

## Outline of Summary Document: Preferred Alternative

\* draft April 9, 2008 \*

The following is a draft outline for the summary document that describes the Preferred Alternative. The document will be a glossy, layperson’s summary of the Preferred Alternative, along the lines of the “Tysons Corner: Path to the 21<sup>st</sup> Century” document that was produced for the February workshops. The primary audience includes the Board of Supervisors, Planning Commission and general stakeholders. The document will be visually interesting; with graphics, illustrations and photographs to support the text.

The outline provided below includes the topics that will be addressed in the document, as well as a description of where the information will come from and what it might include. Note that the outline might change as the document is written if a better flow for the document emerges. The outline is an attempt to incorporate the Task Force comments, Task Force subcommittee reports and technical analysis.

Section	Description
<b>Chapter 1: Executive Summary</b>	1-2 page description of the Preferred Alternative
<b>Chapter 2: Tysons Today</b> <ul style="list-style-type: none"> <li>a. Existing conditions               <ul style="list-style-type: none"> <li>i. Regional role</li> <li>ii. Land uses and demographics</li> </ul> </li> <li>b. MetroRail extension               <ul style="list-style-type: none"> <li>i. Extension will change Tysons</li> <li>ii. Need for comp. plan update</li> <li>iii. Alignment assumptions</li> </ul> </li> <li>c. Role of the Task Force               <ul style="list-style-type: none"> <li>i. History</li> <li>ii. Purpose</li> <li>iii. Guiding principles</li> </ul> </li> </ul>	2-3 page description of the existing conditions, Metro extension, and Task Force mission.  Summary of existing conditions taken from Market Analysis, comprehensive plan and other existing data.  MetroRail extension will be a short summary of the Metro extension and the assumptions for its development.  Task Force summary will be taken from existing documents and the website.

<p><b>Chapter 3: TOD Opportunities &amp; Constraints</b></p> <ul style="list-style-type: none"> <li>a. TOD addresses the guiding principles</li> <li>b. What is TOD</li> <li>c. TOD principles</li> <li>d. Application in Tysons</li> <li>e. Benefits of TOD</li> </ul>	<p>3-5 page summary of what TOD is and how it can enhance the character of Tysons, primarily taken from the "What is TOD?" handout used at the July 2007 workshop.</p>
<p><b>Chapter 4: Task Force Process</b></p> <ul style="list-style-type: none"> <li>a. Composition</li> <li>b. Public outreach and input</li> <li>c. Alternatives considered <ul style="list-style-type: none"> <li>i. Base Case</li> <li>ii. Prototype A</li> <li>iii. Prototype B</li> </ul> </li> <li>d. Creation of Preferred Alternative</li> </ul>	<p>2-3 page process discussion of how a new vision for Tysons was created using TOD principles, primarily taken from Section 2, Creating the Vision, in the February 2008 "Tysons Corner: Path to the 21<sup>st</sup> Century" document.</p> <p>Summary of alternatives considered will be brief paragraphs of Base Case, Prototype A and Prototype B, with references to an appendix that includes the "Tysons Corner: Path to the 21<sup>st</sup> Century" document.</p> <p>Creation of Preferred Alternative would summarize the Task Force process since the February workshops.</p>
<p><b>Chapter 5: Vision for Tysons</b></p> <ul style="list-style-type: none"> <li>a. Concept/vision description</li> <li>b. Key characteristics <ul style="list-style-type: none"> <li>i. Leveraging MetroRail to reshape Tysons</li> <li>ii. Ability to get around Tysons</li> <li>iii. Protecting the edges</li> <li>iv. Add community benefits</li> <li>v. Create structures for growth to pay its far share</li> </ul> </li> <li>c. Eight districts in Tysons <ul style="list-style-type: none"> <li>i. Concept/vision description for each district</li> </ul> </li> </ul>	<p>Overall vision and key characteristics taken from "Tysons Corner: Path to the 21<sup>st</sup> Century" document. Modifications made based on specific Task Force comments.</p>

