
- Help make community;
- Are defined, engaging to the eye, and artful;
- Support social contact and participation;
- Are physically comfortable and safe; and
- Exhibit quality design, construction, and maintenance.



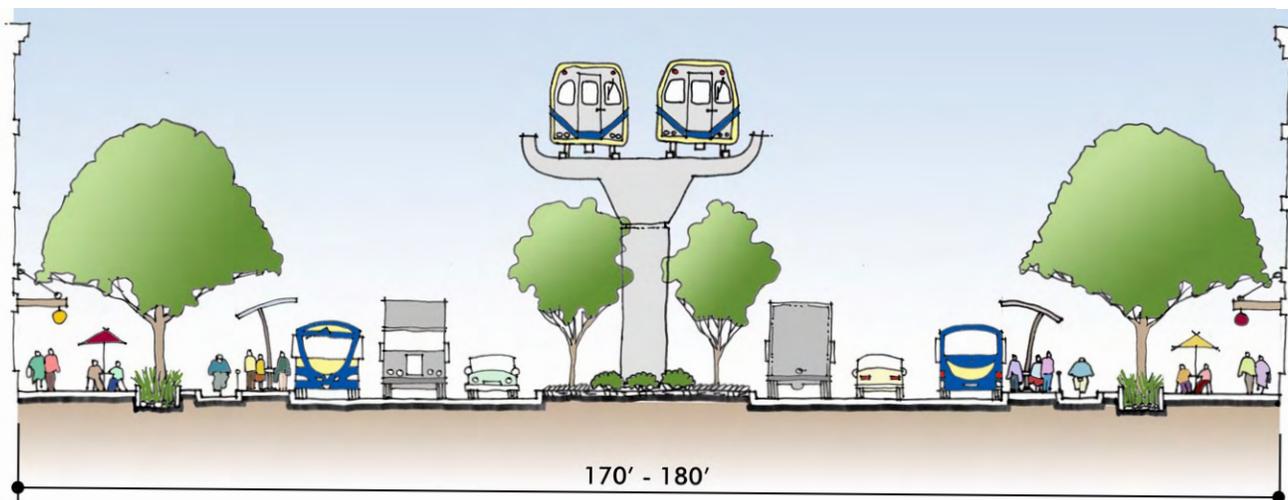
The fundamental transformation of transportation in Tysons is needed starting with urban street standards.

The grid of streets will be supported by a street hierarchy that allows different types of trips to use different streets. People wishing to travel across Tysons can choose to use a major arterial, such as Route 7. Others who only need to travel a couple of blocks will have a choice to travel on a smaller street within the grid of streets. The hierarchy of streets identified on the grid of streets map includes:

1. **Arterial** - Arterial streets will be the most important multi-modal connectors and thoroughfares within Tysons. In addition to carrying the biggest volume of automobile traffic they also will accommodate the Metrorail, circulator, bus, bike, and pedestrian modes within their rights-of-way. Route 7 and Route 123 will be the two major arterials within Tysons, connecting Tysons with the surrounding communities and the rest of the metropolitan region via Dulles Toll Road and the Beltway.

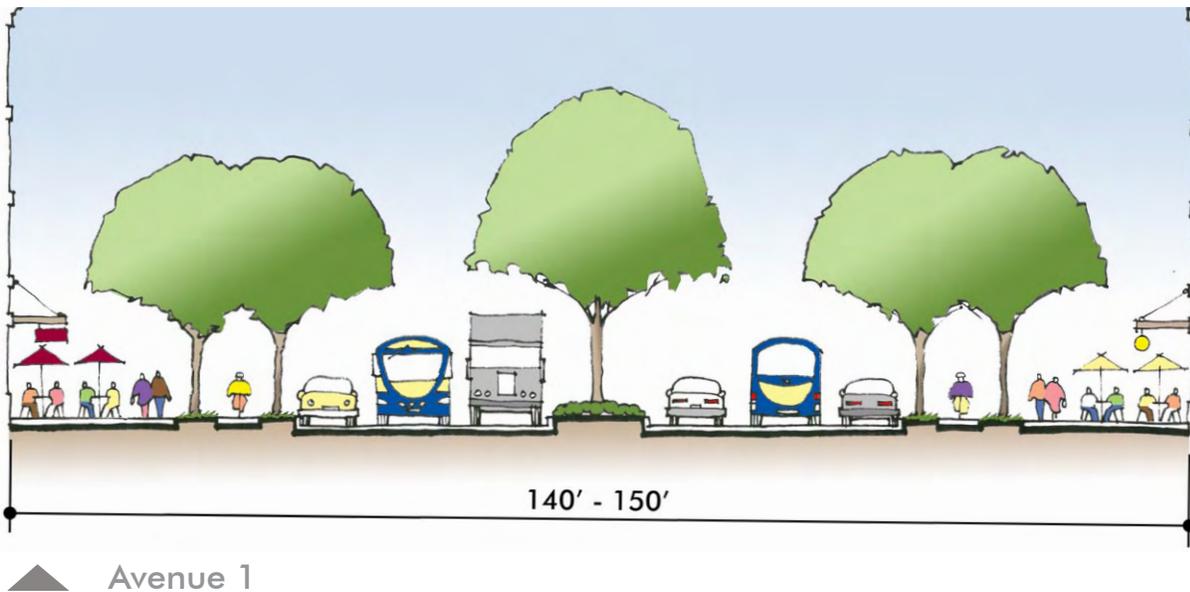
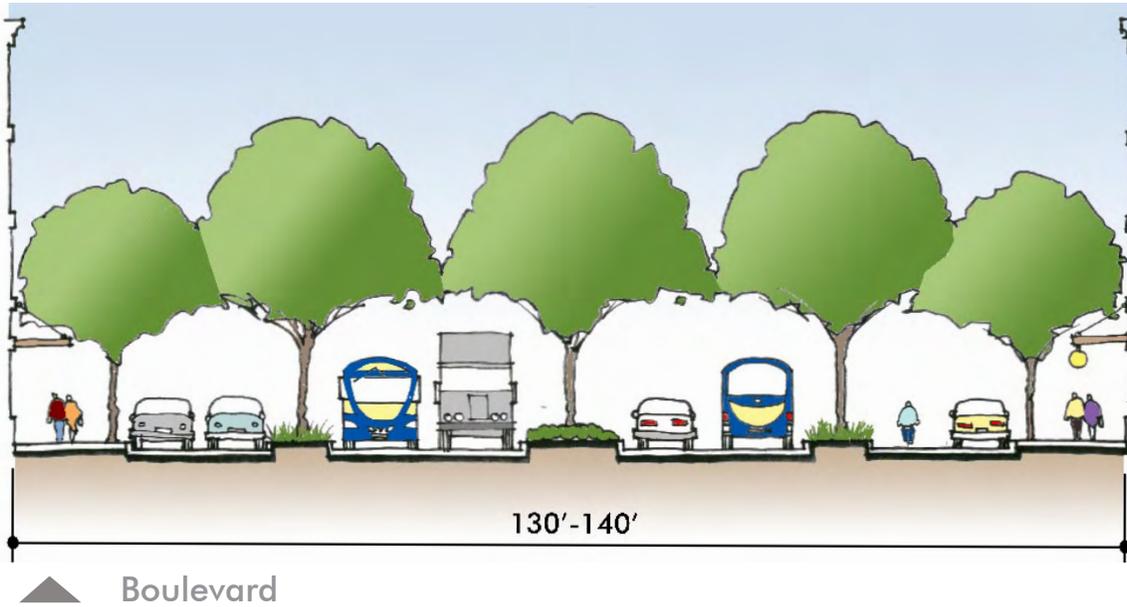


▲ Arterial Street 1



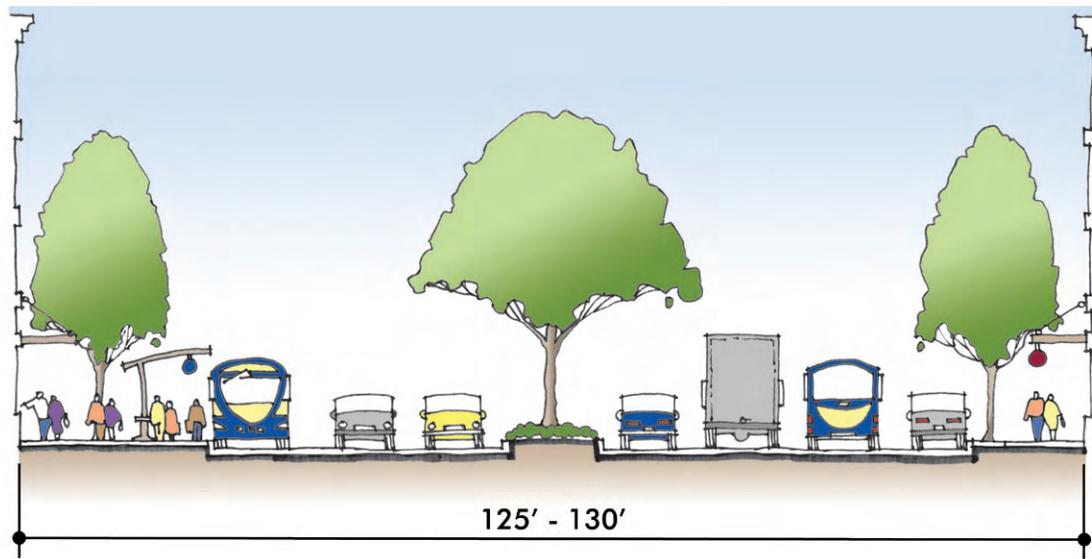
▲ Arterial Street 2

2. **Boulevard** - Boulevards within Tysons will play a very important role in taking the pressure off of the major arterials and helping them become pedestrian friendly multi-modal streets instead of asphalt barriers possessed by zooming auto traffic. Portions of Boulevards will also accommodate circulators and provide desirable addresses to new business and residential development. Boone Boulevard extension and International Drive are two examples of boulevards that will be within Tysons.
3. **Avenue** - Avenues will be relatively lower volume streets extending into the interior of Tysons and connecting the residential and employment uses in the non-station areas with the Metro station areas. Uses and character of minor arterials will range from transit oriented mixed-use with street level retail within the station areas, to neighborhood residential within non-station areas like East Side and North Central. Many portions of minor arterials could also accommodate circulators on shared or dedicated lanes. Spring Hill Road, Jones Branch, Westpark Drive and Old Meadow Road are a few examples of Avenues that will be within Tysons.

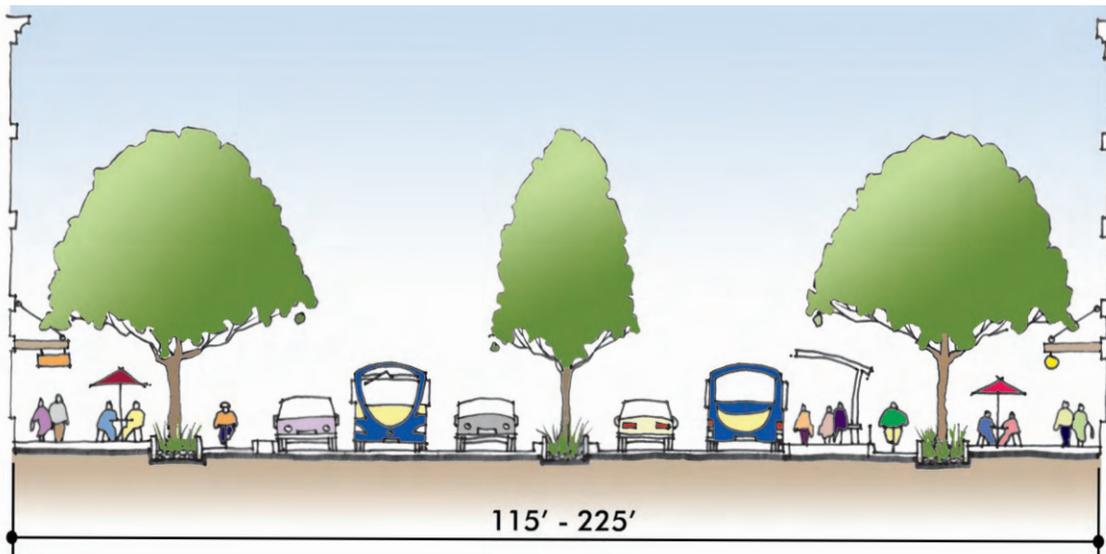


All new streets and roads in Tysons need to use urban standards.

- 4. **Main Street** - Main streets or retail streets within Tysons will be special streets generally extending almost a quarter-mile out perpendicular to the stations or within close proximity of the station areas. They will carry very slow-moving traffic with retail uses such as restaurants, coffee shops, and bookstores on either side at street level and office or residential uses on upper levels.
- 5. **Local Street** - Local streets will be generally the lowest volume streets within Tysons. They carry slow-moving traffic and will have frequent crosswalks, stop signs and other traffic calming elements. They will serve residential or employment uses on either sides with entrances and windows opening on the sidewalks. Local streets will typically connect with boulevards, and avenues.



▲ Avenue 2



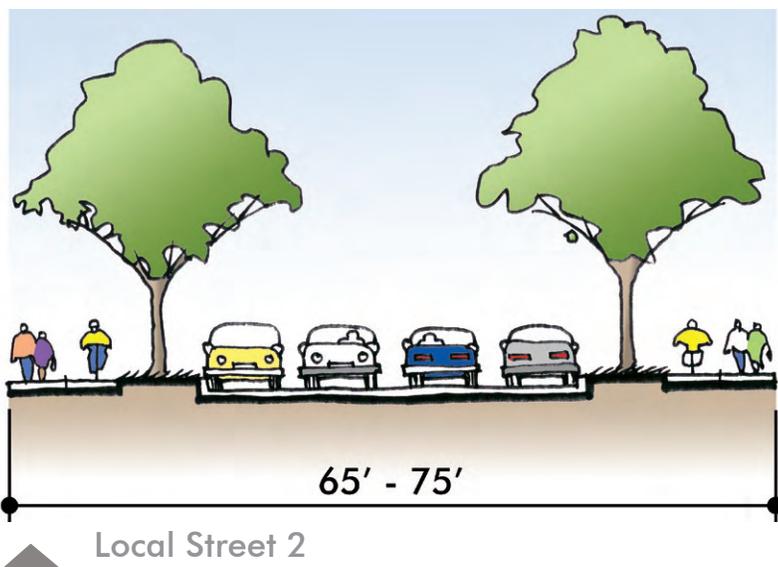
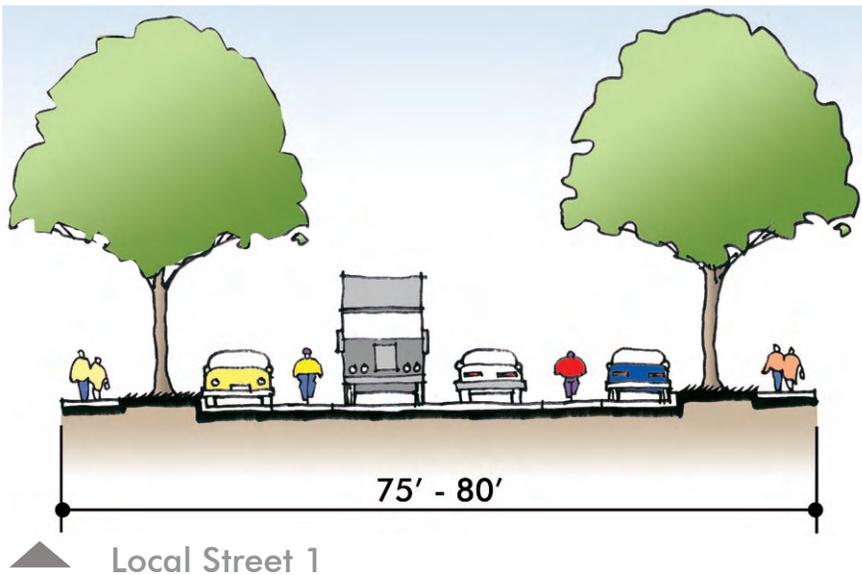
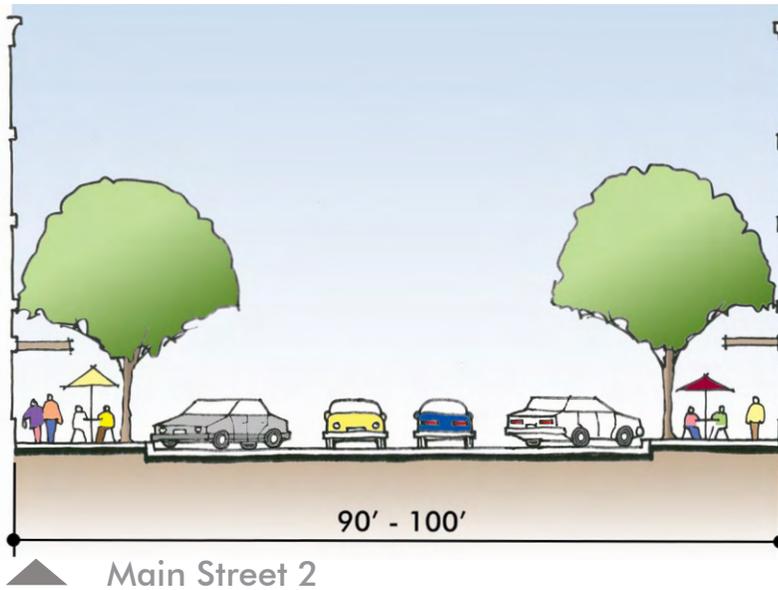
▲ Main Street 1

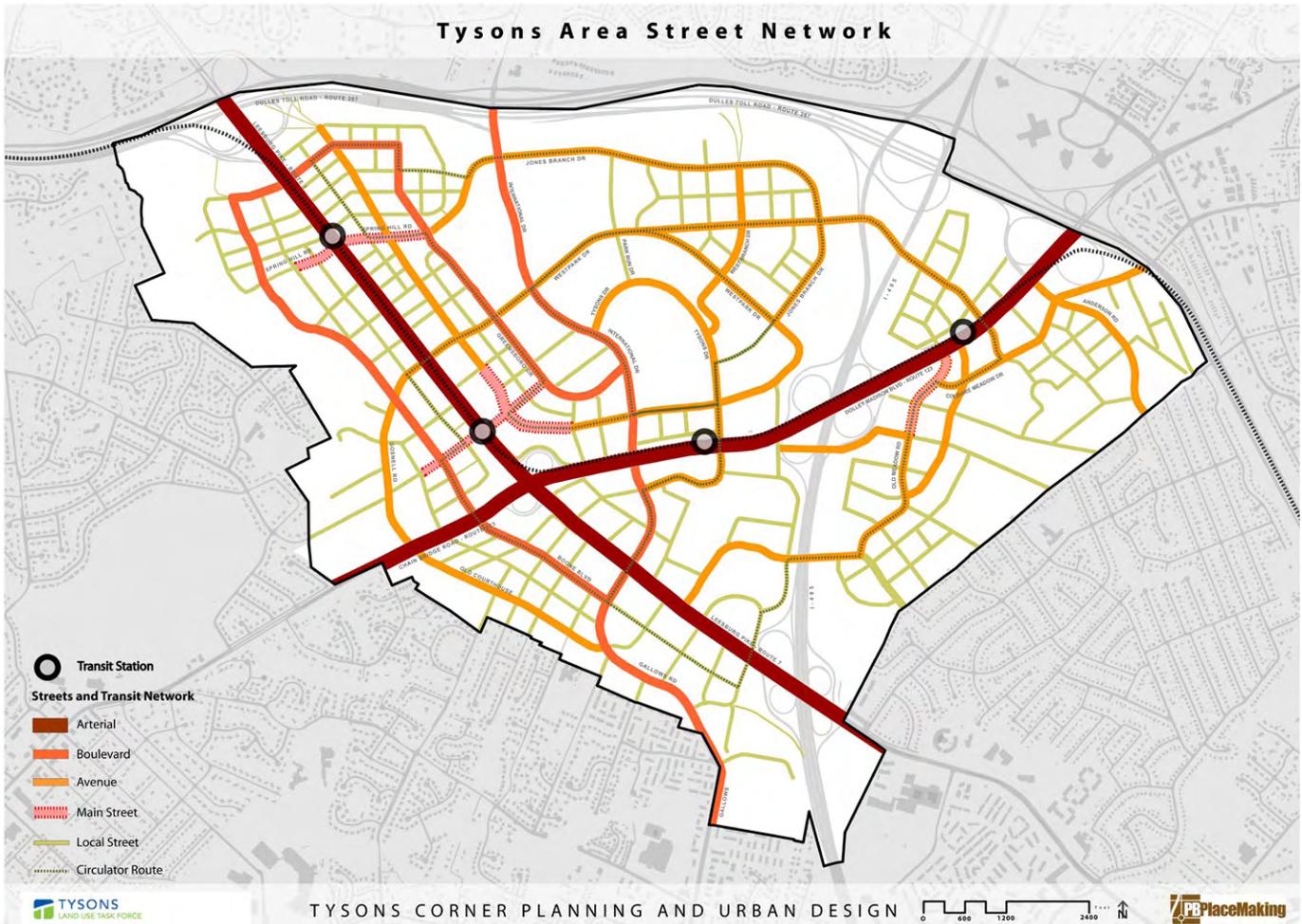
Aligning Circulators and Land Use

Planning and implementation of a successful circulator system involves many small decisions to assure development is consistent with TOD best practices:

- Moderate to high densities, relative to the existing pattern of development, along the circulator corridor;
- A mix of land uses, horizontally or vertically;
- Compact pedestrian-oriented design and streetscapes;
- Building design and street orientation to allow easy pedestrian and transit access; and
- A fine-grained connected street pattern.

In addition to these best practices, for development to be transit-oriented, parking, density, and building orientation needs to be shaped by the circulator in comparison to conventional development practices. It is not enough that it is just adjacent to the circulator.





CONCEPTUAL MAP 5- A fundamental transformation of Tysons transportation is required with a network of walkable streets, bike lanes, and a robust transit system

In addition to the above streets, residential streets will be located throughout Tysons and will be an important element of the grid of streets. The location and design of residential streets will be addressed with the creation of the district plans. Streets in Tysons will be designed as complete streets, addressing the pedestrian experience and contributing to creating great places. In a TOD, streets will need to be great places for walking, for commerce, for casual interaction and for moving traffic.

