

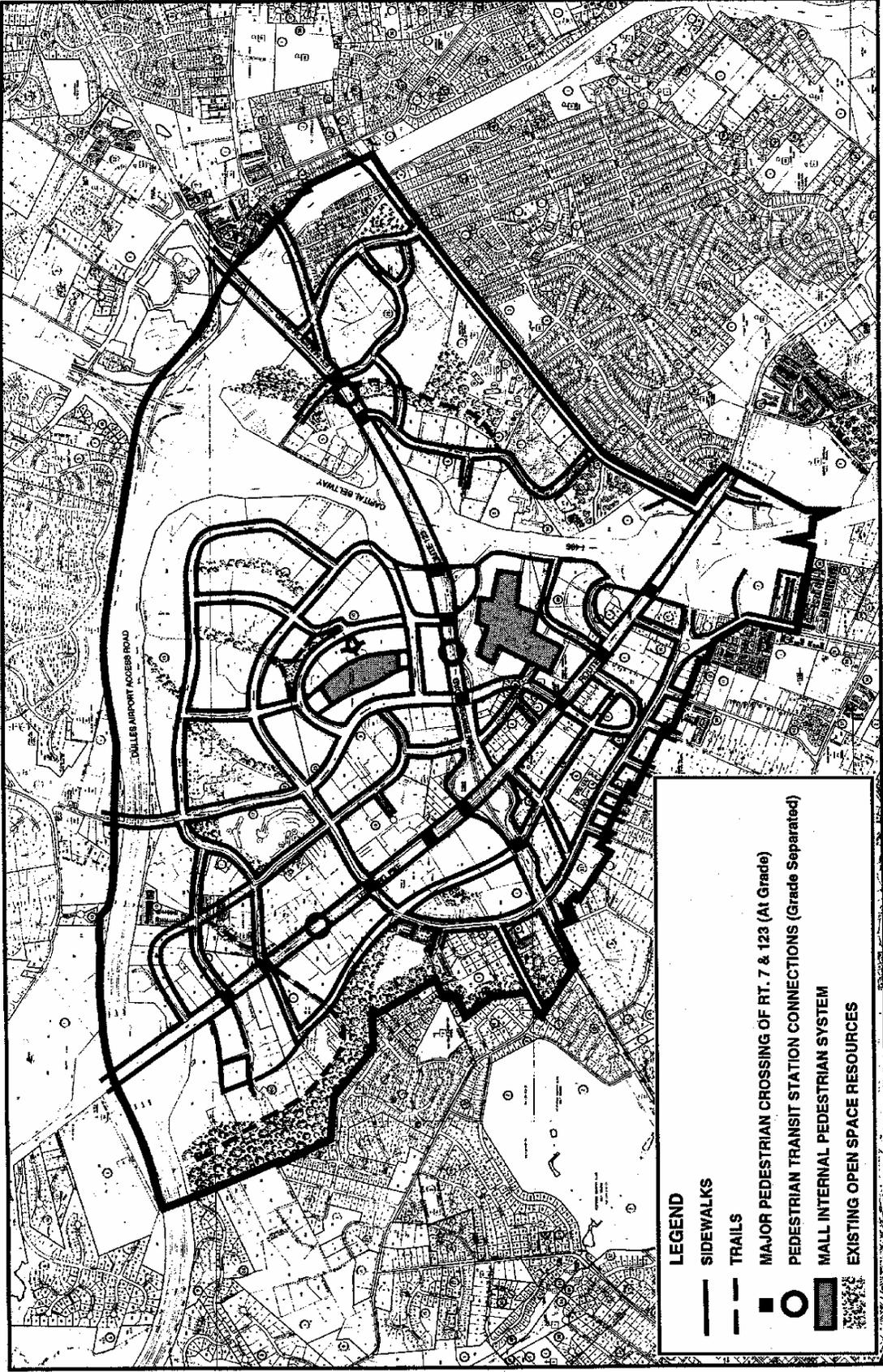
Excerpt from Tysons Plan (pages 41-44): Pedestrian and Transit-Oriented Design

