

# 21ST CENTURY TYSONS: VISION AND AREAWIDE RECOMMENDATIONS

## Executive Summary

*To be written*

## Introduction

The 21<sup>st</sup> Century Tysons is a place built for people, not cars. A place where people can walk from their homes in Tysons to their jobs blocks away. A place where people can take transit to the mall to run errands during their lunch hour. The 21<sup>st</sup> Century Tysons:

- Creates a people-focused urban setting;
- Redesigns the transportation network with a strong focus on transit;
- Places a strong focus on the environment; and
- Creates an approach and authority for implementation that provides the authority, flexibility, accountability, and resources necessary to achieve the vision<sup>1</sup>.

In order for the 21<sup>st</sup> Century Tysons to be a place people want to be a part of, it needs a clear vision, cohesive land use and transportation plan, and a coordinated implementation strategy to guide its future. During the last three years, the Tysons Land Use Task Force has sought input from the public and worked to create such a vision, plan and implementation strategy.

The **Vision** is a broad-brush overview of Tysons' future: it reflects the hopes and dreams of the businesses, residents, neighbors and stakeholders invested in Tysons' future. The 21<sup>st</sup> Century Tysons will be an urban place centered around people, with walkable streets, accessible transit, and a strong focus on the environment.

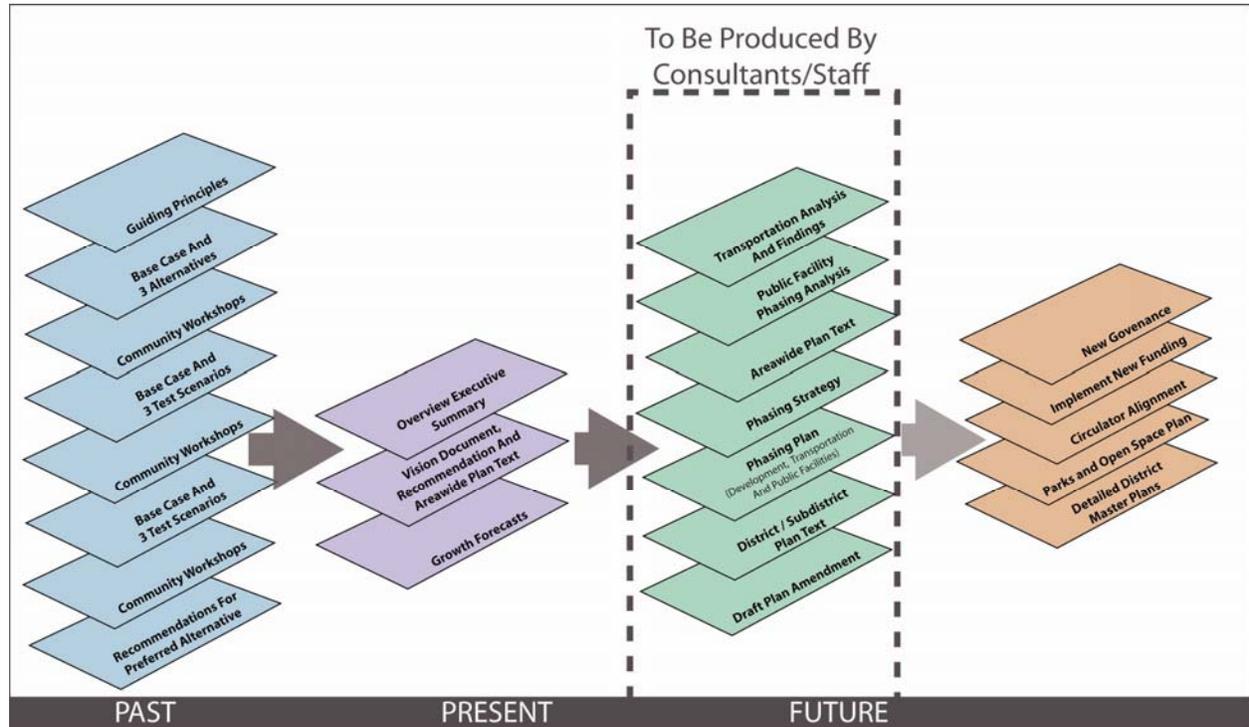
The **Land Use and Transportation Concept** provides structure to the vision. It links land use and intensity, transportation, environmental stewardship, public facilities, and urban design to create a cohesive plan for the 1,600 acres of Tysons Corner. Because of the significant physical size of Tysons, districts were established within Tysons to serve different and complementary functions. Each has a unique role in the urban fabric of Tysons, and is equally important to the overall vision.

The **Implementation Strategy** provides the framework to help make all of this happen: it provides the authority, flexibility, accountability and resources necessary to achieve the vision. Implementation policies and strategies are described to guide the public and private actions that lead to the vision. The implementation strategy identifies the various phases of implementation that will lead to performance-based measures of incremental success.

---

<sup>1</sup> The four principles will use the same terminology as the principles in the Overview document.

This document provides the details of the vision and the Land Use and Transportation Concept. It also identifies the framework for the implementation strategy. The elements of the implementation strategy identified in the framework will be the basis of the next steps for the Tysons Corner Transportation-Urban Design study.



# SECTION I: THE VISION

*The Tysons of tomorrow is the place in which people want to live, work and shop. In 25 to 30 years, Tysons has transformed into a world-class downtown destination known for great shopping, a prestigious office location and residential address featuring ample affordable housing, people-oriented streets, a variety of open spaces and convenient transit. It has become the second downtown for the Washington Capital Region, exceeded in importance only by the downtown area in the District of Columbia.*

## **Chapter 1: Vision for Tysons**

### ***The Vision for 21st Century Tysons***

In 25 to 30 years, as you ride Metrorail through Tysons, two things are immediately apparent: Tysons is bigger and better. Around the four Metrorail stations, you notice clusters of tall buildings of 20 to 30 stories. Down tree-lined streets, you also see that this bigger Tysons is not just about tall buildings. It's about growing better - being a place people want to be part of. People are eating lunch at sidewalk cafes, jogging down tree lined boulevards, and playing in the parks.

The new Tysons is highly livable. It is where people want to live, raise families, and retire. Tysons is an active place 18 hours a day, providing a variety of residential, office, retail and entertainment uses. Everywhere in Tysons, pedestrian-friendly connections and frequent transit service enable people to move easily through Tysons. High quality parks and open space give people a variety of places to gather and socialize.

The auto-oriented streets of Route 7 and Route 123 have been transformed to tree-lined boulevards designed to calm traffic through the most urban parts of Tysons while still moving traffic. People can safely walk or bike along Route 7 and 123 to access nearby businesses. Four circulator routes provide frequent transit access to almost all areas within Tysons.

Although it is the new downtown for Northern Virginia, not all of Tysons has the same density or character. Each area around the four Metrorail stations has a different personality and function. Each street has its own unique landscaping, street art, storefronts and amenities making the streets people-friendly. The character of place changes from an intense and busy downtown bustle around the stations to lively neighborhoods leading to the edges of Tysons. As you move closer to the adjacent neighborhoods outside Tysons, the pattern of development carefully transitions down to a scale and uses that respect these adjacent communities.

### ***Districts within Tysons***

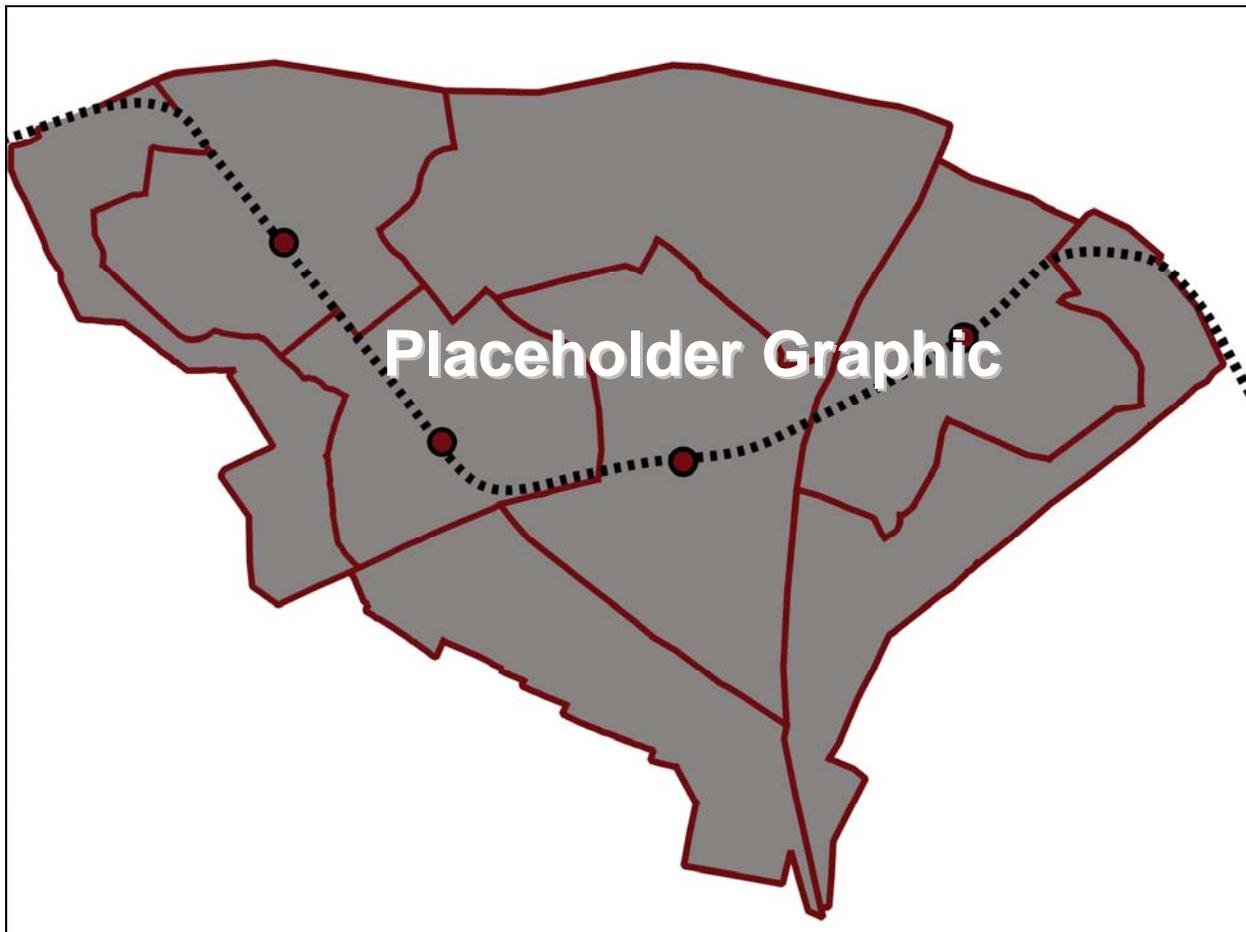
Every metropolitan city has one downtown, but each downtown is made up of many places: each is a part of the larger whole, but also a unique place with its own distinct personality. Tysons will be no different: it will function as one downtown, consisting of eight places, or districts, that serve different functions: places to work, to live, to shop and to play. The

vision for Tysons was created consistent with this concept. It includes an overall vision for Tysons, with individual, unique visions for each district that fit within the larger vision for Tysons as a whole.

All of the districts within Tysons are equally important to its success. The land use characteristics of each district may be different, and the TODs around the transit stations may be bigger than the districts on the edge of Tysons, but one is not more important than the other.

Just like the rooms in a house, each of the TODs and the edge areas will serve specific functions. People who live and work in Tysons may use all of these places, but not at the same time. Just like a house, each district will be connected to the others and the boundaries between the districts will be blurred as people move seamlessly from one place to the next. The connectedness and uniqueness of each place will be mutually supportive, creating an 18-hour place of great vitality.

The map<sup>2</sup> below shows the location of the eight districts. This is followed by descriptions of each district and discussion of how they connect to the other districts in Tysons.



---

<sup>2</sup> District map will show 8 districts as well as Metro route and proposed circulator routes.

## ***Tysons West***

Tysons West is a gateway to Tysons and may be an optimum location for an arts and entertainment district. Following that theme, Tysons West could be a vibrant urban destination. Redevelopment, including a mix of office, residential, hotel and retail uses, provides an opportunity to create an arts and entertainment district that focuses on popular attractions often found in more established downtowns.

On the south side of Route 7, ground floor retail uses could include restaurants, private galleries, small theatres, specialty retail and cafés/clubs/bars that would form the basis of an arts and entertainment center. Live/work and loft housing could add the residential element to the center. Together, these ingredients could give this part of the station area a trendy nightlife-rich identity.

North of Route 7, a specialty retail street, located east of the station, would bring together office uses and an urban residential neighborhood. Residential units would have inviting street level facades and architectural details along mature, tree-lined streets. A series of urban park spaces would provide attractive neighborhood gathering and strolling places for people of all ages.

Moving out from the station, lower intensity development in Tysons West would provide a transition to the surrounding areas, such as the Old Courthouse Spring Branch stream valley park in the North West district and the residential and hotel uses on the north side of Route 7, adjacent to the North Central district. Where Tysons West abuts Old Courthouse Spring Branch stream valley park in the south portion of the district, the amenities of the area could be enhanced by protecting the stream buffer, restoring the stream and creating accessible paths to the park.

On the south end of the district, more office buildings will create a strong business environment. People would move easily back and forth between the Tysons Central 7 and Tysons West districts to access both transit stations and the supporting services located at the ground floor of the office buildings.

Adjacent to the Dulles Toll Road, office uses are located to provide easy access from the Toll Road and to continue the office focus east in the North Central district.