Urban design guidelines for streets, including enhanced pedestrian elements, such as sidewalks buffered from traffic by street trees, and bicycle enhancements, such as separate bike lanes, address the elements of a complete street. Although typical street cross sections are included for the hierarchy of streets descriptions (above), keep in mind that final street designs may include some slight variations (such as lane or sidewalk width, building setback, etc.) reflective of the changing context of the street as it passes through the many neighborhoods and districts within Tysons. Details regarding the street types and streetscapes included in the grid of streets are provided in Chapter 9, Urban Design Guidelines.

SYSTEM OF CIRCULATORS

In order to get around Tysons quickly and conveniently without an automobile, including traveling to and from Metrorail, a system of circulators will be essential. The circulators will provide sustainable, efficient, effective and environmentally friendly transit service by connecting local destinations with Metrorail stations. They will target

retail and other non-work trips, such as errands that need to be run during the work day. The circulators provide the opportunity to be “form-giving”, meaning that increased densities and a mix of uses within 600 feet of the circulator route can give more people access to the regional rail system without getting into their cars, making it more likely that people who live or work beyond walking distance of a Metrorail station will chose to take transit.

A system of three circulator routes will be proposed to connect most of Tysons, specifically the North Central, East Side and Old Courthouse districts, with the four Metrorail stations and other districts in Tysons. To facilitate use of the circulator, it will be integrated with all other transit serving the greater Tysons area, and be accessible, frequent, and convenient for users. In order to accomplish this goal, the circulators should operate in their own dedicated right-of-way for as much of the proposed routes as possible. The conceptual circulator routes are shown on Map 5. The map shows the general location of the circulator routes: the ultimate alignment may shift based upon the ease of acquiring the necessary right-of-way.

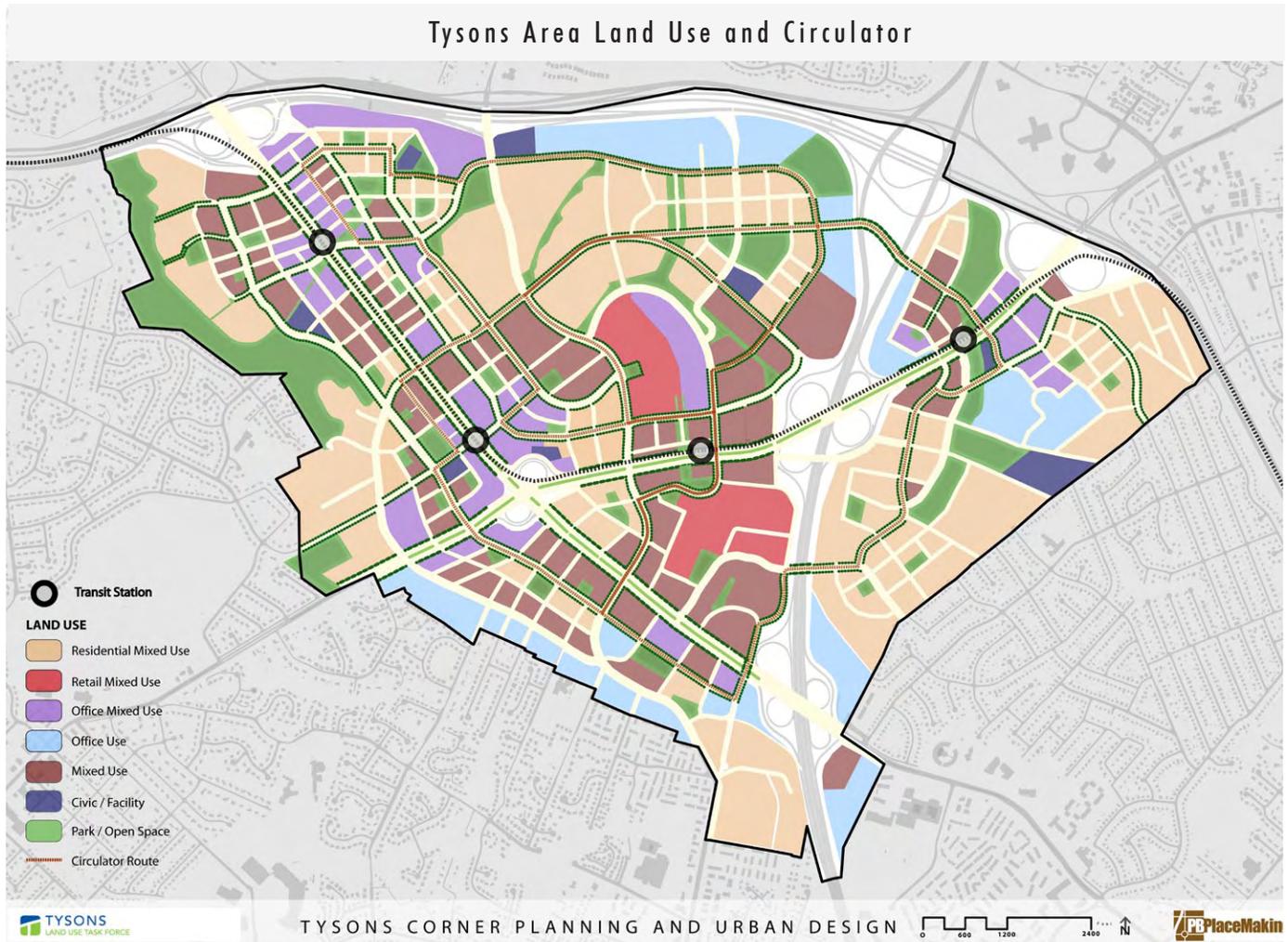
The final “form-giving” circulator routes will address the following guidelines:

- The circulators should extend the reach of the Metrorail System and connect the various districts within Tysons.
- Each circulator route should connect with at least two Metrorail Stations.
- The connection with the Metrorail station should be as close as possible to the station entrance. If the circulator route cannot be adjacent to the station entrance, a clear visual connection should be maintained for the convenience and perceptions of the users.
- The circulator system should increase all non-auto trips. In addition to increasing transit mode share and decreasing vehicle use by making travel within Tysons as well as travel to and from Tysons more attractive, circulators work as a pedestrian accelerator, making walking more convenient and easy.
- The circulator route should include service to locations with higher existing concentrations of trip origins (e.g. Freddie Mac, Gannett) and future high concentrations of residential and employment areas.
- Development on the circulator route that approaches the edge of Tysons will be subject to height limitations.
- Some overlap of circulator routes will be desirable to facilitate car maintenance if a fixed guideway system is implemented.
- The circulators will reflect industry best practices.
- The circulators should operate in their own dedicated right-of-way for as much of the proposed routes as possible. Dedicated right-of-way for the circulators can be curb side or in the median of the road. If the circulators use a median (existing or planned), the need for additional right-of-way required can be minimized.
- The circulators will travel in both directions on each of the proposed circulator routes.
- Circulators should be compatible with the character of the surrounding neighborhoods.

Metrorail Shaping Tysons

Tysons grew-up around the automobile. Tysons will be transformed and transported into the future around Metrorail.





▲ **CONCEPTUAL MAP 6** - A system of three “form-giving” circulators will help tie all of Tysons together.

BICYCLE AND PEDESTRIAN NETWORK

Tysons today is not a place where people walk or bike: connections, sidewalks and bike lanes are limited, and the amount of auto traffic makes walking or biking unsafe and unpleasant. Through the grid of streets and the system of circulators, the pedestrian and bicycle network will be enhanced and the mode share of non-auto trips increased. The street network and the associated street types create better connections and provide a safer environment for bikes and pedestrians by providing dedicated bike lanes and sidewalks.

As the grid of streets is refined and detail added, careful thought should be given to how pedestrians and bicycles will be integrated into the street grid, and how connections will be made to transit. In general, the pedestrian and bicycle network should be more extensive closer to the transit stations, with alleys and dedicated bike and pedestrian paths mid-block. Bicycle racks and other storage facilities should be located near transit stations wherever possible.

AUTOMOBILE NETWORK

Physical improvements to the roadway and transportation infrastructure can have a big impact on the efficiency of the transit system and the attractiveness and safety of the pedestrian and bicycling network. In addition to the grid of streets, several improvements have been identified by the Task Force for testing, including:

- Beltway crossing at Scotts Run (High Occupancy Toll), including pedestrian and bicycle access;
- Possible nonmotorized Beltway crossing from Old Meadow to the Tysons Corner Center;
- Ramps at Jones Branch Drive to Dulles Toll Road (both Eastbound and Westbound);
- Ramps at Greensboro Drive/Tyco Road to Dulles Toll Road (both Eastbound and Westbound);
- Ramps at Boone Boulevard to Dulles Toll Road (both Eastbound and Westbound);
- Interchange improvements at Dulles Toll Road and Route 7; and
- Interchange improvements at Dulles Toll Road and Spring Hill Road.

The Task Force also recommends the modification of the existing Route 7/Route 123 interchange to accommodate pedestrians, such as an urban diamond. In addition, the following grade separations should be included in the preferred network for transportation analysis:

- Route 7/Westpark Drive/Gosnell Road (on current Comp Plan)
- Route 7/International Drive (on current Comp Plan)
- Route 123/International Drive (on current Comp Plan)
- Route 123/Scotts Run Crossing/Colshire Drive
- Route 123/Old Meadow Drive
- Old Courthouse Road and Route 123

These improvements need to be designed to fit into the new Tysons, sensitive to the context in which they will be implemented and supportive of the walkable nature of Tysons.

TRANSPORTATION GUIDELINES

The following guidelines redesign the existing transportation network to focus on transit and be more sustainable.

Context Sensitive Design

When structures are at odds with their surroundings, they potentially compromise their own function as well as the function of the man-made and natural systems around them. Context sensitive design solutions should be used to balance the conflict between the functional and performance

Green Streets are one application of context sensitive design. Providing a “green street” adds an amenity that enhances not only the street’s storm drainage capacity but also the quality of the pedestrian environment and the view from the street. These streets limit stormwater runoff and allow infiltration by collecting it in surface landscaping in either the parking strips or the median, or both, giving the street the feel of a park block.



Results of recent transportation research links land use to increased transit use

Access to transit increases ridership

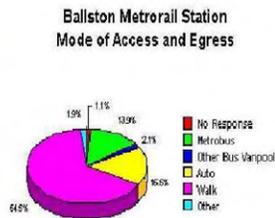
2005 WMATA Development-Related Ridership Survey

Distance from station	Metrorail Mode Share		Auto Mode Share	
	Office	Residential	Office	Residential
At station	35%	54%	48%	29%
¼ mile	23%	43%	66%	41%
½ mile	10%	31%	83%	54%

- 35% of office trips right at the station entrance
- Office mode share drops about 1% every 100 ft
- ½ mile residential share 200% higher than office

Most access transit by walking

- Two-thirds of the transit riders access Ballston Metrorail Station by "non-motorized transport"



TOD housing generates 60% less traffic than conventional housing

ITE Trip Manual
6.67 trips per unit

Detailed counts
of 17 residential TODs
3.55 trips per unit



Results from TCRP H-27A based on counts in Washington, DC; San Francisco; Portland, OR; and Philadelphia / N. New Jersey

requirements of public improvements and the aesthetic, cultural and natural environment. Any modifications necessary to fit the grid of streets within existing roadway standards should include context sensitive design standards.

Transportation Management Plans

Having robust, fully-funded regional Transportation Management Plans (TMP) for both the Metrorail project and the high occupancy toll (HOT) project will be critical. The coordination of these efforts along with other TMPs that will be associated with development projects will be important in mitigating congestion.

Transportation Impacts of Development Proposals

Each development proposal will need to address its impact on the transportation system and propose appropriate mitigation measures to accomplish the overall goals of the plan. Most developments will have to be reviewed by VDOT per Chapter 527 regulations "Traffic Impact Analysis Regulations Administrative Guidelines", and/or the listing and descriptions under "required Elements of a Traffic Impact Analysis (24 VAC 30-155-60 C)". Fairfax County will need to work with VDOT to ensure that VDOT understands how the transportation improvements identified in this plan help implement the vision for Tysons.

Pedestrian and Bicycle Network

In addition to an easily accessible bicycle and pedestrian network, a number of facility improvements will encourage people to walk or cycle more. A number of these improvements will be relatively inexpensive and easy to implement. Some will be policy-driven and others will be simply providing facilities for pedestrians and bicyclists such as bicycle racks at appropriate locations and pedestrian countdown signals at specific intersections to encourage non-motorized travel and to make it easier and safer for pedestrians and cyclists.

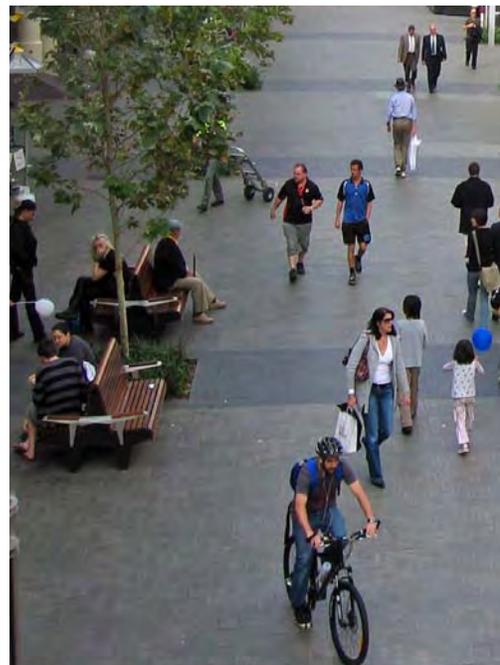
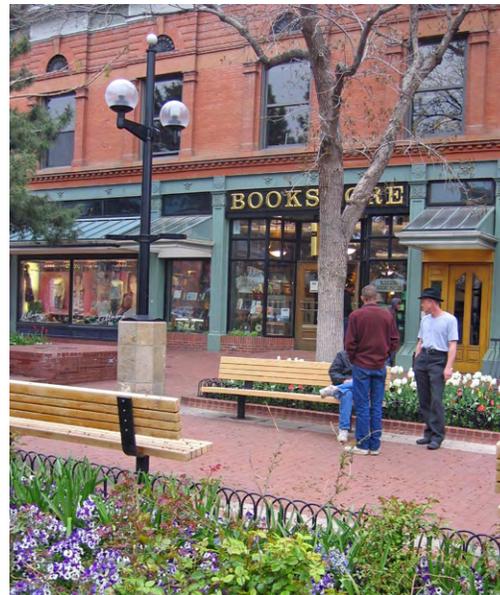
Transportation Demand Management

Transportation Demand Management (TDM) strategies will reduce the number of car trips and increase the efficient use of all transportation resources. The expected outcome of applying TDM strategies in Tysons will be an increase in transit ridership and a reduction in auto trips. A broad, systematic program of TDM strategies will be critical to ensure maximum exposure throughout the Tysons region. In the areas closest to Metrorail, TDM strategies can be expected to decrease vehicle trips by 10 percent on a daily basis. Potential TDM strategies for Tysons include: transit coordinators; carpool/vanpool incentives; transit subsidy flex-work arrangements; guaranteed ride home; and parking management. A large component of TDM will be the promotion of the programs to the various stakeholders within Tysons. Areas closest to the Metrorail stations should have higher transportation demand management requirements. For example, within $\frac{1}{4}$ mile of the stations, development should be required to reduce single occupancy vehicle trips by a certain percentage.

Parking Management

The location and availability of parking creates value for residential housing. “Right-sizing” parking (i.e., providing no more parking space than needed to support the uses it serves) will be key to reaping many advantages of fitting the new Tysons with transit, increasing density, providing a more effective mix of uses and a more walkable environment. All of those features collectively and individually will reduce car use and, consequently, the need to provide parking. Parking ratios in transit-oriented developments require fewer parking spaces than conventional developments. TODs often have parking maximums to prevent building more parking than is needed (and to save development costs and further encourage transit use). Parking should be treated as a common resource for the uses within the different districts in Tysons, rather than thinking about parking as a requirement of each building - an approach that inevitably leads to oversupply and wasted use of resources.

New reduced standards for parking will put Tysons on the forefront of responsible growth. Various methods will be available to reduce the use of parking, including eventually limiting the supply of spaces or by pricing the spaces. Parking in the TOD areas should follow the experience in Arlington County. For areas within an easy walk of Metro the ratio would be 1 space per 1,000 square feet of office, 1.08 spaces per residential unit for high density and no parking for the first 5,000 square feet of retail and service commercial.





7: ENVIRONMENTAL STEWARDSHIP

Using land efficiently and linking the land uses to transportation moves Tysons toward becoming a sustainable community. Tysons has a unique opportunity, however, to become a leader in environmental stewardship. The vision and plan for Tysons set out a desire for improved air quality, energy conservation, stream restoration and protection, green architecture, and restored and enhanced natural environments.

Over the next 25 years, more will be understood regarding the effects of low impact design, LEED construction, enhanced transportation demand management strategies, and the impact of transit oriented design. New energy technology will provide opportunities for further innovation. With this knowledge, additional steps in building design and urban planning can be implemented to achieve the long-term goal for Tysons of carbon neutrality by 2030 and continuing leadership in environmental protection.

GREENING TYSONS Placing a strong focus on the environment requires:

- A connected system of parks and greenspace throughout Tysons.
- Green building standards.
- A rigorous stormwater management strategy.
- Restoring existing streams.
- Setting aggressive goals for auto independence.

MORE SUSTAINABLE THAN TYSONS TODAY

By implementing the concept of TOD, the Tysons of tomorrow will be more sustainable than the Tysons of today. National studies have shown that TOD provides increased transit ridership. TOD improves the efficiency and effectiveness of transit service investments by increasing the use of transit near stations by 20 to 40 percent, and up to five percent overall at the regional level. TOD reduces rates of VMT. Nationally, vehicle travel has been increasing faster than population growth. TOD has proven to lower annual household rates of driving by 20 to 40 percent for those living, working, and/or shopping within transit station areas. Recent TOD research shows that automobile ownership in TOD is approximately one half the national average. By providing safe and easy pedestrian access to transit, TOD has produced lower rates of air pollution and energy consumption. TOD can also reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year per household.

In addition, green building design, as encouraged through the Leadership in Energy and Environmental Design (LEED) certification program reduces operating costs which is a measure of energy consumption. By requiring LEED certified buildings, or the equivalent certification, the carbon footprint can be further reduced.

Tysons redevelopment reduces carbon emissions to help achieve 80 percent carbon reductions by 2050 in accordance with the Cool Counties Policy established by the Fairfax County Board of Supervisors. These reductions will require reducing emissions from transportation and buildings.

Reductions in greenhouse gas emissions from the transportation sector will be achieved by reducing vehicle miles traveled. Focusing development near Metro stations and the dedicated right of way circulator, and constructing walkable, bikable, mixed use developments will reduce VMT. Aggressive TDM programs, including parking management, are also critical to achieve VMT reduction goals. See the Transportation section for detailed discussion of elements that should be incorporated in TDM programs.

More compact development, like that proposed in the concept for Tysons, uses less energy consumption than low density, suburban style development. For residential housing, the energy consumption rates decrease on a per capita basis as the density increases.

In addition, green building design, as encouraged through the LEED certification program, reduces energy consumption. All buildings in Tysons approved in 2013 or thereafter shall be certified at least LEED-silver or equivalent. Prior to 2013 all new buildings in Tysons shall achieve LEED basic certification or equivalent. All of these efforts are part of the long-range goal of achieving carbon neutrality for Tysons by 2030.

STORMWATER MANAGEMENT

Downstream segments of Old Courthouse Spring Branch Rocky Run, Scotts Run, and Pimmit Run outside of Tysons shall be protected by reducing runoff created by the impacts of impervious surfaces within Tysons. By creating an updated approach to stormwater management, the downstream stormwater problems can be mitigated and downstream restoration efforts be facilitated.

Achieving these stormwater goals will require managing runoff equivalent to predevelopment forested conditions. Techniques to reach this objective can include, but not be limited to, application of Low Impact Development Techniques like green roofs, as well as water reuse. Construction of the grid of streets shall help achieve this goal, by incorporating Low Impact Development techniques in the public right-of-way.

Stream restoration in Scotts Run and Old Courthouse Branch should be encouraged as part of a comprehensive strategy to restore the water quality and

BENEFITS OF GREEN BUILDING

Environmental Benefits:

1. Enhance and protect ecosystems and biodiversity
2. Improve air and water quality
3. Reduce solid waste
4. Conserve natural resources

Economic Benefits:

1. Reduce operating costs
2. Enhance asset value and profits
3. Improve employee productivity and satisfaction

Health and Community Benefits:

1. Improve air, thermal and acoustic environments
2. Enhance occupant comfort and health
3. Minimize strain on local infrastructure
4. Contribute to overall quality of life



“Urban parks are often the cornerstones of vital, healthy urban communities”

George T. Frampton, Jr.,
Former chair,
White House Council on
Environmental Quality

ecological health of Tysons’ streams, and as part of the parks and open space network for Tysons. Much of the stream valley land is owned by the Park Authority; partnerships with the Park Authority to implement stream restoration projects should be encouraged.

GREEN ARCHITECTURE

Buildings in TOD centers are presently required by Fairfax County to have LEED certification, or the equivalent. LEED Silver certification, or the equivalent, will be required of all buildings in Tysons approved by 2013.

Buildings are one of the largest consumers of energy. According to the U.S. Green Building Council, buildings use one-third of our total energy, two-thirds of our electricity, and one-eighth of our water. With the extensive redevelopment that will occur in Tysons, a prime opportunity exists to reduce the amount of energy consumed by the built environment through LEED certification, or equivalent certification, of new construction.

A recent study conducted by the New Buildings Institute concluded that LEED certified buildings use 25 to 30 percent less energy than non-LEED certified buildings. Gold and Platinum LEED certified buildings, the highest certification that can be achieved, have an average energy savings of approximately 50 percent.

As part of the land use approach for the Tysons Land Use and Transportation Concept Plan, increased density can be achieved through silver, gold, or platinum LEED certification.

