

I. Development

Planning Principles	Existing (2006)	Base Case	Prototype A	Prototype B
1. Overall Development: Attract mixed-use transit oriented development to Metrorail stations and transit connection locations	44 M square feet	74 M square feet	96 M square feet	127 M square feet
	106,900 employees	161,500 employees	159,000 employees	203,000 employees
		66% of total development within 5 minute walk of Metrorail	73% of total development at Metrorail Increased development focused at the four Metrorail stations.	70% of total development at transit Development at Metrorail and also along circulator routes.
2. Residential Development: Increase housing supply, choices, and price points	16,100 residents	35,000 residents	72,000 residents	100,000 residents
	8,056 dwelling units	17,600 dwelling units	36,000 dwelling units	49,960 dwelling units
		29% of development	45% of development	47% of development
3. Transition at edges: Retain compatible transitions at the edges of Tysons	Compatible edges exist.	Minimize redevelopment, retain transitional uses of housing, low density office, and open space.	Minimize redevelopment, retain transitional uses of housing, low density office, and open space but allows significant increase in residential units above Base Case.	Retain transitional uses of housing, low density office, and open space, but allows significant increase in residential units above Prototype A.

Key Questions

1. Both Prototypes focus the majority of growth around transit. Should the Task Force recommend that growth be primarily focused at the four Metrorail stations (as in Prototype A), or at the four Metrorail stations plus along key circulator routes (as in Prototype B)?
2. Both prototypes seek aggressive increases in residential development to seek the jobs/housing balance needed to make Tysons work. What are your reactions to the suggested densities and locations of additional housing in the two prototypes?
3. The two prototypes were designed to create compatible transitions to surrounding communities by keeping building heights in check and limiting non-residential uses. Are there additional measures the Task Force should recommend to buffer surrounding communities from Tysons as it takes on a more urban form?

II. Transportation

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

Key Questions

- Transportation Network 1 emphasizes moving traffic into, out of, and through Tysons by building several grade-separated intersections and more ramp connections to highways. Network 2 emphasizes walking, biking, transit and other improvements to the internal circulation of Tysons. Should more focus be placed on moving traffic through (or around) Tysons or moving traffic within Tysons?
- The analysis shows that a circulator system that links Metrorail with other key areas of Tysons increases transit ridership and alleviates traffic congestion. Network 1 uses circulator vehicles in traffic while Network 2 places circulators on dedicated rights of way. What characteristics for internal transit should the Task Force consider in its recommendations?
- Both prototypes and networks rely on significant decreases in parking in more dense areas to promote transit and pedestrian uses. By contrast, the Base Case actually promotes auto use through extensive parking. Do you agree that parking strategies are important and what additional parking issues or considerations should the Task Force include in its recommendations?
- Based on the results from the last round of analysis, the Task Force has determined that an urban grid of streets at Tysons is a key element in its redevelopment. The grid of streets greatly improves pedestrian and bicycle accessibility. What else should the Task Force consider in making Tysons more friendly to pedestrians and bikes?

III. Quality of Life

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

Key Questions

8. Prototype B has about 60% more open space than Prototype A because it allows for more redevelopment along the circulator routes. In both Prototypes A and B, the existing stream valley parks at Scotts Run and Old Courthouse Spring Branch are integral parts of the open space network at Tysons.
 - Is the tradeoff of more open space for additional density along the circulators a good idea?
 - Are taller buildings with smaller footprints a reasonable tradeoff to provide community benefits desired?
 - What park network would serve the residents and workers of Tysons better - numerous small neighborhood parks or fewer large community parks? How should the park network be connected?
9. The Task Force will recommend that the revised Plan include guidance on urban design, incorporating civic and cultural spaces throughout Tysons. Prototype A focuses most of these features near Metrorail stations and Prototype B locates them both at Metrorail stations and along the circulator routes.
 - What civic and cultural uses should be included in the Task Force recommendations, and what else is needed to create a sense of place at Tysons?