### ***Key Characteristics***

- Overall, there would be a strong employment focus in the district, with more land uses designated for employment uses and twice as many employees as residents likely in the district.
- To complement the other districts in Tysons, Tysons West could be a prime example of an 18-hour place as a key entertainment destination with restaurants and entertainment options open after the workday ends.
- Tysons West would be a signature gateway for all of Tysons. Streets leading to and from the transit station would be specialty retail streets, drawing people off Metrorail and into the neighborhoods to shop, play and live.
- A series of small urban parks would extend north of Route 7 from the transit station to the residential neighborhoods on the edge of the district.

- Route 7 would become a green boulevard with street trees, slowed traffic and a more pedestrian-friendly environment.

### ***Tysons Central 7***

The Tysons Central 7 district consists of two subdistricts divided by Route 7: a vibrant 18-hour center with a high concentration of office space north of Route 7; and a Civic Center full of activity south of Route 7. Along Route 7, a transformed streetscape creates a wide tree-lined boulevard lined with inviting street level facades below high-rise office buildings. This redesign results in a calming of traffic through this office building area while maintaining the capacity of Route 7.

The high concentration of office space in the north portion of the Tysons Central 7 district is intended to provide a buzz of business activity and could be the desired address for businesses who seek signature headquarter buildings for a strong corporate profile.

The signature piece of the Civic Center subdistrict, south of Route 7, drawing people to the heart of Tysons may be a great public square that would serve as the primary civic gathering place for Tysons. The public square would create a new identity and setting for community events and celebrations in Tysons. New public buildings of significant architectural design - government services, public library, post office, and/or cultural facility - could bring a civic presence, frame terminal views and shape positive urban spaces brought to life by the overflow of a bustling public market, bookshops, restaurants and programmed outdoor events and street life. Extending west to the Northwest district, urban residential neighborhoods could be distinguished by calm, dignified square blocks linked together by tree-lined avenues with cycling, promenades and sitting spaces. Residential blocks with walk-up residential units may provide underground parking and clear gradations of public, semi-public and private space.

### ***Key Characteristics***

- The amount of land uses designated for office use in the business center subdistrict creates the greatest office concentration in Tysons.
- The Civic Center subdistrict could provide a central location in Tysons for government services, such as a library or post office.
- A 3.5-acre park located in this district serves as a great public square and gathering place for Tysons. With easy access to transit, the square may be the primary location within Tysons for staging public events such as outdoor concerts or public markets.
- In addition to potentially serving as the business core of Tysons, this district also includes much residential development, especially west of the station.
- The streets leading to and from Tysons Central 7 should be pedestrian streets, encouraging people to walk and bike, leading people to the Civic Center and the business center areas of the district.

### ***Tysons Central 123***

Tysons Central 123 should remain the region's signature shopping destination by building upon the strength of the existing regional retail offerings and bringing street-front, ground floor retail and entertainment to the Metro station area. Parking could be shared by numerous

businesses in centrally located parking structures with some short-term parking provided on-street. One unique element in Tysons Central 123 could be a parking structure built into the side of the hill between Tysons Boulevard and West Park Drive. Rather than disrupt the district's character or act as a barrier to connectivity, this topographical change in grade may be seen as an opportunity and could be incorporated into the overall development pattern. As part of this retail district, mixed-use high-rise hotel and conference facilities could offer space for exhibitions and conferences, with immediate walking access to regional retail and quick links to the office concentration in the Tysons Central 7 district. High-end luxury condominiums could be combined with these facilities and benefit from available hotel services. Running through the heart of Tysons Central 123 is an improved Route 123, a boulevard with street trees, traffic calming treatment and storefronts that abut the street. As a transition on the edge of Tysons 123, Route 7 is designed to carry less traffic and be more pedestrian and bicycle friendly, with more crossings, to create connectivity between Tysons 123 and Old Courthouse South.

### ***Key Characteristics***

- Tysons Central 123 would remain the regional shopping destination for Northern Virginia.
- A striking contrast with existing conditions would be the district's more pedestrian-friendly, walkable street network, lined with active storefronts and interesting streetscapes.
- Hotel and conference facilities could complement the retail node at the station and benefit from proximity to the concentration of office uses in Tysons Central 7.
- Marked connectivity and safety improvements would facilitate walkability around the station and to and from the malls and nearby businesses.
- The Tysons Central 123 district would be employment-rich, with approximately two-thirds of the land being designated as employment, and over half of all of Tyson's retail floor area located in the Tysons Central 123 station area.

### ***Tysons East***

The focus of Tysons East could be a great urban park surrounded by mixed-use office, residential and educational facilities. Tysons East could include three subdistricts: an office district, a residential district and a focused educational district. The office subdistrict could be immediately adjacent to the station. The residential subdistrict could extend to the northeast and to the south-southeast of the station. A separate residential neighborhood could be located north of the Tysons East station, adjacent to the northern portion of Scotts Run. Educational facilities could be located along Scotts Run, as could professional education, recreational health and sports amenities. These amenities are essential to attracting professional, creative class households, such as architects, professors, and computer programmers, whose jobs would be located in Tysons Corner.

Scotts Run could serve as the central feature of the district as an urban park with a variety of landscapes including wooded hills, meadows and ponds that could provide options for people using the park, such as relaxing and enjoying the scenery, listening to summer music in the park or participating in active recreation. Intimate gardens with shady places of retreat could provide relief and gathering places for families and office workers.

Tysons East includes pockets of extensive residential development: urban residential neighborhoods that feature lively neighborhood shopping streets with local-serving goods and services - groceries, bookstores, music stores, video stores, ethnic eating and drinking places. The neighborhoods supply a diversity of housing choices including affordable and family housing on safe, narrow, tree-lined streets with views terminating in open spaces and parks. The Commons apartments are linked to the station by the enhanced street network. The further from the Tysons East station, the housing density steps down gradually to be consistent with the intensity of development in the Eastside district.

### ***Key Characteristics***

- Subdistricts include an office subdistrict immediately around the station, and a residential subdistrict extending east and south of the station, beyond the office uses immediately surrounding the station.
- The overall focus of Tysons East would be employment, primarily office uses, education and research development.
- Pockets of extensive residential land uses create a greater mix of uses in this district.
- Scotts Run would be improved to serve as a great urban park, with trails and passive areas, as well as a concert lawn.

### ***North West<sup>3</sup>***

The North West district could be a residential neighborhood showcasing the Old Courthouse Spring Branch stream valley park as a key feature. Located on the edge of Tysons West and Tysons Central 7, the North West district could serve a transition from the higher density mixed-use of the nearby TOD districts to lower density land uses in the neighborhoods just outside of Tysons. The residential character of the North West district could be similar to the existing conditions with multi-family housing, including housing for seniors. The Old Courthouse Spring Branch stream valley park could be more of an urban park with active recreational facilities and pedestrian pleasures. Tree-lined streets leading to the park could serve a diverse social and economic mix of housing, including housing for families.

### ***Key Characteristics***

- More than half of the land in this district is park land, consistent with the existing land use. Old Courthouse Spring Branch stream valley park would be enhanced with trails and other passive recreation uses.
- The housing in the North West district would primarily be multi-family, with some housing catering to Tysons' senior population.
- The North West district provides a buffer between the lower density neighborhoods adjacent to Tysons and the higher density of the TOD areas within Tysons.
- Green street connections tie the Tysons West station to the North West district, drawing people to Old Courthouse Spring Branch stream valley park, the largest natural feature in Tysons.

---

<sup>3</sup> This section will be updated based on Task Force comments at the August 18 meeting.

## ***Old Courthouse South<sup>4</sup>***

Located on the edge of Tysons, nestled primarily between Route 7 and Old Courthouse Road, the Old Courthouse South district could have smaller scale office buildings and residential developments than the TOD districts and could serve as a transition area between Tysons Central 123 and the neighboring communities. Old Courthouse South could be envisioned as a neighborhood village with more activity 18 hours a day. When the work day ends, office workers may go home but the residents of Old Courthouse could return to supporting local restaurants and other neighborhood service businesses. Residential development could dominate the heart of the district and the sense of community would be strong as people run into their neighbors at local places such as the corner grocery store.

### ***Key Characteristics***

- With a mix of retail, office and residential land uses, Old Courthouse South would evolve into a neighborhood that supports an active 18-hour village where people go to restaurants or shopping after work.
- The number of residents and employees in the Old Courthouse South district is anticipated to be about equal.
- A few additional pocket parks could provide gathering places within the mixed-use area.

## ***North Central<sup>5</sup>***

Located primarily between West Park Drive and the Dulles Access Road, the land use pattern in the North Central district allows for a transition between Tysons Central 123 and the adjacent community north of Tysons (with the Dulles Access Road as an additional buffering element). Office uses are located adjacent to the Dulles Access Road, providing easy access from the Toll Road and continuing the office focus east in the Tysons West district. Moving into the heart of the district, residential land uses are the focus around the streetcar circulator. The district becomes more of a vibrant, mixed-use residential neighborhood, with local-serving retail, dedicated parks and civic uses, and a pedestrian-friendly street network for residents and workers in the neighborhood. New pedestrian-friendly main streets with ground floor retail could enhance the connectivity in the North Central district. The main streets, along with a finer grid of streets and a linear park green network, could lead people to the streetcar circulator and encourage them to walk. As the central feature of the district, the streetcar circulator could provide form to the district. North Central's development as a mixed-use district may create an 18-hour day environment. Residential development could be located throughout the district and the sense of community may be strong as people run into their neighbors at the corner grocery store. Several parks in North Central could provide gathering places for the residents, and link Tysons Central 123 and the office employment in the North Central district. Several ponds and small streams are in the North Central district that should be protected, restored and enhanced to add to the amenities of the neighborhood.

---

<sup>4</sup> This section will be updated based on Task Force comments at the August 18 meeting.

<sup>5</sup> This section will be updated based on Task Force comments at the August 18 meeting.

## ***Key Characteristics***

- North Central would be a neighborhood village with more residential uses focused around the streetcar circulator.
- Office uses adjacent to the Dulles Toll Road provide a buffer between the Toll Road and the neighborhood village.
- The land uses support an active 18-hour neighborhood where people can go to restaurants or shopping after work, and the increased intensity of uses along the streetcar circulator could give more people direct access to the circulator.
- Urban parks may include a green network leading from Tysons Central 123 to the employment area adjacent to the Dulles Access Road and a new 8-to 10-acre urban park along the circulator could be a central feature of the northern portion of Tysons.

## ***East Side<sup>6</sup>***

The East Side district could be primarily a residential district located on the edge of Tysons, to the east and south of the Tysons East station district. As an “edge district,” it could serve as a transition area between the higher density stations in the core of Tysons and the adjacent neighborhoods outside Tysons. The East Side could be a large residential neighborhood, with corner grocery stores to which children could ride their bikes after school or where adults could stop to get a gallon of milk on their way home from work. This district may include only limited retail and office uses, primarily to support the local residential population or to provide Tysons with some live-work opportunities. The tree-lined residential streets through the East Side neighborhoods could serve a diverse social and economic mix of housing. The street network could be a finely scaled grid of streets, encouraging walking and biking. The district would have a neighborly atmosphere, where neighbors gather on the street or in one of the many pocket parks to socialize.

## ***Key Characteristics***

- With the vast majority of its development residential, the East Side would be first and foremost a neighborhood for Tysons.
- Pocket parks located throughout the district support the residential focus.
- As an edge to Tysons, East Side would have lower densities than most other parts of Tysons.
- Connections to stations would be provided by the streetcar circulator, walking paths and finer grid of streets.

## **Chapter 2: Tysons Today**

Over the past 40 years, Tysons Corner has grown from a rural community to the nation’s 12<sup>th</sup> largest employment center and one of the country’s largest retail centers. It is a major economic force in Fairfax County, and the larger Washington D.C. region. It is a place, however, where most people come to work or shop and then leave immediately. There are limited public amenities and limited access to the daily needs of residents, such as a grocery store. It is a destination, not a place to stay.

---

<sup>6</sup> This section will be updated based on Task Force comments at the August 18 meeting.

The Tysons of today is defined not by what it offers, but by the automobile:

- Routes 7 and 123 are highly congested thoroughfares. It often takes 12 minutes to move three miles across Tysons - an average of 15 miles an hour. The lack of well connected minor streets results in most cars using these major roadways to get around Tysons.
- Because of the high degree of congestion, Routes 7 and 123 are practically uncrossable by foot. Few safe pedestrian connections exist. As a result, virtually all trips, even those within easy walking distance, are made in cars.
- Nearly half the land in Tysons is covered by impermeable surfaces. With 167,000 parking spaces, Tysons has 1.3 parking spaces for every resident and employee living and working there today.
- With limited impervious surface, the few usable green spaces are not enough to manage stormwater. Over 70% of the stormwater flows untreated, resulting in harmful chemicals entering local streams.
- The large superblocks and campus-style, sprawling development that exists in Tysons turns its back on the streets. Large parking structures, widely separated buildings, and large setbacks focus on the internal development and are not welcoming to visitors.

### ***Continued Pattern of Growth***

If growth were to continue as it has in the past, Tysons would remain largely a jobs-heavy, auto-dependent edge city environment. Infrastructure improvements could take some pressure off Leesburg Pike and other arterials; however, the continued imbalance of jobs and households in Tysons would lead to rising levels of congestion and the erosion of Tysons as a major center.

In the future, the primary change to the current pattern of growth would be the addition of Metrorail in Tysons. Even without changes to the current Comprehensive Plan, there would be a natural evolution of greater concentrations of more intense office and residential redevelopment around the four new Metrorail stations. Although housing would 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), the amount of housing would not be significant enough to improve the jobs/housing balance to a degree that would affect the significant congestion levels in Tysons. Neighborhood redevelopment may include corner grocery stores or drycleaners within an easy walk for local residents. Some pockets of greenspace and public plazas may be added with developments to provide gathering places for the community. Although Metrorail will bring more development to Tysons, with no amendments to the current Comprehensive Plan, the land uses would not be linked to the Metrorail line: only half of the overall development would be within a 5 minute walk of the transit stations.

