Initial Findings of the Three Test Scenarios

The Tysons Land Use Task Force is leading the way to a 21st Century Tysons. They have created a set of Guiding Principles that set the direction for future growth. The principles call for a 21st Century Tysons that:

- focuses growth within Tysons and around transit;
- provides a mix of uses for an active 18-hour place;
- increases connectivity and walkability; and
- preserves and enhances natural features.

Changing Tysons from a suburban commercial center to an urban mixed use center requires a strong foundation of enhanced economic development to facilitate such a change. Once this foundation is established it must be carefully built upon. Borrowing from across the nation and across the world the best examples of marrying new transit investments with high quality development provides us with proven examples of how to create such a better place.

What will the new Tysons Corner be like?

How can Tysons grow into Fairfax County's Preeminent Urban Center?

How can Tysons become a better and more walkable urban environment?

Process to Create the Three Test Scenarios

In March, the Task Force asked the community what is important about Tysons, what should change, and where growth should occur in Tysons. In a series of in-depth work sessions, you said you want a different kind of place – one that is more walkable, with more mixed-use and open space, and less congestion.

Using the feedback from the work sessions, the Task Force and its consultants developed three Test Scenarios that can be compared to the likely results of a "Base Case", which characterizes the growth potential and pattern under the direction of the current Plan. The scenarios and the Base Case use different growth allocations and urban design patterns, and analyze them to determine how well they function. The three test scenarios were not designed to survive this analysis but to give us a better understanding of what might happen – good or bad – when making different choices about the future. Once the analysis is finished, the Task Force will move forward by identifying the best characteristics of the test scenarios and developing a more detailed and more plausible set of alternatives (called Advanced Alternatives).

Base Case

Tysons under the Base Case remains largely a jobs-heavy, edge city environment and primarily auto-dependent. Total employment in the Base Case is 150% of what exist today, and total housing is over 200% of what exists today.

Although pedestrian and bike connections have been added, and a few local roads have been added to take some pressure off Leesburg Pike and other arterials, congestion is still significant.

There are some key differences from today. Transit supports some concentrations of new more intense office and residential redevelopment that will occur primarily around the four new Metrorail stations. Housing will be higher density – high-rise and mid-rise apartments and condominiums (west of the Beltway) and mid-rise apartments and garden apartments (east of the Beltway). Redevelopment in some neighborhoods include corner grocery stores or drycleaners that are within an easy walk for local residents. Some pockets of greenspace and public plazas are located in portions of Tysons which provide gathering places for the community.

BASE CASE

Tysons, under the Base Case, remains auto-dependent. Although pedestrian and bike connections have been added, and a few local roads have been added to take some pressure off Leesburg Pike and other arterials, congestion is still significant.