“One of the key objectives of the Tysons Corner Plan is to encourage alternative modes of transportation as substitutes for the single-occupant autos that are crowding the County's roads. Good design can contribute to the attainment of this goal by creating a convenient, pleasant and safe experience for the pedestrian, thus making walking a viable alternative to driving. The pedestrian system should consist of sidewalks and/or trails that connect with plazas, courtyards, or other open spaces to create places for pedestrians to walk, to rest, or to gather with others for recreation or community activities. Such a system will reinforce the goal for high-quality design resulting in a transit and pedestrian-friendly environment.

Guidelines:

- In development proposals for new development or redevelopment, increased intensity/ density, increased building heights and/or those which substantially change the design of a previously approved development commitment, pedestrian links should be provided to adjacent development and to the regional and countywide trail system where feasible, connecting local sites with the larger community and enhancing the continuity of the system. Pedestrian links could include sidewalks, trails, plazas, courtyards, and parks with path systems. The super-regional malls provide pedestrian links through the interior of their large complexes; outside links to the surrounding pedestrian system should be provided. Where the proposed use requires a high security environment, the property owner should provide an alternative pedestrian system that meets the need of the user and still facilitates the general goal of an integrated pedestrian system for Tysons Corner.
- Additional sidewalks and trails beyond those indicated on the Open Space and Pedestrian System Map are encouraged and are described in the Land Unit Recommendations Section. Providing fewer connections than those on the map is discouraged, unless it can be demonstrated that those connections are not needed because another circulation pattern would serve the same users as well or better.
- Opportunities for pedestrians to sit down should be provided, especially in plazas, courtyards, and parks. These could include low walls, wide steps, benches and other outdoor furniture.
- Care should be taken to ensure that development is not designed to create barriers to area-wide pedestrian circulation as depicted on the Pedestrian System Map. The position of development on the site could create a barrier to pedestrians that interrupts the circulation system. Site design should also avoid creating pedestrian barriers with fences or walls without gates (unless required for safety or security); landscaping that blocks the most direct path; and grade changes without ramps/steps to connect the sidewalks at both levels.
- Auto and pedestrian traffic should be separated, i.e., pedestrians should not be required to walk in a travel lane or through a parking structure to reach their destination.
- Pedestrian safety should be an important factor in designing for both sidewalks and trails. Adequate lighting is essential, as is landscaping that does not impede visibility or create hiding places.
- Pedestrians (including those with disabilities) should be provided with safe and convenient access to the nearest transit stops/stations.
- Design of pedestrian linkages should minimize impacts on mature trees and other established vegetation that provide benefits such as shade. When pedestrian linkages (existing or new) have few shade trees, additional trees should be planted.
- Signage along roadways should be provided that contributes to good pedestrian orientation as well as vehicular orientation. Signage within a development should be coordinated in terms of scale, design, color, materials, and placement.
- Usable open space in the form of an urban park should be considered at transit station approaches to provide a strong pedestrian focus. For example, this could be a landscaped plaza with seating and other amenities that make it an attractive gathering place for the local workforce, shoppers, and residents. Such a park should be designed to accommodate informal activities and programmed events during lunch hours and after-work hours. . . .”

BISE PREPARED APRIL 1991 BY CCP



- LEGEND**
- SIDEWALKS
 - - - TRAILS
 - MAJOR PEDESTRIAN CROSSING OF RT. 7 & 123 (At Grade)
 - PEDESTRIAN TRANSIT STATION CONNECTIONS (Grade Separated)
 - ▣ MALL INTERNAL PEDESTRIAN SYSTEM
 - ▨ EXISTING OPEN SPACE RESOURCES

TYSONS CORNER URBAN CENTER

OPEN SPACE & PEDESTRIAN SYSTEM



FAIRFAX COUNTY, VIRGINIA