In addition to green buildings, green roofs can enhance the natural environment within Tysons. Green roofs use the traditionally unused part of the building to grow vegetation. Public benefits of green roofs include increased stormwater retention, reduced greenhouse gas emissions, and improved air quality through filtration of airborne particles.

PARKS AND OPEN SPACE

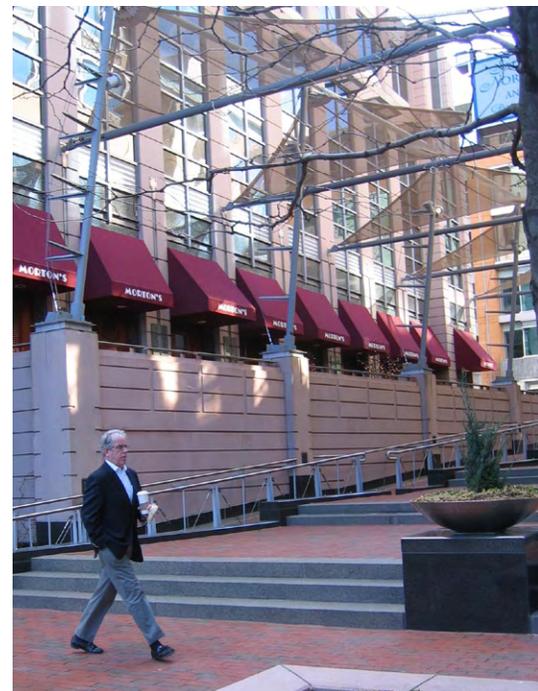
Parks will be an essential urban amenity for residential development in Tysons. Parks and open space provide visual breaks in the urban landscape, and places for people to be active, an especially important element with higher density housing that typically has smaller footprints and no backyards.

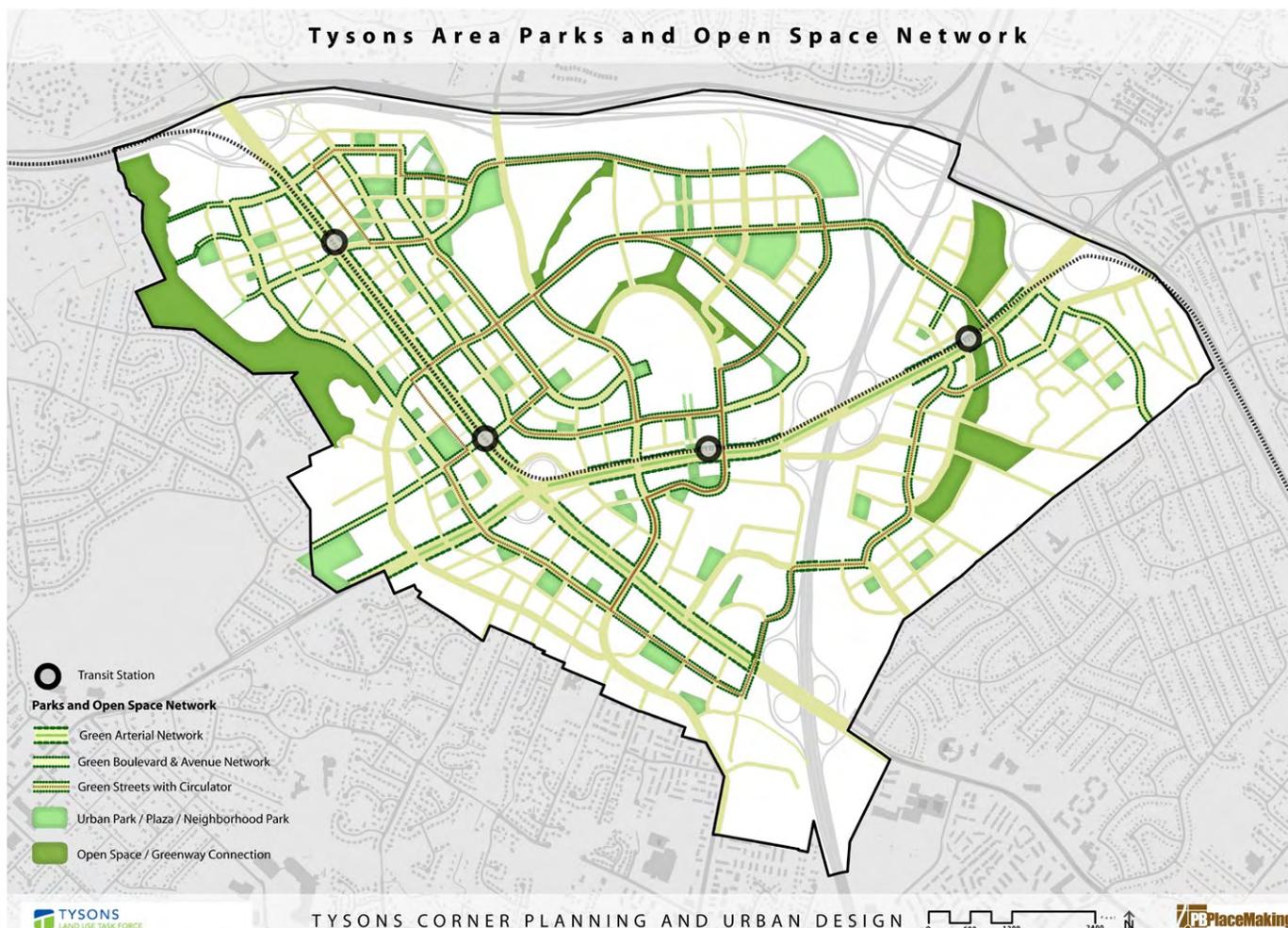
The vision for Tysons calls for a system of parks and open spaces that connects all the districts within Tysons through greenways and doubles park acreage to at least 160 acres. A unifying land use element within Tysons, the new parks and open space system will create gathering places that support community building, provide recreation and leisure opportunities, and provide an oasis of green, natural areas in an intensely urban environment. Urban parks improve air quality, reduce stormwater runoff and impervious surfaces, improve community health, and provide opportunities to allow people to recreate and meet their neighbors in a safe environment. Parks will provide a sense of place for Tysons and its individual neighborhoods.

The parks network will be closely connected to commercial activities and transportation to serve all who live work, visit and play in Tysons. The plan for Tysons’ parks system consists of enhancements to the Scotts Run and Old Courthouse Spring Branch stream valley parks, new small urban pocket parks, urban neighborhood parks, a large, centrally located public park, civic gathering spaces, rooftop parks, and green streets that provide opportunities for walking and bicycling throughout Tysons. Appropriate recreation facilities will serve a variety of needs and add to the vibrancy of Tysons.

The signature focal point of the park network will be a large civic gathering plaza. This publicly accessible park will include public art and multiple activity areas and will be large enough to support casual unprogrammed use as well as weekend craft fairs or farmers market, summer concerts or weekend festivals.

The parks and open space concept, shown on Map 7, creates a framework for an integrated system – one that has an overall vision of where parks should be located to best serve the overall needs of the residents and employees in Tysons. As part of the next steps, the long-range strategic parks plan should be developed to identify the preferred location of parks. The parkland can be publicly owned, privately owned, or a public-private partnership.





CONCEPTUAL MAP 7 - A connected system of parks and green space, green streets, green building standards and restoring streams will help create a green Tysons.

The types of parks and open space recommended for Tysons will include:

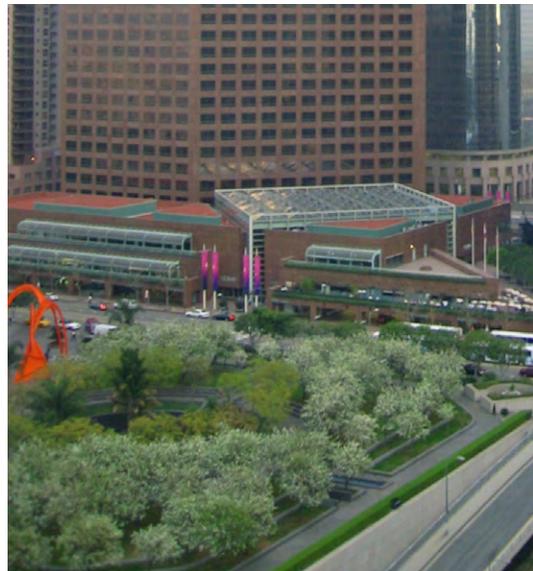
Large Central Park – At least a 3.5 acre park, it will be the signature park for Tysons. Large enough to support public, civic, and cultural events, this park could support a weekend craft or farmers market, summer concerts or weekend festivals.

Enhancement of Existing Parks - The restoration and enhancement of Scotts Run and Old Courthouse Spring Branch stream valley parks will strengthen Tysons existing natural systems and topographical features and will open up these areas for public enjoyment. These existing parks will also serve to connect other parks and open spaces and provide non-motorized transportation connections.

Multiple Urban Parks - a diversity of public spaces (plazas, squares, parks, greens, courtyards, gardens, playgrounds, and recreational facilities) ranging in size, function, and character, and providing both formal and informal gatherings, enable access for all who live and work in Tysons. Locating parks adjacent to residential and mixed-use office buildings will enhance these uses by providing common outdoor spaces to users who have no private yards. Integration of parks with residential and mixed-use developments will also provide “eyes” on streets and parks for a sense of public safety and activity focused on the park. All parks should be publicly accessible.

Examples of urban parks are:

- **Neighborhood Park** – Will serve as the recreational and social focus of the neighborhood, and offer a balance of multiple recreation activities to neighborhood residents within walking distances of homes. Focus will be on active (i.e., athletic courts, ballfields, and playgrounds) and passive recreation (i.e, trails, ornamental gardens, open play areas). Neighborhood parks may also provide for special open space needs of urban residents (i.e., dog parks, garden plots).
- **Civic Plaza** - Public spaces set aside for civic purposes and commercial activities. Usually located at the intersection of important streets or other significant locations. The landscape will be mostly hard-surface, and may have trees or other plantings, public art or water features.
- **Pocket-Park** – Small scale open space incorporated into developments and designed for the use of the people working and living in the immediate area. Designed as a single “room” to provide a limited or isolated recreational need.
- **Rooftop Park** - Rooftops of buildings, preferably accessible to the public, that will incorporate active or passive recreation space. Designed for the use of the people working and living in the immediate area. Should provide active recreation space (courts, fields) if possible.
- **Green Street Network** – A series of park-like boulevards will connect all of Tysons. This green network will offer non-motorized travel (trails, bikeways, walking and jogging trails) and will bring nature and green systems into Tysons. The green street network should incorporate LIDs to help meet stream restoration goals.



▼ Integrated Park Concept



DEDICATION OF PARKS

Development in Tysons will be allowed only if the development proposal is accompanied by a developer’s dedication of public or publicly accessible open space, or a contribution to a fund for local public parks in lieu of dedication of land. Although dedication of parkland on-site within Tysons will be preferred, a monetary contribution may be acceptable for smaller sites or where outright dedication of land is not possible. The dedication of land should be proportionate to the impact of the proposed development on park and recreation service levels. An urban park land standard of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees will be applied during the development review process (For example, a new development with 330 dwelling units or 3,000,000 square feet of office space will each generate a need for about 1 acre of publicly accessible urban park space). In addition, recreational facility service level standards in the Park and Recreation element of the Countywide Policy Plan will be applied to residential developments. Impacts may be mitigated through onsite development of facilities and/or through monetary or in-kind contributions to the Park Authority for facility development at nearby parks.

PRIVATE PARK LAND

Any park land that will be privately developed and will be intended to contribute toward meeting the public parks and open space needs in Tysons must be publicly-accessible during appropriate hours and must meet or exceed the same park standards as any publicly owned and developed parks or open spaces. These parks shall be privately maintained.

ENVIRONMENTAL STEWARDSHIP GUIDELINES

Stormwater Design

1. Stormwater management and water quality controls for redevelopment should be optimized. Specific stormwater quality controls should use techniques and best practices that serve to return water into the ground or reuse it. The stormwater quantity and quality control rates of redeveloped parcels shall be returned to the predevelopment forested condition.

Environmentally-friendly stormwater design will be an initial and integral design principle that must be part of the conceptual stage of site development for all redevelopment. The stormwater design must utilize a combination of stormwater reuse, infiltration, and retention to improve downstream waters. The runoff from the redeveloped site should replicate the hydrograph of the site’s pre-settlement “good” forested condition.

LEED Certification

All new buildings in Tysons shall be LEED certified, or the equivalent. Existing Fairfax County policy calls for zoning proposals for nonresidential development and multifamily residential development of four or more stories in urban centers to incorporate green building practices. LEED certification at the silver level or equivalent shall be required by 2013. Development in Tysons should go one step further and seek LEED certification at the silver, gold, or platinum levels, with density bonuses to incentivize the highest levels of LEED certification or the equivalent.

Long Range Parks and Open Space Plan

An overall open space and recreation plan that adds and connects public and private open space, trails, and recreational facilities will be critical. The Fairfax County Park Authority should work with the Tysons implementing agency to create a long range parks plan for Tysons. The overall green infrastructure system should be planned and developed to integrate unique large and small urban park areas connected by pedestrian paths into the built environment of Tysons. This plan should incorporate any existing environmentally-sensitive areas and create safe pedestrian pathways throughout all neighborhoods. Links to public transit nodes, shopping centers, offices, and residential areas should be well-served by these connections.

Setting Future Environmental Goals for Tysons

For Tysons to remain the leader in environmental stewardship, the Plan will include the flexibility to provide mechanisms for implementation of ideas such as district energy systems, alternative energy sources, and district-scale environmental performance as these possibilities emerge. This will encourage the use of new technologies as they become available.





8: PUBLIC FACILITIES

Today there are limited public facilities located in Tysons to serve the area. Making Tysons a livable place requires providing public services, infrastructure and utilities at a sufficient level for an urban environment. This not only includes providing a transportation system that moves people, but also providing the facilities and services people use daily, including: libraries, schools, arts centers, and other civic facilities; fire, police and other life safety services; and water, sewer, gas and electric utilities. The livability of Tysons depends on these services being provided.

Due to the increased density and greater focus on urban development, many public service improvements will be needed to serve Tysons in the future. In order to get a better understanding of the potential future public facility needs for Tysons, County agencies and private utilities were asked to identify the capital facilities needed to serve the anticipated 100,000 residents and 200,000 jobs that could be located in Tysons by the end of the planning horizon. Infrastructure falls into four basic categories, with each funded by separate sources and subject to separate planning efforts. These four categories are:

1. State highways with urban standards
2. Tysons streets geared to enhanced transit ridership
3. User-fee based utilities (water, sewer, gas, and electric)
4. Community services (education, emergency services, civic facilities, etc.)

It should be noted that costs for much of this infrastructure will be offset by revenues generated by new development at Tysons.

Creating a people-focused urban setting requires designing community services for an urban environment.

An initial analysis concluded that the following public facilities will be required to serve the future development of Tysons:

- A new electric substation in the Tysons West district.
- Relocation and expansion of the existing Tysons fire station in the North Central district
- A new fire station in the Tysons East district.
- A new fire station in the Tysons Central 7 or Tysons Central 123 district.
- A new police station in the Merrifield/Dunn Loring area.
- A new small, satellite police office in the urban core of Tysons to support foot and bike patrols.
- Approximately 86 new elementary classrooms (for a total of 2.5 elementary schools). One school should be located within Tysons. The additional capacity could be provided through remodeling of existing facilities or new facilities in Fairfax County.
- A full service community library, including a public meeting room, ideally near Tysons Central 123 or Tysons Central 7.
- Stormwater management strategies to reduce stormwater runoff.
- Additional water supply and treatment facilities.
- New strategies and facilities to manage wastewater.

In addition, based on the findings of the Commission on the Future of the Arts in Fairfax County, accepted by the Board of Supervisors in July 2008, these facilities will also be required:

- An approximately 500-seat, well-equipped performance space for music, dance and theater, as well as studio, teaching and exhibit space for visual artists.
- Affordable studio, teaching, exhibit and living space for artists.

PUBLIC FACILITY GUIDELINES

Providing Facilities When Development Is Approved

Public facilities will be funded from a combination of public and private sources. Development in Tysons should be allowed only if the development proposal is accompanied by a developer’s commitment to provide the appropriate contribution of public infrastructure to serve Tysons.

Public Facilities Sustainability Goals

Reduction of the per capita consumption of water, and energy and production of wastewater and waste materials should be a guiding goal of future public utilities at Tysons.





If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places.

- Fred Kent
Project for Public Spaces



9: URBAN DESIGN

Urban design is the discipline that guides the physical qualities of Tysons. New urban development and its supporting framework of streets, blocks and open spaces depend upon great design to create quality pedestrian environments. Good urban design impacts places at all scales - the city framework, the district, the neighborhood, and the building. It ties elements within Tysons into cohesive, functional and memorable places.

This chapter provides guidance for urban design in two parts: Urban Design Principles and Urban Design Guidelines. The Urban Design Principles provide the frame for transitioning Tysons from what it is today to what it will become in the future. The Urban Design Guidelines provide more detail and direction about how to implement the principles and the vision to create the urban form. The urban design guidelines are provided at two levels: Urban Framework (applicable throughout Tysons) and Urban Character Zones (applicable to specific areas within Tysons).

Creating a single Urban Framework for all of Tysons will be a difficult task. It will be a place of many districts. At its broadest scale, Tysons will be structured by an overall framework of its TOD areas, the Circulator system, open spaces, and development parcels. Within that structure, urban design will help to create places based on connectivity, walkability, accessibility, and human scale.

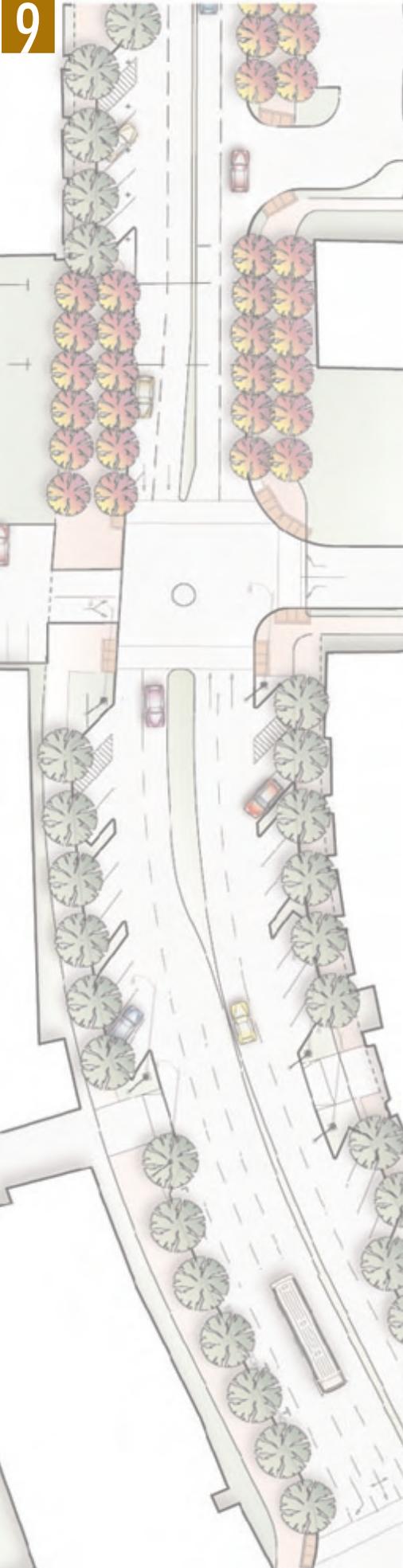
The next level of urban design in Tysons will be defined by three broad Character Zones. Within these Zones, districts, neighborhoods, and activity nodes will eventually develop. The guidelines will prioritize the Character Zones, and recommend that future planning efforts drill down to address the district and neighborhood scales.

Urban design is a tool that should be used to guide the physical manifestation of planning decisions in Tysons.

It highlights the physical connections between land use, transportation, open spaces and buildings that are impacted through design.

It coordinates the relationship between public space and private development and infrastructure.

It calls for the participation of these elements of the city in the creation of well-connected, active, safe and beautiful places with a vibrant public realm around which the rich and complex lives of residents, workers and visitors grow.



These urban design guidelines provide a framework for Tysons from the “10,000 foot level,” and pertain to the way in which the overall vision can be applied throughout Tysons. The recommendations set the direction for future development in Tysons using the Character Zones as organizing elements on which broad guidelines will be structured. They do not apply to specific locations within Tysons’ districts. In the next phase of implementation, district plans will be developed consistent with the overall Tysons plan and urban design guidelines.

URBAN DESIGN PRINCIPLES

The following 17 urban design principles define the essential characteristics and strong sense of place of all successful TODs. They are based on Task Force consensus and related decisions, principles of good urban design, and TOD planning. Together, the principles form a “constellation” of main guiding points.

Regional Identity

1. Advance Tysons as the vibrant downtown of Fairfax County.
2. Transform Tysons from an auto-oriented, separated land use, suburban activity center into a highly desirable, walkable, transit-oriented, and livable urban environment.

Identifiable Centers & Edges

3. Create unique identifiable, livable districts, neighborhoods, and centers within Tysons at a walkable scale.
4. Concentrate the greatest density at transit stations with transit-oriented land use mixes.

Vibrant Streets & Walkable Block Pattern

5. Balance increasing efficiency of traffic movements to, through, and within Tysons by interconnecting separated areas of Tysons and creating a transit-oriented environment.
6. Create pedestrian and bike friendly environments and connections throughout Tysons.
7. Create a hierarchical, fine grain network/grid of streets and street types that shape an orthogonal, walkable block pattern.

Quality Public Realm & Natural Features

- 8. Encourage sustainable, human-scale, urban building types and architectural design that address and open onto the pedestrian realm.
- 9. Create a diverse, attractive public realm with parks, tree-lined streets, and public gathering places defining the character of each district and neighborhood.
- 10. Restore natural drainage systems, improve water quality, and create a secondary system of non-vehicular paths with continuous open space networks.

Mix of Uses

- 11. To ensure urban character, require mixed-use development where commercial, residential, and civic uses are an integral part of districts, and not isolated single use complexes or in remote locations.
- 12. Attract new residents to Tysons, with creative urban living housing diversity and affordability.