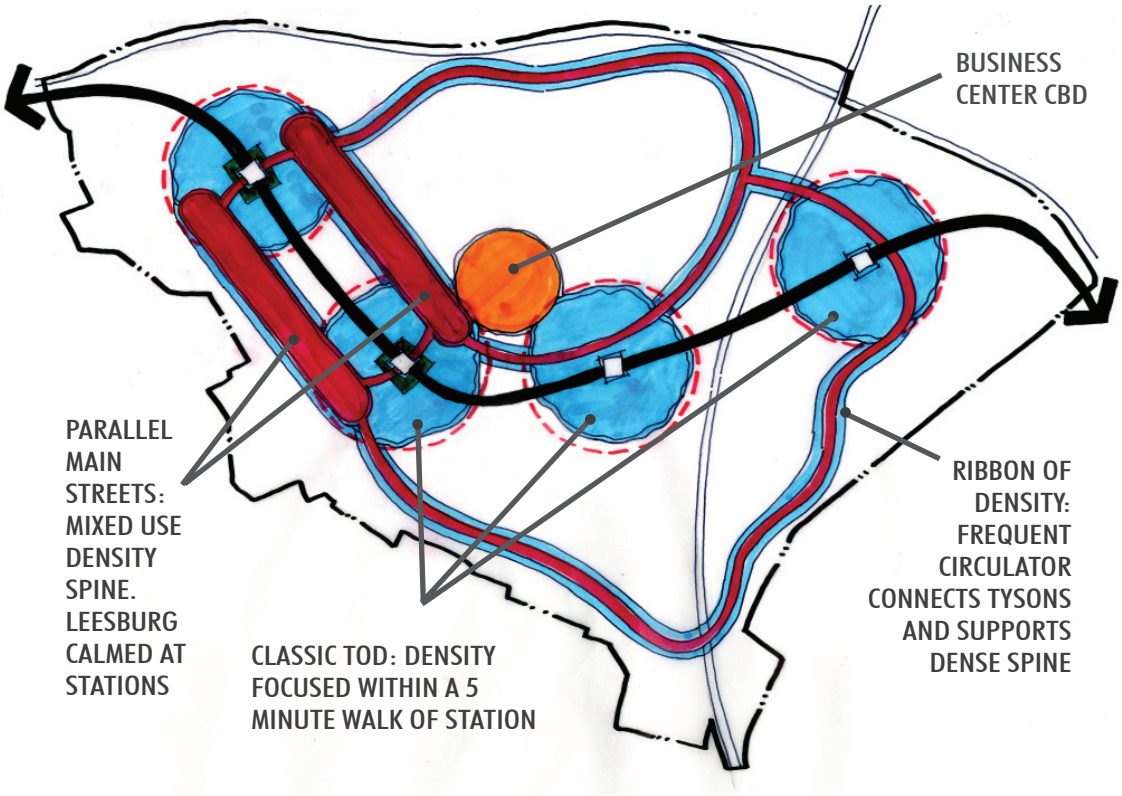
Base Case Details:

- The Base Case is what will happen in Tysons with little additional guidance beyond that in the current Comprehensive Plan to link the Metrorail extension to land uses.
- The Base Case makes no further adjustments to apply transit oriented development (TOD) principles to the land uses and urban form around the stations.
- The Base Case includes 74.1 million square feet of development
- The land uses are distributed roughly in accord with the current plan's core and non-core concepts, with approximately 62% of the development within a 5 minute walk of the transit stations.
- Beyond the station areas, the essential character of the development in Tysons today will have little to moderate change - It will continue to be an employment center, with increased residential opportunity, and will remain a predominately auto-oriented environment and a largely pedestrian unfriendly place.

Base Case by the Numbers:

	TYSONS TOTAL	TOD AREAS	NON-TOD AREAS
EMPLOYMENT			
NUMBER OF JOBS	161,545	108,564	52,981
NON-RETAIL DEVELOPMENT (sq. ft.)	43.8 million	28.6 million	15.2 million
RETAIL DEVELOPMENT (sq. ft.)	5.8 million	5.1 million	737,420
HOTEL DEVELOPMENT (sq. ft.)	3.4 million	2.6 million	787,072
EMPLOYMENT DEVELOPMENT LOCATION	N/A	68.4%	31.6%
RESIDENTIAL			
NUMBER OF DWELLING UNITS	17,600	8,074	9,539
RESIDENTIAL DEVELOPMENT (sq. ft.)	21.1 million	9.7 million	11.4 million
NUMBER OF JOBS PER HOUSEHOLD	9.17	13.45	5.55
RESIDENT EMPLYOYEES	10,568	4,844	5,723
RESIDENTIAL DEVELOPMENT LOCATION	N/A	46%	54%
PARKING			
PARKING SPACES	154,764	106,151	48,613
RATIO- PARKING SPACE TO COMMERCIAL (sq.ft.)	1.09	1.1	1.07
TRANSPORTATION			
HOURS OF CONGESTION	24,010	N/A	N/A
PERCENT OF AVERAGE DAILY TRIPS BY AUTO DRIVER	76.5%	N/A	N/A
WORK TRIPS - PERCENT OF AVERAGE DAILY TRIPS BY AUTO DRIVER	72.5%	N/A	N/A
TRANSIT			
PERCENT OF AVERAGE DAILY TRIPS BY TRANSIT	8.6%	N/A	N/A
WORK TRIPS - PERCENT OF AVERAGE DAILY TRIPS BY TRANSIT	20.2%	N/A	N/A
ESTIMATE TRANSIT RIDERSHIP FOR STATION AREAS	N/A	67,488	N/A
FACILITY NEEDS			
SCHOOL FACILITY NEEDS	0.76 ELEMENTARY 0.16 MIDDLE 0.20 HIGH	N/A	N/A
PARKLAND NEEDS	48 ACRES	N/A	N/A
SEWER NEEDS (LENGTH OF LINES NEEDING REPLACEMENT)	30,000 FT	N/A	N/A