<p><b>Chapter 6: Opportunities to Transform Tysons</b></p> <ul style="list-style-type: none"> <li>a. Anticipated growth <ul style="list-style-type: none"> <li>i. Amount of development <ul style="list-style-type: none"> <li>1. transportation capacity and development potential</li> <li>2. based on market analysis</li> <li>3. redevelopment potential</li> <li>4. likely 25-30 years</li> </ul> </li> </ul> </li> <li>b. Sustainable pattern of growth <ul style="list-style-type: none"> <li>i. Alternative to sprawl</li> <li>ii. Reduces environmental impacts of growth <ul style="list-style-type: none"> <li>1. reduction of impervious surface</li> </ul> </li> <li>iii. Supports MetroRail investment</li> </ul> </li> <li>c. Regional role <ul style="list-style-type: none"> <li>i. Maintains Tysons regional market share</li> <li>ii. Allows Tysons to remain globally competitive</li> <li>iii. Protects adjacent low density residential areas</li> </ul> </li> <li>d. Major objectives for Tysons Corner <ul style="list-style-type: none"> <li>i. Guiding principles</li> </ul> </li> <li>e. Achieving the objectives <ul style="list-style-type: none"> <li>i. Multiple components must work together</li> <li>ii. Components of the Preferred Alternative <ul style="list-style-type: none"> <li>1. Land use</li> <li>2. Transportation</li> <li>3. Parks and Open Spaces</li> <li>4. Public facilities</li> <li>5. Urban design</li> <li>6. Implementation</li> </ul> </li> </ul> </li> </ul>	<p>3-5 pages on the big picture concept of what the new vision for Tysons accomplishes.</p> <p>Identifies the amount of growth the Preferred Alternative accommodates, and why this number is appropriate for a long term, 25-30 year plan. Note that several development ranges were tested, each in conjunction with a land use pattern. The Preferred Alternative was built from the ground up, identifying the land use pattern first and then identifying the appropriate amount of development to support that land use pattern.</p> <p>Note that the actual development and redevelopment will evolve based on the market conditions, including incentives for development.</p> <p>Discussion of how the Preferred Alternative makes Tysons a more environmentally friendly place. Specific examples of how the plan is sustainable (improved air quality, more open space, green streets, etc).</p> <p>Discussion of Tysons future market ability based on the market analysis.</p> <p>Major objectives relate back to guiding principles.</p> <p>The achieving the objectives section explains how the recommendations are organized in the remainder of this document. Brief introduction of each of the components, with paragraph explanations of each component. Note that following chapters will provide more details.</p>
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<p><b>Chapter 7: Land Uses</b></p> <ul style="list-style-type: none"> <li>a. Land use map</li> <li>b. Amount and location of development (by district)</li> <li>c. Land use pattern <ul style="list-style-type: none"> <li>i. Tiered intensity</li> <li>ii. TOD station areas</li> <li>iii. Transition areas</li> </ul> </li> <li>d. Types of Land Uses <ul style="list-style-type: none"> <li>i. Description/focus</li> <li>ii. Mix of uses</li> </ul> </li> <li>e. Land Use Guidelines <ul style="list-style-type: none"> <li>i. Affordable housing</li> <li>ii. Parcel consolidation</li> <li>iii. Existing and approved development</li> </ul> </li> </ul>	<p>Chapters 7-10 are designed to provide the details of the Preferred Alternative, organized by land use, transportation, parks and public facilities. The intent is to have a level of detail slightly greater than Section 3 “Transforming Tysons” in the “Tysons Corner: Path to the 21<sup>st</sup> Century” document, including narratives and maps. These chapters will provide the framework for the urban design guidelines in Chapter 10.</p> <p>Chapter 7 is an introduction of the land use pattern, types of land uses, intensity and mix of uses. Purpose of the section is to lay the foundation of how the land uses are laid out, organized, and mixed. Includes discussion of why retail and office is closer to transit than residential, and the necessary mix of uses to promote transit ridership.</p> <p>Land use guidelines identify how specific land use issues should be addressed in broad terms. Guidelines will include recommendations from the Housing subcommittee, and the livability/walkability subcommittee.</p>
<p><b>Chapter 8: Transportation</b></p> <ul style="list-style-type: none"> <li>a. Overall network description &amp; map <ul style="list-style-type: none"> <li>i. Form giving</li> <li>ii. Intended to move people through and within <ul style="list-style-type: none"> <li>1. multi-modal</li> </ul> </li> <li>iii. Provides greater connectivity</li> </ul> </li> <li>b. Grid of streets Framework <ul style="list-style-type: none"> <li>1. Skinny streets</li> <li>2. Green streets</li> <li>3. With circulator</li> <li>4. Multi-modal</li> </ul> </li> <li>c. Circulator</li> </ul>	<p>This chapter is a summary of the Cambridge Systematics materials, and will not be written until the final analysis is complete.</p> <p>Introduces the transportation network and its components. Discusses the intent to make Tysons more usable by bicyclists, pedestrians and transit users, and the ultimate goal is to park once. Discussion of the how the grid of streets organizes the urban form in Tysons and how it relates to the overall street hierarchy.</p> <p>Identifies the role of the circulator and notes that the specific route(s) has not been defined.</p> <p>Describes how the purpose of parking</p>