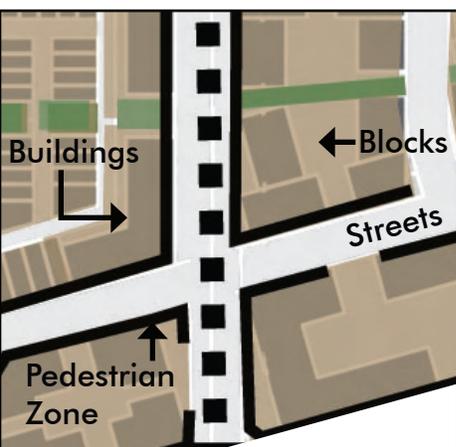
Balance Growth & Community Benefits

- 13. Establish and apply a broad palette of amenities for urban livability.
- 14. Balance the sufficient provision of community benefits, infrastructure, and public facilities with the pace of development.
- 15. Create cooperative planning/development management and permitting processes to ensure high quality urban design.

Edge Areas

- 16. Protect the character and livability of adjacent residential neighborhoods.
- 17. Transition building heights and density to provide greater compatibility with other Tysons districts and adjacent residential neighborhoods.





THE URBAN FRAMEWORK

The Urban Framework highlights the physical connections between the blocks, the street, the sidewalk and the buildings. Regardless of where you are in Tysons, these four elements help define the pedestrian experience. The elements and how they function and interact with the other elements are described in the section that follows. Guidelines to facilitate the desired pedestrian friendly environment are identified. These guidelines should be applicable throughout Tysons. In the section that follows, Character Zones, additional guidelines are identified that vary for the three character zones in Tysons: Station Core, Circulator, and Transition.

Walkable Blocks

Street Grid and Block Pattern

The grid of streets establishes the structure for a walkable Tysons. Its scale and variation supports choices in access and ensures easy access to the various neighborhoods within Tysons. Organized in small blocks, the grid of streets will provide more streets and fewer arterials. Shorter blocks will be walkable, and support and encourage pedestrian activity and the land uses that serve pedestrian activity. For all new development and redevelopment projects within Tysons, the block standards will be:

- The perimeter length of a block ranges between 800 feet to 1,600 feet if within 1/4 mile of the Metro station or 600 of a form-giving circulator and between 800 feet and 2,400 feet if located more than 1/4 mile from the Metro station or 600 feet from a form-giving circulator.
- Any block side longer than 400 feet must be traversed by a public right-of-way allowing, at a minimum, through pedestrian connections.
- The ideal length-to-width ratio for the blocks is no greater than 2:1 if within 1/4 mile of the Metro station or circulator and no greater than 3:1 if located more than 1/4 mile from the Metro station or circulator.

In order to implement the grid of streets and small block pattern, all proposals for new or re-development of parcels longer than 400 feet on any side should incorporate and/or dedicate right-of-way for planned road improvements that follow the grid of streets and street types discussed in Chapter 6. The grid of streets and street types are also illustrated in the urban block pattern diagram.



Tysons Area: Streets and Blocks



▲ CONCEPTUAL MAP 8 - Tysons Area Urban Block Pattern

The development team should make the best possible attempt to create a street and block network that follows the proposed grid of streets. In cases where this may not be feasible, the development team should work with staff to develop an alternative site planning response that achieves a similar level of connectivity as in the proposed street network.

Conceptual Block Patterns



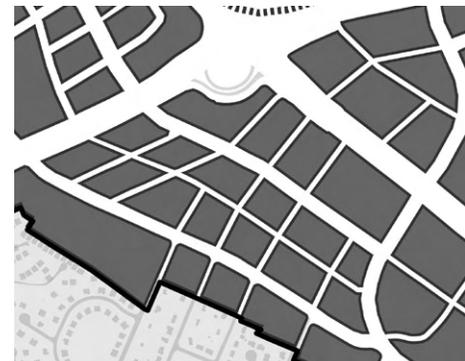
Tysons Central 7 Station Core Zone



East Side Transition Zone



North Central Circulator Zone



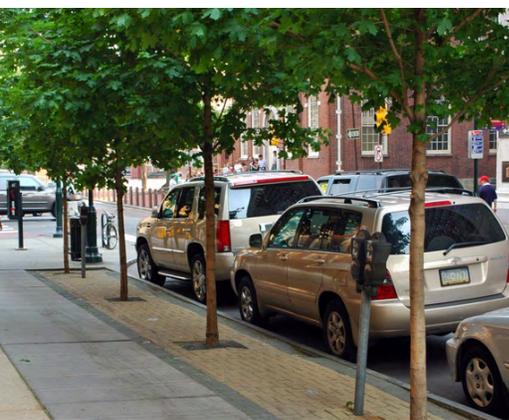
Old Courthouse South Transition Zone



“Holding the corner” is a way to emphasize important locations and destinations in the urban landscape



Underground parking allows more intense use of street-level and above-grade areas



On-street parking provides convenience and separation between pedestrians and moving traffic

Parking

Parking guidelines to be applied throughout Tysons include:

- Use below grade and/or podium parking wherever feasible.
- Above grade parking structures should be “wrapped” with active uses on all sides.
- Wrapped structures should not extend beyond the height of the uppermost level of the surrounding use.
- In some locations, exposed parking may be unavoidable. If this occurs, then careful architectural detailing, lighting and landscape should be designed along the frontage to activate the facade and to mitigate the negative impacts of blank facades. Efforts should be taken to place these structures facing side streets or alleys.
- Parking access should always be designed in such a manner as to reduce conflicts between vehicles and pedestrians.

Interconnected Streets

The street generally describes the public realm within the fabric of the transformed Tysons. While not every street may be publicly owned, they all will generally accomplish several important things within the urban framework:

- provide circulation within and through districts and neighborhoods;
- provide routes for vehicular traffic and non-vehicular traffic including pedestrians and bicycles;
- provide access to individual sites and buildings;
- direct and manage traffic flow through Tysons with their varying capacities;
- provide rights-of-ways within which civil and communications utilities may reside;
- subdivide land and describe its general “block-pattern”; and
- significantly contribute to the overall visual character of the place.

In the vision for Tysons’ future, streets will be designed to respond not only to the need to carry vehicular traffic, but will also provide the basic structure necessary for an interconnected, vibrant, walkable community. In Chapter 6, the Circulation System and Street Types have been analyzed on three levels: Street Types; the Streetscape, and the Pedestrian Realm.

1. Street Types describe the street as an element of the comprehensive framework of Tysons. Street types respond to the types and needs of traffic and are configured in alternative sections to balance vehicular traffic needs with the needs of bicycles and pedestrian traffic as well. An array of street types in Tysons has been identified, and Chapter 6 provides a conceptual overview of each type’s functionality, cross-section, scale, modal mix, and character.
2. The Streetscape focuses on the general design of the whole street within its right-of-way (ROW). This includes the overall ROW width, the number of travel lanes from curb-to-curb, the primary mode use of travel lanes, the presence and location of medians and sidewalks and their widths. The statistics provided for each street type are broad and usually consist of a range in order to allow for flexibility in future implementation. The streetscape also broadly describes the location of transit lanes, parking lanes, pedestrian crossings and locations for trees and landscaping. The general elements of the streetscape are addressed in Chapter 6.
3. The Pedestrian Realm occurs between the curb and outer right-way-line of the street. This area generally describes the area where the pedestrian will walk and its components, and in some cases it also accounts for the area between the right-of-way line and the setback line. This guidelines related to the pedestrian realm are described further in this section under “The Pedestrian Realm.”

The Pedestrian Zone

The Pedestrian Realm occupies the area between the face of the building and the sidewalk curb. This realm includes the sidewalk and connects pedestrians to the interior of adjoining buildings. This realm contains the activity associated with a “vibrant, pedestrian-focused” place. It can be adjacent to residential or commercial uses, and can have an urban commercial or neighborhood residential character. The Pedestrian Realm of streets will also act as a linear link within the overall open space network in Tysons.

There are primarily three elements of the Pedestrian Realm for every street type:

1. **Landscape and Street Furniture:** This is a portion of the sidewalk adjacent to the vehicular travel or on-street parking lanes and includes elements like trees, planters, street lights, news stands, bike racks, etc.
2. **Walkway:** The Walkway is an unobstructed area that provides accessible circulation for pedestrians along the length of the sidewalk. The width of this area may vary, but it must meet minimum accessibility requirements. Areas of more intensive pedestrian activity should generally include a wider Walkway.



“Streets are attractive, balanced, and colorful; feature sidewalks, planter strips, and medians (when appropriate); and handle a diversity of needs. Many streets feature on-street parking, and larger-volume streets have bike lanes. Homes and buildings are brought forward, relating to the street. There is little or no off-street parking. Sidewalks are centered and surrounded with attractive edges, a planter strip to the street side, and an edge or attractive transition to the private property.”

Dan Burden, Executive Director of Walkable Communities, Inc.

3. **Street Façade:** This is the narrow area between the back of the public sidewalk and the building facades where building entrances, storefronts and other interactive façade elements are located. This area offers shelter from sun and rain, space for seating and/or commercial displays, and landscaped setbacks. Color, texture, signage, and variations in activity provide visual interest for both pedestrians and motorists.

For the purposes of these guidelines, the Pedestrian Realm is the portion of the street experienced by people on foot. The goal is to ensure that the design and configuration of the streetscape within this area is compatible with adjacent land uses. The following Pedestrian Realm guidelines should apply within all areas of Tysons.

Build-to Lines

Creation of a rich and lively pedestrian environment will be highly dependent on the relationship of the building to the Pedestrian Realm, its design, scale and modulation, and the activities taking place within. The build-to lines are invisible lines located adjacent to the sidewalk. They are the boundary to which a percentage of the building’s facade must align, and will be formally identified when either public street improvements or private redevelopment projects are proposed within Tysons.

The location of the build-to lines will relate to the Sidewalk Zone and proposed streets, and should be located based on the intensity and activity of adjacent land uses and the desired relationship of pedestrians to these uses. As the nature of land use along the streets transition, the build-to line will adjust and/or the percentage of building frontage along the build-to line may decrease.

- Build-to lines should be established for all locations in Tysons.
- Generally in urban areas, the build-to line should be located no more than 5 feet from the back of the sidewalk. In the most urban locations, the build-to line should align directly with the back of the sidewalk.
- If new projects occur along existing streets or streets that do not have a defined build-to line, they should be reviewed on a per-project basis to establish the best location.
- Urban design best practice should be used to create and support a pedestrian accessible and focused environment.

Streetwall

The Streetwall is the portion of the building that serves to define and enclose the Pedestrian Realm. It aligns with the build-to line, and will define the visual focus for pedestrians and autos as they pass by. The streetwall height will vary depending on location. In some locations, additional floors of a building may extend above the streetwall, and there may or may not be a step-back from the height of the streetwall. In combination on each side of a street, the streetwall will define the horizontal width of the entire streetscape.

- Streetwall standards should be established within future development regulations and design guidelines for Tysons’ districts to ensure the consistency of the public realm over time.
- Buildings should establish a consistent streetwall height based on the development’s relationship to the Street Type and its Pedestrian Realm.

Facade Lighting & Signage

Facade Lighting and Signage guidelines to be applied throughout Tysons include:

- Lighting and Signage will be elements that contribute to the vibrancy and visual complexity of the urban fabric. Building facades should include a lighting and signage design that complements its architecture and the surrounding area and adjacent uses.
- In some neighborhoods a comprehensive lighting and signage program may be considered and designed to establish memorable unique visual cues that identify a special place.

The Building

The buildings themselves complete the urban fabric. Their formal qualities (scale, form, bulk, massing and relationship to the Pedestrian Realm) provide the visual cues that help determine the activities and meaning of the structure. Whether Civic, Commercial, Retail or Residential uses, the buildings’ architectural designs should help to tell this story. The buildings will vary by use, location and intensity. The architecture should reflect and celebrate these differences, but new development should also work together to link otherwise disjointed uses.

The building guidelines provide fundamental direction for all development throughout Tysons. However, each district in Tysons deserves a closer analysis, plan and guidelines for its unique conditions and urban design vision.



Taller buildings extend above the streetwall without impeding the pedestrian scale it defines.



Along residential streets, the build-to-line may be setback from the sidewalk to create a separation between the public and private space



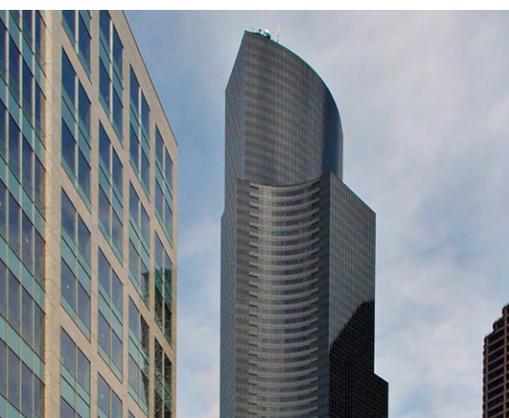
A building’s form and massing contribute to its identity and helps shape the skyline



Design variation at the tower top helps to distinguish buildings from one another along the skyline



Step backs at the tower top reduce bulk, improve views and provide opportunities for private open spaces and "tower-top" living



The design and architectural features of towers could create landmarks for Tysons

Building Height, Massing & Bulk

Building heights in Tysons will be reflective of the proposed intensity pattern. The tallest built forms will be located within the station areas, with gradual stepping down of height as intensities decrease further away. Taller built form will also reflect higher intensity along the circulator corridors. However, building heights are not the only method available to achieve desired intensity goals. The most sensitive height zone will occur in locations where development is adjacent to existing residential neighborhoods, particularly those neighborhoods outside of Tysons. Careful design will protect view corridors and maintain access to sunlight at these sensitive locations.

The massing and height framework in Tysons will support the creation of a memorable skyline, and a carefully scaled public realm within Tysons' districts and neighborhoods. The following broad guidelines will apply to the Tysons Urban Design Framework.

- Organize buildings by height in a manner that will take advantage of the ability to create a recognizable and memorable skyline.
- The relationship of building height to floor area should be considered when creating regulations for or designing new towers. To maintain slender towers as the tower height increases, the maximum floor plate area should generally decrease.
- Distinctively designed building tops will serve as identifying features and contribute to the quality of the city skyline.
- Building heights must be lowest on the edges of Tysons to protect the adjacent residential neighborhoods.

Step-backs

Step-backs are architectural massing tools that serve to decrease the amount of building facade that aligns with the streetwall as height increases. They will be used to reduce impacts of shadows and increase the access of sunlight to the pedestrian realm. They can also be used to reduce what is sometimes referred to as the "tunnel" effect along streets that are lined with taller buildings. However, step-backs may not always be necessary, and in some cases - especially residential towers - they can create challenges in maintaining a consistent floorplate distance from a building's circulation core.

- Step-backs occur above the streetwall height which will vary by location and context.
- Above the height of the streetwall, the building may step back from the lower face of the building by five to ten feet.
- Step-backs should be employed to conform to locations where existing development has established this condition above the streetwall.
- Care should be taken to avoid "gimmicky" or "wedding-cake" architecture of some step-back designs.

- Step-backs will be appropriate in some areas of Tysons. They can be used to add depth and complexity to the bulk of buildings, and can also be used to ensure access to sunlight.
- Step-backs should not be required in all locations throughout Tysons, especially if it conflicts with the floorplate and core efficiencies of the building. The requirement of step-backs in certain locations within Tysons should be evaluated during the preparation of the district plans, standards, and guidelines.
- Step-backs may be necessary to ensure sunlight in certain locations, particularly as related to public open spaces. This should be reviewed on a per-project basis.
- When step-backs are not employed, the streetwall height should be marked by cornice articulation, material and/or color changes or other architectural devices.
- Step-backs may be necessary to ensure sunlight in certain locations, particularly as related to public open spaces. This should be reviewed on a per-project and/or per-location basis.
- When step-backs are not employed and buildings include additional stories, the streetwall height should be marked by cornice articulation, material and/or color changes or other architectural devices.

Tower Spacing & Tower Articulation

In many locations, buildings in Tysons will be urban in nature and intensive in use and scale. These locations should be designed with care to achieve the desired density goals, while remaining sensitive to their impact on the surrounding context.

- In densely developed areas in Tysons, controlling the separation and height variation between towers will serve to protect access to light, views and privacy.
- Towers should be sited and spaced from one another in a manner that allows for light at the street level and minimizes long periods of shadow.
- The massing of tall buildings should incorporate the use of step-backs above the streetwall, floor plate area reductions at the upper stories, and tower top articulation.
- Sunlight studies should be required.





Architectural design, transparency, signage and lighting, sidewalk paving, and outdoor seating combine to add character and life to the Pedestrian Zone within the Station Core Zone



A well lit and attractively designed streetwall makes a memorable place and invites people to use it throughout the day and evening

Building Articulation

Building Articulation guidelines to be applied throughout Tysons include:

- Articulations should occur in the forms of bays, facade plane and material changes, window systems, entries, balconies or stoops. They should also include cornice and roof forms, parapet modulation and color changes.
- Vertical articulations through material, color and texture should express the streetwall “base” of the building, the shaft or mid-rise section of the building, and the tower top where applicable.
- Articulation along the commercial streetwall should occur at approximately 25’ on-center.
- Articulation along residential frontages should occur at approximately 20’ on-center. Entries serving every ground floor unit are ideal, and serve to strengthen the identity of the residential streetscape.
- Blank walls will never be appropriate on any public street-facing façade. If blank facades cannot be avoided, strategies should be employed to mitigate the condition, and space for commercial uses should be provided facing the Pedestrian Realm.

Fenestration & Transparency

Fenestration and Transparency guidelines to be applied throughout Tysons include:

- Where ground floor retail, commercial, community or other non-residential uses occur, the facade above bulkhead and below the finish elevation of the 1st floor ceiling should be between 60 percent and 75 percent transparent.
- Opaque, mirrored and translucent glass should be avoided and should not be considered “transparent.”

Landmarks, Gateways & Public Art

Landmarks, gateways and public art guidelines to be applied throughout Tysons include:

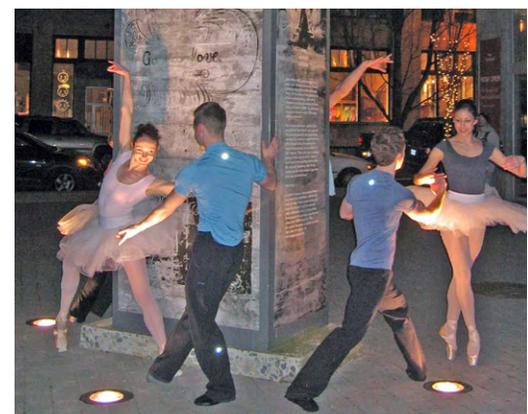
- In accordance with the recommendations advanced by the Commission on the Future of the Arts, public art should mark landmarks and gateways and serve useful functions such as bike racks. Planning for public art will be conducted with guidance from a task force of the Arts Council of Fairfax County.³
- Gateways are real or perceived locations through which one passes from one place of a certain nature into a different place of a different nature. They may be marked by a physical element such as signage, columns, planters or public art.
- Gateways could occur at major transportation corridors where initial views into Tysons are provided, they could be monuments or posts of a formal nature that demarcate a new location, or they can be incorporated into and enforced by building design.
- Gateways should be used thoughtfully and with intention. They need not occur at every transition point in the urban landscape. They should be used to celebrate a truly significant passage into important places in Tysons.
- Major commercial projects should include works of public art incorporated into the design of the project.
- Developers of new projects should work with artists from the start of planning on to create a plan that integrates art into the project.



Public art should be incorporated into private development projects.



Art itself can become a landmark and focal point to generate community interaction

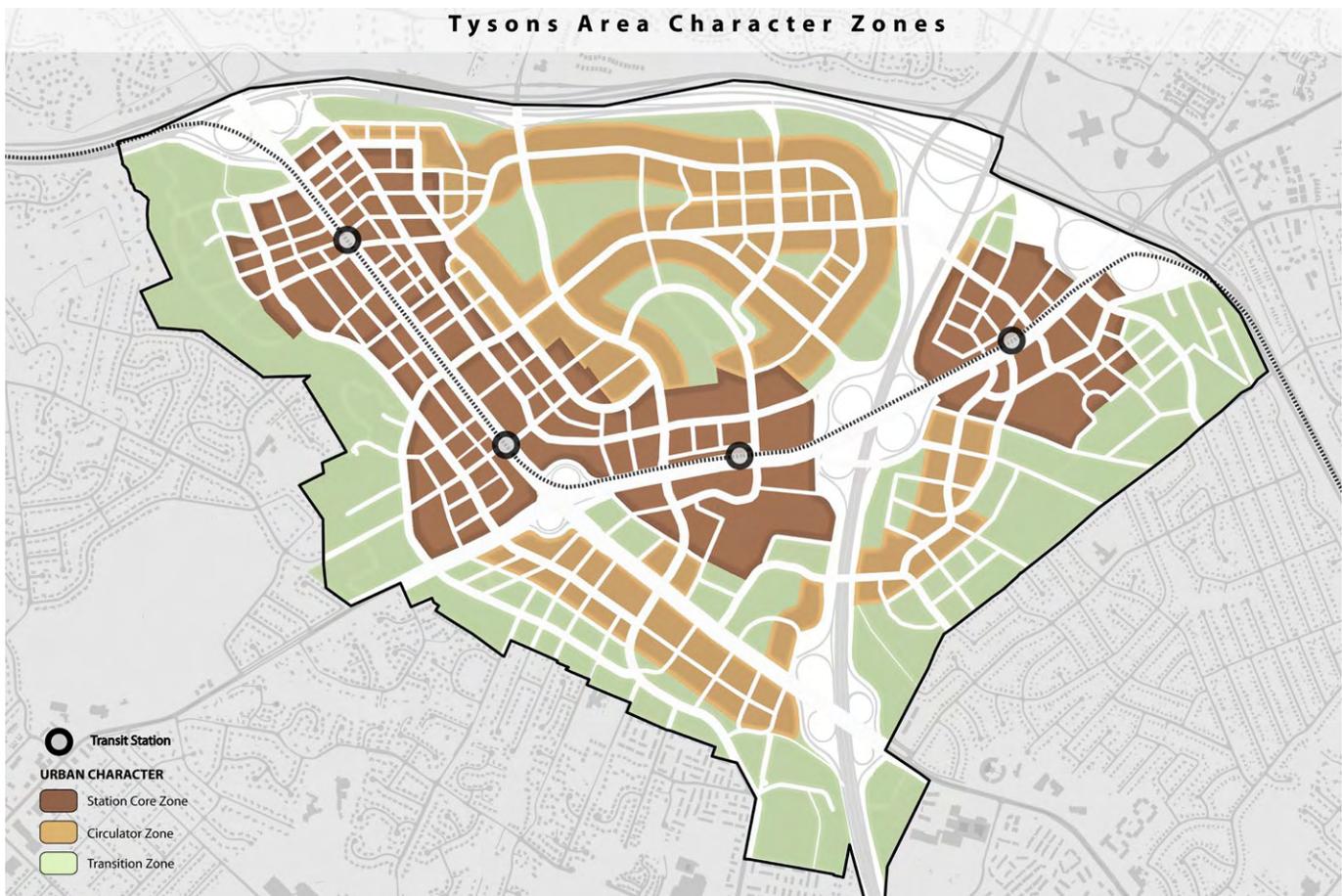


Public space provides a place for unexpected artistic expression

CHARACTER ZONES

The purpose of the urban design framework is to support the vision and urban design principles, and to provide a basis for creating specific urban design plans for each of the eight districts. The urban design framework is organized according to three Character Zones:

1. **The Station Core Zone:** Organized along the new Metrorail line, the Station Core Zone will have the greatest intensity, mix of uses, activity and walkability in all of Tysons. The Station Core Zone will be highly pedestrian-oriented, with the focus on compact development and redevelopment within 1/4 to 1/2 mile from the Metrorail stations. Within the Station Core Zone, retail and office uses will be within closer proximity to the Metrorail stations than residential uses. Station Core Zones will be 18-hour places.
2. **The Circulator Zone:** Following the routes for the Circulators, this zone will enhance transit accessibility in Tysons. Though less intense than the developments focused in the Station Core, new and re-development in the Circulator zone will balance access modes and will afford opportunities for reduced automobile use and enhanced pedestrian activity.
3. **The Transition Zone:** The Transition zone will be identified in areas that require special consideration due to unique adjacencies. Within this zone, guidelines will be provided that are geared to respond to these particular adjacencies. Separate guidelines will be provided for Residential Transition Zones and for Corridor Transition Zones.