TEST SCENARIO A



Test Scenario A represents a Tysons that will have characteristics similar to a vibrant downtown with more intense and urban development. The increase in square feet of development in Scenario A from the Base Case is 83%. Employment in Scenario A is 225% of what exists today, and housing is over 500% of what exists today.

The character of the development under Test Scenario A is more intense and compact due to the overall development targets. Many of the non-TOD locations in Tysons absorb levels of development typically found in TODs. High-rise towers, primarily office buildings, are located closer to the stations. The eastside of Tysons remains largely a residential area, but with higher density housing such as townhouses and mid-rise apartments. The Northwest district is largely as it is today with some additional residential, but no significant non-retail employment.

To accommodate the significant increase in growth, and to keep the 4 station areas from becoming too overloaded and unlivable, other areas in Tysons were identified as locations for high intensity development. The area currently identified as the Tysons Core, located between Metrorail stations Tysons 7 and Tysons 123, provides a significant concentration of employment and functions as a central business district with office towers and supporting retail uses. Two main streets that run parallel to Leesburg Pike, connecting Tysons West with Tysons 7, allowing Leesburg Pike to maintain the characteristics of an arterial, have active street frontages, with mid-rise vertical mixed-use development. The West Park area, in the North Central district, is a massive mixed-use infilling of today's largely suburban pattern of office developments.

Test Scenario A Details:

- Scenario A represents a design, orientation and character of development that is much more intense than what exists today, and more intense than the other test scenarios.
- Most of this intensive development is concentrated in the areas around the Metrorail stations; along two main streets that parallel Leesburg Pike; along the two transit circulator routes that connect the stations and neighborhoods within Tysons; and a within a central business district located between Tysons 7 and Tysons 123.
- Tall residential and office towers are the norm near transit. Transit oriented design principles are strongly followed.
- Scenario A includes 135.7 million square feet of development.
- Approximately 57.5% of the development is within a 5 minute walk of the transit stations.