<ul style="list-style-type: none"> <li>d. Parking</li> <li>e. Other TDM</li> <li>f. Transportation Recommendations <ul style="list-style-type: none"> <li>i. Policy</li> <li>ii. Roadway and Circulation Improvements</li> <li>iii. Public Transportation Improvements</li> </ul> </li> </ul>	<p>is to allow people to park once, and then take transit once in Tysons. Addresses how parking will be transitioned from what exists to the future with limited parking.</p> <p>Recommendations will include recommendations from the livability/walkability subcommittee.</p>
<p><b>Chapter 9: Parks, Open Spaces and Civic Places</b></p> <ul style="list-style-type: none"> <li>a. Open space and parks map <ul style="list-style-type: none"> <li>i. Connected system of parks <ol style="list-style-type: none"> <li>1. Signature park</li> <li>2. Urban public space</li> <li>3. Open space</li> <li>4. Neighborhood parks</li> <li>5. Urban parks</li> <li>6. Green connectors</li> </ol> </li> <li>ii. Distributed throughout Tysons</li> <li>iii. Includes public and private</li> </ul> </li> <li>b. Community civic facilities</li> <li>c. Parks, Open Space and Civic Guidelines <ul style="list-style-type: none"> <li>i. Amount of park land</li> <li>ii. General distribution</li> <li>iii. Co-location</li> <li>iv. Protect and restore natural systems</li> </ul> </li> </ul>	<p>Introduces the parks and open space network, and other public amenities. Greatest focus would be on parks and open space network, with an explanation of how the system is connected, distributed throughout Tysons so each neighborhood has accessible parks, and how parks include both public and private.</p> <p>Community civic facilities include the “community gathering places”, such as libraries, concert halls, etc. This list would be compiled from the public workshops, and includes: continuing education facilities; medical facilities; indoor recreation; post office; performing arts center; outdoor theater; places of worship; community center; and day care facilities. A general statement would be made that these should exist in Tysons, but no specific location identified.</p> <p>Guidelines will include recommendations from the livability/walkability subcommittee.</p>