With a continuation of Tysons' limited pedestrian and bicycle access, significant traffic congestion, lack of parks and public amenities, limited availability of basic needs, and the negative impacts of poorly managed growth on neighboring residential communities, Tysons cannot thrive under the existing Comprehensive Plan. With the world's focus on sustainable practices and energy conservation, Tysons' auto dominate environment will create a barrier to future economic growth. **A bold departure from the existing practices is needed.**

## Chapter 3: Transforming Tysons

By linking Metrorail to development, the land use and transportation concept for Tysons constitutes a fundamental transformation of Tysons from a suburban place to an urban place. It creates a Tysons that grows into a “downtown” for Northern Virginia, extending the benefits of compact development to the entire region. The concept changes Tysons into a place where most of the growth is focused within an easy walk of transit; a place with a series of distinct and unique urban neighborhoods. This transformation takes advantage of and enhances the Dulles Rail project by significantly increasing the potential ridership of the extended Metrorail system.

### **Guiding Principles**

Over \_\_\_ interested citizens and stakeholders provided the Task Force with input on how to transform Tysons. Throughout these discussions with the public and various stakeholders, the Task Force identified several themes as essential elements for the long term success of Tysons. Recognizing the strong public support for these values to be part of Tysons’ future, these guiding principles became the backbone of the long-term vision for Tysons Corner. In a nutshell, the principles call for:

- Focused growth within Tysons and around transit;
- A mix of uses for an active 24-hour place;
- Increased connectivity and walkability; and
- Preserving and enhancing natural features.

### **Task Force Guiding Principles**

The following 8 Guiding Principles were adopted by the Task Force as the primary goals that should be achieved through the Land Use and Transportation vision and concept plan.

1. Move Tysons Corner forward within its existing boundaries as the employment and commercial economic engine of the region and an expanding contributor to the tax base of Fairfax County.
2. Retain compatible transitions at the edges to adjacent neighborhoods through a combination of use, intensity, scale and/or building heights.
3. Transform Tysons Corner from a suburban office park and activity center into a 24/7 urban center marked by the diversity of residents and workers, a wide range of ideas, opportunities, and activities, the quality of buildings, aesthetics, and open spaces, and connections and accessibility for all.
4. Reduce the time, cost, and inconvenience of accessing and moving within Tysons Corner by promoting a functional and accessible system of pedestrian walkways, trails, shuttles, bike routes, a grid of streets, transit connections and standard principles of trip reduction.
5. Reduce the suburban focus on isolated buildings, surface parking and moving vehicles through Tysons Corner to somewhere else and connect new buildings, urban parks, structured parking, and pedestrian and bicycle accommodations to form engaging streetscapes and connected neighborhoods.
6. Attract, mixed-use transit-oriented development and private investment to Metrorail station areas and transit connection locations throughout Tysons Corner, including increased housing supply, choices, and price points, service opportunities, and office space.
7. Engage people, communities, institutions, and the private sector with government to include in Tysons Corner the 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.
8. 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.

## ***The Framework to Transform Tysons***

The framework to guide Tysons to a different future - one that creates a more livable place for its residents and employees - are based on the guiding principles. The framework is a four-part framework:

1. Creating a people-focused urban setting;
2. Redesigning the transportation network with a strong focus on transit;
3. Placing a strong focus on the environment; and
4. Creating an approach and authority for implementation that provides the authority, flexibility, accountability, and resources necessary to achieve the vision<sup>7</sup>.

### ***1. Creating a people-focused urban setting***

The Tysons of tomorrow is a place for people. A people-focused urban setting for Tysons is created by providing mixed-use, transit-oriented neighborhoods that promote pedestrian, bike and transit use. Four strategies are used to create an urban setting in the land use and transportation concept.

- **Transit-Oriented Development (TOD)** - TOD seeks to align the transit investment of Metrorail with the vision for Tysons by focusing growth at the Metrorail stations. As defined by Fairfax County, "transit-oriented development (TOD) in Fairfax County is defined as compact, pedestrian-friendly, mixed-use development containing medium to high density residential, office and retail uses within walking distance of certain rail transit stations identified in the Area Plans. Well-planned TOD should incorporate good design principles and an appropriate mix of uses around rail transit stations to promote transit usage and create vibrant neighborhood centers at these locations." Successful TOD reinforces both the community and the transit system.
- **Jobs/housing Balance** - By providing more housing in Tysons, especially within walking distance of Metrorail, there is an increased opportunity for people to live, work and play in Tysons. Not only does an improved jobs/housing balance reduce the length of commute, it provides many other benefits. In general, people living and working in TODs walk more, use transit more, and own fewer cars. TOD households are twice as likely to not own a car and own roughly half as many cars as the "average" household. Locations next to transit often experience an increase in land values up to 50 percent in comparison to locations away from transit stops.
- **Defined Neighborhoods** - Eight districts, four of which are around Metro stations, create eight distinct neighborhoods, each with its own identity, arts and culture, parks, residents and jobs. Each place will serve a different function within Tysons, defining Tysons as a more complete 18-hour a day place. Districts plans that express the uniqueness of each place should be developed consistent with the overall Tysons plan.
- **Protect the Edges** - A key concern raised during the planning process by those living in neighborhoods just outside Tysons was the impact growth in Tysons would have on the adjacent communities. This concern was addressed by focusing growth and density within

---

<sup>7</sup> The four principles will use the same terminology as the principles in the Overview document.

walking distance of transit, with the highest densities at the Metrorail stations and scaling the density back as the distance from transit increases. As a result, the land uses and densities at the edges of Tysons are consistent with the adjacent neighborhoods. Views from the adjacent neighborhoods and linkages into Tysons also support the surrounding neighborhoods.

## **2. Redesigning the transportation network with a strong focus on transit**

Mobility choice will move people out of their cars. The creation of multi-modal transportation system within Tysons will provide diverse and accessible transportation choices. The choices will encourage people to walk, bike or take transit to destinations within Tysons, which should result in more efficient movement to and within Tysons. The redesign of the transportation network includes three strategies.

- **Mobility within Tysons** - By creating "activity" nodes linked by transit, mobility options are provided, including options for young people, the elderly and people who do not own cars or prefer not to drive. Nationally, people who live in a TOD are five times more likely to commute by transit than other residents. A refined grid of streets improves options for mobility: bike and pedestrian circulation is enhanced and local traffic is moved to the grid of streets, allowing the larger arterial streets to focus more on moving traffic to Tysons.
- **System of Circulators** - Adding a system of circulators within Tysons gives more people access to the regional rail system without getting into their cars, making it more likely that people who live or work more than ¼ mile from a Metrorail station will chose to take transit. The circulator corridors ought to influence the planning for the location of higher densities, mixed uses, and public spaces. The first few hundred feet of a circulator corridor should have the highest density and degree of mixed use compared to the surrounding area. In addition, it should be the most walkable with wide sidewalks, smaller block sizes, building frontages located along the sidewalk, and pedestrian amenities.
- **Regional Connectivity** - By reorganizing the street network to separate the local traffic from the regional traffic as much as possible, automobile traffic can move more efficiently to Tysons on the regional connections. The addition of Metrorail as well as transit connections between the outlying areas and the transit circulators will allow more people to access Tysons from throughout the region via transit.

## **3. Placing a strong focus on the environment**

Tysons will set a new standard for environmental stewardship. The primary goal for Tysons should be to restore the existing environment to high quality standards and require LEED certification for all new buildings. Two overarching strategies fit within the environmental framework.

- **Reduce carbon footprint** - Global warming and climate change require a change in the way people think about development. The discussion revolves around how to reduce the size of Tysons' carbon footprint, not just maintaining the current impacts on the environment, through: incorporating a system of connected parks and open spaces;

restoring environmental features; and implementing a rigorous stormwater management plan.

- **Green buildings** - The built infrastructure impacts people's lives and the environment daily. According to the U.S. Green Building Council, buildings use one-third of our total energy, two-thirds of our electricity, one-eighth of our water, and transform land that provides valuable ecological resources. By requiring green building standards, Tysons Corner can be a leader in the region on environmental stewardship.

#### ***4. Creating an approach and authority for implementation that provides the authority, flexibility, accountability, and resources necessary to achieve the vision***

A strong implementation strategy will make the vision reality. The implementation framework should create an approach that guides and coordinates individual projects, urban infrastructure and public amenities to achieve the vision. A phased approach should provide certainty for developers as well as certainty for the people of Tysons Corner that the vision will be implemented as desired. Three strategies provide the implementation framework.

- **Provide Community Benefits** - Providing more housing, jobs and improved transportation is not enough to make a community: a place where people want to live, work and play. Urban infrastructure elements, such as parks and open spaces, civic gathering places, schools, community centers, are included in the concept to make Tysons a place where people want to be.
- **Phasing** - one of the key elements of implementing the new vision for Tysons is how to make it happen. The concept is large, complex and sophisticated. Not all the pieces can be implemented at once. As a result, a strategy for phasing improvements, and a requirement for the infrastructure to be in place at the time of development, will be key to creating the Tysons that is envisioned.
- **Implementation authority** - A new authority should be established by the Board of Supervisors to work in conjunction with and supplemental to the Fairfax County process to oversee, manage, and implement future development and assure that the overarching goals and objectives of the revised Tysons Corner Urban Center Plan in the Comprehensive Plan are implemented.

#### ***The Pieces of the Puzzle***

The strategies to transform Tysons are applied in various ways as part of the land use and transportation concept for Tysons. Individually, each piece can stand alone and move toward a 21st Century Tysons, but the full vision will not be achieved unless all the pieces are linked together, around the key strategies to transform Tysons. The pieces in the land use and transportation concept include: land use; transportation; environmental stewardship; public facilities; urban design; and implementation. The following chapters describe each element as it applies to Tysons as a whole, and the guidelines for implementation that make the vision a reality.

# SECTION II: LAND USE AND TRANSPORTATION CONCEPT PLAN

The land use and transportation concept to create the 21st Century Tysons includes:

- An order of magnitude increase of development than today, focused within an easy walk of transit.
- A greater mix of uses than today, including more housing and housing types that are affordable and sized for families.
- Quality parks, open space and civic gathering places.
- Complete streets and a finer grid of streets than today.
- Transportation enhancements such as transportation demand management strategies and parking reductions.
- Transit circulators that connect all of Tysons with the Metrorail.
- Good urban design to enhance the livability and walkability of Tysons.
- Enhanced urban infrastructure.

## Chapter 4: Land Use

To further define the broad vision for Tysons Corner, a land use concept was developed that transforms Tysons into a livable 21<sup>st</sup> century place. To promote pedestrian orientation, Tysons is redeveloped as compact, mixed-use neighborhoods and districts.

The overall land use concept focuses on three key elements: tiered density around transit; diversity of land uses; and complete community elements that serve all of Tysons. These elements work together to create a “complete community”: one that provides the urban amenities people desire when looking for a place to live, work and play.

### ***Overall Land Use Pattern***

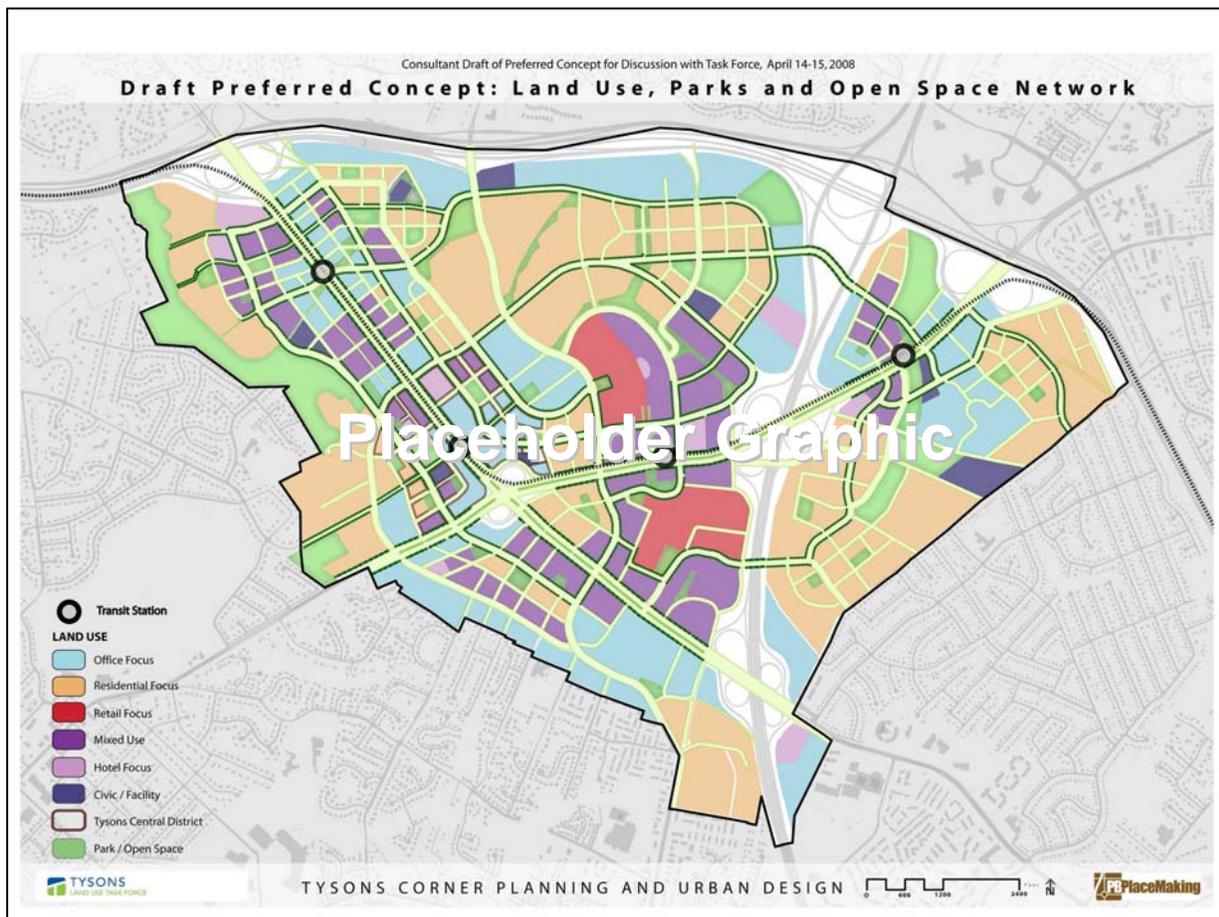
The pattern of land use in Tysons Corner focuses growth within walking distance (1/2 mile of rail, ¼ mile of the circulator) of transit, as shown on Map \_\_. Points of highest density occur at the Metrorail stations and transit nodes, and taper down to levels that are compatible with surrounding neighborhoods.