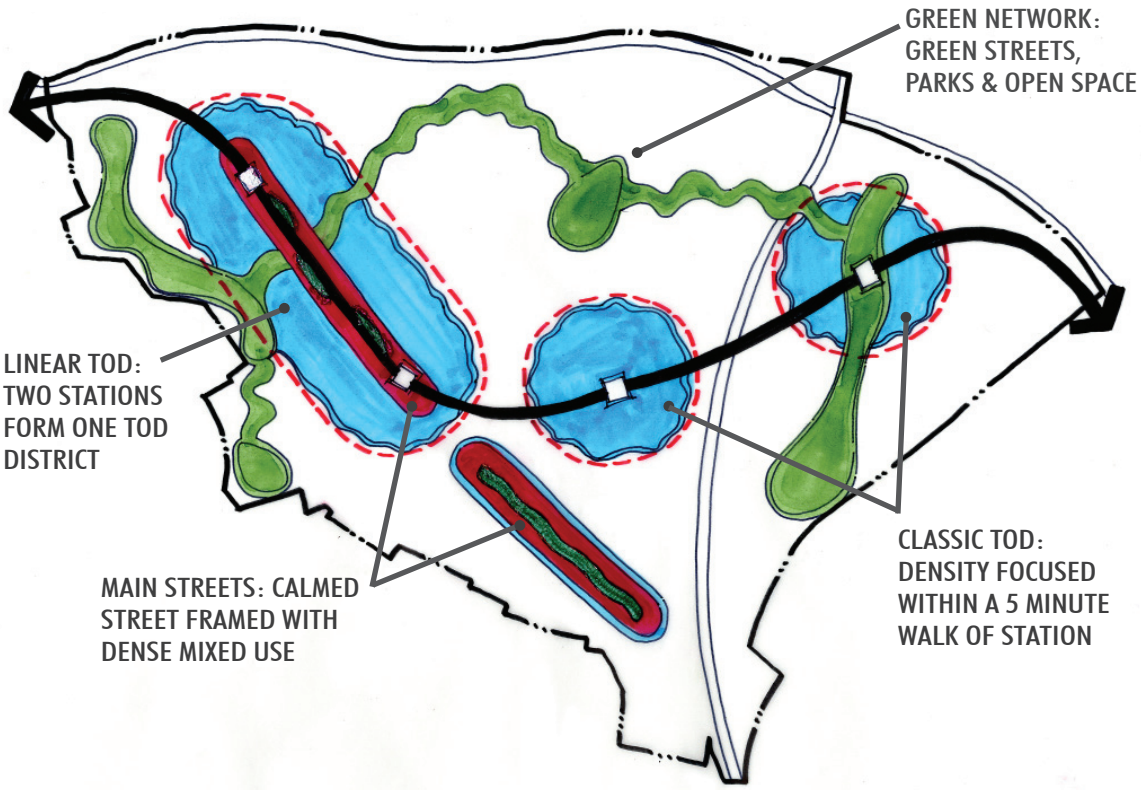
TEST SCENARIO A

Two circulators, envisioned as streetcar lines, connect the Metrorail stations with each other and to neighborhoods in Tysons not within walking distance of the stations. A ribbon of dense development extends on each side of the circulator to provide easy access to and from the circulator. The addition of the circulator enables the majority of the residents of Tysons to be within a 10 minute walk of employment and retail services.

Scenario A by the Numbers:

	TYSONS TOTAL	TOD AREAS	NON-TOD AREAS
EMPLOYMENT			
NUMBER OF JOBS	246,695	158,866	87,829
NON-RETAIL DEVELOPMENT (sq. ft.)	68 million	42.8 million	25 million
RETAIL DEVELOPMENT (sq. ft.)	6.5 million	5.2 million	1.3 million
HOTEL DEVELOPMENT (sq. ft.)	7.3 million	5.9 million	1.4 million
EMPLOYMENT DEVELOPMENT LOCATION	N/A	66%	34%
RESIDENTIAL			
NUMBER OF DWELLING UNITS	44,988	20,177	24,811
RESIDENTIAL DEVELOPMENT (sq. ft.)	54 million	24.2 million	29.8 million
NUMBER OF JOBS PER HOUSEHOLD	5.48	7.87	3.54
RESIDENT EMPLYOYEES	26,993	12,106	14,887
RESIDENTIAL DEVELOPMENT LOCATION	N/A	45%	55%
PARKING			
PARKING SPACES	128,714	48,040	80,674
RATIO- PARKING SPACE TO COMMERCIAL (sq.ft.)	0.60	0.35	1.07
TRANSPORTATION			
HOURS OF CONGESTION	39,240	N/A	N/A
PERCENT OF AVERAGE DAILY TRIPS BY AUTO DRIVER	78.5%	N/A	N/A
WORK TRIPS - PERCENT OF AVERAGE DAILY TRIPS BY AUTO DRIVER	68.1%	N/A	N/A
TRANSIT			
PERCENT OF AVERAGE DAILY TRIPS BY TRANSIT	9.8%	N/A	N/A
WORK TRIPS - PERCENT OF AVERAGE DAILY TRIPS BY TRANSIT	24.1%	N/A	N/A
ESTIMATE TRANSIT RIDERSHIP FOR STATION AREAS	N/A	93,756	N/A
INCREASE IN TRANSIT RIDERSHIP OVER BASE CASE	N/A	38.9%	N/A
FACILITY NEEDS			
SCHOOL FACILITY NEEDS	2.14 ELEMENTARY 0.46 MIDDLE 0.55 HIGH	N/A	N/A
PARKLAND NEEDS	138 ACRES	N/A	N/A
SEWER NEEDS (LENGTH OF LINES NEEDING REPLACEMENT)	54,000 FT	N/A	N/A

TEST SCENARIO B



Scenario B emphasizes Tysons role as an employment center - the total amount of employment under Scenario B is 179% of what exists today. Housing, primarily in the station areas and along Leesburg Pike, is added to create a better balance in Tysons between jobs and housing, to promote increased transit ridership, and to support a more vibrant, 18 hour/7day a week environment in those key locations. The increase in square feet of development in Scenario B from the Base Case is 36%.