<p><b>Chapter 10: Public Facilities</b></p> <ul style="list-style-type: none"> <li>a. Public facility needs <ul style="list-style-type: none"> <li>i. Type <ul style="list-style-type: none"> <li>1. Schools</li> <li>2. Libraries</li> <li>3. Police</li> <li>4. Fire</li> <li>5. Sanitary sewer</li> <li>6. Public water</li> <li>7. Stormwater <ul style="list-style-type: none"> <li>a. Sustainable approaches (infiltration)</li> </ul> </li> </ul> </li> <li>ii. General location</li> <li>iii. Cost, if known</li> </ul> </li> </ul>	<p>Public service facilities, such as schools and fire stations, would be identified as to generally where they should be located. The level of detail would be consistent with the Public Facilities analysis provided for the Prototypes.</p>
<p><b>Chapter 11: Urban Design Guidelines</b></p> <ul style="list-style-type: none"> <li>a. Framework for urban design <ul style="list-style-type: none"> <li>i. Public Realm <ul style="list-style-type: none"> <li>1. Network of walkable, urban streets and blocks</li> <li>2. Network of interconnected parks and open space</li> </ul> </li> <li>ii. Private Realm <ul style="list-style-type: none"> <li>1. Transit-oriented density and land use</li> <li>2. Redevelopment</li> </ul> </li> </ul> </li> <li>b. Urban design principles <ul style="list-style-type: none"> <li>i. Create a sense of place</li> <li>ii. Sustainable environment</li> <li>iii. Regional identity</li> <li>iv. Identifiable centers and edges</li> <li>v. Vibrant streets &amp; walkable blocks</li> <li>vi. Quality public realm and natural features</li> <li>vii. Mix of uses</li> <li>viii. Balance growth and community benefits</li> </ul> </li> </ul>	<p>The structure for Tysons 2030 Urban Design Guidelines is based on the assumption that major modifications to the Public Realm framework must occur in order to realize the vision of a walkable, integrated Tysons. By providing clear direction and vision for a firmly established Public Realm Framework, the “Grid of Streets,” the structure will be established to support private development that fulfills the goals for future growth at the site, district and neighborhood levels in Tysons.</p> <p>The urban design principles are from Section 3, Transforming Tysons, in the February 2008 “Tysons Corner: Path to the 21<sup>st</sup> Century” document.</p> <p>The urban design guidelines will be presented as general guidelines for development with photos and illustrations to support the text. The guidelines will be based on best practices throughout the United States.</p> <p>Landmarks include iconic or civic</p>

<ul style="list-style-type: none"> <li>ix. Transition edges</li> <li>c. Urban design guidelines <ul style="list-style-type: none"> <li>i. Public Realm <ul style="list-style-type: none"> <li>1. Gateways <ul style="list-style-type: none"> <li>a. Locations</li> <li>b. Characteristics &amp; guidelines</li> </ul> </li> <li>2. Viewsheds <ul style="list-style-type: none"> <li>a. Locations</li> <li>b. Building heights</li> </ul> </li> <li>3. Landmarks <ul style="list-style-type: none"> <li>a. Location</li> <li>b. Characteristics &amp; guidelines</li> </ul> </li> <li>4. Public art</li> <li>5. Streets <ul style="list-style-type: none"> <li>a. Street types <ul style="list-style-type: none"> <li>i. Cross sections (hierarchy and type)</li> </ul> </li> <li>b. Streetscape (Pedestrian Realm) Guidelines <ul style="list-style-type: none"> <li>i. Sidewalk</li> <li>ii. Sidewalk furniture &amp; art</li> <li>iii. Street trees</li> <li>iv. Lighting</li> <li>v. Streetwall (building entrances/orientation, active storefronts)</li> <li>vi. Pedestrian crossings</li> <li>vii. Traffic calming</li> <li>viii. Parking</li> <li>ix. Curb cuts</li> </ul> </li> </ul> </li> <li>6. Parks and Open Space <ul style="list-style-type: none"> <li>a. Open space <ul style="list-style-type: none"> <li>i. Stormwater management</li> <li>ii. Green streets</li> </ul> </li> <li>b. Parks</li> </ul> </li> </ul> </li> </ul> </li> </ul>	<p>buildings (library, civic center), or special commercial buildings (entertainment, convention center).</p> <p>Public art includes civic art at monument scale and also art in public spaces.</p> <p>Pedestrian realm generally describes the sidewalk and landscaped areas between the curb and the setback or face of building. It includes elements such as furnishings and lighting; building entrances and transition zones.</p> <p>The private realm is intended to provide general guidelines and examples of how private development and buildings can support the overall vision for Tysons.</p>
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<ul style="list-style-type: none"> <li>i. Types <ul style="list-style-type: none"> <li>1. Character</li> <li>2. Uses</li> </ul> </li> <li>ii. Public vs. Private guidelines</li> </ul> <p>d. Private Realm</p> <ul style="list-style-type: none"> <li>i. Redevelopment guidelines for mixed-use development <ul style="list-style-type: none"> <li>1. Blocks</li> <li>2. Building types</li> <li>3. Ground floor retail</li> <li>4. Height and massing</li> <li>5. Parking and service</li> <li>6. Low Impact development <ul style="list-style-type: none"> <li>a. Green buildings</li> <li>b. Green roofs</li> </ul> </li> <li>7. Urban street frontages <ul style="list-style-type: none"> <li>a. Setbacks</li> </ul> </li> </ul> </li> </ul>	
<p><b>Chapter 12: Tysons Districts</b></p> <ul style="list-style-type: none"> <li>a. 8 districts <ul style="list-style-type: none"> <li>i. Anticipated development and land use pattern</li> <li>ii. Specific urban design guidelines to consider</li> </ul> </li> </ul>	<p>Each district will have a 2 page summary with a development program and recommendations for which urban design guidelines are required to make the vision for that district reality.</p> <p>Design guidelines related to specific issues relevant to that district (i.e., compatibility with adjacent neighbors) will be identified for future consideration, although specific recommendations will not be made.</p>