The area within ½ mile of Metrorail and 600 feet of the circulator is expected to capture two-thirds of all development in Tysons. All areas within Tysons include a mix of uses, with retail and office uses generally located in closer proximity to the Metrorail stations than residential uses.

Outside the areas influenced by transit, the land use pattern provides a transition between the higher densities in the core of Tysons and the lower density adjacent communities. The mix of residential, office, retail and hotel uses is still significant, but the overall density is less. The areas on the outskirts of Tysons capture one-third of all development in Tysons.

As previously mentioned in Chapter 1, the character of each district is unique. The mix of land uses within each district has been designed to complement the other districts. Each district is expected to achieve the same degree of development, although the application of urban design guidelines (Chapter 8) and the specific development within each district will create a distinct sense of place for each district.

Unifying and connecting the districts will be the application of the same land uses throughout Tysons as well as a connected grid of streets (Chapter 5). In addition, a parks and open space network (Chapter 6) will be integrated into the land use fabric to provide public gathering spaces within an easy walk of jobs and houses. Community services and facilities (Chapter 7) are recommended to be located throughout Tysons to create a full service community.



## ***Tiered Density***

The land use concept provides for specific levels of density at designated locations throughout Tysons. Expressed as floor area ratio (FAR), the level of intensity is based on land use (residential and non-residential) and distance from transit, including both Metrorail and the proposed circulator routes. Development is most intense in the areas near the stations and least intense at the edge.

The pattern of intensity is similar to that of a wedding cake: the greatest density is located in the ring within 1/8 mile of the Metro stations, and the intensity of development is tiered

down as the walking distance from the Metro stations increases. Density is also higher along the circulator routes, creating a “ribbon” of density, where access to the circulator is within an easy walking distance. Map \_\_\_ indicates where the various levels of intensity are designated in Tysons.

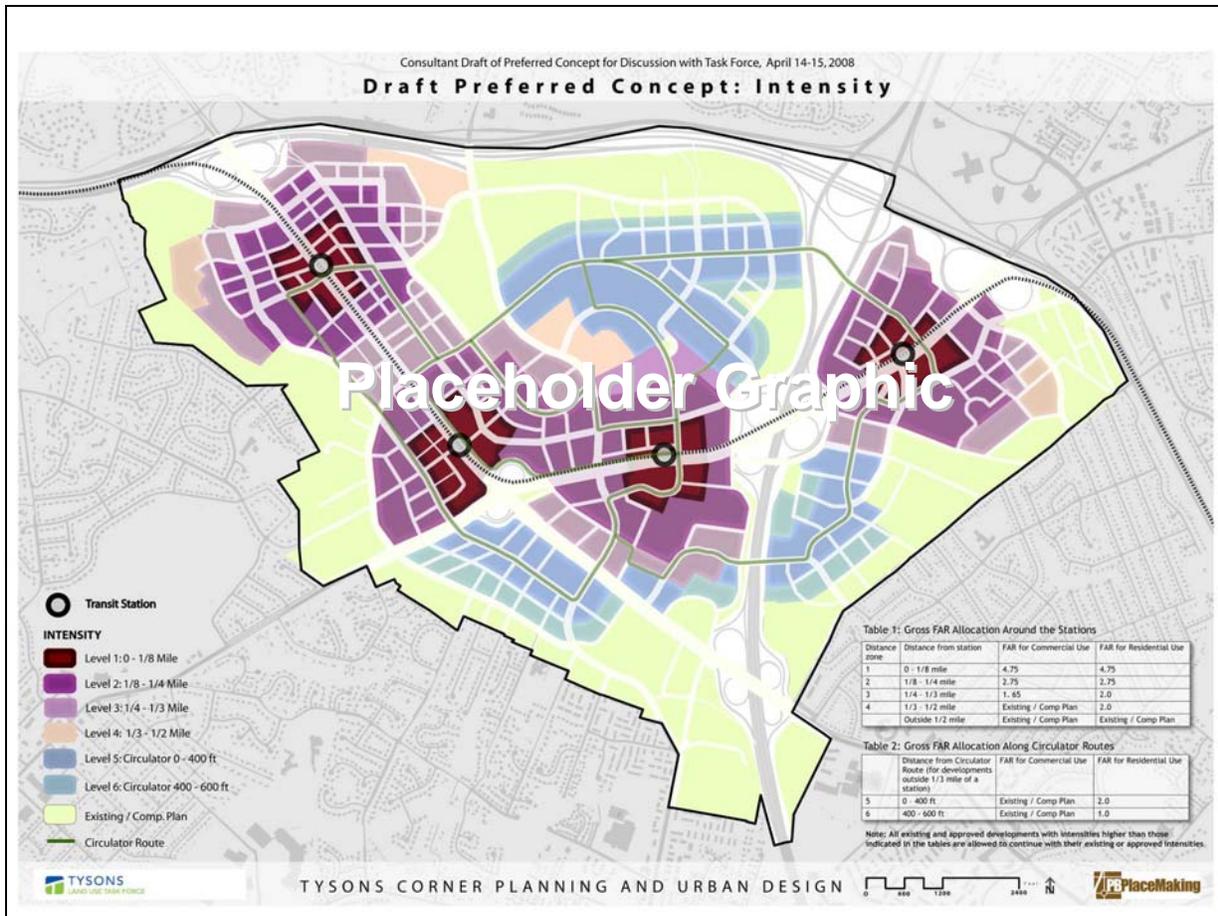
To achieve a livable Tysons, floor area ratios up to 6.0 are recommended for the area within ½ mile of the Metrorail station and within 600 feet of the proposed transit circulator. Areas beyond ½ mile from the Metrorail station and 600 feet of the proposed transit circulator should have FAR consistent with the existing comprehensive plan. FAR alone will not be enough to create a livable place: other elements, such as a mix of uses, urban infrastructure and physical infrastructure must be in place. As a result, the recommended FARs are conditional: they are contingent on other livability factors being in place at the time of the development. The specific requirements are:

1. Provision of urban infrastructure, such as the grid of streets (see Chapter 5), parks and open space (see Chapter 6), environmental stewardship actions (see Chapter 6) and urban design elements that create a walkable urban environment and a sense of place (see Chapter 8).
2. An appropriate mix of uses, including residential, office, retail, civic and hotel uses, for the location within Tysons.
3. Provision of phased infrastructure improvements, particularly Metrorail and the transit circulator, that allow the site to be connected to the larger Tysons area.

In addition to the recommended FAR, intensity bonuses allow for greater FAR if certain affordable and workforce housing and green building standards are met. The specific recommended bonuses include:

- If 20% of the residential units provided are affordable and/or workforce units, a 20% increase in residential FAR may be achieved; and/or
- If the building is deemed LEED silver, or the equivalent, a 6% increase in total FAR may be achieved;
- If the building is deemed LEED gold, or the equivalent, a 8% increase in total FAR may be achieved; or
- If the building is deemed LEED platinum, or the equivalent, a 10% increase in total FAR may be achieved.

As Tysons redevelops, developers will consider the economics of individual projects carefully and choose to build at a range of intensity levels. Under certain market conditions, a developer may wish to build the maximum floor area allowed. However, in other circumstances, it may be preferable to build at a lower intensity. Recognizing that not every parcel will be built at the maximum intensity allowed, a minimum FAR should be established to ensure that future development in Tysons supports the transit investment of Metrorail and the proposed circulator routes.



## Mix of Uses

Overall, the 21st Century Tysons has more residential development than currently exists. Up to 100,000 residents will live in Tysons Corner compared to 17,000 today. Jobs could increase from 110,000 today to as much as 200,000 at the end of the 30-year planning horizon. Ultimately, the land use mix in Tysons Corner will provide a ratio of four jobs for every household - a significant improvement over the existing ratio of approximately 13 jobs for every household living in Tysons today. This greater mix of uses throughout Tysons promotes walking by enabling more people to live near where they work.

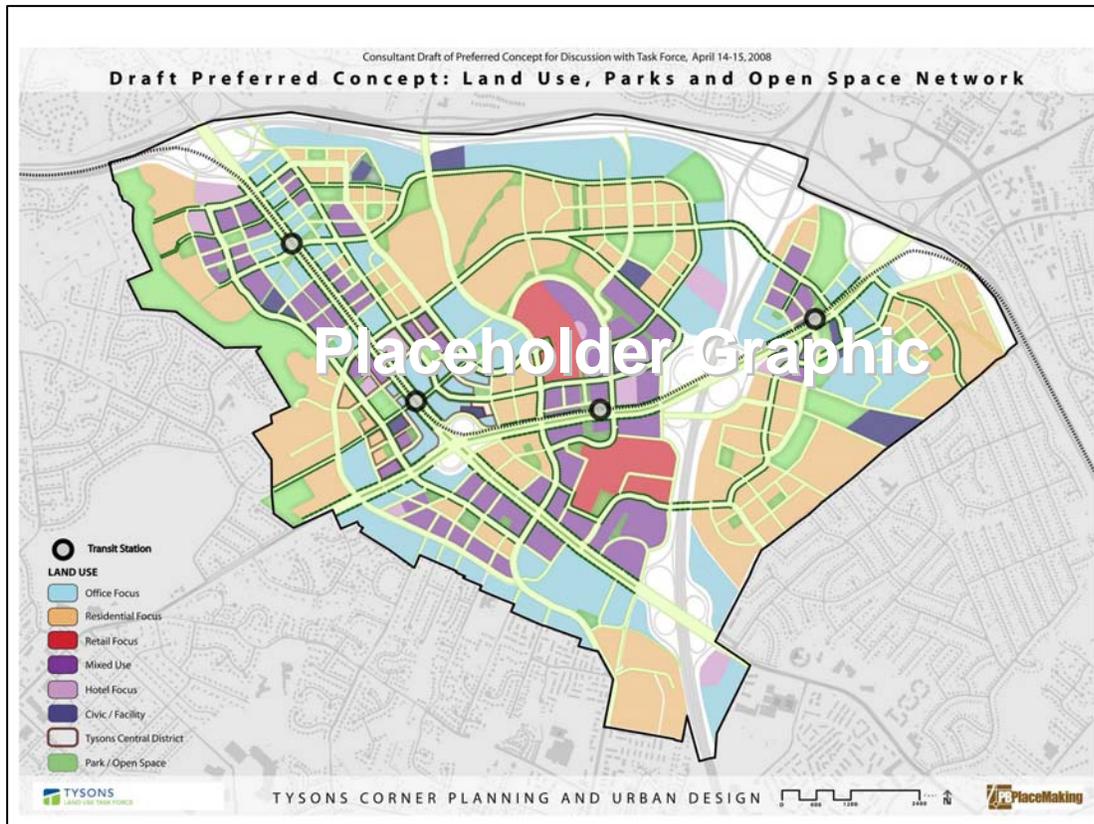
The mix of uses includes the same land uses that exist in Tysons today (residential, office, retail, and hotel). However, the land use concept requires redevelopment of low impact, but land hungry uses (such as car dealerships or surface parking lots) into more efficient, higher density land uses. It also requires that all land uses be mixed.

Providing a mix of uses, either vertically (in the same building) or horizontally (within a 2 to 3 block area), reduces the distance between residents and services, enabling and encouraging people to walk rather than drive to fulfill many of their daily needs. People will be able to engage in routine errands, find restaurants, entertainment, and shopping all within walking distance of their homes, offices and transit. Ground floor retail and convenience services are essential for residential buildings. Housing can also be successfully co-located with public

facilities, such as schools, libraries, and fire stations. More detail regarding how the land uses will be implemented is included in Chapter 8, Urban Design Guidelines.

All land uses within Tysons will be mixed. Some land uses will be closer to a 50/50 split and others will have a majority of one use supported by other uses, such as residential with ground floor retail. The emphasis of the mix of uses within Tysons can be broken down as follows:

- Mixed Use - includes a more balanced mix of commercial, office and residential uses that provide local residents with shopping and employment opportunities. The mix between employment and housing would be more in the 40% to 60% range.
- Commercial Focus - includes the existing retail core of Tysons. Primarily retail with supporting office and residential uses. The commercial component would likely be 85% to 90% of total development.
- Office Focus - primarily office with supporting retail and service uses, such as hotels and coffee shops. The office component would likely be 75% to 85% of total development.
- Residential Focus - primarily residential uses with supporting retail and service uses that provide for the residents' daily needs such as basic shopping and services, recreation, schools and community interaction. The residential component would likely be 75% to 85% of total development.
- Hotel Focus - primarily hotel and supporting service uses, such as restaurants. The hotel component would likely be 85% to 90% of total development.