Scenario B makes the most aggressive attempt to transform the local street network by turning Leesburg Pike into a highly pedestrian, traffic-calmed "main street". This main street concept includes opportunities to shop, walk, live and work, and connects the Tysons West and Tysons 7 stations. An improved street grid allows local traffic to use alternative routes to Leesburg Pike.

To create value and balance the pockets of high density, a green necklace connects Tysons with a green boulevard that includes pocket parks, open spaces and a passive and active green network.

Most of the additional employment above the Base Case levels is concentrated around the transit stations. Areas outside the TOD designated stations will also change: The North Central and Old Courthouse South districts will have more mixed uses than today; the Eastside district will remain a predominately residential area though the scale of development is higher; and the main street concept is extended further south along Leesburg south of Chain Bridge to calm traffic and provide outlying residents with every day services, such as a grocery store or drycleaner, within walking distance of their home.

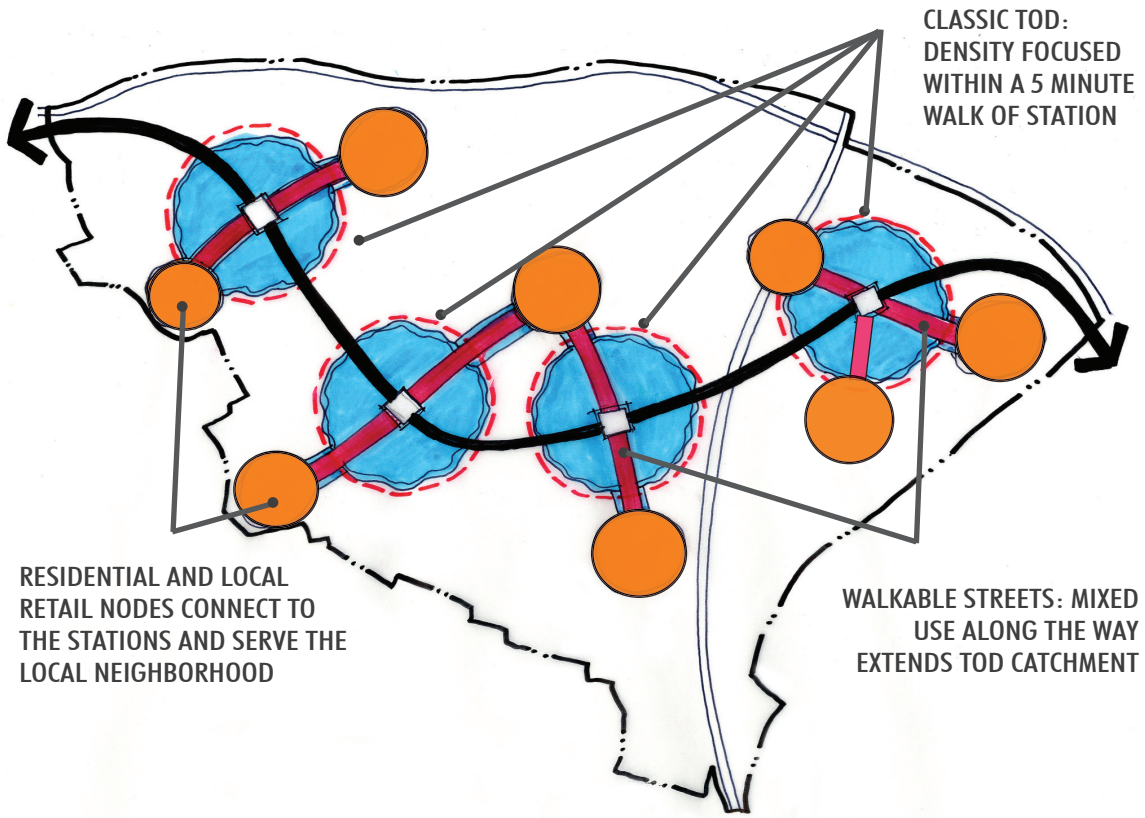
Test Scenario B Details:

- Scenario B represents a more typical TOD ring pattern around the four stations – higher density near the stations tapering off as you get further from the stations.
- Scenario B applies a development pattern similar to the Rosslyn-Ballston Corridor.
- Scenario B is the only scenario with a strongly linked network of green streets, parks and open spaces.
- Scenario B features increased mixed use within both the TOD and the non-TOD areas along Leesburg Pike as well as nearby areas.
- Scenario B includes 101 million square feet of development.
- Approximately 66% of the development is within a 5 minute walk of the transit stations.

Scenario B by the Numbers:

	TYSONS TOTAL	TOD AREAS	NON-TOD AREAS
EMPLOYMENT			
NUMBER OF JOBS	191,023	139,659	51,364
NON-RETAIL DEVELOPMENT (sq. ft.)	52 million	37.4 million	14.6 million
RETAIL DEVELOPMENT (sq. ft.)	6 million	5.1 million	900,000
HOTEL DEVELOPMENT (sq. ft.)	5.7 million	4.6 million	1.1 million
EMPLOYMENT DEVELOPMENT LOCATION	N/A	74%	26%
RESIDENTIAL			
NUMBER OF DWELLING UNITS	31,155	16,430	14,725
RESIDENTIAL DEVELOPMENT (sq. ft.)	37.4 million	19.7 million	17.7 million
NUMBER OF JOBS PER HOUSEHOLD	6.13	8.50	3.59
RESIDENT EMPLYOYEES	18,693	9,858	8,835
RESIDENTIAL DEVELOPMENT LOCATION	N/A	52.7%	47.3%
PARKING			
PARKING SPACES	89,820	42,540	47,280
RATIO- PARKING SPACE TO COMMERCIAL (sq.ft.)	0.54	0.35	1.07
TRANSPORTATION			
HOURS OF CONGESTION	32,500	N/A	N/A
PERCENT OF AVERAGE DAILY TRIPS BY AUTO DRIVER	77.9%	N/A	N/A
WORK TRIPS - PERCENT OF AVERAGE DAILY TRIPS BY AUTO DRIVER	70%	N/A	N/A
TRANSIT			
PERCENT OF AVERAGE DAILY TRIPS BY TRANSIT	8.9%	N/A	N/A
WORK TRIPS - PERCENT OF AVERAGE DAILY TRIPS BY TRANSIT	22%	N/A	N/A
ESTIMATE TRANSIT RIDERSHIP FOR STATION AREAS	N/A	84,921	N/A
INCREASE IN TRANSIT RIDERSHIP OVER BASE CASE	N/A	25.8%	N/A
FACILITY NEEDS			
SCHOOL FACILITY NEEDS	1.45 ELEMENTARY 0.31 MIDDLE 0.37 HIGH	N/A	N/A
PARKLAND NEEDS	93 ACRES	N/A	N/A
SEWER NEEDS (LENGTH OF LINES NEEDING REPLACEMENT)	49,000 FT	N/A	N/A

TEST SCENARIO C



Scenario C provides a Tysons with a much stronger residential base – total housing under Scenario C is more than 450% of what exists currently. The increase in housing provides opportunity for Tysons to become a more vibrant community at all hours. It has the best balance between jobs and housing of the scenarios. An improved jobs housing balance can increase the two-way flows to and from other major centers along the Metrorail system; support an 18-hour atmosphere and amenities that a live-work-play community includes; and increase the number of people walking, biking or taking transit between work and home.

The majority of the housing is located within a five minute walk of the transit stations to promote the use of transit by residents of Tysons. In addition to the typical TOD core around the transit stations, much new growth is located along mixed use corridors extending from the immediate station areas into nearby areas within Tysons creating new neighborhoods. The character of development in these extended TOD corridors includes vertical mixed retail, housing and office uses in a main street setting.