Conceptual Map showing Character Zones

Station Core Zone

The Station Core zone will have the greatest intensity, mix of uses and pedestrian activity in Tysons. This land falls within a five or ten minute walk of the Metrorail stations. It will be highly pedestrian-oriented, with a focus on compact development and redevelopment. Within the Station Core, retail and office uses will be within closer proximity to the Metrorail stations, while residential uses will be farther away though still within walking distance of the station.

Active, multi-modal streets will support all modes of traffic and will carry a high volume of pedestrian activity. These streets will act as a kind of “connective tissue” within the Station Core zone. Their varied and mixed land uses and ground floor destinations will maintain an interesting and visually engaging pedestrian realm that supports and encourages walking. Station Core Zone districts and neighborhoods will be 18-hour places.

The public realm in the Station Core zone will be enhanced by quality open spaces. They will be scattered throughout the Station Core zone, and will occur in the form of city parks, formal commercial plazas and small neighborhood parks. A number of major public parks will fall within the Station Core zone. These open spaces will provide a pause in the dense urban fabric, create opportunities for impromptu social interaction, become homes for public art, and become a place around which a neighborhood’s identity develops.

Broad land use guidelines for the Station Core Zone include:

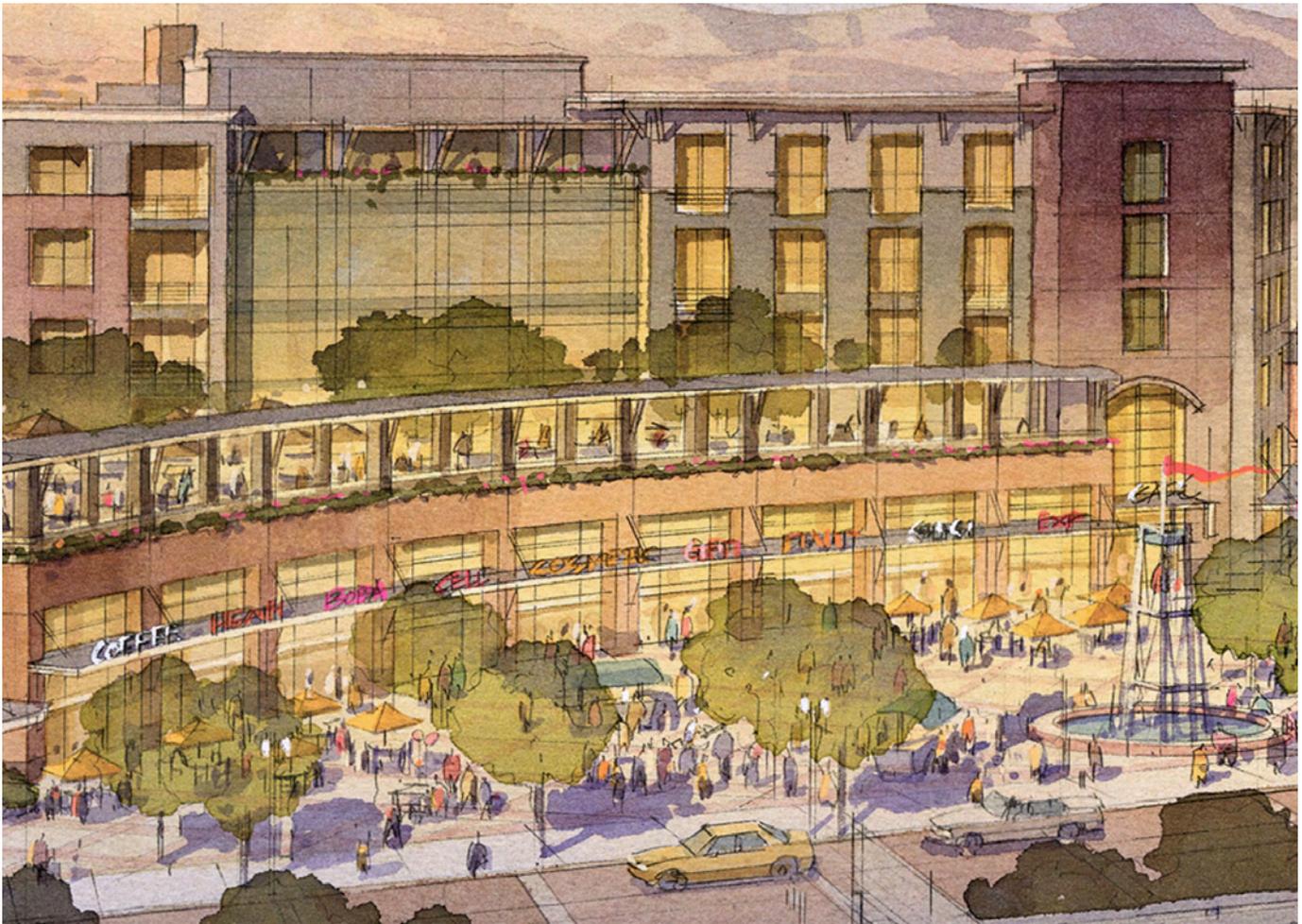
- Provide the most intensive mix of land uses in the Station Core zone.
- Focus the most intense employment and commercial uses closest to Metrorail stations.
- To encourage pedestrian access from outer-lying areas in the Station Core zone and beyond, the streets identified as the main pedestrian routes should be activated by ground-floor retail uses.
- As residential uses transition from the immediate station area to the outer edges of the Station Core zone, the intensity of their mix of uses should decrease.



In the Station Core Zone, four new stations in Tysons will become the key urban feature around which its immediate area will be characterized.

- Design standards for streetscape elements including streetlights, trees, paving, bus shelters, newsstands, newspaper boxes, etc. should be created and codified to reduce visual and physical clutter and elevate the quality of the pedestrian environment. This will help to create individual identity at the different stations and will enable a “mental map” of transit through Tysons to emerge.
- Pedestrian activity zones should be clearly identified, visible and safe around all stations. If crossings at major streets are necessary, they should be highly visible and timed with signalized crossing systems.
- Medians and intersection crossings in the area of the stations should include urban design features that are coordinated with the streetscape and design character of the related Metrorail station.
- A public realm urban design program should clarify and balance access between transportation modes at stations and transfers.

In addition to the general guidelines listed under “Urban Framework”, which are applicable to all locations within Tysons, the following guidelines are applicable in the Station Core Zone.



Walkable Blocks

Block Size within Station Core Zone

As stated in the Urban Framework section, all new development and redevelopment projects within the station areas approximately ¼ mile from the station should develop a street and block network pattern where:

- a. The perimeter length of the blocks range between 800 feet to 1600 feet.
- b. Any block side longer than 400 feet has an intervening public right-of-way allowing, at a minimum, through pedestrian connections.
- c. Ideal length-width ratio for the blocks is no greater than 2:1.

Potential block size examples applicable to the Station Core Zone include:

- 1) Block size of 200 ft x 200 ft will have a total perimeter length of 800 ft and length-width ratio of 1:1
- 2) Block size of 300 ft x 300 ft will have a total perimeter length of 1200 ft and length-width ratio of 1:1
- 3) Block size of 500 ft x 250 ft will have a total perimeter length of 1500 ft and length-width ratio of 2:1
- 4) Block size of 500 ft x 300 ft will have a total perimeter length of 1600 ft and length-width ratio of 1.67:1
- 5) Block size of 400 ft x 400 ft will have a total perimeter length of 1600 ft and length-width ratio of 1:1

Parking within Station Core Zone

- Parking access should be limited to side streets or alleys when feasible.
- Certain uses, such as civic or entertainment, may require highly visible parking. In these cases, the design of the parking and its access should be reflective of the activity that will occur within the building.



Transparency can focus attention along the streetwall



Signage should provide memorable visual queues to identify a special place





The streetwall should be emphasized through scale, materials and color variation



Buildings should have a consistent streetwall height in relationship to the street type and Pedestrian Zone

The Pedestrian Realm

Build-to Lines within Station Core Zone

As a general rule, all street types, with the exception of alleys, within the Station Core Zone should have their build-to lines located close to the back of the sidewalk or property line, and the buildings should have a majority percentage of their facades align to the build-to line.

- Establish the build-to line within zero to five feet of the property line or the back-of-sidewalk to ensure strong definition of the Pedestrian Realm. In the main commercial areas in the Station Core Zone, 85 percent to 95 percent of the building facade should align with the build-to line.
- Along mixed-use residential and retail streets, 75 percent of the building facade should align with the build-to line.

The Streetwall within Station Core Zone

- Build-To lines should be established to define the minimum percentages of the front building elevation that must be located at the required setback line (the "streetwall").
- Urban design best practices suggest a streetwall in the range of 60' to 85' in the station core zone.
- Mixed-use residential uses should establish a streetwall that is consistent within their immediate neighborhood. A typical range is from 60' to 85' high.
- Exceptions to build-to requirements can be given for the provision of public improvements, including plazas or public art.
- Enhancing the streetwall is a method that emphasizes the pedestrian sidewalk realm and provides a visual separation between streetwall and tower heights.

5 Commission On The Future Of The Arts In Fairfax County Final Report To The Board Of Supervisors. July 2008

The Building

Bulk & Massing within Station Core Zone

- Tall commercial buildings should reflect an intense urban, downtown character.

Building Articulation within Station Core Zone

- Blank walls should not be permitted along any public street-facing façade in the Station Core Zone.

Fenestration & Transparency within Station Core Zone

- Windows should be of high quality materials and recessed.
- Dark frames will be preferred in urban settings and commercial buildings, and white frames should be avoided.

Landmarks, Gateways & Public Art within Station Core Zone

- The skyline of Tysons should include distinct features that become landmarks in the region.
- Several significant plazas, major nodes, Metro stations, and/or parks should be identified as locations for large-scale public art elements in Tysons. These features can become icons that represent and reflect their surrounding communities.
- All effort should be made to ensure that the four Metrorail stations will be designed in a way that integrates with the overall vision for Tysons.



The use of a step-back highlights the four-story streetwall in a Clarendon mixed-use project.



Circulator Zone

The form-giving circulators will be the means by which the intensity and transit accessibility established in the Station Core can be expanded into farther reaching areas of Tysons – areas not within immediate walking distance of the Metrorail stations. Three circulator routes have been proposed to connect most of Tysons, specifically the North Central, East Side and Old Courthouse South districts, with the four Metrorail stations and other districts in Tysons.

The “ribbon” of land within 600 feet on either side of a circulator route is called the Circulator Zone. In this spirit, the Circulator Zone functions as a “linear” TOD area, supportive of mixed residential and employment uses that are significantly less intense than uses in the Station Core Zone. The land uses and street network are also pedestrian-oriented here to support mobility between neighborhoods and transit. Service and retail uses support neighborhoods in the Circulator Zone, and nodes or neighborhood centers can function as busy 18-hour places serving business and residents in the Circulator Zones.

The Circulator Zone contains many varied land uses and many existing land uses. Many of these uses, such as regional shopping destinations, are major contributors to Tysons’ strong economy. Some of these uses also do not tend to fall into the same category of “pedestrian accessibility” that guides these design guidelines. At these locations, it is especially important to focus on the comprehensive pedestrian framework in the Circulator Zone. Emphasis should be placed on creating a balance between modes that supports necessary vehicular access while providing opportunities to share modes in these areas.

New uses in the Circulator Zone are envisioned to provide areas of walkable “infill” development, including more walkable neighborhoods that link together and support the larger, less pedestrian-focused land uses in the Circulator Zone. These new neighborhoods will be structured by the framework established by the Street Grid & Block Pattern in Chapter 6 to provide a more walkable and interconnected urban pattern for new and re-development.

- Balance auto-focused development areas with pedestrian linkages that act as “connective tissue” in the framework of the Circulator Zone.
- Transitions between major commercial or retail nodes and neighborhoods should be carefully designed to provide an accessible and safe balance of modes, to provide buffers where appropriate, and to ensure visual consistency in land use transitions.
- Neighborhood commercial areas should be distinct from one another and should help to provide the basis for surrounding neighborhoods’ identities.
- New commercial main streets should create destinations for daytime Tysons employees, as well as provide services and retail uses to serve new neighborhoods.

- Height limitations shall apply in the Corridor Zone near the edges of Tysons.

In addition to the general guidelines listed under “Urban Framework” that are applicable to all locations within Tysons, the following guidelines are applicable in the Circulator Zone.

Walkable Blocks

Block Size within Circulator Zone

As stated in the Urban Framework section, all new development and redevelopment projects within the station areas approximately 600 feet from a form-giving circulator route should develop a street and block network pattern where:

- a. The perimeter length of the blocks range between 800 feet to 1600 feet.
- b. Any block side longer than 400 feet should have an intervening public right-of-way allowing, at a minimum, through pedestrian connections.
- c. Ideal length-width ratio for the blocks no greater than 2:1.

Potential block size examples applicable to Tysons include:

- 1) Block size of 200 ft x 200 ft will have a total perimeter length of 800 ft and length-width ratio of 1:1
- 2) Block size of 300 ft x 300 ft will have a total perimeter length of 1200 ft and length-width ratio of 1:1
- 3) Block size of 500 ft x 250 ft will have a total perimeter length of 1500 ft and length-width ratio of 2:1
- 4) Block size of 500 ft x 300 ft will have a total perimeter length of 1600 ft and length-width ratio of 1.67:1
- 5) Block size of 400 ft x 400 ft will have a total perimeter length of 1600 ft and length-width ratio of 1:1

Parking within Circulator Zone

- Some areas in the Circulator Zone include developments such as malls or hotels that incorporate parking in less urban configurations as related to the street. Build-to lines for new developments that fall within this context should be evaluated and determined on a project basis, and their location should be determined so as to minimize negative impacts to the Pedestrian Realm.
- Parking access should be limited to side streets or alleys when feasible.
- Exposed parking garage frontages should be designed to mimic surrounding context, scale, modulation and articulation.



Store frontages along the build-to line activate the street and facilitate pedestrian access



Storefronts opening up to the sidewalk create vibrancy



Above grade parking structures should be “wrapped” by residential or mixed-use frontages to create active uses at the ground level



Step-backs along a residential street create locations for rooftop open spaces while maintaining a more urban architectural emphasis at the street level



Color, material and texture variations ensure visual interest



Careful attention paid to the architectural detailing results in an engaging pedestrian experience

The Pedestrian Realm

Build-to Lines within Circulator Zone

- Build-to lines at arterial and boulevard streets should vary along the corridor to respond to existing context and current or planned development. Typically the location of the build-to at these streets should be between 0' and 10' of the back of the sidewalk with 70 percent minimum required frontage.
- In other areas where buildings line and face the street, the build-to should generally align with the right-of-way at the back of the sidewalk.
- Along other streets in the Circulator Zone, the intent to create an interconnected pedestrian network suggests that the build-to should also be close to the back of the sidewalk - within zero to ten feet, with a 75 percent build-to requirement. The final location should be consistent with the urban condition and sidewalk width.
- The build-to line along neighborhood commercial and main streets should generally fall at the back of the sidewalk to maintain a well-defined Pedestrian Realm.
- Along neighborhood commercial streets in the Circulator Zone, 85 percent to 95 percent of the building facade should align with the build-to line
- Along other streets, 75 percent of the building facade should align with the build-to line, with exceptions permitted for public improvements, including plazas or public art.

The Streetwall within Circulator Zone

- With a number of large scale existing buildings in the Circulator Zone, the Streetwall throughout this zone should be envisioned in multiple roles in order to respond to given conditions when necessary.
- Urban design best practices suggest a streetwall in the range of 60' to 85'.
- Mixed-use residential uses should establish a streetwall that is consistent within their immediate neighborhood. A typical range is between 60' to 85' high.
- Existing uses and buildings that do not contribute to the definition of a streetwall along streets with new, more pedestrian-focused development should investigate opportunities to create visual and physical linkages that address the Pedestrian Realm.
- Explore methods of artfully transitioning from less urban conditions to an urban framework with a tightly defined streetwall.
- Employing the pedestrian plane can create opportunities to "join" adjacent uses that do not have a strong physical relationship to one another.

The Building

Building Articulation within Circulator Zone

- In some locations in the Circulator Zone, buildings may not front and define the Pedestrian Realm. When this occurs, walls or other architectural features, as well as landscaping, should be included to align with other buildings at the build-to line. Articulation along these walls can result in sculptural elements and maintain visual interest along the sidewalk.

Fenestration & Transparency within Circulator Zone

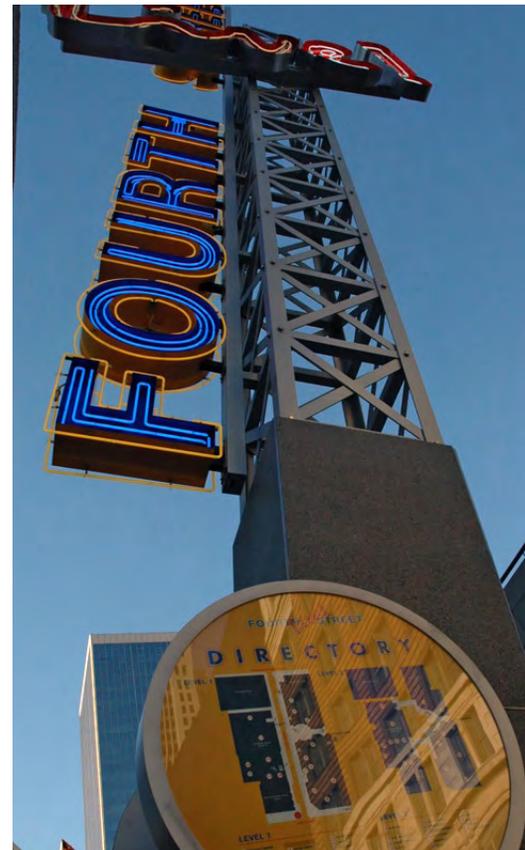
- In residential buildings, the level of ground floor transparency may decrease for private uses. Main residential lobbies and/common spaces should exhibit transparency and contribute to the Pedestrian Realm.

Landmarks, Gateways & Public Art within Circulator Zone

- Commercial plazas, nodes and/or parks should be identified as locations for large-scale public art elements in Tysons. These features can become icons that represent and reflect their surrounding communities.
- Tall building height shall not be used as a gateway element in the Corridor Zone near the edges of Tysons.



Public art can add color and action to an otherwise empty space



Creative signage can become a landmark or a gateway



Transition Zone

The Transition Zone in Tysons includes the areas that manage and ease the “stepping down” of intensity between the urban center of Tysons and its outlying and adjacent neighborhoods, as well locations that mark a distinct adjacency along the Dulles Access Road. Within the Transition Zone, these broad place distinctions - the Residential Transition Zone and the Corridor Transition Zone - establish a framework upon which a series of guidelines can be provided.



The Residential Transition Zone occurs within existing Tysons neighborhoods and in locations with neighborhoods that are adjacent to, but not within Tysons. This zone may have some commercial and retail uses, but has a stronger residential and neighborhood focus. Narrower tree-lined residential streets will be more pedestrian and bicycle-oriented than exists today. Community amenities will help to establish an identity and provide a sense of place for those living and working in these areas. Parks and open spaces provide buffers between existing and new uses and intensities, and in some locations can provide natural connections for pedestrian movement between Tysons and its outlying neighbors - acting as a buffer and bridge at the same time.

The Corridor Transition Zone lies in areas adjacent to the Dulles Toll Road. The Transition zone will have a lower density focus consistent with its location next to a major regional transportation route. Development in the Corridor Transition Zone will have a commercial and employment focus, and while much of this zone lies beyond pedestrian access to transit, it will be planned to support an internal network of walkable, multi-modal streets.

- Building heights must be low in the Transition Zones on the edges of Tysons to protect adjacent residential neighborhoods.