## ***Complete Community Elements***

In addition to the intensity and specific land use types, there are several other elements required, such as civic places, public service facilities, parks and open spaces, and affordable housing, to create a complete community.

In some cases, only one “place” is required to serve all of Tysons, such as a Civic Center. In other cases, multiple “places” are required, such as affordable housing. The generalized location of parks/open space and civic/public facilities are included in the land use map (Map \_\_), but the specific location of each land uses needs more study.

The complete community elements addressed in this plan include:

- Civic/Facility - The amount of necessary public service uses, such as a library, school, community center, government office, etc. are identified in Chapter 7, Public Facilities. Their potential locations are identified on the land use map.
- Large civic gathering plaza - Designed to be a signature place in Tysons, a large civic gathering plaza could support public, civic and cultural events such as a weekend craft or farmers market, summer concert or weekend festivals. The location near the Tysons Central 7 station is intended to enhance the Civic Center character of the Central 7 district.

- Parks/Open Space - An integrated network of passive and active park land, including land that cannot be developed because it is in a floodplain or wetland, is described in Chapter 6, Environmental Stewardship. This land may be private or publicly owned. Regardless of ownership, it must be accessed by all residents and employees of Tysons. The potential location of parks and open spaces are identified on the land use map and the Open Space map (Map \_\_\_).
- Affordable and Workforce Housing - Much of the current workforce at Tysons cannot afford to live nearby, resulting in long and expensive commutes. Land use guidelines, below and implementation strategies (Chapter 9) provide incentives to require that 20% of the housing that is constructed be affordable and workforce housing.

## ***Land Use Guidelines***

### ***Affordable Housing***

1. Affordable housing policies should provide sufficient incentives to meet the requirement of 20% of total residential development affordable to households from 60% of Area Median Income (AMI) up to 120% AMI. Numbers of units should be tiered to address the needs of each income level but no less than 10% of all affordable and workforce units provided shall be available for households earning 60% or less of the AMI. These incentives should include:
  - Density bonus, flexibility on regulatory issues such as processing, parking, setback, height, and bulk requirements, and unit sizes which might add unnecessary costs to residential development. It should be expected that the size, and amenities of affordable and workforce units will not be the same as market-rate units. Flexibility on these issues should not compromise overall design principles of urban form for Tysons.
  - Programs that capitalize either the development of housing or the incomes of households, such as low income housing tax credits, tax-exempt housing bonds, tax increment financing, tax abatement, and the County's One Penny Fund should be considered.
2. Landowners and developers should be permitted to aggregate land for affordable and workforce housing and/or to transfer to others the responsibility for creating such units in building structures that are less expensive than steel and masonry structures, and where other advantages of financing and operating affordable and workforce housing can be realized - provided that the units are located within the Tysons redevelopment area.

### ***Parcel Consolidation & Coordinated Development Plans***

Parcel consolidation will be necessary to achieve planning objectives for Tysons Corner. Parcel consolidation should be logical and of sufficient size to allow projects to function in a well-designed, efficient manner. Through parcel consolidation, parcels can be replatted and a grid of streets can be planned in a way that enhances the value of the land, provides greater connectivity and consistency with the Tyson Corner plan.

If parcels cannot be consolidated, development plans of adjacent parcels should be coordinated to ensure that the projects function in a well-designed, efficient manner and do not preclude development on adjacent parcels from developing in conformance with the Plan.

### ***Existing Uses and Buildings***

In many instances, the existing development in Tysons Corner is not consistent with the long-term vision for Tysons. It is not the intent of the Plan to interfere with the continued use of these existing land uses or buildings. However, any redevelopment of the site or adaptive reuse or expansion of the buildings must be consistent with the overall vision for Tysons Corner. A tiered approach to match the magnitude of improvement with an appropriate level of compliance should be considered.

## **Chapter 5: Transportation**

Transportation in the future must balance moving automobile traffic more efficiently to and from Tysons with moving people within Tysons via an enhanced network of walkable streets and a new transit network. Creating a livable and walkable place will require that the needs of pedestrians, bicyclists, and an effective circulation system be given priority in many circumstances over the need to move automobiles quickly and efficiently. It will require, in many cases, demoting the car as the prime focus of transportation planning for Tysons.

In order for this approach to be successful, several transportation elements must be created and/or enhanced. The current superblock street network must be transformed into manageable **grid of streets** to direct local traffic onto local streets and create more pathways for traffic flow and a safe, accessible pedestrian and bicycle environment. Streets must become complete streets, designed to create a sense of place and promote walking. The transit system must include a **circulator system** to allow frequent, quick and inexpensive movement within Tysons and easy connections to regional transit systems. Community bus shuttles to Tysons can connect other parts of the region to Tysons. Enhancements to the **automobile network**, such as improved Beltway crossings and grade separations will separate the through automobile traffic, making the transportation options for those moving within Tysons safer.

### ***Grid of streets***

Tysons Corner currently consists of large (super) blocks with a relatively small number of streets. This places excessive reliance on these streets to move vehicle traffic and the large block size inhibits pedestrian and bicycle movement. A finer grid of streets with smaller block size is typical in urban areas. It disperses vehicle traffic and enhances the ability of pedestrians and bicyclists to share the road. The smaller block size creates a more walkable Tysons by creating convenient and short walk distances. The finer scale of development provided by the short blocks and grid of streets is the armature for the future Tysons. The recommended grid of streets is shown on Map \_\_\_.

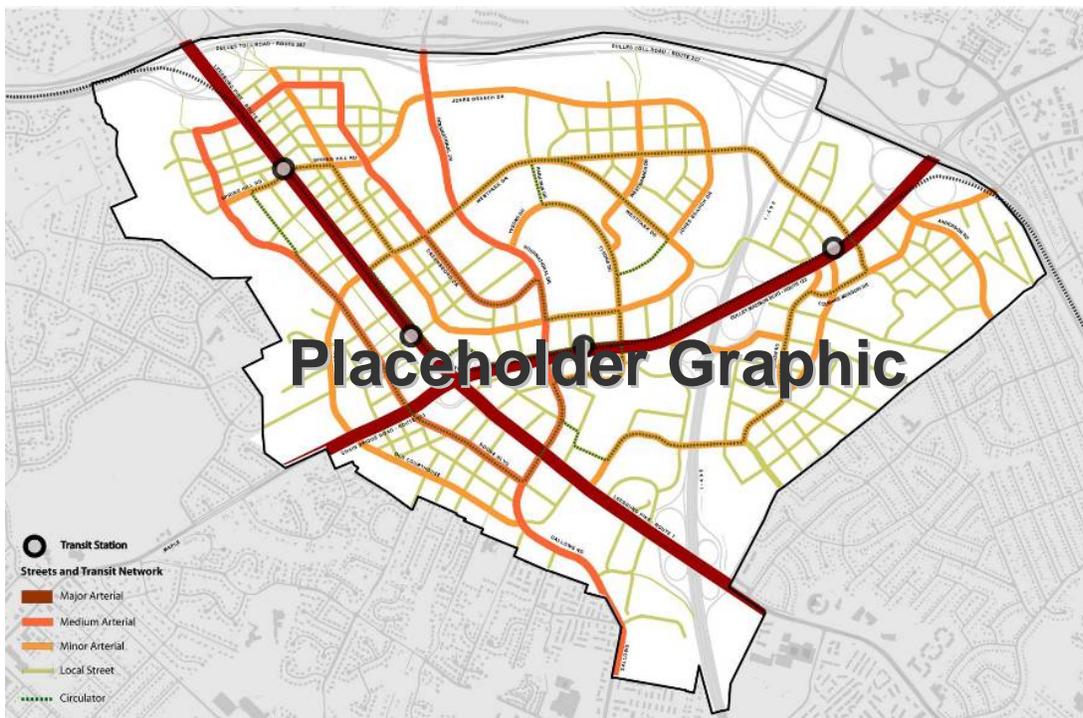
The enhanced grid of streets provides for greater network density and more direct connections between various locations as well as better accommodating both cars and

pedestrians. Streets should be designed as complete streets, addressing the pedestrian experience and contributing to creating great places. In a TOD, streets need to be great places for walking, for commerce, for casual interaction and for moving traffic.

The interplay between human activity and the physical space created by streets and buildings has an enormous effect on making a complete street. Allan Jacobs, in his influential work "Great Streets," describes several key criteria of complete streets, including:

- Are memorable and "magical;"
- Help make community;
- Are defined, engaging to the eye, and artful;
- Support social contact and participation;
- Are physically comfortable and safe; and
- Exhibit quality design, construction, and maintenance.

Urban design guidelines for streets, including enhanced pedestrian elements, such as sidewalks buffered from traffic by street trees, and bicycle enhancements, such as separate bike lanes, address these elements of a complete street. Details regarding the street types and streetscapes included in the grid of streets are provided in Chapter 8, Urban Design Guidelines.



## ***System of Circulators***

In order to get around Tysons Corner quickly and conveniently without an automobile, including traveling to and from Metrorail, a system of circulators is essential. The circulators target retail and other non-work trips, such as errands that need to be run during the work day. The circulators provide the opportunity to be "form-giving", meaning that enhanced densities and a mix of uses within 600 feet of the circulator route can give more people access to the regional rail system without getting into their cars, making it more likely that

people who live or work more than a ¼ mile from a Metrorail station will chose to take transit.

A system of three circulator routes is proposed to connect most of Tysons, specifically the North Central, Eastside and Old Courthouse districts, with the four Metrorail stations and other districts in Tysons. To facilitate use of the circulator, it must be integrated with all other transit serving the greater Tysons Corner area, and be accessible, frequent and convenient for users. In order to accomplish this goal, the circulators should operate in their own dedicated right-of-way for as much of the proposed routes as possible. The circulator routes are shown on Map \_\_. The map shows the general location of the circulator routes: the ultimate alignment may shift based upon the ease of acquiring the necessary right-of-way.

The final circulator routes should address the following guidelines:

- The Circulators should extend the reach of the Metrorail System and connect the various districts within Tysons Corner.
- Each Circulator route should connect with at least two Metrorail Stations.
- The connection with the Metrorail station should be as close as possible to the station entrance. If the circulator route is not adjacent to the station entrance, a clear visual connection should be maintained for the convenience and perceptions of the users.
- The Circulator System should increase transit mode share and decrease vehicle use by making travel within Tysons Corner as well as travel to and from Tysons Corner more attractive.
- The circulator route should include service to locations with higher existing concentrations of trip origins (e.g. Freddie Mac, Gannett) and future high concentrations of residential and employment areas.
- Development on the Circulator route to the north of Jones Branch Drive will be subject to height limitations.
- Some overlap of circulator routes is desirable to facilitate car maintenance if a fixed guideway system is implemented.
- The Circulators will reflect industry best practices.
- The circulators should operate in their own dedicated right-of-way for as much of the proposed routes as possible. Dedicated right-of-way for the circulators can be curb side or in the median of the road. If the circulators are using a median (existing or planned), the need for additional right-of-way required can be minimized.

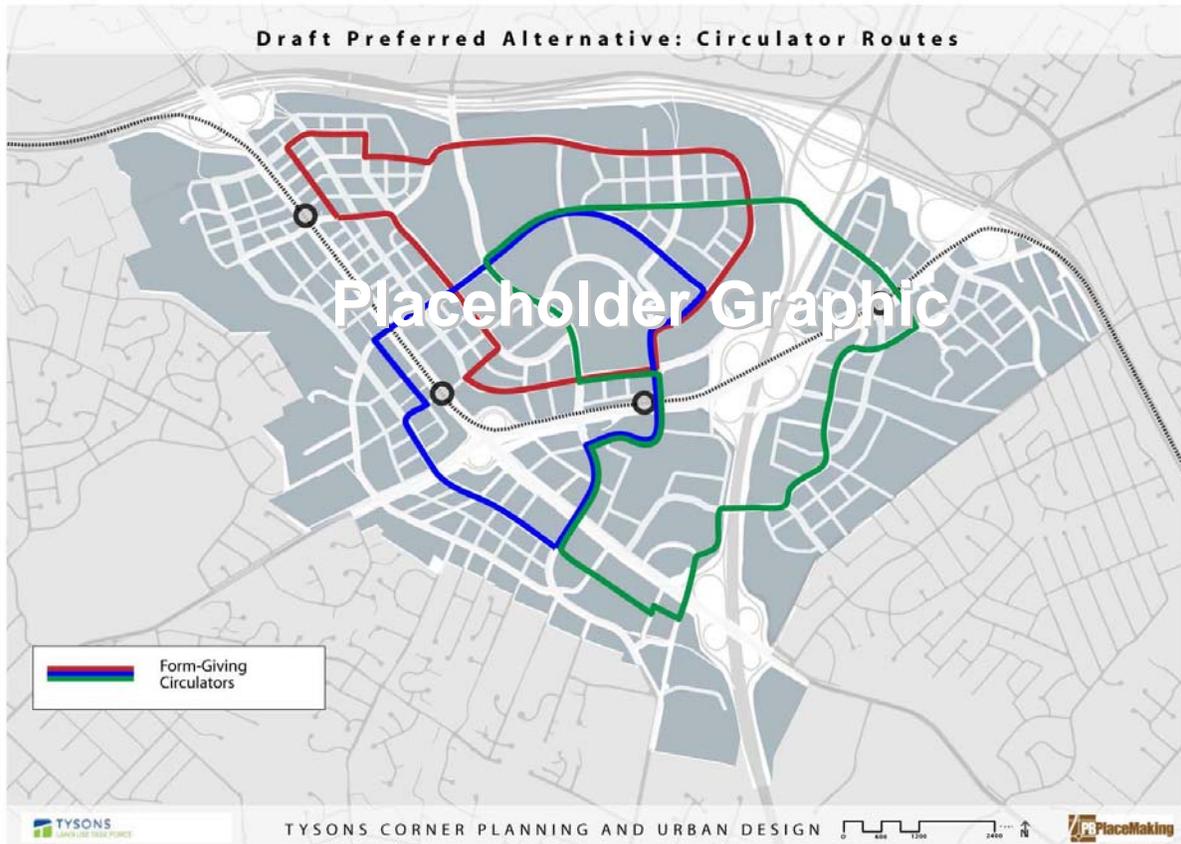
#### Aligning Circulators and Land Use

Planning and implementation of a successful circulator system involves many small decisions to assure development is consistent with TOD best practices:

- Moderate to high densities along the circulator corridor relative to the existing pattern of development;
- A mix of land uses, horizontally or vertically;
- Compact pedestrian-oriented design and streetscapes;
- Building design and street orientation to allow easy pedestrian and transit access; and
- A fine-grained connected street pattern.