For areas outside the extended TODs, the character of development changes slightly to become more mixed use. For example, housing was added to the current employment only areas of North Central and Old Courthouse South districts. Retail employment space is concentrated in the areas that include the two regional malls and areas such as the Leesburg Pike frontage. The increase in square feet of development in Scenario C from the Base Case is 35%.

Test Scenario C Details:

- By increasing the number of residents in Tysons, Scenario C provides a greater opportunity for Tysons to become an 18 hour/7 day a week environment.
- Scenario C extends higher density mixed use into some neighborhoods beyond the typical TOD core area. This provides more people greater opportunity to access goods and services within an easy walk of their home.
- Scenario C includes 100.4 million square feet of development.
- Approximately 68% of the development is within a 5 minute walk of the transit stations.

TEST SCENARIO C

Scenario C by the Numbers:

	TYSONS TOTAL	TOD AREAS	NON-TOD AREAS
EMPLOYMENT			
NUMBER OF JOBS	164,204	114,435	49,769
NON-RETAIL DEVELOPMENT (sq. ft.)	44 million	29.9 million	14 million
RETAIL DEVELOPMENT (sq. ft.)	6.3 million	5.4 million	951,450
HOTEL DEVELOPMENT (sq. ft.)	4.5 million	3.5 million	937,800
EMPLOYMENT DEVELOPMENT LOCATION	N/A	71%	29%
RESIDENTIAL			
NUMBER OF DWELLING UNITS	38,000	24,320	13,680
RESIDENTIAL DEVELOPMENT (sq. ft.)	45.6 million	29 million	16.4 million
NUMBER OF JOBS PER HOUSEHOLD	4.32	4.71	3.54
RESIDENT EMPLYOYEES	30,400	19,456	10,944
RESIDENTIAL DEVELOPMENT LOCATION	N/A	64%	36%
PARKING			
PARKING SPACES	81,364	35,318	46,046
RATIO- PARKING SPACE TO COMMERCIAL (sq.ft.)	0.57	0.35	1.07
TRANSPORTATION			
HOURS OF CONGESTION	26,570	N/A	N/A
PERCENT OF AVERAGE DAILY TRIPS BY AUTO DRIVER	78.9%	N/A	N/A
WORK TRIPS - PERCENT OF AVERAGE DAILY TRIPS BY AUTO DRIVER	69.4%	N/A	N/A
TRANSIT			
PERCENT OF AVERAGE DAILY TRIPS BY TRANSIT	8.0%	N/A	N/A
WORK TRIPS - PERCENT OF AVERAGE DAILY TRIPS BY TRANSIT	22.4%	N/A	N/A
ESTIMATE TRANSIT RIDERSHIP FOR STATION AREAS	N/A	77,365	N/A
INCREASE IN TRANSIT RIDERSHIP OVER BASE CASE	N/A	14.64%	N/A
FACILITY NEEDS			
SCHOOL FACILITY NEEDS	1.77 ELEMENTARY 0.38 MIDDLE 0.46 HIGH	N/A	N/A
PARKLAND NEEDS	114 ACRES	N/A	N/A
SEWER NEEDS (LENGTH OF LINES NEEDING REPLACEMENT)	49,000 FT	N/A	N/A

Next Steps

The analyses of transportation and public facilities as well as input from these July workshops and the website will guide the Task Force and the consulting team to develop more advanced alternatives that will narrow the range of potential choices for Tysons future. The advanced alternatives will be subjected to more rigorous testing to more fully understand their possible impacts on transportation, infrastructure, and public needs in Tysons and surrounding communities.

In late fall, the Task Force will seek public input on the advanced alternatives. Based on the results of testing and public input, the Task Force will work with the consulting team to develop a preferred alternative that can become the basis of a real plan.

The Task Force will then incorporate this preferred alternative in its recommended revisions to the current Comprehensive Plan for Tysons Corner to the Planning Commission and the Board of Supervisors.