Residential Transition Zone

- Land uses remain mixed in the Residential Transition zone. Design should provide for relationships and transitions between commercial uses and residential uses.
- Small, pedestrian-oriented neighborhood commercial main streets can provide appropriate transitions between neighborhoods.
- These streets should act as a linkage between Transition Zone neighborhoods and more intensely developed areas in Tysons.
- Semi-public plazas can create gathering nodes for neighbors and create opportunity for spontaneous social interaction.
- Small parks will provide green space and recreational opportunities, and tree-lined streets will act as buffers and open space linkages.



Walkable linkages are provided by neighborhood commercial streets



In-set areas create suitable locations for small commercial plazas



Neighborhood commercial areas are smaller in scale in the Transition Zone



Corridor Transition Zone

- Auto-focused uses will occur in the Corridor Transition Zone in order to facilitate direct access to and from surrounding highways and arterials.
- Balance auto-focused development areas with the street grid for surrounding uses to act as “connective tissue” in the pedestrian framework of the Circulator Zone.
- Neighborhood commercial areas should create destinations for daytime Tysons employees, as well as provide services and retail uses to serve new neighborhoods.
- Transitions between major commercial or retail nodes and neighborhoods should be carefully designed to provide an accessible and safe balance of modes, to provide buffers where appropriate, and to ensure visual consistency in land use transitions.
- With a high level of visibility from outside of Tysons, the Corridor Transition Zone should include high quality and well-designed developments.

In addition to the general guidelines listed under “Urban Framework”, that are applicable to all locations within Tysons, the following guidelines are applicable in the Transition Zone.



Walkable Blocks

Block Size within Transition Zones

As stated in the Urban Framework section, all new development and redevelopment projects outside the ¼ mile station areas and 600 feet circulator zones should develop a street and block network where:

- a. The perimeter length of new blocks range between 800 feet to 2400 feet.
- b. Any block side longer than 400 feet should have an intervening public right-of-way allowing, at a minimum, through pedestrian connections.
- c. Ideal length-width ratio for the city blocks no greater than 3:1.

In addition to all the blocks listed in the section above, potential block size examples applicable to Tysons include:

- 1) Block size of 600 ft x 300 ft will have a total perimeter length of 1800 ft and length-width ratio of 2:1
- 2) Block size of 600 ft x 600 ft will have a total perimeter length of 2400 ft and length-width ratio of 1:1
- 3) Block size of 900 ft x 300 ft will have a total perimeter length of 2400 ft and length-width ratio of 3:1. The long side should be divided by a pedestrian connection.
- 4) Block size of 800 ft x 400 ft will have a total perimeter length of 2400 ft and length-width ratio of 2:1. The long side should be divided by a pedestrian connection.



Multi-family mixed use developments provide a transition between higher intensity commercial uses and residential neighborhoods



Creative articulation of entrances makes a statement



Well-lit, evening gathering spaces activate commercial areas and create safe streets



The addition of bicycle parking supports this alternative mode of transportation



On-street parking helps to create a more neighborhood scaled zone along the sidewalk and building face



Parking areas should manage stormwater run-off

Parking within Transition Zones

Residential Transition Zone

- Stand-alone above grade parking structures should be discouraged and/or not permitted in the Residential Transition Zone.
- On-street parking creates safer sidewalks, and can provide for large amounts of necessary residential parking.
- Multi-family developments should strive to avoid large fields of surface parking. Podium or tuck-under parking allows for a more walkable, urban neighborhood.
- Access to residential garages should be limited to side or rear streets or alleys.

Corridor Transition Zone

- Exposed parking structures adjacent to the Dulles Toll Road shall not be visible to the residential neighborhoods north of the Toll Road.
- Parking access should always be designed to be attractive and coordinated with the site plan and architecture.
- Parking above ground floor retail uses is a creative and attractive way to address parking need and to use buildings to support a neighborhood's scale and character.

Surface Parking in the Transition Zone

Throughout the Transition Zone, it is likely that certain locations will require surface parking. In this case, the parking should:

- be located to the side or rear of the primary use with pedestrian connections that lead to the front door;
- be attractively and heavily landscaped, well lighted and visible for safety;
- provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line to enclose and define the Pedestrian Realm; and
- be designed to contribute to site stormwater management using elements, such as planter areas and permeable paving in the parking stall area.

The Pedestrian Realm

Build-to Lines within Transition Zones

Throughout the Transition Zone, the location of build-to lines or the depth of the front yard will vary depending on use, context and adjacencies. Final build-to locations should occur within a defined district plan and in relationship to the anticipated uses adjacent to properties. Locations adjacent to natural open space features throughout the Transition Zone should be evaluated to determine a relationship between buildings and open spaces to be well defined, and in some cases, to allow for public access. In the Transition Zone the need for and final location of the build-to line should be determined within district or neighborhood master plans, and should relate to both existing and planned development and public improvement conditions.

Residential Transition Zone

- Along multi-family streets, the build-to line should be between 10' and 15', with a minimum of 60 percent of the building's frontage adjacent to the line. Variation along the build-to line should allow for entries, stoops, patios, yards or gardens.
- Along neighborhood commercial streets in the Residential Transition Zone, the build to should be between 0' and 10', with 70 percent to 80 percent of the building facade aligning with the build-to line.

Corridor Transition Zone

- Corridor Transition Zone uses should be carefully sited to separate pedestrian and vehicular activities.
- Plazas that are permitted by the required build-to can help to create clear and direct linkages from less urban areas into neighborhoods with a more defined urban commercial or mixed-use character.
- As uses in the Corridor Transition Zone move closer into the center of Tysons, buildings should adopt a build-to condition to mimic other uses that are adjacent or across the street.

The Streetwall within Transition Zones

- In many locations in the Transition Zone, especially in lower density residential neighborhoods and in commercial centers near the Dulles Toll Road, the streetwall may not be a necessary or appropriate urban architectural feature.



Variations along the build-to line should allow for entries, stoops and landscaped areas to separate public and private spaces



Small-lot single family residential homes provide a diversity of housing types in the Residential Transition Zone



Design of office and retail buildings should respond to the location, adjacent land use and street types in the Corridor Transition Zone



Step-backs along a residential street create locations for rooftop open spaces while maintaining a more urban architectural emphasis at the street level



Color, material and texture variations ensure visual interest



Careful attention paid to the architectural detailing results in an engaging pedestrian experience

The Building

Bulk & Massing within Transition Zones

In the Residential Transition Zone:

- In areas where multi-family residential uses are focused, building massing should serve to define adjacent streets. Front yards should be shallow to encourage a more direct relationship between the building and the Pedestrian Realm.
- Neighborhood commercial areas should connect to and transition from more dense residential streets. The bulk and massing of buildings in these areas should be appropriate for their intensity and use and should be scaled for the pedestrian and articulated along the streetwall.
- Multi-family buildings provide opportunities for various intensities. Along a neighborhood main street, units may sit above street level retail, and at the sides and rear, the units may step down to a less intense, more residential building scale.
- Townhomes, apartments and condominiums should include massing variations that support the smooth transition between higher intensity areas and less intense neighborhoods and Tysons' adjacent neighbors.
- In less intense residential neighborhoods, yard dimensions (setbacks and build-to lines) could vary, and site coverage provisions should be determined based on building type. A provision for encroachment of features such as stoops, bays, stairs or porches should be established to contribute to the relationship between private residential developments and the Pedestrian Realm.
- Residential uses should establish the finish floor height at ground level between two and four feet above the finish sidewalk grade. This creates the opportunity for porches and entries that establish a distinct transition between private residential developments and the Pedestrian Realm.

In the Corridor Transition Zone:

- Building heights and massing should respond to context, intended uses, and vision for specific locations.
- Developments close to highways or major corridors will likely include intensive commercial uses. Their massing and design should reflect the activities they contain.
- Developments that approach or are adjacent to the circulator corridors should respond similarly and should take care to modulate their scale in a manner that results in a consistent visual character along shared and adjacent frontages.
- Buildings in the Corridor Transition Zone may be oriented to maximize their view potential, but should not be in direct conflict with uses in the immediate context, nor block the views to or from adjacent and surrounding buildings.

Building Articulation within Transition Zones

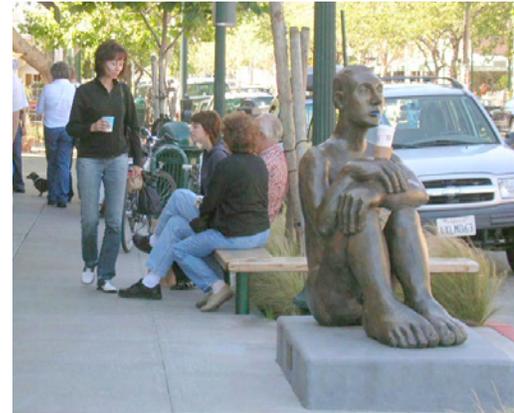
- When buildings do not front and define the Pedestrian Realm, low walls, fences, architectural features, and landscaping should be included to hold the frontage with other buildings along the Pedestrian Realm.

Fenestration & Transparency within Transition Zones

- Fenestration should be used in residential areas to ensure good levels of light and transparency, but care should be taken to ensure adequate privacy. One way to do this is to place the sill of ground floor windows above the eye level of passers-by on adjacent sidewalks.

Landmarks, Gateways & Public Art within Transition Zones

- Tall buildings shall not be used as a gateway element in the Transition Zones, in order to protect adjacent residential neighborhoods.
- Streetwall standards should be established within future development regulations and design guidelines for Tysons' districts to ensure the consistency of the public realm over time.



Unimposing public art can enrich the environment



The vertical nature of this art piece makes it a landmark noticed from a distance

Tysons Area: Residential Use

- Transit Station
- LAND USE**
- Residential Mixed Use
- Residential with Retail Mixed Use
- Residential with Office Mixed Use
- Mixed Use
- Non Residential Mix
- Civic / Facility
- Park / Open Space



TYSONS CORNER PLANNING AND URBAN DESIGN



SECTION III

IMPLEMENTATION STRATEGY

Will the new Tysons be successful in attracting the investment necessary to achieve its aspirations? Across the country there will be a competition to be among the winning places that are the magnets of opportunity and the cauldrons of innovation that attract investment, jobs and people.

Setting Tysons on the path to assume a place on the national stage will require more than a decent strategy. It will demand a willingness to try new things and match its ambitions with determination and daring. – As the Chinese saying goes: jiùde bùqù xīnde bùlái (If the old doesn't go, the new won't come). Such advice requires a strong sense of what the “new” should and, indeed, must be together with the tools to get there if a desired future will be won.



Transforming Tysons requires an implementation strategy equal to the challenge.



10: IMPLEMENTATION

The new vision for Tysons will be about transformation from suburbia to a truly urban place. It responds to significant changes in who lives and works in Tysons, and how day-to-day needs get accomplished while increasing quality of life. It will provide a big opportunity to make Tysons a better place to live, work and play.

Transforming Tysons necessitates a departure from past approaches to planning and implementation. The Tysons of tomorrow will be characterized by housing located close to jobs, urban services, abundant transit, shopping, and public spaces, creating a living environment less dependent on the automobile. Green architectural practices will encourage great places and lessen the impact of development on the environment. Density will be increased near transit to support a more intense mix of housing, shopping, and employment. New types of housing will be designed to meet the needs of smaller households and people on fixed incomes. Streets will be transformed following new design standards to encourage walking, bikes, transit, and the automobile-in balance with each other. Parks and open space will be expanded and restored. The needs of the greater community, the public sector and the private business sector will be balanced within Tysons in an open and transparent process to deliver the vision.

Identifying the vision will not be enough: the true measure of the vision will be what happens in the next step - implementation.

IMPLEMENTATION STRATEGY

Transforming Tysons will require an implementation strategy equal to the challenge. Central to the strategy will be building and assembling the tools and the partnerships necessary to achieving the vision for a new Tysons:

- A new Authority to oversee and manage the implementation of the Vision.
- New standards for land use, transportation, civic infrastructure and environmental stewardship.
- New review processes to ensure the vision will be realized.
- New public-private partnerships.
- New funding strategies to help deliver the amenities and infrastructure necessary to support the continued growth of Tysons as an economic engine for Northern Virginia.

“The reality of Tysons’ future - development of a world-class downtown for jobs and residents - depends on transforming the vision into a Comprehensive Plan ... and the implementation of good public policy regarding land use, urban design and infrastructure.”

John McClain, Deputy Director of the Center for Regional Analysis at George Mason University

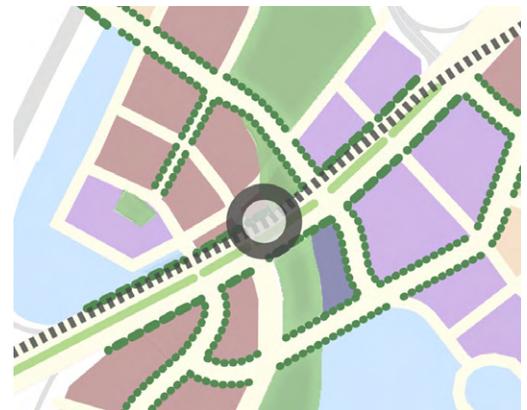
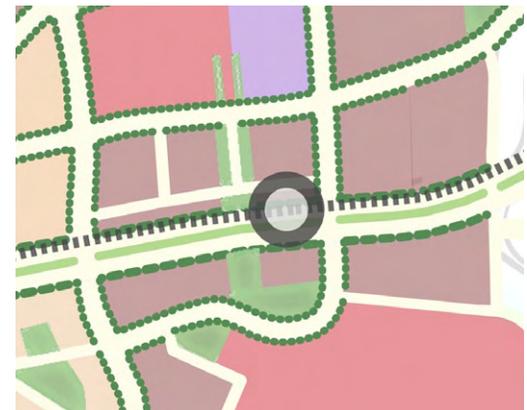
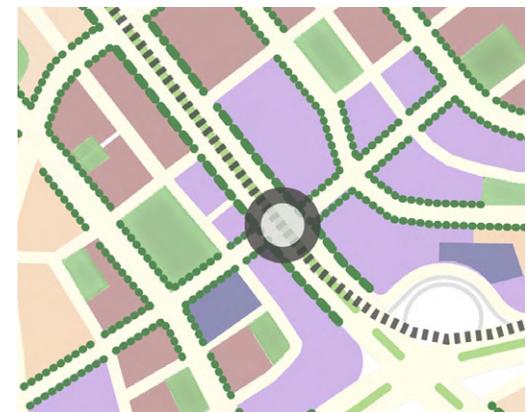
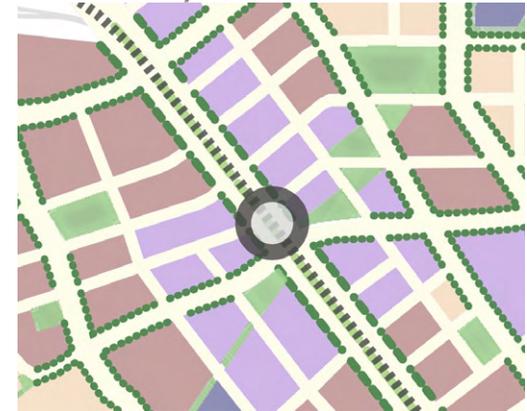
The implementation strategy will be very much a process. This chapter recommends priorities and responsibilities, but recognizes that this will be the beginning of a long-term commitment. The implementation strategy will never be stagnant. It will be an evolving management tool kit – a list of strategies and actions that will be refined and completed over time. Use of the tool kit will achieve the desired changes to the way Tysons grows. The process will take time – many years – and a strong political will to see it through. Successful implementation will require: commitment to the vision and guiding principles set by the citizens and the Task Force; committed leadership; dedicated professional staff at the County and other agencies; loyal, hard working citizen participants; and a private sector that wants to seize new opportunities and learn new development and building techniques. Implementation of the plan will be the most complex component of Tysons’ future. The process must be transparent, intentional, and thorough. The tiers of the implementation strategy include:

- **Detailed Planning** – The land use and transportation concept plan will be the framework for the future development of all of Tysons. Much more work, however, will be required to move the framework from an overarching vision to specific elements that can be implemented on the ground. More detailed specific planning will required in the areas of:
 1. **District Plans** – to address the unique character of specific areas within Tysons. District plans will need to be developed to implement the overarching plan for Tysons as it relates to specific areas within Tysons.
 2. **Circulator Alignment** - to identify the specific elements of the circulator, including the routes, locations of stops and the operational elements of the circulator (e.g., frequency, mode, right of way treatment, etc).
 3. **Parks and Open Space** – to create a coordinated parks and open space network, address the preferred location, the number and types of parks and open space, and stream restoration strategies for Scotts Run and Old Courthouse Branch.
 4. **Environmental Stewardship Strategy** – to identify strategies and approaches to create a sustainable environment as Tysons grows.



- **Implementing Authority** – Implementing the vision of Tysons will require a “Keeper of the Vision” to oversee the policies, guidelines and intent of the vision at every step of implementation with the authority to implement the plan in an effective and coordinated manner.
- **Funding Strategy** – A funding strategy (including public-private partnerships) should assess the feasibility of various financial tools and identify how the specifics of the plan will be financed.
- **Public-Private Partnerships** - In addition to regulatory tools, public infrastructure improvements and public/private partnerships will be essential to create the synergy needed to implement the Plan.
- **Regulatory Framework** – Regulatory tools will define the type and intensity of new development and prescribe design and development standards to achieve Tysons overall urban design goals.
- **Phasing** – A dynamic and evolving phasing plan tying redevelopment to specific public improvements will be critical to ensuring that transportation, other urban infrastructure and public amenities will be in place as growth occurs. Incentives to facilitate development as identified by the phasing plan should be identified and used in the design review process.

▼ District Plans should provide block-by-block detail



DETAILED PLANNING

District Plans

Area wide plan recommendations will create the overarching framework shaping how Tysons will grow. The creation of individual plans for each of Tysons eight districts will help drill down into the details of the overall area wide plan. Providing block-by-block details, the plans will be consistent with the vision for each district as well as the guidelines applicable to all of Tysons, as defined by this document. All of the District Plans will be linked, taking into consideration the land uses, urban design, transportation network, environmental issues, and infrastructure needs of the other districts.

Each district plan will provide neighborhood and block-by-block details including:

1. **Transportation** – the grid of streets layout, street types for each street in the district, multi-modal transportation improvements throughout the district, and the location of transit (including the circulator and Metrorail).
2. **Land use** – the types of land uses defined consistent with the overall land use map (mixed use, retail mixed use, office mixed use, office, residential, arts/civic/public facility, and parks/open space). The land uses should be supported by specific zoning regulations and intensities.

jiùde bùqù xīnde bùlái
(If the old doesn't go,
the new won't come)

- Chinese Saying

3. **Housing affordability** – demonstration of how the residential development identified in the district master plan will address its part of Tysons ensuring 20 percent of the housing constructed will be affordable and/or workforce housing.
4. **Parks and public facilities** – the provision and possible location of parks, schools, arts centers, emergency services and other public facilities to serve the district and be coordinated with the larger urban center.
5. **Urban design** – a framework to guide development at a human scale including identification of retail streets, requirements for the public realm, building height and massing, signage, and public art.
6. **Protection of natural and cultural resources** – a plan for natural resource enhancement and protection within each district, including identifying specific actions that must be applied.
7. **Infrastructure** – identify district needs as input into an updated Tysons wide infrastructure plan. The inventory should identify the additional capacity, including the need for new public facilities and infrastructure improvements as necessary.
8. **Landmarks and Gateways** – identify significant landmarks and gateways within the district that would provide a sense of place and indicate a transition to the district.
9. **Phasing** – an initial assessment of the phasing schedule based on the necessary infrastructure improvements needs (including transportation), and forecasts for housing units, office space, retail space, and hotels as identified by GMU's Center for Regional Analysis.

Circulator Alignment

The addition of a circulator system will be critical to Tysons' success by giving more people access to Metro stations and to places within Tysons without getting into their cars. The circulator can also be a powerful tool to help drive the transformation of Tysons consistent with the overall vision. Identifying the need for and the general location of the proposed circulator network is included in chapter 7 of this document. More detailed design of the circulator, with consideration given to the desired development pattern, will need to be done. Details of the final circulator alignment that will need to be assessed include:

- The specific connections between the circulator and the Metrorail system. This includes identifying where the connections will occur and how the two systems will be integrated at the transit stop.
- Location of circulator stops throughout Tysons.
- Circulator routes to connect the desired circulator stops, including identification of how the circulator fits into the roadway right-of-way (exclusive or mixed traffic).
- Design of the circulator platforms and stops, including access and circulation plans for pedestrians, transit, bikes, and autos, and integration with the surrounding land uses.
- Type of circulator mode (i.e., streetcar, fixed-route bus, jitney, etc).

Parks and Open Space Master Plan

Parks provide a sense of place for Tysons and individual neighborhoods. Urban park standards, with regard to total amount of park land and type of parks, must be applied. In order to provide an integrated, connected park network, an overall parks and open space master plan for Tysons should be created as well as a plan for stream restoration projects at Scotts Run and Old Courthouse Spring Branch stream valley parks. The parks and open space master plan should be coordinated with the circulator alignment analysis and the district master plans. At a minimum, the master plan should address:

- The appropriate amount and types of parks needed to serve an urban Tysons.
- The preferred locations for parks and open spaces.
- Standards for park development that provide the same level of service for both private and public park land.
- Stream restoration strategies for Scotts Run and Old Courthouse Spring Branch stream valley parks.