In addition to these best practices, for development to be transit-oriented, parking, density, and building orientation needs to be shaped by the circulator in comparison to conventional development practices. It is not enough that it is just *adjacent* to the circulator.

- The Circulators will travel in both directions on each of the proposed Circulator routes.



## ***Automobile Network***

Physical improvements to the roadway and transportation infrastructure can have a big impact on the efficiency of the transit system and the attractiveness and safety of the pedestrian and bicycling network. In addition to the grid of streets, several improvements have been identified, including:

- Beltway crossings at Scotts Run (High Occupancy Toll), including pedestrian and bicycle access;
- Ramps at Jones Branch Drive to Dulles Toll Road (both Eastbound and Westbound);
- Ramps at Greensboro Drive/Tyco Road to Dulles Toll Road (both Eastbound and Westbound);
- Ramps at Boone Boulevard to Dulles Toll Road (both Eastbound and Westbound);
- Interchange improvements at Dulles Toll Road and Route 7; and
- Interchange improvements at Dulles Toll Road and Spring Hill Road.

These improvements need to be designed to fit into the new Tysons, sensitive to the context in which they are being implemented and supportive of the walkable nature of Tysons.

## ***Transportation Guidelines***

### ***Context Sensitive Design***

When structures are at odds with their surroundings, they potentially compromise their own function as well as the function of the man-made and natural systems around them. Context sensitive design solutions seeks to balance the conflict between the functional and performance requirements of public improvements and the aesthetic, cultural and natural environment. According to the AASHTO-FHWA Working Group on Context Sensitive Solutions Strategic Planning Process, the principles of context sensitive design are to:

- Strive towards a shared stakeholder vision to provide a basis for decisions;
- Demonstrate a comprehensive understanding of contexts;
- Foster continuing communication and collaboration to achieve consensus;
- Exercise flexibility and creativity to shape effective transportation solutions; and
- Preserve and enhance community and natural environments.

Transportation improvements should be made with the collaborative, inter-disciplinary approach of Context Sensitive Solutions, including: involving the stakeholders; providing a facility that fits its setting; preserving and enhancing the scenic, aesthetic, historic and environmental resources; and improving or maintaining safety, mobility and infrastructure conditions.

### ***Transportation Management Plans***

Having robust, fully-funded Transportation Management Plans (TMP) for both the Metrorail project and the high occupancy toll (HOT) project will be critical. The coordination of these efforts along with other TMPs that will be associated with development projects will be important in mitigating congestion.

### ***Transportation Impacts of Development Proposals***

Each development proposal will need to address its impact on the transportation system and propose appropriate mitigation measures to accomplish the overall goals of the plan. Most developments will have to be reviewed by VDOT per Chapter 527 regulations "Traffic Impact Analysis Regulations Administrative Guidelines", and/or the listing and descriptions under "required Elements of a Traffic Impact Analysis (24 VAC 30-155-60 C)".

### ***Pedestrian and Bicycle Network***

Specific guidelines for the treatment of the pedestrian and bicycle amenities should be developed. Many of these elements (e.g., designated bike lanes and sidewalks, buffers from the automobile, etc) are addressed in the urban design guidelines section related to streets and streetscape in Chapter 8. As the grid of streets is refined, careful thought should be given to how pedestrians and bicycles are integrated into the street grid. The pedestrian and

bicycle network should be more detailed closer to the transit stations, with routes separated from automobile traffic.

In addition to an easily accessible bicycle and pedestrian network, a number of facility improvements will encourage people to walk or cycle more. A number of these improvements are relatively inexpensive and easy to implement. Some are policy-driven and others are simply providing facilities for pedestrians and bicyclists such as bicycle racks at appropriate locations and pedestrian countdown signals at specific intersections to encourage non-motorized travel and to make it easier and safer for pedestrians and cyclists.

### ***Transportation Demand Management***

Transportation Demand Management (TDM) strategies reduce the number of car trips and increase the efficient use of all transportation resources. The expected outcome of applying TDM strategies in Tysons is an increase in transit ridership and a reduction in auto trips. A broad, systematic program of TDM strategies is critical to ensure maximum exposure throughout the Tysons Corner region. Potential TDM strategies for Tysons include: transit coordinators; carpool/vanpool incentives; transit subsidy flex-work arrangements; guaranteed ride home; and parking management. A large component of TDM is the promotion of the programs to the various stakeholders within Tysons.

### ***Parking Management<sup>8</sup>***

“Right-sizing” parking (i.e., providing no more parking space than needed to support the uses it serves) is key to reaping many advantages of fitting the new Tysons with transit, increasing density, providing a more effective mix of uses and a more walkable environment. All of those features collectively and individually reduce car use and, consequently, the need to provide parking. Parking ratios in transit-oriented developments require fewer parking spaces than conventional developments. TODs often have parking maximums to prevent building more parking than is needed (and to save development costs and further encourage transit use). Parking should be treated as a common resource for the uses within the different districts in Tysons, rather than thinking about parking as a requirement of each building - an approach that inevitably leads to oversupply and wasted use of resources.

Various methods are available to reduce the use of parking, including limiting the supply of spaces or by pricing the spaces. Parking in the TOD areas should be reduced to a ratio of \_\_\_ spaces per \_\_\_\_\_ square feet of retail, \_\_\_ spaces per \_\_\_\_\_ square feet of office, \_\_\_ spaces per \_\_\_\_\_ square feet of hotel, and \_\_\_ spaces per \_\_\_\_\_ residential unit. Aggressive parking strategies will be a critical component in a successful transportation plan in Tysons Corner.<sup>9</sup>

## **Chapter 6: Environmental Stewardship**

Using land efficiently and linking the land uses to transportation moves Tysons toward a sustainable community. Tysons has a unique opportunity, however, to do more and become a leader in environmental stewardship. The vision and plan for Tysons sets out a desire for

---

<sup>8</sup> Add sidebar on TCRP results

<sup>9</sup> The parking standards will be based on Arlington County standards for the Rosslyn-Ballston corridor.

improved air quality, energy conservation, runoff mitigation, green architecture, and restored and enhanced natural environments.

### *More Sustainable than Tysons Today*

By implementing the concept of transit-oriented development (TOD), the Tysons of tomorrow will be more sustainable than the Tysons of today. National studies have shown that TOD provides **increased transit ridership** by improving the efficiency and effectiveness of transit service investments by increasing the use of transit near stations by 20 to 40 percent, and up to five percent overall at the regional level. TOD **reduces rates of vehicle miles traveled (VMT)**. Nationally, vehicle travel has been increasing faster than population growth. TOD has been proven to lower annual household rates of driving by 20 to 40 percent for those living, working, and/or shopping within transit station areas. Recent TOD research shows that automobile ownership in TOD is approximately one half the national average. TOD **reduces air pollution and energy consumption rates** by providing safe and easy pedestrian access to transit, TOD have produced lower rates of air pollution and energy consumption. TOD can also reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year per household.

Preliminary analysis conducted for the land use and transportation plan indicates that Tysons will meet or exceed all the standard sustainable measures of TOD. The concept is expected to<sup>10</sup>:

- Reduce CO2 emissions from vehicle miles traveled by approximately \_\_\_% per capita over the base case.<sup>11</sup>
- Reduce CO2 emissions from residential building operations by approximately \_\_\_% per resident over the base case.
- Reduce CO2 emissions from office, retail and hotel building operations by approximately \_\_\_% per capita over the base case.
- Reduce the amount of impervious surface by approximately \_\_\_% from the redevelopment of surface parking lots based on the amount of existing surface lots.
- Increase the amount of park and open space land available today by \_\_\_% by requiring new publicly accessible park land and enhancing existing open space.

### ***Tysons Carbon Footprint<sup>12</sup>***

Overall, the vision and plan for a 21<sup>st</sup> Century Tysons reduces the carbon footprint for Tysons from what it would be if the current pattern of development continued into the future.

To measure the carbon footprint of Tysons Corner, the greenhouse gas emissions and energy consumption from building operations and construction and vehicle miles traveled are analyzed. Fewer greenhouse gas emissions and energy consumption result in a smaller carbon footprint for Tysons. By increasing the potential for transit ridership, walk trips and bike

---

<sup>10</sup> Numbers for this section are being confirmed. Numbers for this section are based on the previous round of scenario analysis and NOT final.

<sup>11</sup> The base case assumes development in size and type consistent with the current Comprehensive Plan.

<sup>12</sup> Numbers for this section are being confirmed. Numbers for this section are based on the previous round of scenario analysis and NOT final.

trips, the vehicle miles traveled decreases. The land use and transportation concept is anticipated to have a daily VMT of \_\_\_ VMT per capita, compared to approximately \_\_\_ under the base case.

More compact development, like those proposed in the concept for Tysons, uses less energy consumption than low density, suburban style development. For residential housing, the energy consumption rates decrease on a per capita basis as the density increases:

<i>Housing type</i>	<i>Energy consumption rate</i>
Single-family detached	___ million btu/household
Single-family attached	___ million btu/household
Multi-family with 2-4 units	___ million btu/household
Multi-family with 5 or more units.	___ million btu/household

In addition, green building design, as encouraged through the Leadership in Energy and Environmental Design (LEED) certification program reduces operating costs which is a measure of energy consumption. By requiring LEED certified buildings, the carbon footprint can be further reduced.

### ***Stormwater Management***

Downstream segments of Old Courthouse Spring Branch (Difficult Run), Scotts Run, and Pimmit Run outside of Tysons should be protected by reducing runoff created by the impacts of impervious surfaces within Tysons. By creating an updated approach to stormwater management, the downstream stormwater problems can be mitigated, and downstream restoration efforts could also be facilitated. The goal of the stormwater management program should be to encourage innovation and utilize low impact development techniques in combination with structural controls in order to meet performance based criteria.

There are many innovative strategies available to reduce stormwater runoff volumes and peak flows in urbanizing areas such as Tysons Corner. Within Tysons' built environment, the stream valleys of Old Courthouse Spring Branch stream valley and Scotts Run stream valley should be protected and restored as natural features.

Low Impact Development (LID) uses many small-scale controls that infiltrate, filter, store, evaporate and detain runoff, thereby reducing the volume that reaches streams and also improving water quality. Many of the LID techniques, such as vegetated ponds, rain gardens, vegetated swales, porous pavement, vegetated roofs, and tree box filters can easily be incorporated into landscape and open space plans and become amenities. For example, a vegetated roof can provide a pleasing view for higher stories that look down onto it, or, with the addition of pavers, become a rooftop garden. A vegetated pond can become a water feature in a landscaped courtyard. Vegetated swales can become pleasing perennial borders along pedestrian walkways. Tree box filters used along sidewalks and in parking areas provide shade. Storage and reuse is also an option. Stormwater runoff can be collected in cisterns and used to water landscape plantings instead of using potable water. These techniques are in keeping with the Board of Supervisor's Cool Counties initiative and 30-Year Tree Canopy Goal.

These approaches represent only some examples and in many cases several techniques would be used in combination to achieve the required outcome. Specific approaches for a site will

depend on a number of site-specific factors. Retrofits of existing controls should be used together with creation of new LID features.

## **Green Architecture**

Buildings are one of the largest consumers of energy. According to the U.S. Green Building Council, buildings use one-third of our total energy, two-thirds of our electricity, and one-eighth of our water. With the extensive redevelopment that will occur in Tysons, a prime opportunity exists to reduce the amount of energy consumed by the built environment through LEED certification of new construction.

A recent study conducted by the New Buildings Institute concluded that LEED certified buildings use 25 to 30 percent better than non-LEED certified buildings. Gold and Platinum LEED certified buildings, the highest certification that can be achieved, have an average energy savings of approximately 50 percent.

As part of the land use approach for the Tysons land use and transportation concept plan, increased density can be achieved through silver, gold or platinum LEED certification.

In addition to green buildings, green roofs can enhance the natural environment within Tysons. Green roofs use the traditionally unused part of the building to grow vegetation. Public benefits of green roofs include increased stormwater retention, reduced greenhouse gas emissions, and improved air quality through filtration of airborne particles.

