

Outline of Summary Document: Preferred Alternative

* working draft *

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 21st 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 initial draft based on this outline report will incorporate the recommendations of the Task Force and its Committees. After review by the Task Force, the final report will represent the Task Force's vision and recommendations for the new Tysons.

Section	Description
Executive Summary	1-2 page description of the Preferred Alternative
Chapter 1: Task Force <ul style="list-style-type: none"> a. Purpose & Composition of the Task Force b. Guiding Planning Principles c. Task Force process to create Preferred Alternative <ul style="list-style-type: none"> i. Public outreach and input ii. Alternatives considered <ul style="list-style-type: none"> 1. Base Case 2. Prototype A 3. Prototype B iii. Creation of Preferred Alternative 	1-2 page summary of Task Force role and purpose, including Guiding Planning Principles. Information will be taken from existing documents and the website. 1-2 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 st Century" document. 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 st Century" document. Creation of Preferred Alternative is summary of Task Force process since the February workshops

<p>Chapter 2: Tysons Today</p> <ul style="list-style-type: none"> a. Existing conditions <ul style="list-style-type: none"> i. Regional role ii. Land use and demographics iii. Unintended consequences of existing land use pattern <ul style="list-style-type: none"> 1. suburban land use pattern 2. traffic congestion b. MetroRail extension <ul style="list-style-type: none"> i. Extension will change Tysons ii. Need for Comp Plan update iii. Alignment assumptions 	<p>2-3 page description of the existing conditions and plans for Metro extension.</p> <p>Summary of existing conditions taken from Market Analysis, Comprehensive Plan and other existing data.</p> <p>MetroRail extension will be a short summary of the Metro extension and the assumptions for its development.</p>
<p>Chapter 3: Vision for Tysons</p> <ul style="list-style-type: none"> a. Concept/vision description b. Key characteristics <ul style="list-style-type: none"> i. Transit oriented development - leveraging MetroRail to reshape Tysons ii. Ability to get around Tysons iii. Protecting the edges iv. Add community benefits v. Create structures for growth to pay its fair share c. Eight districts in Tysons <ul style="list-style-type: none"> i. Concept/vision description for each district 	<p>Overall vision and key characteristics taken from "Tysons Corner: Path to the 21st Century" document. Modifications made based on specific Task Force comments. Includes the refined streetcar circulator routes. Detail will be added to focus on the sustainability and green elements of the vision.</p> <p>Livability & Walkability Subcommittee goal for Tysons Corner will be incorporated in to the vision. Greater safety for bikes & peds will be noted as one of the outcomes of the vision.</p>

<p>Chapter 4: Transforming Tysons</p> <ul style="list-style-type: none"> a. Introduction and Benefits of Transforming Tysons <ul style="list-style-type: none"> i. Transit-oriented development ii. Green infrastructure and architecture iii. Universal accessibility b. Objectives for Preferred Alternative <ul style="list-style-type: none"> i. Economic stability ii. Environmental stewardship iii. Affordable and workforce housing iv. Community benefits and livability c. Components of Transforming Tysons <ul style="list-style-type: none"> i. Land use ii. Transportation iii. Parks and Open Spaces iv. Public facilities v. Urban design vi. Implementation 	<p>This chapter begins with an introduction that explains the long-term nature of the transformation of Tysons. Redevelopment of Tysons as a whole is expected to be phased in over the next 30 to 50 years. The introduction will also discuss some overall benefits of transforming Tysons, including the implementation of Transit-Oriented Development, green infrastructure and architecture, and universal accessibility.</p> <p>The second section discusses the Task Force’s objectives for the Preferred Alternative, linking them back to the plan objectives adopted on January 10, 2006. These objectives include protecting the existing residential neighborhoods surrounding Tysons.</p> <p>The third section provides an overview of the specific components for transforming Tysons, or Chapters 5 through 8. These describe the land use, transportation, parks and public facilities envisioned for the Preferred Alternative and will have a similar level of detail to Section 3, “Transforming Tysons,” in the “Tysons Corner: Path to the 21st Century” document, including narratives and maps. These chapters will also provide the framework for the urban design guidelines in Chapter 9.</p>
<p>Chapter 5: Land Use</p> <ul style="list-style-type: none"> a. Land Use Concept b. Land Use Pattern & Mix of Uses c. Land Use Guidelines 	<p>Chapter 5 is an introduction of the land use pattern, types of land uses, intensity and mix of uses. 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 will include recommendations from the Housing Subcommittee, and the Livability/Walkability Subcommittee.</p>