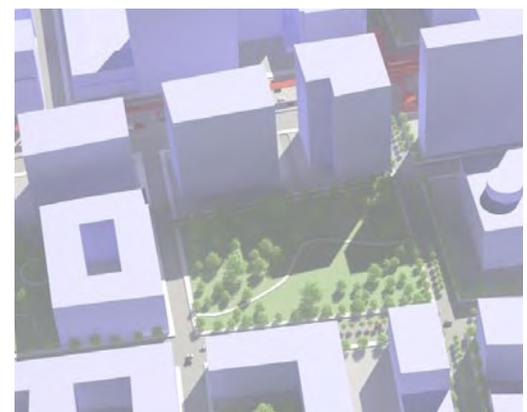
Environmental Stewardship Strategy

The transformed Tysons will be a model of environmental sustainability. In order to make this goal a reality, an overarching strategy to protect natural resources, manage stormwater, restore streams, and eliminate greenhouse gas emissions must be developed. The environmental stewardship strategy must provide details regarding:

- Environmental Stewardship goals and methodology to measure performance.
- A toolkit for developers to facilitate the use of green building practices.
- Identification of tools to incentivize and encourage compliance with LEED certification at the gold or platinum level, or the equivalent.
- Identification, mapping and a funding strategy to protect areas from development due to water quality enhancement.
- Identification and mapping of areas for stormwater treatment and detention.
- Coordination with the stream restoration strategies for Scotts Run and Old Courthouse Spring Branch stream valley parks provided in the Parks and Open Space Master Plan as part of a comprehensive strategy to restore the water quality and ecological health of Tysons' streams.

Civic Infrastructure Plan for Arts, Culture, Recreation, and the Exchange of Ideas

An urban, livable Tysons must offer opportunities to participate in the arts, culture, recreation, and the exchange of ideas. This requires an approach to implementation which incorporates arts and civic centers, libraries, schools, and public art as part of an essential civic infrastructure. Strategies





Vision + Implementation: Portland's Pearl District

The Pearl District in Portland, Oregon is an urban TOD carved out of the redevelopment of former warehouses and rail yards using developer agreements, tax increment financing and land assembly. At build out, the Pearl it will be home to over 10,000 residents in 5,500 housing units, and 21,000 jobs.

The essential elements of the Development Agreement were:

1. Housing: Proposed housing densities were significantly higher than for anything built previously. The developer agreed to increase the minimum density from 15 to 109 units per acre in exchange for infrastructure improvements including a streetcar circulator. Finally, when construction commenced on the Pearl District's first park, density would rise further, to 131 units per acre.

In addition to meeting density requirements, the developer also agreed to help meet the city's housing-affordability goals. In exchange for density bonuses and financial incentives provided by the City of Portland 25% of the housing produced in the Pearl District is affordable.

2. Parks: the developer agreed to donate 1.5 acres of land for new parks in exchange for the city's commitment to build them. In addition, the city has the option to acquire up to 4 acres for public open space.

3. Infrastructure: Transportation improvements were essential to develop the area. The agreement stipulated that developer would donate the right-of-way for all local streets, sidewalks, and utilities (6 acres) at no cost. Developer also paid \$121,000 to remove a viaduct and \$700,000 towards the Portland Streetcar.

To fund the city's obligations, an urban renewal district was formed in 1998, allowing for tax-increment financing. In the first 5 years over \$70 million has been spent for removal of the viaduct, construction of the Portland Streetcar, construction of affordable housing, and the development of Jamison Park and other amenities.

for the creation of a vital civic infrastructure include:

- A set of policies and procedures for public art in Tysons and a plan for a community arts or arts/civic center developed in partnership with the Arts Council of Fairfax County.
- Partnerships with local universities and Fairfax County Public Schools to provide a range of educational services for citizens, including adequate public school classrooms, as well as continuing education opportunities for residents, workers and seniors.
- Urban-appropriate recreational facilities within Tysons.
- Development of a central library with meeting space, designed to urban standards.

IMPLEMENTING AUTHORITY

In order for Tysons to reach its potential, a “Keeper of the Vision” will be needed to ensure that the overarching goals and objectives of the new Comprehensive Plan are implemented. The “Keeper of the Vision” will be an implementing authority, established by the Board of Supervisors, designed to work in conjunction with, and supplemental to, the Fairfax County structure. The implementing authority should be fully focused on ensuring that the new Comprehensive Plan, and associated regulations and recommendations, will be implemented effectively.

The implementing authority will be a body focused solely on Tysons. The Authority would be managed by paid staff. The structure will be expected to have seven Commissioners and an Advisory Board appointed by the Board of Supervisors to reflect the relevant stakeholders and professional expertise necessary to carry out its responsibilities.

The staff and board of the implementing authority should work in conjunction with Fairfax County by recommending infrastructure to support development, requesting capital improvements, and be part of the budgeting process. It should coordinate with the surrounding areas to ensure the character of development on the edge and connections to Tysons will be appropriate.

The specific powers and responsibilities of the implementing authority should include:

- Work with Fairfax County to develop new Zoning Ordinance language and categories to address the unique requirements of this urban downtown and the new overarching Plan.
- Work with Fairfax County to develop new urban standards for determining appropriate infrastructure and civic infrastructure needs.
- Work with Fairfax County and VDOT to develop new urban standards for street and roadway improvements within Tysons that balance transit, walking, bikes, and cars.
- Develop and implement a set of design guidelines to reflect the “vision” and to supplement the Comprehensive Plan and the zoning codes as necessary to further define the new urban “downtown”.
- Research and develop, on an annual basis, a list of priorities and appropriate phasing to ensure that necessary infrastructure and public amenities will support development and accommodate Plan recommendations.
- Participate in the zoning process through design review to ensure that applications are integrated with surrounding properties, and are in accordance with the design guidelines, the Comprehensive Plan and zoning before being submitted to the Planning Commission and Board of Supervisors.
- Continuously monitor and review the plans, zoning codes, and development progress and recommend any changes as necessary.



Providing Direction for Downtown Atlanta: Midtown Alliance

Midtown Atlanta has been transformed from a once deteriorated, under-valued community into a model of urban revitalization as a result of the commitment of the Midtown Alliance.

The Alliance uses a comprehensive approach to planning and development that includes initiatives to enhance public safety, improve the physical environment, and strengthen the urban amenities which give Midtown Atlanta its unique character. The framework and impetus for change began in 1997 with a visioning process spearheaded by the Midtown Alliance called Blueprint Midtown. The comprehensive master plan envisions a vital, vibrant city center inspired by what people want in an urban community:

- a balanced blend of residential, retail, office, and mixed-use properties,
- plenty of green space,
- multiple transit options, and
- a unique, welcoming, and thoroughly pedestrian streetscape environment.

The plan is the result of a unique visioning process in which the entire community had a voice. Through the Blueprint, Midtown Alliance focuses on issues that promote economic development and enrich community life--public safety, a cleaner environment, better pedestrian passageways, less traffic, and more green space. Implementation of the Blueprint has been through regulatory changes, the creation of an improvement district, and public-private partnerships.

Strong Zoning Support - Blueprint Midtown inspired the single largest rezoning legislation in City of Atlanta history. As a result, the Blueprint is backed by the letter and spirit of the law and helps ensure a livable, workable and sustainable community. Midtown Alliance works to make this happen by acting as a liaison between the private sector and public realm.

Midtown Improvement District - Midtown Alliance facilitates the Midtown Improvement District (MID), a self-taxing district created by Midtown commercial property owners to fund large-scale, local public improvement programs. The MID addresses stakeholder issues and aggressively pursues ways to leverage taxpayer dollars with other funding sources.

Guidelines for Development - In 2003, an update of the Blueprint, Blueprint Midtown II, moved the quality redevelopment of Midtown forward by providing the data and guidelines to inspire projects, inform design proposals, and maintain the community's Blueprint vision.

Midtown Transportation Solutions - The goals of Midtown Transportation Solutions (MTSO, Midtown's transportation management association, are to provide better mobility and air quality in Midtown, while working in collaboration with regional agencies to increase transportation options.

- Plan and implement initiatives, to complement and supplement those of the county, in order to enhance the quality of life in Tysons. These initiatives may include:
 - Common elements like schools, parks, libraries, and public art.
 - Transportation enhancements such as the construction and operation of circulators and other transit not provided by government.
 - Improved streetscapes through landscaping, sidewalks, lighting, and street furniture.
 - Infrastructure improvements.
 - Enhanced public safety with security staff, organizing public watch and information programs, and security cameras.
 - Enhanced physical environment with programs to control litter and graffiti and maintain common landscapes.
 - Cultural and recreational facilities and activities.
- Raise and expend funds for all of the types of improvements and initiatives to be carried out by the authority.

FUNDING STRATEGY

Existing public and private funding mechanisms will be inadequate to deliver the infrastructure and amenities envisioned in the plan. New strategies will be critical to support the transformation of Tysons into a great urban place.

A key element of the funding strategy will be tax increment financing. The Plan will provide for significant new density that, in turn, will create significant new tax revenues for Fairfax County. In order to help fund the necessary infrastructure improvements, a tax increment financing district for the entire Tysons area should be adopted. A portion of the tax revenue increase generated by the new development should be returned to the Tysons Authority to support the financing of the necessary infrastructure / amenities in accordance with the priorities set by the implementing authority.

In addition to tax increment financing, other potential mechanisms could include:

- County, State & Federal funding;
- Improvement Districts;
- Additional capital development authorities;
- Public-private partnerships;
- Transfer of Development Rights/Air Rights;
- Pro-rata contributions by landowners;
- Other forms of borrowing and grants;
- Tax abatements/incentives; and
- Density incentives.





Taking Care of the Core: Downtown Denver Partnership

The Downtown Denver Partnership (DDP) serves many roles in Downtown Denver: leader; place maker; idea generator; recruiter; team builder; and policy advocate. Established in 1955, the DDP was created to grow Downtown Denver into a unique, diverse, vibrant and economically healthy urban core. DDP provides four key services for Downtown Denver:

- Bringing together businesses and property owners to help provide a collective voice for Downtown commerce.
- Providing access to vital information necessary for businesses to succeed, an opportunity for the voice of business to be heard, and access to decision makers.
- Advocating for businesses, commercial property owners and the 110,000 employees in Downtown, the largest business district in the Rocky Mountain region.
- Leading the transformation of ideas into action for Downtown Denver.

Structurally, DDP is a non-profit business organization, with several entities operating under its umbrella:

Downtown Denver, Inc. is the membership organization that cultivates private sector leadership and develops and implements programs to enhance Downtown's business, cultural and residential environment.

Denver Civic Ventures, Inc. is the charitable public purpose corporation that mobilizes resources to implement civic design and development initiatives to enhance Downtown's business, cultural and residential environment.

Downtown Denver Partnership Management Group, made up of representatives from Denver Civic Ventures and Downtown Denver Inc., ensures consistency and clarity of policy and public positions, and is responsible for the fiscal policy and financial reporting, with the exception of the BID.

Downtown Denver Business Improvement District (BID) is a 120-block, property owner assessment district. Through annual assessments to this quasi-governmental entity, BID property owners fund a series of district-wide programs, including cleaning and maintenance efforts, safety initiatives and targeted visitor marketing. The BID is an independent organization, with a separate board of directors, that contracts with the Downtown Denver Partnership to manage its work program.

REGULATORY FRAMEWORK

The ability to achieve the vision requires that appropriate regulatory mechanisms be in place which require compliance with the key land use and transportation elements of the vision. Land use regulations will be the primary tool to designate areas for the appropriate type of development, allowing for the desired mix of uses and densities, and prohibiting or limiting inappropriate uses. Generally, land use regulatory tools also address the dimensions of a development with regard to size, density, setbacks and height. Intergovernmental agreements will need to be updated, as will the County's capital improvement plan and the County's transportation demand management program.

One example of the need for consistency between the adopted vision and the implementing regulations and policies will be the road network. It will be imperative that transportation investments made in and around Tysons follow the lead of the Plan. VDOT must become a full partner in creating the kind of pedestrian environment the Plan envisions. Street cross sections and traffic mitigation measures proposed on streets in Tysons should apply to all streets, including those controlled by VDOT.

Affordable/workforce housing will be an example of how new regulations must be put into place to ensure the vision comes to fruition. In order to achieve 20 percent affordable/workforce housing in new residential developments, regulatory incentives, such as fee waivers, bonus densities and expedited permitting processes, should be utilized.

Potential regulations to be adopted or updated include:

- Comprehensive Plan;
- Design guidelines and design review;
- Zoning, including new land use categories;
- Incentive zoning;
- Transportation demand management;
- Trip reduction ordinances; and
- Transportation system monitoring.

PUBLIC-PRIVATE PARTNERSHIPS

In addition to regulatory tools, public infrastructure improvements and public/private partnerships will be essential to create the synergy needed to implement the Plan. Public infrastructure investments, such as a park or transit, improve the development climate of an area and make it more attractive for private investment. By using public investments strategically, government can reinforce and guide the Tysons Plan and stimulate interest and leverage investment from the private sector. A public-private partnership involves using public funds or activities to directly foster private investment and development activity that otherwise might not occur.

Demonstrated success, leadership, community willingness, developer readiness in a particular station area, along a circulator, in a district or new development all need to be acknowledged, but more importantly, made a very high priority.



PHASING

Like Rome, the transformation of Tysons will not happen in a day. The new Tysons will reveal itself organically and incrementally over the next 30 to 50 years. The art of guiding the transformation of Tysons will be a balance between big bold moves such as the circulators or a new grid of streets and encouraging block-by-block change to add amenities and high density mixed use. Each step of change and development in Tysons needs to move it in the direction of achieving the vision laid out in this plan.

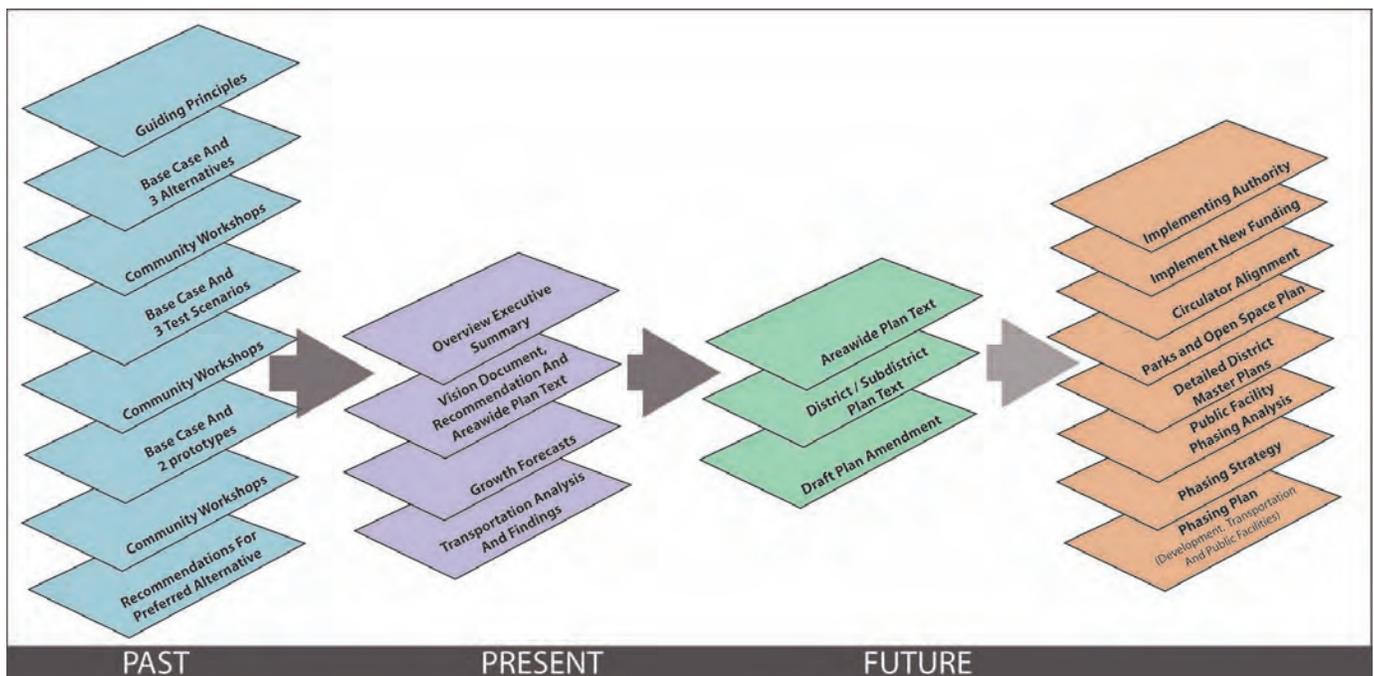
The job of the implementing authority will be to provide the stewardship to guide and nurture the evolution of Tysons. The results of the GMU Center for Regional Analysis will begin to set the stage for how much growth the market can absorb during various time periods. This knowledge will help to strategically align the limited resources available to propel Tysons in a new direction.

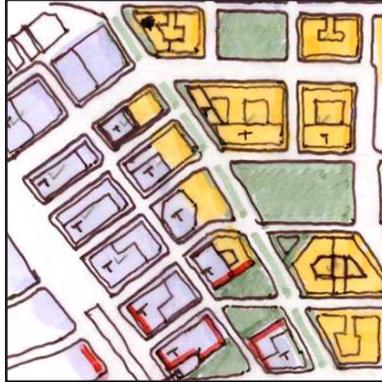


11: NEXT STEPS

This document has laid out a series of actions that must occur to adopt and implement the vision of the transformed Tysons. Not all these actions, however, can or should occur overnight. The continued planning of Tysons should take it from the general to the more specific. After adoption of the Vision and inclusion into the Comprehensive Plan on an area-wide level, the circulator plan, and parks and recreation master plan must be completed. Those documents will then inform the more detailed district plans that provide the block-by-block plan for Tysons broken down by the eight districts.

After the planning has been complete, the implementing authority can begin its work, including reviewing development applications and creating a financing strategy to fund the necessary public infrastructure.





APPENDIX

- A. Bios Of Task Force Members
- B. Tysons Public Meetings

In addition to the documents provided in this report, the Task Force has maintained a comprehensive record of its activities and reports at www.fairfaxcounty.gov/dpz/tysonscorner.

APPENDIX A: BIOS OF TASK FORCE MEMBERS

Clark Tyler, Chairman

M.L. Clark Tyler was appointed to the Task Force in March of 2005 by the Dranesville Supervisor. In the fall of 2006 the Board of Supervisors appointed him as Chairman of the Task Force. For ten years, Mr. Tyler has been president of his homeowners' association at Hallcrest Heights in McLean. He is a former board member of the McLean Citizens Association and the former chairman of its Transportation Committee.

An appointee of President Lyndon Johnson to the Appalachian Regional Commission, Mr. Tyler also served as Deputy Director of the 1977 White House Conference on Balanced National Growth. His background is in the field of transportation, mass transit and economic development. He currently serves as a consultant to the State of Maryland on matters stemming from the impact of the U.S. Department of Defense's Base Realignment and Closure program (BRAC).

Irfan Ali

Irfan Ali represents the Sully District on the Tysons Land Use Task Force. A 28 year resident of Fairfax County, Mr. Ali is a member of the advisory board of the George Mason University Information Technology School, the Urban Land Institute, and The Children's Fund.

Mr. Ali has been involved with project management, real estate and private equity investing for over 30 years. He is a partner with the Georgelas Group, a real estate development firm headquartered at Tysons.

Irv Auerbach

Irv Auerbach was appointed by former Supervisor DuBois to represent residential communities in the Dranesville District. He is president of The Lewinsville Coalition, an alliance of 12 neighborhood associations in the Lewinsville and Spring Hill Road corridors in McLean. He is also president of the Woodside Estates Citizens Association. Both groups are concerned about the impact of growth at Tysons on traffic, schools, recreation, and other public facilities in our communities. Mr. Auerbach is also involved in an effort to stabilize Rocky Run, a stream that has been damaged by stormwater runoff from impervious surfaces in the Tysons West area.

Prior to retiring in 2000, Mr. Auerbach spent 30 years with the U.S. Environmental Protection Agency.

Eric Bahr

Eric Bahr is one of the representatives of the Tysons Transportation Association (TYTRAN) on the Task Force. He works for Capital One.

George Barker

George Barker is Vice Chair of the Task Force and is an at-large representative. He is also Chair of the Fairfax County Transportation Advisory Commission, and was elected to the Virginia State Senate in 2007. His other civic activities include the Springfield District Council, the Occoquan Watershed Coalition, and the Mt. Vernon-Lee Chamber of Commerce.

Mr. Barker has lived in Fairfax County and worked for the Heath Services Agency of Northern Virginia for 30 years. There he has worked to contain costs, promote quality, and ensure access to medical care for all residents.

Hank Chao

Hank Chao represents the Hunter Mill District. He has been a resident and business owner in Fairfax County for the past 24 years. Among his civic activities, Mr. Chao is Director of Cooperative Affairs for the International Leadership Foundation and a member of the Virginia State Community Colleges Board. He is also CEO of the Hai Hua Community Center and Executive Producer for the program "Washington, My Home," for Chinese Community TV. In Fairfax County, Mr. Chao serves on the Health Department Multicultural Advisory Board and the Asian Heritage History Committee.

Ed Chase

Ed Chase represents the Town of Vienna, where he serves on the Planning Commission. He has lived in Fairfax County for 40 years and recently retired from the federal government, where he worked at the Office of Management and Budget. He is now serving as a consultant on federal budget issues.

Pamela Danner

Pamela Danner represents the Greater McLean Chamber of Commerce, an organization that has represented businesses in the McLean community for nearly 50 years. Ms. Danner is a member of the Chamber and has her own law firm, Danner & Associates. A resident of McLean for the past 25 years, her civic activities include representing the Dranesville District on the Fairfax County Water Authority Board, Past President of the Rotary Club of McLean, and Past Treasurer of the McLean Community Center Governing Board.

Frank de la Fe

Frank de la Fe represents the Hunter Mill District on the Fairfax County Planning Commission, as well as an ex officio member of the Task Force. A resident of Reston since 1971, Mr. de la Fe has served on the Boards of the Reston Association and Reston Interfaith. He was Co-chair of the Herndon-Reston Recreational Facilities Task Force. Mr. de la Fe has also served on the Board of the Fairfax County Park Authority, for five years as an At-Large member and for five years as Chairman. He was designated "2001 Citizen of the Year" by the Fairfax County Federal of Citizens Associations.

Mr. de la Fe retired from the federal government in 1994, and is currently a freelance management and human resources consultant.

Kahan Dhillon

Kahan Dhillon is the Managing Partner of Regent Company, LLC, a real estate investment firm based in Alexandria. He is also a partner with Santana Moss of the Washington Redskins in a diversified investment holding company, Moss-Dhillon Enterprises, LLC (MD Enterprises).