Benefits of Green Building	
Environmental Benefits:	<ol style="list-style-type: none"><li>1. Enhance and protect ecosystems and biodiversity</li><li>2. Improve air and water quality</li><li>3. Reduce solid waste</li><li>4. Conserve natural resources</li></ol>
Economic Benefits:	<ol style="list-style-type: none"><li>1. Reduce operating costs</li><li>2. Enhance asset value and profits</li><li>3. Improve employee productivity and satisfaction</li></ol>
Health and Community Benefits:	<ol style="list-style-type: none"><li>1. Improve air, thermal and acoustic environments</li><li>2. Enhance occupant comfort and health</li><li>3. Minimize strain on local infrastructure</li><li>4. Contribute to overall quality of life</li></ol>

## **Parks and Open Space**

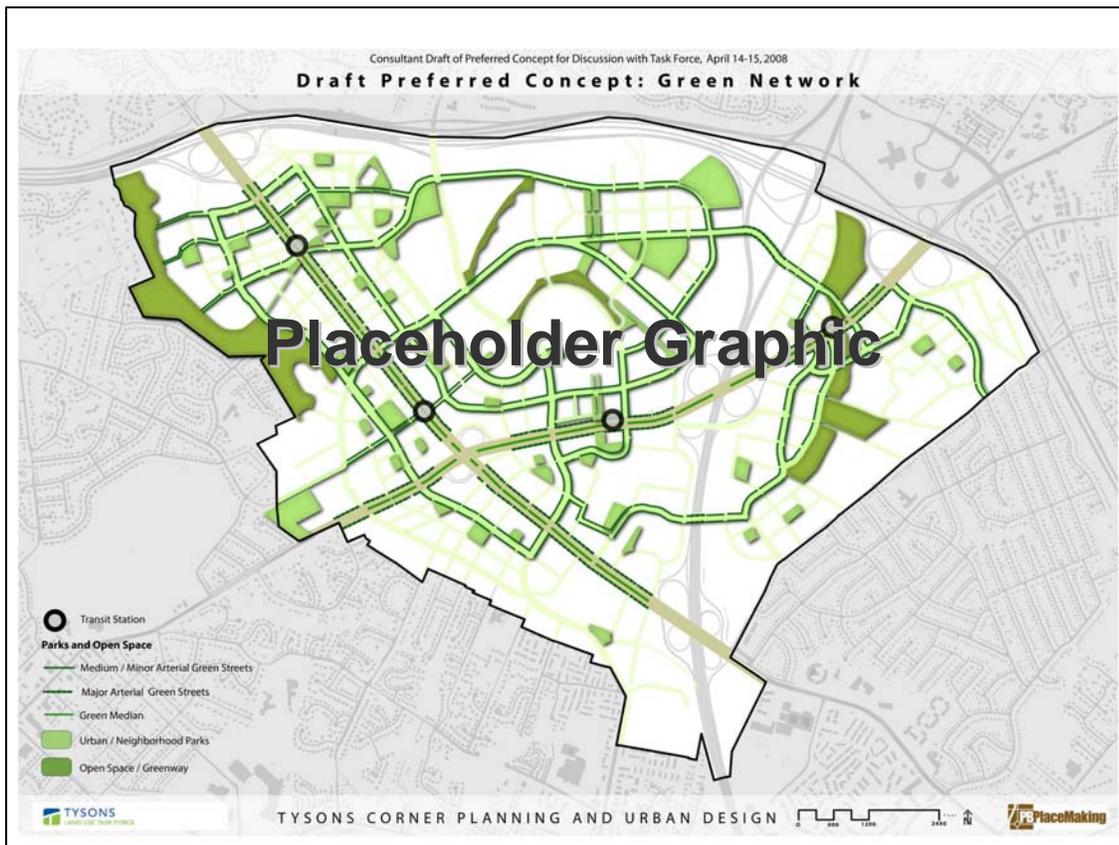
The vision for Tysons' provides a system of parks and open spaces that connects all the districts within Tysons through greenways. A unifying element within Tysons, the new parks and open space system creates gathering places that support community-building and provide an oasis of green, natural areas in an intensely urban environment. Urban parks improve air quality, reduce stormwater runoff and impervious surfaces, improve community health and provide opportunities to allow people to meet their neighbors in a safe environment.

The parks network is closely connected to commercial activities and transportation to serve all who live, work and play in Tysons. The system of parks consists of enhancements to the Scotts Run and Old Courthouse Spring Branch stream valley parks, new small urban pocket parks, urban neighborhood parks, a large, centrally located public park, civic gathering

spaces, rooftop parks, and green streets than provide opportunities for walking throughout Tysons.

The signature piece of the park network is a large civic gathering plaza, located within a short walk of the Tysons Central 7 station. This plaza is large enough to support a weekend craft fair or farmers market, summer concerts or weekend festivals.

The parks and open space concept, shown on Map \_\_\_, creates a framework for an integrated system - one that has an overall vision of where parks should be located to best serve the overall needs of the residents and employees in Tysons. As part of the next steps, the long range strategic parks plan should be developed to identify the preferred location of parks. The park land can be publicly owned, privately owned, or a public-private partnership.



The types of parks and open space recommended for Tysons include:

**Large Civic Gathering Plaza** - A 3.5 acre park, located one block from the Tysons Central 7 station, is the signature park for Tysons. Large enough to support public, civic and cultural events, this park could support a weekend craft or farmers market, summer concerts or weekend festivals.

**Enhancement of Existing Parks** - The restoration and enhancement of Scotts Run and Old Courthouse Spring Branch stream valley parks will strengthen Tysons existing natural systems and topographical features.

**Multiple Urban Parks** - a diversity of public spaces (plazas, squares, parks, greens, courtyards, gardens, playgrounds and recreational facilities) ranging in size, function and character and providing both formal and informal gatherings enable access for all who live and work in Tysons. Locating parks adjacent to residential and mixed-use office buildings provide "eyes" on streets and parks for a sense of public safety and activity focused on the park. Examples of urban parks are:

- Neighborhood Park - Serves as the recreational and social focus of the neighborhood, and offers a balance of active and passive recreation activities to neighborhood residents within walking distances of homes. Focus is on informal active (half-court basketball, playground) and passive recreation (lawn).
- Park Plaza - Public spaces set aside for civic purposes and commercial activities. Usually located at the intersection of important streets or other significant locations. The landscape is mostly hard-surface, and may have trees or other plantings, public art or water features.
- Mini- Park - Incorporated into developments and designed for the use of the people working and living there. Designed to provide a limited or isolated recreational need. Privately owned yet contribute to the overall public park and recreation system.
- Rooftop Park - Rooftops of buildings that incorporate active or passive recreation space. Designed for the use of the people working and living there. Designed to provide a limited or isolated recreational need. Privately owned yet contribute to the overall public park and recreation system.

**Green Street Network** - A series of park-like boulevards will connect all of Tysons. This green network can offer non-motorized travel (trails, bikeways, walking and jogging trails) to connect, link, feature and bring nature and green systems into Tysons.

## **Environmental Stewardship Guidelines**

### **Stormwater Design**

1. Stormwater management and water quality controls for redevelopment should be optimized. Specific stormwater quality controls should provide:
  - An emphasis on techniques and best practices that serve to return water into the ground, reuse it, or significantly delay its runoff into the stream system such that adverse downstream impacts of stormwater runoff will be reduced. The stormwater quantity and quality control rates of redeveloped parcels should be returned to the predevelopment condition.
  - Consistency with the 30% reduction target recommended in the Tysons Corner Stormwater Strategy. This target should be surpassed when possible.
  - Evaluation of adequate outfall beyond minimum requirements such that the adequate outfall study will extend downstream to the receiving stream channel, consistent with the recommendation of the Tysons Corner Stormwater Strategy.

2. Environmentally-friendly stormwater design is an initial and integral design principle that must be part of the conceptual stage of site development for all redevelopment. The stormwater design must utilize a combination of stormwater reuse, infiltration and retention to improve downstream waters. The goal is to have the runoff from the redeveloped site replicate the hydrograph of the site's pre-settlement "good" forested condition. Redevelopment with the highest density allocation should be designed to ensure downstream protection and prevent stream degradation.

### ***LEED Certification***

All new buildings in Tysons should be LEED certified. Existing Fairfax County policy calls for zoning proposals for nonresidential development and multifamily residential development of four or more stories in urban centers to incorporate green building practices. Development in Tysons Corner should go one step further and seek LEED certification at the silver, gold or platinum levels.

### ***Provision of Parks***

Development in Tysons Corner should be allowed only if the development proposal is accompanied by a developer's commitment to contribute to a fund for greenspace and parks or to provide greenspace or parks, accessible to the public, on-site.

### ***Private Park Land***

Any park land that is privately developed and is intended to contribute toward meeting the public parks and open space needs in Tysons must be publicly-accessible during appropriate hours and must meet or exceed the same park standards as any publicly owned and developed parks or open spaces.

### ***Long Range Parks Plan***

An overall open space and recreation plan that adds and connects public and private open space, trails, and recreational facilities is critical. The Fairfax County Parks Authority should work with the Tysons Corner implementing agency to create a long range parks plan for Tysons. The overall green infrastructure system should be planned and developed to integrate unique large and small urban park areas connected by pedestrian paths into the built environment of Tysons. This plan should incorporate any existing environmentally-sensitive areas and create safe pedestrian pathways throughout all neighborhoods. Links to public transit nodes, shopping centers, offices and residential areas should be well-served by these connections.

## **Chapter 7: Public Facilities**

Tysons today has limited public facilities located in Tysons to serve the area. Making Tysons a livable place requires providing public services, infrastructure and utilities at a sufficient level for an urban environment. This not only includes providing a transportation system that moves people, but also providing the facilities and services people use daily, including: libraries, schools, and other civic facilities; fire, police and other life safety services; and

water, sewer, gas and electric utilities. The livability of Tysons depends on these services being provided.

Due to the increase in square footage of development and greater focus on urban development, many public service improvements will be needed to serve Tysons in the future. In order to get a better understanding of the potential future public facility needs for Tysons, County agencies and private utilities were asked to identify the capital facilities needed to serve the anticipated 100,000 residents and 200,000 jobs that could be located in Tysons by the end of the 30-year planning horizon. The analysis concluded that the following public facilities will be required:

- A new electric substation, south of the intersection of Route 7 and Spring Hill Road, adjacent to the existing transmission line.
- Relocation and expansion of the existing Tysons fire station (Station 29) to Jones Branch Drive.
- A new fire station in the vicinity of Old Meadow and Chain Bridge Road.
- A new fire station in the vicinity of International Drive and Chain Bridge Road.
- A new police station in the Merrifield/Dunn Loring area.
- A new small, satellite police office in the urban core of Tysons to support foot and bike patrols.
- 86 new elementary classrooms (for a total of 2.5 elementary schools). One school should be located within Tysons. The additional capacity could be provided through remodeling of existing facilities or new facilities in Fairfax County.
- A full service community library, including a public meeting room, ideally near Tysons Central 123 or Tysons Central 7.
- Stormwater management strategies to reduce stormwater runoff.
- Additional water supply and treatment facilities.
- New strategies and facilities to manage wastewater.

## ***Public Facility Guidelines***

### ***Providing Facilities When Development Approved***

Public facilities will be funded from a combination of developer contributions and public improvements. Development in Tysons Corner should be allowed only if the development proposal is accompanied by a developer's commitment to provide the appropriate contribution of public infrastructure to serve Tysons, including, but not limited to: non-motorized transportation, greenspace and parks, environmental stewardship, civic infrastructure, and public and community arts.

## **Chapter 8: Urban Design Guidelines**

Planning for a pedestrian-friendly TOD allows you to treat land use differently than conventional development because TODs encourage people to move to, within and through their communities in new ways. Transit alternatives, together with land use configuration and location, provide choice and reduce automobile dependence. Urban Design is the discipline that guides the physical qualities of TODs. People living and working in TODs walk more, use transit more and own fewer cars than the rest of the region. TOD seeks to align transit

investments with a community's vision for how it wants to grow. A successful TOD will reinforce both the community and the transit system.

The urban design principles and framework described in this chapter provide the armature for transitioning Tysons from what it is today to what it will become in the future. Creating an urban design framework for all of Tysons is a difficult task: it is physically large, and has too many different places to create one overarching set of urban design guidelines applicable at a site by site scale to all of Tysons.

Instead, the urban design guidelines presented in this chapter provide a framework that looks at Tysons from the 10,000 foot level: how the overall vision of Tysons can be applied throughout Tysons. The recommendations set the direction for future development in Tysons. They do not apply to specific locations within the districts. In the next phase of implementation it will be necessary to create district plans consistent with the overall Tysons Corner plan and urban design guidelines.

## ***Urban Design Principles***

The following 17 urban design principles define the essential characteristics and strong sense of place of all successful TODs. They are based on Task Force consensus and related decisions, principles of good urban design and TOD planning. Together, the principles form a "constellation" of main guiding points.

### Regional Identity

1. Advance Tysons as the vibrant downtown of Fairfax County.
2. Transform Tysons from an auto-oriented, separated land use suburban activity center into a highly desirable walkable, transit-oriented, livable urban environment.

### Identifiable Centers & Edges

3. Create unique identifiable, livable districts, neighborhoods and centers within Tysons at a walkable scale.
4. Concentrate the greatest density at transit stations with transit-oriented land use mixes.

### Vibrant Streets & Walkable Block Pattern

5. Balance increasing efficiency of traffic movements to, through and within Tysons by interconnecting separated areas of Tysons and creating a transit-oriented environment.
6. Create pedestrian and bike friendly environments throughout Tysons.
7. Create a hierarchical, fine grain network/grid of streets and street types that shape an orthogonal, walkable block pattern.

### Quality Public Realm & Natural Features

8. Encourage sustainable, human-scale, urban building types and architectural design that address and open onto the pedestrian realm.
9. Create a diverse, attractive public realm with parks, tree-lined streets and public gathering places defining the character of each district and neighborhood.
10. Restore natural drainage systems, improve water quality and create a secondary system of non-vehicular paths with continuous open space networks.

#### Mix of Uses

11. To ensure urban character, require mixed-use development where commercial, residential and civic uses are an integral part of districts, and not isolated single use complexes or in remote locations.
12. Attract new residents to Tysons, with creative urban living housing diversity and affordability.

#### Balance Growth & Community Benefits

13. Establish and apply a broad palette of amenities for urban livability.
14. Balance the sufficient provision of community benefits, infrastructure and public facilities with the pace of development.
15. Create cooperative planning/development management and permitting processes to ensure high quality urban design.

#### Edge Areas

16. Protect the character and livability of adjacent residential neighborhoods.
17. Transition building heights and density to provide greater compatibility with other Tysons districts and adjacent residential neighborhoods.