<p><b>Chapter 13: Implementation</b></p> <ul style="list-style-type: none"> <li>a. Framework <ul style="list-style-type: none"> <li>i. Comprehensive approach</li> <li>ii. Guides and coordinates individual projects to achieve overall vision and goals</li> </ul> </li> <li>b. Elements of strategy <ul style="list-style-type: none"> <li>i. Organization <ul style="list-style-type: none"> <li>1. powers and responsibilities</li> <li>2. types of organizations <ul style="list-style-type: none"> <li>a. Community Development Authority (CDA)</li> <li>b. Non-profit</li> </ul> </li> </ul> </li> <li>ii. Regulatory Tools <ul style="list-style-type: none"> <li>1. Comprehensive Plan</li> <li>2. Zoning Ordinance</li> <li>3. Proffers</li> <li>4. Incentive Zoning</li> <li>5. Transportation Demand Management</li> </ul> </li> <li>iii. Financial Tools <ul style="list-style-type: none"> <li>1. Tax increment financing</li> <li>2. Tax abatement</li> <li>3. Transfer of development rights and air rights</li> <li>4. Impact fees</li> <li>5. Improvement districts</li> </ul> </li> <li>iv. Incentives <ul style="list-style-type: none"> <li>1. Financial incentives</li> <li>2. Accelerated regulatory approval process</li> </ul> </li> <li>v. Public-Private partnerships <ul style="list-style-type: none"> <li>1. Tysons-wide <ul style="list-style-type: none"> <li>a. CDA</li> <li>b. Improvement districts</li> <li>c. Public-private education and</li> </ul> </li> </ul> </li> </ul> </li> </ul>	<p>The majority of this section will be taken from the work on the Implementation Subcommittee. Other elements of the strategy are added based on consultant experience and national best practices. This list may be modified as the Preferred Alternative is developed and appropriate implementation measures are refined.</p> <p>The purpose of this section is to describe what needs to occur for the plan to be implemented successfully. It will also identify what elements require further study, such as the specific circulator details, in subsequent phases of the plan development to make the plan complete.</p>
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<p style="text-align: center;">infrastructure act of 2002</p> <ul style="list-style-type: none"><li>2. Individual projects<ul style="list-style-type: none"><li>a. Leverage private investment with public investment</li><li>b. Encourage multiple projects at one time</li></ul></li><li>vi. Understand the market<ul style="list-style-type: none"><li>1. ongoing discussions between private and public sectors</li></ul></li><li>vii. Public Improvements<ul style="list-style-type: none"><li>1. Capital improvement program</li><li>2. Transportation Improvements</li><li>3. Funding and phasing</li></ul></li><li>viii. Phasing<ul style="list-style-type: none"><li>a. Land consolidation</li><li>b. Public improvements tied to development</li></ul></li></ul>	
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