Mr. Dhillon serves on numerous boards of directors, advisory boards, and committees for both local and national non-profit organizations. His service to the Fairfax County community is an expression of thanks for the manner in which his family was welcomed here. He represents the Mt. Vernon District on the Task Force.

Jay Donahue

Jay Donahue represents the Dranesville District on the Fairfax County Planning Commission. He is an ex officio member of the Task Force. Mr. Donahue served on the Herndon Planning Commission from 1995 to 2007, the last five years as the Vice Chairman. His other civic activities include the Dulles Regional Chamber of Commerce, the Fairfax County Convention and Visitors Corporation, and the Virginia Hospitality and Travel Association.

Mr. Donahue recently retired from a 32-year career in management and sales with the American Automobile Association.

John Harrison

John Harrison is one of the members who represent the Tysons Transportation Association (TYTRAN) on the Task Force. He works for the Macerich Company.

Janyce Hedetniemi

Janyce Hedetniemi represents the Braddock District on the Task Force. She chairs the Fairfax County Transportation Advisory Commission and is a member of the Fairfax County Community Revitalization and Redevelopment Advisory Group. Ms. Hedetniemi is a long-time President of the Oak Hill Citizens Association and has been a resident of Fairfax County for 23 years.

Her professional career focused on community relations and public outreach, and Ms. Hedetniemi retired from the National Institutes of Health as Director of Community Liaison. While at NIH, she was a member of the Montgomery County, Maryland, Transportation Policy Task Force.

Jo Hodgkin

Jo Hodgkin chairs the Livability/Walkability Subcommittee of the Task Force. She is Director of Planning and Initiatives for the Wolf Trap Foundation for the Performing Arts. Among her recent projects there are *Face of America*, Wolf Trap's celebration of the national parks through technology and the performing arts, and *Go Green with Wolf Trap*, an environmental initiative.

A long-time resident of Fairfax County, Ms. Hodgkin is a member of the Board of the Arts Council of Fairfax County. Previously she was Director of the Business Volunteers for the Arts Program of the Cultural Alliance of Greater Washington. She has also served as a grants panelist and lecturer for groups including the Virginia Commission for the Arts, the D.C. Commission for the Arts and Humanities, and the Montgomery County Arts Council.

John Jennison

John Jennison represents the Fairfax County Federation of Citizens Association, a 65-year-old countywide organization of citizens' and homeowners' groups. The Federation advocates maintaining and improving residents' quality of life, including neighborhood integrity, quality education, economic vitality, and the preservation of green space. The Federation has taken positions on issues relevant to the vision for a new Tysons, including the extension of Metro to Dulles, affordable housing, green building, and environmental protection and conservation.

Mr. Jennison is the Federation's immediate past president and a former president of the Mantua Citizens' Association and the Mantua Elementary School PTA. He is also a member of the Fairfax County Community Revitalization and Redevelopment Advisory Group. A native of Fairfax County, Mr. Jennison practices intellectual property law in Arlington, Virginia.

Stella Koch

Stella Koch represents the environmental community on the Task Force. She chairs the Fairfax County Environmental Quality Advisory Council, an appointed council advisory to the Board of Supervisors. She has lived in Great Falls for 24 years, where she is a board member of the Great Falls Citizens Association and co-chair of its Environment Committee. Ms. Koch also serves as one of Virginia's representatives to the Citizens Advisory Committee of the Chesapeake Bay Commission. She is on the board of the Fairfax League of Conservation Voters.

Ms. Koch is employed by the Audubon Naturalist Society as their Virginia Conservation Advocate in Fairfax. Her work focuses on water resource and land use issues.

Doug Koelemay

Doug Koelemay represents Lee District, a section of Fairfax County that is also undergoing redevelopment of existing retail and job centers and improvements to its transportation system. He serves as the Northern Virginia District member of Virginia's Commonwealth Transportation Board. Mr. Koelemay is a consultant on policy change and communications to technology groups and companies.

Brenda Krieger

Brenda Krieger represents the Fairfax County Chamber of Commerce on the Task Force. She is Vice President of Dweck Properties, LLC, owner and developer of properties in the Washington area, including Tysons Corner, Arlington and Alexandria. Previously, Ms. Krieger owned a commercial architecture and design firm for 20 years. She is on the Executive Committee of the Urban Land Institute, and a member of the District Advisory Board for the Dulles Rail Phase I Transportation Improvement District.

Michelle Krocker

Michelle Krocker is a housing and community development consultant appointed by Supervisor Hudgins to present housing interests on the Task Force. Ms. Krocker is the Executive Director of the Northern Virginia Affordable Housing Alliance, a broad-based regional organization promoting the economic benefits of affordable housing for Northern Virginia. She is a lifelong resident of Fairfax County.

Carrie Lake

Carrie Lake represents the Dranesville District on the Task Force. She is an active member of the Pimmit Hills Citizens Association, a community of 1,600 homes that border Tysons Corner in Falls Church. Ms. Lake grew up in Pimmit Hills and returned there in 2002 to raise her own family. She is the Director of Communications for the Professional Services Council, a trade association that represents government contractors.

George Lamb

George Lamb is an environmental advocate representing the Providence District. He is Vice Chair of the Fairfax County Environmental Quality Advisory Council (EQAC) and President of the Fairfax League of Conservation Voters. He previously served as the Vice Chair of the Sierra Club Virginia Chapter.

Mr. Lamb hails from Pittsburgh, Pennsylvania, but chose Fairfax County as home to raise a family 16 years ago. He is a Technical Manager for the IBM Corporation.

Ken Lawrence

Ken Lawrence represents the Providence District on the Fairfax County Planning Commission where he serves on the Transportation Committee and the Policy and Procedure Committee. He is an ex officio member of the Task Force. Mr. Lawrence's civic activities include having served as Chairman of the Briarwood Citizens Association Land Use Committee and representing Briarwood on the 2001 Area Plan Review task force. He also chaired the work group on the Fairlee out-of-turn plan amendment.

Mr. Lawrence is retired from a 40-year career in private industry and the federal government, focusing on instructional design. He lives in the Fairfax area of the Providence District.

Bill Lecos

Bill Lecos represents the Mason District on the Task Force. He is President and CEO of the Fairfax County Chamber of Commerce. Among his civic activities, Mr. Lecos serves on the Board of the Fairfax County Convention and Visitors Corporation and as a director of the Fairfax County Council on the Arts. He is also a member of the Community Revitalization and Reinvestment Advisory Group. Prior to joining the Chamber, Mr. Lecos was the Senior Vice President for Policy of The Greater Washington Board of Trade. He currently serves on the Metropolitan Washington Council of Governments' Greater Washington 2050 Coalition and the Board of Trade's Envision Greater Washington Initiative.

A native of Fairfax County, Mr. Lecos serves on the JEB Stuart Foundation and is the past chairman of the Sleepy Hollow Recreation Association and the DC Central Kitchen.

Michael Lewis

Mike Lewis represents the Fairfax County Chamber of Commerce on the Task Force. He is President of Liberty Capitol, a global consulting firm specializing in aerospace, defense and counterintelligence. Mr. Lewis is also a registered lobbyist and foreign agent, advising officials at all levels of government.

A 24-year resident of Fairfax County, Mr. Lewis is a commissioner of the Fairfax County Economic Development Authority, a member of the Business and Community Advisory Committee for the Fairfax County Public Schools, and a former Chairman of the Fairfax County Chamber of Commerce.

Sally Liff

Sally Liff represents the residential communities west of Route 123. She has lived in Tysons for over 38 years and was on the Task Force that developed the previous Comprehensive Plan for Tysons. She is currently Chairman of the Fairfax County Tenant-Landlord Commission. She has been active with McLean Citizens Association, having chaired the Transportation Committee, and has been on APR Task Forces for Providence District, the West Falls Church Metro Station, and the Committee of 100 on the Federal City.

Ms. Liff is an urban transportation planning consultant. She also spent several years as a research program manager for the Transportation Research Board at the National Academy of Sciences. Ms. Liff also volunteers at many venues, having been a docent at the Kennedy Center for 38 years. She is also a docent at the U.S. Supreme Court and the National Building Museum.

Stuart Mendelsohn

Stuart Mendelsohn represents the Dranesville District. In 2003, he completed eight years of service as the Dranesville representative on the Fairfax County Board of Supervisors. Before his election as Supervisor, Mr. Mendelsohn served as Vice Chair on the Fairfax County School Board. He was also appointed by the Governor to represent Northern Virginia on the Chesapeake Bay Local Assistance Board. Mr. Mendelsohn has been active in community affairs for over 30 years, and is currently the Vice Chairman of the Fairfax County Chamber of Commerce. He is a partner with the law firm of Holland & Knight LLP in its Tysons office.

Stephanie Mensh

Stephanie Mensh is an at-large member of the Task Force and serves as an advocate for people with disabilities. Her other community activities include two terms on the Fairfax Area Disability Services Board, representing the Mason District on the Human Services Council, and serving on the Consolidated Community Funding Advisory Committee. She is a volunteer advocate for the American Heart-American Stroke Association, and a member of the Consumer Advisory Board of the Stroke Comeback Center in Oakton, VA.

Ms. Mensh has been a resident of Fairfax County for over 20 years. She is Vice President, Reimbursement Policy, for the Neocure Group, a bio-economic consulting firm. She is also a principal of Positive Power Publishing, a company that provides books and products for stroke survivors and other people with disabilities.

Scott Monett

Scott Monett represents the Providence District. He is President of Monettech, an Information Technology firm located in McLean. Mr. Monett is also the founder and President of Tysons Tunnel.org, a coalition of the McLean Chamber of Commerce. This group advocates for the construction of the new Metrorail line through Tysons to be underground.

Jim Scott

Jim Scott is an at-large representative on the Task Force and a nine-term member of the Virginia House of Delegates. He represents the 53rd District, which includes Falls Church, Merrifield and parts of McLean. Mr. Scott's service and leadership have been recognized by the Virginia Housing Coalition and the Northern Virginia Technology Council, among other groups. Previously Mr. Scott served on the Fairfax County Board of Supervisors for 16 years. During that time he chaired the Northern Virginia Transportation Commission and the Metropolitan Washington Water Resources Planning Board. A long-time resident of Fairfax County, Mr. Scott is Director of Community Affairs of the Inova Health System.

Wade Smith

Wade Smith represents the Dranesville District. He works for Noblis, Inc. in Falls Church, VA as an environmental scientist. His civic activities have included serving as president of McLean Hamlet Citizens, board member of the Fairfax County Federation of Citizens Associations, board member of the McLean Citizens Association, President of the Fairfax Committee of 100, president of the Bulls Neck Run Conservancy, member of the vestry of St. Thomas Episcopal Church in McLean, and board member of Samaritan Ministry of Greater Washington. He has lived in Fairfax County for 32 years. For much of that time, he worked in Tysons Corner for The MITRE Corporation and Noblis, Inc.

Phil Sparks

Phil Sparks represents the Springfield District on the Task Force. He is past chair of the Arts Council of Fairfax Council, past chair of the International Children's Festival, and the immediate past chair of the Northern Virginia Community College Educational Foundation. Mr. Sparks is also a member of the board of the Fairfax County Chamber of Commerce.

Mr. Sparks has worked for Dominion Virginia Power for over 31 years, currently serving as Senior Manager of State and Local Affairs for the Northern and Western Virginia region. He and his family have lived in Fairfax County for eight years.

Billy Thompson

Billy Thompson represents the Vienna-Tysons Regional Chamber of Commerce. The VTRCC provides an important link between the businesses and communities of Vienna and Tysons Corner. Mr. Thompson is the past chairman of the VTRCC. He also serves on Governor Kaine's Small Business Advisory Board and is a Board Member of the group advocating for a Tysons Tunnel. A 49 year resident of Vienna, Mr. Thompson is the founder of All Star Movers.

Amy Tozzi

Amy Tozzi was appointed to the Task Force to represent the interests of residential neighborhoods on the east side of Tysons. Her priorities include the provision of adequate infrastructure within Tysons, the protection of Scotts Run and other green spaces, the preservation of affordable housing, and the availability of transportation improvements to serve proposed new development.

A 30-year resident of McLean, Ms. Tozzi is a retired senior executive with the federal government. She is a member of the Board of Directors of The Regency at McLean and a member of the McLean Citizens Association. For the past 20 years she has been active in participating in the planning and zoning process and negotiating with development companies to protect the quality of life of the residential neighborhoods in east Tysons.

Keith Turner

Keith Turner is one of the Task Force members who represent the Tysons Transportation Association (TYTRAN). He is also the current Chairman and President of TYTRAN. Mr. Turner is Chairman of the Task Force's Subcommittee on Transportation and a member of its Subcommittee on Implementation.

Among his civic activities, Mr. Turner currently serves on the Board of Directors of the Fairfax County Chamber of Commerce, the National Kidney Foundation, the Business Transportation Action Coalition, and the Fairfax County Public Schools Education Foundation. He and his family have lived in Northern Virginia for 16 years. Mr. Turner is a Senior Vice President with West*Group.

Kohann Whitney

Kohann Whitney represents the Fairfax County Chamber of Commerce, and is Chair of the Task Force's Communications Subcommittee. Among her previous service to Fairfax County, she has served as Chair of the School Board, the Park Foundation, and the Dulles Corridor Land Use Task Force. Ms. Whitney is also a board member and officer of the Initiative for Public Art – Reston, the Greater Reston Arts Center, and Global Camps Africa.

Prior to her retirement in 2007, Ms. Whitney worked for Northrop Grumman Corporation, the Fairfax County Economic Development Authority, and the Fairfax County Board of Supervisors.

Bruce Wright

Bruce Wright represents the Hunter Mill District. He is past chairman of the Fairfax County Trails Committee and the current chairman of Fairfax Advocates for Better Bicycling. Mr. Wright has served on the Hunter Mill District Land Use Committee and the Reston Planning & Zoning Committee. He represents the interests of non-motorized transportation users who want Tysons to become a bicycle- and pedestrian-friendly place.

For 20 years Mr. Wright worked as a geographer at the U.S. Geological Survey. He currently commutes by bicycle to his job in Vienna.

APPENDIX B: TYSONS PUBLIC MEETINGS

Date	Stakeholders	Location	Number of attendees
1/5/06	Hallcrest/NE Tysons Residents	Vienna Community Center 120 Cherry St. Vienna, VA 22180	46 Participants by head count; 41 Participants signed in, including 1 Task Force member who participated; 1 Observer
1/12/06	Tysons Eastern Border Residents	Regency Social Room 1800 Old Meadow Rd. McLean, VA 22102	50 Participants by head count (approximately 10 people left before Values Exercise); 42 Participants signed in; 5 Task Force members; 2 reporters
1/17/06	Providence Area Residents	Dunn Loring Center 2334 Gallows Road Dunn Loring, VA 22027	50 Participants by head count; 50 Participants signed in; 1 Task Force member; 6 Observers
1/18/06	Vienna Area Residents	Vienna Community Center 120 Cherry St. Vienna, VA 22180	93 Participants by head count; 91 Participants signed in; 1 Task Force member; 4 Observers
1/19/06	Rotonda Residents	Rotonda Community Center 8352 Greensboro Drive McLean, VA 22102	20 Participants by head count; 20 Participants signed in; 1 Task Force member; 1 Observer
1/24/06	Large Business Employees	Fairfax County Chamber of Commerce 8230 Old Courthouse Rd. Vienna, VA 22182	8 Participants by head count; 8 Participants signed in
1/26/06	McLean Residents	McLean Community Center 1234 Ingleside Ave. McLean, VA 22101	48 Participants by head count; 47 Participants signed in; 4 Task Force members; 3 Reporters
1/31/06	All Business Stakeholders	Fairfax County Chamber of Commerce 8230 Old Courthouse Rd. Vienna, VA 22182	1 Participant; 1 Task Force member
1/31/06	Large Business Owners and Managers	Fairfax County Chamber of Commerce 8230 Old Courthouse Rd. Vienna, VA 22182	10 Participants signed in; 4 Task Force members
2/1/06	Residents Outside Tysons Area	Fairfax County Government Center 12000 Government Center Parkway Fairfax, VA 22035	4 Participants by head count (1 Participant left before Value Exercise); 4 Participants signed in; 1 Task Force member

2/2/06	Property Owners and Developers	Fairfax County Chamber of Commerce 8230 Old Courthouse Rd. Vienna, VA 22182	40 Participants by head count; 38 Participants signed in; 1 Task Force member
2/2/06	Property Owners and Developers	Fairfax County Chamber of Commerce 8230 Old Courthouse Rd. Vienna, VA 22182	7 Participants by head count; 7 Participants signed in; 1 Task Force member
2/7/06	Tyson's Residents	Springhill Elementary 8201 Lewinsville Road McLean, VA 22102	13 Participants by head count; 11 Participants signed in; 1 Task Force member
2/8/06	Small Business Owners	Vienna Community Center 120 Cherry St. Vienna, VA 22180	12 Participants by head count; 12 Participants signed in; 1 Task Force member; 3 Observers
2/8/06	Tyson's Southern Border Residents	Freedom Hill Elementary 1945 Lord Fairfax Road Vienna, VA 22182	3 Participants
2/9/06	Lewinsville Residents	Springhill Elementary 8201 Lewinsville Road McLean, VA 22102	15 Participants by head count; 15 Participants signed in; 2 Task Force members
2/10/06	Arts and Non-Profit Community Members	Wolf Trap Foundation for the Performing Arts 1645 Trap Road Vienna, VA 22182	11 Participants by head count; 11 Participants signed in; 2 Task Force members
2/15/06	Automotive Businesses	Fairfax County Chamber of Commerce 8230 Old Courthouse Rd. Vienna, VA 22182	11 Participants by head count; 11 Participants signed in; 1 Task Force member; 1 Observer; 1 Reporter
2/16/06	All Stakeholders	Springhill Elementary 8201 Lewinsville Road McLean, VA 22102	8 Participants by head count; 8 Participants signed in; 1 Task Force member; 1 Observer
1/23/07	Dranesville District Homeowners & Residents	Springhill Elementary 8201 Lewinsville Road McLean, VA 22102	34 Attendees, including 5 Task Force members
1/24/07	Providence District Homeowners & Residents	Freedom Hill Elementary 1945 Lord Fairfax Road Vienna, VA 22182	16 Attendees, including 1 Task Force member
1/30/07	Business Leaders	Fairfax County Chamber of Commerce 8230 Old Courthouse Rd. Vienna, VA 22182	37 Attendees, including 3 Task Force members
1/31/07	Non-Profit and	Fairfax County	6 Attendees, including 1 Task Force

	Community Organizations	Chamber of Commerce 8230 Old Courthouse Rd. Vienna, VA 22182	member
1/31/07	Hunter Mill District Homeowners & Residents	Westbriar Elementary School 1741 Pine Valley Drive Vienna, VA 22180	19 Attendees, including 1 Task Force member
3/07	Employee Meeting	Booz Allen Hamilton 8283 Greensboro Dr. McLean, VA 22102	Approximately 25 attendees
3/07	Employee Meeting	Gannett 7950 Jones Branch Dr. McLean, VA 22107	Approximately 12 attendees
3/07	Employee Meeting	Tysons Mall 1961 Chain Bridge Rd. McLean, VA 22102	Approximately 20 attendees
3/19/07	Public Workshop: Open to All	Capital One 1680 Capital One Drive McLean, VA 22102	Resident 7; Nearby resident 11; Employee 11; Own or operate business 2; Landowner/Dev 5; Other 18
3/20/07	Public Workshop: Open to All	Capital One 1680 Capital One Drive McLean, VA 22102	Resident 7; Nearby resident 5; Employee 8; Landowner/Dev 15; Other 15
3/20/07	Public Workshop: Open to All	Capital One 1680 Capital One Drive McLean, VA 22102	Resident 7; Nearby resident 8; Employee 12; Landowner/Dev 7; Other 13
3/20/07	Public Workshop: Open to All	Capital One 1680 Capital One Drive McLean, VA 22102	Resident 15; Nearby resident 4; Employee 8; Own or operate business 1; Landowner/Dev 6; Other 10
3/21/07	Public Workshop: Open to All	Capital One 1680 Capital One Drive McLean, VA 22102	Resident 9; Nearby resident 2; Employee 4; Landowner/Dev 8; Other 18
3/21/07	Public Workshop: Open to All	Capital One 1680 Capital One Drive McLean, VA 22102	Resident 4; Nearby resident 2; Employee 4; Own or operate business 1; Landowner/Dev 4; Other 21
4/17/07	Cervero Presentation	Capital One 1680 Capital One Drive McLean, VA 22102	Approximately 150 attendees
7/16/07	Hunter Mill District	Vienna Elementary School 128 Center Street Vienna, VA 22182	Approximately 93 attendees
7/17/07	Employee	MITRE	Approximately 20 attendees

	Meeting	1550 Westbranch Dr. McLean, VA 22102	
7/17/07	Dranesville District	Springhill Elementary 8201 Lewinsville Road McLean, VA 22102	Approximately 91 attendees
7/18/07	Providence District	Marshall High School 7731 Leesburg Pike Falls Church, VA 22043	Approximately 72 attendees
7/19/07	Public Service Employees	McLean Government Center 1437 Balls Hill Rd. McLean, VA 22101	Approximately 30 attendees
7/07	Area Businesses	Fairfax County Chamber of Commerce 8230 Old Courthouse Rd. Vienna, VA 22182	Approximately 12 attendees
9/18/07	Presentation on Implementation: Open to All	Capital One 1680 Capital One Drive McLean, VA 22102	Approximately 135 attendees
12/17/07	Transportation Workshop	Marshall High School 7731 Leesburg Pike Falls Church, VA 22043	Approximately 125 attendees
1/28/08	Density/Intensity Workshop	Marshall High School 7731 Leesburg Pike Falls Church, VA 22043	Approximately 100 attendees
2/27/08	Public Workshop: Open to All	Marshall High School 7731 Leesburg Pike Falls Church, VA 22043	59 attendees
2/28/08	Public Workshop: Open to All	McLean Community Center 1234 Ingleside Ave. McLean, VA 22101	92 attendees.
2/28/08	Public Workshop: Open to All	Westbriar Elementary School 1741 Pine Valley Drive Vienna, VA 22180	51 attendees
	45 Total Meetings		Approximately 2,064 attendees