<p>Chapter 6: Transportation</p> <ul style="list-style-type: none"> a. Overall network description & map <ul style="list-style-type: none"> i. Multi-modal transportation network ii. Intended to move people through and within iii. Provides greater connectivity b. Grid of Streets Framework <ul style="list-style-type: none"> i. Skinny streets ii. Green streets iii. Access to transit (rail and circulator) c. Circulator System <ul style="list-style-type: none"> i. Form-giving circulators ii. Neighborhood transit d. Parking strategy e. Policy Recommendations <ul style="list-style-type: none"> i. Transportation System Monitoring Program ii. Transportation funding 	<p>This chapter introduces the transportation network and its components. Discusses the intent to make Tysons more usable by bicyclists, pedestrians and transit users. Discusses 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 proposed circulator system.</p> <p>Describes how the intent is to allow people to park once, and then take transit while in Tysons. Addresses how parking will be transitioned from what currently exists to a future with limited parking.</p> <p>Will include recommendations from the Livability/Walkability Subcommittee and the Transportation Subcommittee.</p>
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<p>Chapter 7: Parks, Open Spaces and Civic Places</p> <ul style="list-style-type: none"> a. Concept for Parks and Open Space Network <ul style="list-style-type: none"> i. Small parks in each neighborhood ii. System of trails connecting neighborhood parks iii. Large civic gathering plaza iv. Preservation of existing stream valley parks b. Community Civic Facilities 	<p>Describes the parks and open space network. Explains how the system is connected and distributed throughout Tysons so that each neighborhood has accessible parks. Also explains how parks include both public and private facilities, such as rooftop gardens and private indoor pools and gymnasiums. Discusses potential use of open space as stormwater management facilities and green connectors.</p> <p>Concept map of open space network will be included.</p> <p>Community civic facilities include those identified at the public workshops and in the Livability/Walkability Subcommittee recommendations. A general statement would be made that these should exist in Tysons, but no specific location identified.</p>
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<p>Chapter 8: Public Facilities</p> <ul style="list-style-type: none"> a. Livability depends on provision of public facilities b. Identification of public facility needs to support the vision <ul style="list-style-type: none"> i. Type and location (if identified) <ul style="list-style-type: none"> 1. Schools 2. Libraries 3. Police 4. Fire 5. Sanitary sewer 6. Public water 7. Stormwater <ul style="list-style-type: none"> a. Sustainable approaches (infiltration) 	<p>The need for public facilities, such as schools and fire stations, will be described as to general location. The level of detail will be consistent with the Public Facilities analysis provided to date.</p> <p>This section would reference the appendix.</p>
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<p>Chapter 9: Urban Design Guidelines</p> <ul style="list-style-type: none"> a. Framework for urban design <ul style="list-style-type: none"> i. Public Realm <ul style="list-style-type: none"> 1. Network of accessible, walkable, urban streets and blocks 2. Network of interconnected parks and open space ii. Private Realm <ul style="list-style-type: none"> 3. Transit-oriented density and land use 4. Redevelopment b. Urban design principles <ul style="list-style-type: none"> i. Create a sense of place ii. Identifiable centers and transitions to edges iii. Vibrant streets & walkable blocks iv. Quality public realm and natural features c. Urban design guidelines <ul style="list-style-type: none"> i. Public Realm <ul style="list-style-type: none"> 1. Street and Block Pattern 2. Street Types <ul style="list-style-type: none"> a. Cross sections (hierarchy and type) b. Streetscape guidelines 3. Gateways & Landmarks 4. Public art ii. Private Realm <ul style="list-style-type: none"> 1. Redevelopment guidelines <ul style="list-style-type: none"> a. Height and massing b. Building Placement & Orientation 2. Guidelines for Parking & Other Access 3. Block Types 4. Low Impact development <ul style="list-style-type: none"> a. Green buildings b. Green roofs c. Energy and water conservation 	<p>The Urban Design Guidelines are based on the assumption that major modifications to the existing public realm must occur in order to realize the vision of a walkable, integrated Tysons. The grid of streets is expected to provide clear direction and vision for a new public realm at Tysons.</p> <p>The urban design principles are from Section 3, Transforming Tysons, in the February 2008 "Tysons Corner: Path to the 21st Century" document.</p> <p>The guidelines will be presented with supporting photos and illustrations and will be based on best practices throughout the United States. The themes of sustainability and green elements will appear throughout the guidelines.</p> <p>Landmarks include iconic or civic 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>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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<p>Chapter 10: Implementation</p> <ul style="list-style-type: none"> a. Framework <ul style="list-style-type: none"> i. Comprehensive approach ii. Guides and coordinates individual projects to achieve overall vision and goals b. Elements of strategy <ul style="list-style-type: none"> i. Organization <ul style="list-style-type: none"> 1. powers and responsibilities 2. types of organizations <ul style="list-style-type: none"> a. Community Development Authority (CDA) b. Non-profit ii. Regulatory Tools <ul style="list-style-type: none"> 1. Comprehensive Plan 2. Design Guidelines and Design Review 3. Zoning Ordinance 4. Proffers 5. Incentive Zoning 6. Transportation Demand Management 7. Trip reduction ordinances 8. Transportation System Monitoring Program iii. Financial Tools <ul style="list-style-type: none"> 1. Tax increment financing 2. Tax abatement 3. TDRs and air rights 4. Impact fees 5. Improvement districts 6. Transportation funding iv. Incentives <ul style="list-style-type: none"> 1. Financial incentives 2. Accelerated regulatory approval process 3. Density incentive programs for urban infill 	<p>The majority of this section will be taken from the work of the Implementation Subcommittee. Other elements of the strategy are added based on consultant experience and national best practices.</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 order to make the plan complete during subsequent phases of development.</p>
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<ul style="list-style-type: none"> v. Public-Private partnerships <ul style="list-style-type: none"> 1. Tysons-wide <ul style="list-style-type: none"> a. CDA b. Improvement districts c. PPEA Act of 2002 2. Individual projects <ul style="list-style-type: none"> a. Leverage private investment with public investment b. Encourage multiple projects at one time vi. Understand the market <ul style="list-style-type: none"> 1. ongoing discussions between private and public sectors vii. Sustainable Initiatives <ul style="list-style-type: none"> 1. Stormwater Management viii. Public Improvements <ul style="list-style-type: none"> 1. Capital improvement program 2. Transportation Improvements 3. Transportation impact study or traffic impact analysis ix. Phasing <ul style="list-style-type: none"> 1. Coordination of development plans 2. Public improvements tied to development 3. Mitigating transportation impacts of development 	
<p>Appendices</p> <ul style="list-style-type: none"> 1. Glossary <ul style="list-style-type: none"> a. TOD b. Public realm c. Private realm d. Skinny streets, etc. 2. TOD Principles 3. Transportation Network details 4. Public facilities analysis 5. "Tysons Corner: Path to the 21st Century" 	<p>The noted documents will be included as appendices. The order, however, may vary depending on where in the report they are referenced.</p>