## ***Urban Design Framework***

### ***Design Types***

The areas in Tysons can be characterized as one of three urban design types: station core zone; circulator zone; and transition zone. Map \_\_\_ identifies the location of each urban design type. Each of the eight districts within Tysons includes two or more of the design types.

#### ***Station Core Zones***

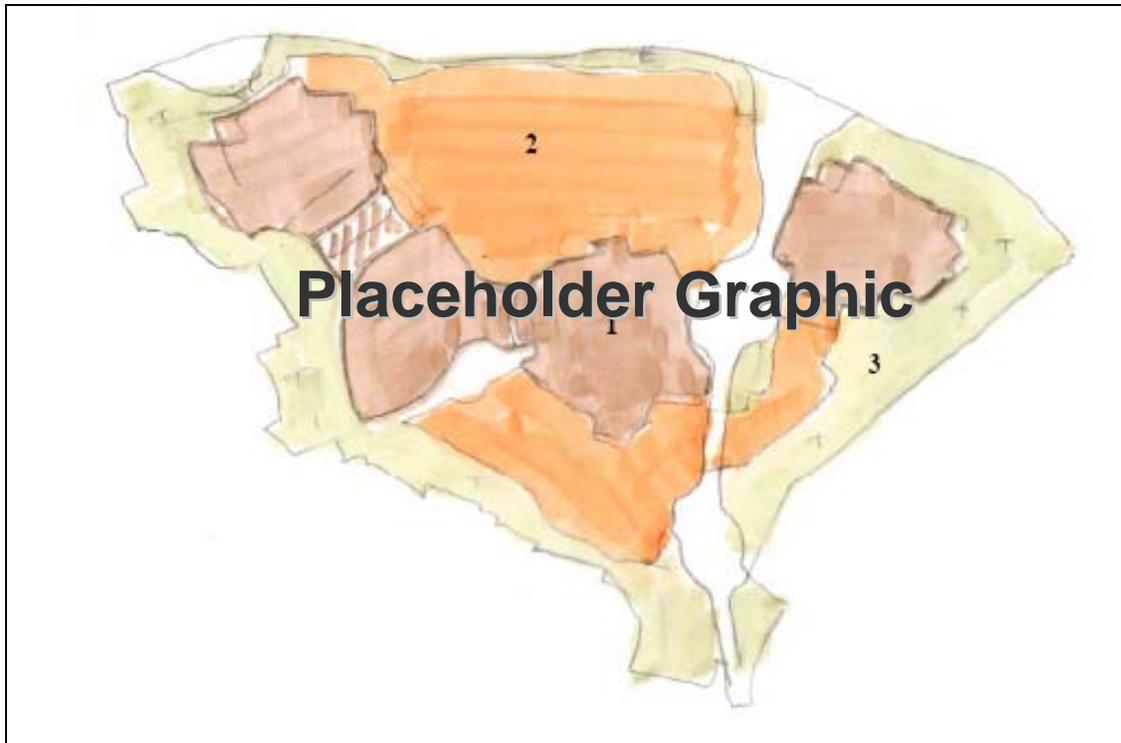
Station Core Zones have the greatest intensity, mix of uses and walkability in all of Tysons. Station Core Zones are highly pedestrian-oriented, with the focus on compact development and redevelopment in the 600 to 1000 feet immediately around the Metrorail station. Within the Station Core Zones, retail and office uses are within closer proximity to the Metrorail stations than residential uses. Station Core Zones are 18-hour places.

#### ***Circulator Zone***

The ribbon of development adjacent to the circulator is called the Circulator Zone. The Circulator Zones are located along the transit circulator, connecting the circulator to the Station Core Zones and other areas served by transit. Circulator Zones function as linear TOD with mixed residential and employment uses. The land uses and street network are pedestrian-oriented to move people from the neighborhoods to transit. Circulator Zones are not as dense as Station Core Zones and are 1200 feet wide (600 feet on each side of the road). The Circulator Zones would be geared toward service and retail uses, with parts that may function as 18-hour places.

#### ***Transition Zones***

The Transition Zones in Tysons Corner are pedestrian-friendly areas on the edge of Tysons that provide a transition between the urban center of Tysons and the adjacent neighborhoods. The areas will be more pedestrian-oriented than today and will have community amenities, parks and open space to provide a sense of place for those living and working in these areas. On the edge, the Transition Zones have a lower density of residential mixed-use development consistent with the communities adjacent to Tysons. The one exception is the Transition Zone adjacent to the Dulles Toll Road, where the mixed-use employment focus includes lower density employment uses consistent with its location next to a major regional transportation route.



### ***Design Elements***

Within each design type, there are several elements of design that make the place. Although the application of each element may differ when applied in each design type, the overall physical outline for new development and redevelopment results in built spaces that will create and support urban, walkable, active places.

### ***Streets***

The streets, along with blocks, provide the framework for urban growth and development. The scale and configuration result in places that are compact and that are the basis for walkable communities. Walkable streets are designed to balance a mix of modes, and they ensure comfortable, safe and attractive condition for pedestrians. Streets are designed to and defined by the amount and type of traffic they support, and when organized with care, they will result in a canvas onto which a place of neighborhoods with identity, community destinations, local streets, parks and civic spaces can be "painted."

## ***The Block***

Between the streets, the blocks exist. A block may be regularly shaped or irregularly shaped, long or short. It may fall under single or multiple ownerships, and could be one or more parcels. Blocks provide the addresses for all uses. Their site planning guides the location of buildings related to streets, access to and location of service and parking, and pedestrian connectivity between blocks and within districts. Development standards and design guidelines for the block include the area called the "Pedestrian Frontage zone" (i.e., the sidewalk) of the adjacent streets and the boundary or "parcel line" where the block's development area begins.

## ***The Building***

The Building houses the uses. Their built form, bulk, and scale give definition to streets and sidewalks, and their architectural design provides distinct identity and character to places. Its form is determined by land use, development program, development standards or regulations, and design. The building is architecturally and artistically expressive. Its style and appearance can reflect its location. It is representative of its use and the activities it contains. It can be reflective of status or significance, and it also reflects the era in which it is created.

## ***Public Art***

Public art includes the gateways, landmarks, and art in public places. According to the Arts Council of Fairfax County, "Fairfax County is a community that is recognized for its leadership in the arts. It is a county in which the arts reflect the county's diversity and are recognized and valued as integral to its future. Its passion for the arts is demonstrated through public policy in partnership with businesses, educators, artists, and residents."

## ***Urban Design Guidelines***

The urban design guidelines, applicable to all of Tysons, address each of the design elements: streets, block, building, and public art. Depending on where the design elements are located (in Station areas, Circulator areas, or Transition areas), the application of the design elements may differ. The following guidelines are organized by the design elements, and identify how the application differs based the design type, if applicable.

*The urban design guideline outline is as follows:*

- 1) *The Street*
  - a) *Street grid and block pattern*
  - b) *Street types*
    - i) *Arterial*
    - ii) *Boulevard*
    - iii) *Collector*
    - iv) *Main Street/Retail Street*
    - v) *Local street*
- 2) *The Block*

- a) *Build-to-line*
- b) *Frontage*
  - i) *Main Street/Retail*
  - ii) *Commercial/Office with Active Street Level*
  - iii) *Mixed Residential/Live-work*
  - iv) *Pedestrian Streets/Mews*
  - v) *Side Streets and Alleys*
- 3) *The Building*
  - a) *Building Heights and Massing*
    - i) *Building Heights*
    - ii) *Massing and Stepbacks*
  - b) *Parking & access*
- 4) *The Park/Plaza*
- 5) *Urban Art*
  - a) *Gateways & landmarks*
  - b) *Public art*

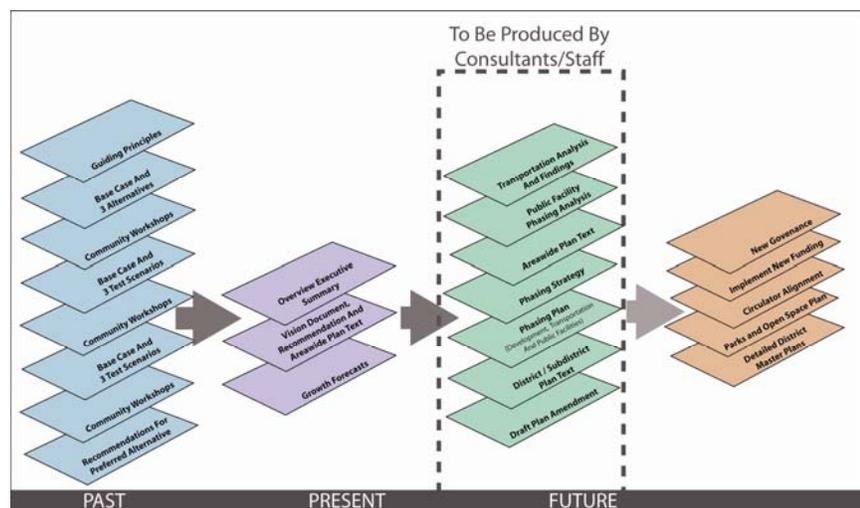
# SECTION III: IMPLEMENTATION STRATEGY

## Chapter 9: Implementation

The new vision for Tysons Corner is a big vision and a big opportunity to make Tysons a better place to live, work and play. This work to transform suburbia as represented by America's first edge city into a truly urban place is of great national significance. Realizing this opportunity, however, implies changes in the planning, financing and perhaps governance of Tysons Corner as it is today.

The implementation strategy is the foundation to achieving the vision for the 21st Century Tysons; it will require new approaches and new tools. Realization of the vision for Tysons will require strong partnerships, and a high degree of cooperation and coordination among landowners, employers, employees, residents of Tysons Corner and the surrounding communities as well as Fairfax County and the Commonwealth of Virginia. Furthermore, redevelopment of such magnitude will require large-scale infrastructure improvements and public-private partnerships.

Implementation of the plan is the most complex component of Tysons' future. The process should be methodical, intentional and thorough. The tiers of the implementation strategy include:



- **Phasing** - The vision is a long term vision for Tysons. It will not occur overnight. A phasing plan tying the amount of redevelopment with specific public improvements, particularly transportation improvements, will be critical to ensuring that the urban infrastructure and public amenities are in place as growth occurs. Incentives to facilitate development as identified by the phasing plan should be identified.
- **Governance** - Implementing the vision of Tysons will require champions of the plan to defend the policies, guidelines and intent of the vision at every step of implementation. A different governance structure for Tysons Corner may be necessary to ensure that the people of Tysons have control of their own destiny with the authority to implement the plan in an effective and coordinated manner.
- **Detailed Planning** - The land use and transportation concept plan is the framework for all of Tysons. Much more work, however, is required to move the framework from an overarching vision to specific elements that can be implemented on the ground. More detailed specific planning is required in the areas of:

- 1) District Plans - to address the unique character of specific areas within Tysons. District plans need to be developed to implement the overarching plan for Tysons as it relates to specific areas within Tysons.
  - 2) Circulator Alignment - to identify the specific elements of the circulator, including the specific routes and the operational elements of the circulator (e.g., frequency, mode, right of way, etc).
  - 3) Parks and Open Space Strategy - to create a coordinated parks and open space network, addressing the preferred location and amount of parks and open space.
- **Funding Strategy**- The cost to both the public and private sectors of redeveloping Tysons will be significant. A funding strategy should assess the feasibility of various financial tools and identify how various elements of the plan will be financed.
  - **Regulatory Framework** - Various regulatory tools that can guide and coordinate individual projects should be identified.

*The implementation strategy outline is as follows:*

- 1) *Elements of strategy*
- 2) *Phasing*
  - a) *Need for phased implementation*
  - b) *Reference to GMU report Incentives*
  - c) *Incentives*
    - i) *Financial incentives*
    - ii) *Accelerated regulatory approval process*
    - iii) *Density incentive programs for urban infill*
- 3) *Governance*
  - a) *Explanation of Need*
  - b) *Powers and responsibilities*
  - c) *Types of organizations*
    - i) *Community Development Authority (CDA)*
    - ii) *Non-profit*
  - d) *Public-private partnerships*
    - i) *Tysons-wide*
    - ii) *CDA*
    - iii) *Improvement districts*
  - e) *Case Study Examples*
- 4) *Creation of Detailed Plans*
  - a) *District and subdistrict plans*
  - b) *Circulator alignment*
  - c) *Parks and Open space long range plan*
- 5) *Funding Strategy*
  - a) *Plan elements requiring funding*
  - b) *Financial tools*
    - i) *Tax increment financing*
    - ii) *Tax abatement*
    - iii) *TDRs and air rights*
    - iv) *Impact fees*
    - v) *Improvement districts*
    - vi) *Transportation funding*
- 6) *Regulatory Framework*

- a) *Intent*
- b) *Regulatory Tools*
  - i) *Comprehensive Plan*
  - ii) *Design guidelines and design review*
  - iii) *Zoning Ordinance*
  - iv) *Proffers*
  - v) *Incentive zoning*
  - vi) *Transportation demand management*
  - vii) *Trip reduction ordinances*
  - viii) *Transportation system monitoring program*

## **Appendix**

*The appendix will include the following:*

1. *Glossary of terms.*
2. *Reference list of document available on the Tysons Corner website, with web links.*
  - a. *"What is TOD?" newsletter*
  - b. *Powerpoint and newsletter from July 2007 workshop*
  - c. *Powerpoint and "Tysons Corner: Path to the 21<sup>st</sup> Century" document from the February 2008 workshop*
  - d. *Others...*
3. *Transportation Subcommittee report on the circulator system.*
4. *Methodology to create the carbon footprint*
5. *Livability and Walkability Subcommittee report*
6. *Transportation Subcommittee report*
7. *Implementation Subcommittee report*