

Ideas for Tysons Future Taking Shape, Next Public Input Scheduled for Week of July 16

The Tysons Land Use Task Force and the team of consultants working on planning the future of Tysons have developed three scenarios to test potential future growth in Tysons. These test scenarios have been shaped by public input provided during workshops held in March and from ongoing Task Force activities. These test scenarios -- along with a "base case" derived from the current Comprehensive Plan for Tysons -- will be evaluated in parallel with the issues identified by the public as most important.

March 2007 Workshops Explored Allocation of Future Development

Over 300 Tysons area stakeholders participated in six workshops sponsored by the Tysons Land Use Task Force in March 2007. Participants provided input about how future development might be configured in Tysons Corner and what would make the area a more livable community for both residents and workers in the future.

Today, there are approximately 46 million square feet of office, retail, residential and other uses at Tysons. Under the current Comprehensive Plan, the County assumes that the development potential of Tysons is approximately 73 million square feet of space. In addition to this "base case," stakeholders at the workshops explored three growth models presenting different mixes of housing and jobs that were designed to be consistent with the County's new Transit-Oriented Development (TOD) policies.

At the March workshops, the Task Force and other stakeholders discussed how the four new Metrorail stations present an opportunity to leverage increased density to create a more livable future for Tysons Corner. Participants listed a number of characteristics that could produce a more livable community, including a more balanced mix of uses, focused density at Metrorail stations, walkable and bikeable streets, affordable and workforce housing, reduced auto trips, protection of natural resources, attractive design, green and public spaces, and a clear plan for implementation. Full results of the workshops are available at www.fairfaxcounty.gov/dpz/tysonscorner/outreach.

Workshop Results Have Been Used to Draft Three Test Scenarios

The Test Scenarios incorporate much of what was heard at the workshops and will help explore different possible orientations for a future Tysons. Each scenario is based on the principles of Transit-Oriented Development (TOD)-- mixed-use, walkable communities developed around transit stations. Each scenario was designed to:

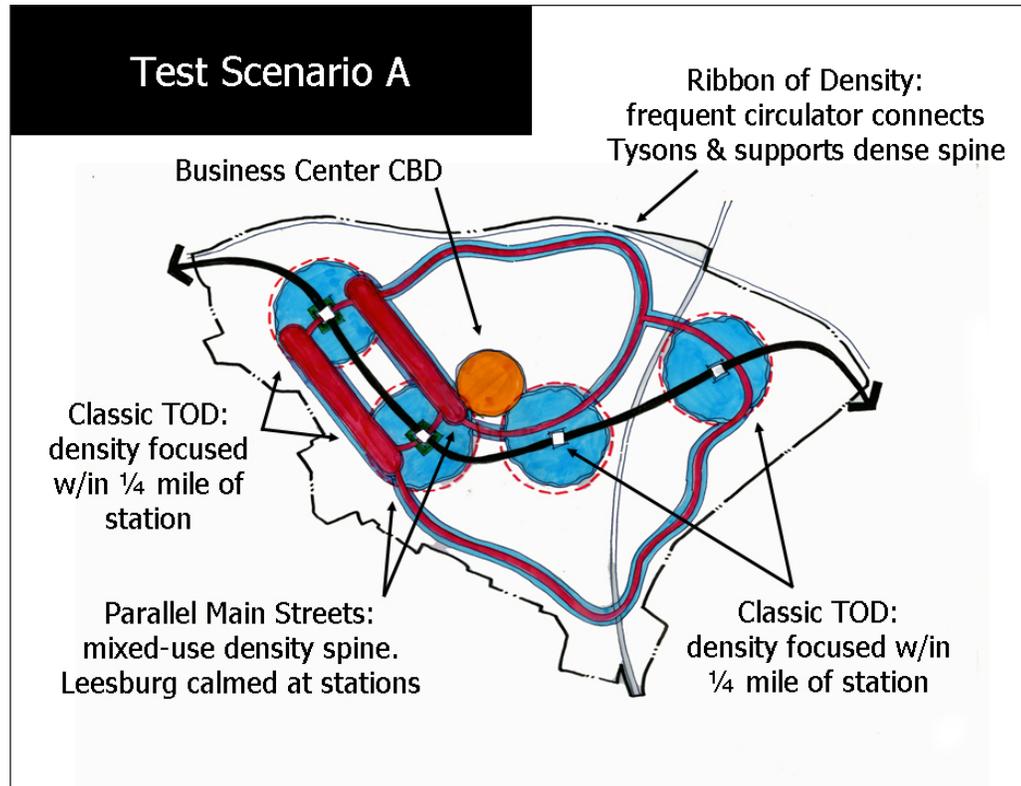
Test specific urban land use forms and growth allocations based on more mixed use and using the future Metrorail stations as key locations for future growth

Move beyond "one size fits all" characteristics to address the area around the four stations. Different approaches to TOD are applied in each scenario and each station may be treated quite differently than the others

Apply the Task Force Guiding Planning Principles, with different scenarios emphasizing different principles based on the needs of the specific TOD approach and level of growth being explored

Address different aspects of public input from the March workshops, such as desiring more green space and civic uses; increasing the ability to travel within Tysons; focusing growth at Metrorail stations; achieving higher density around stations; and ensuring lower density on the edge of Tysons.

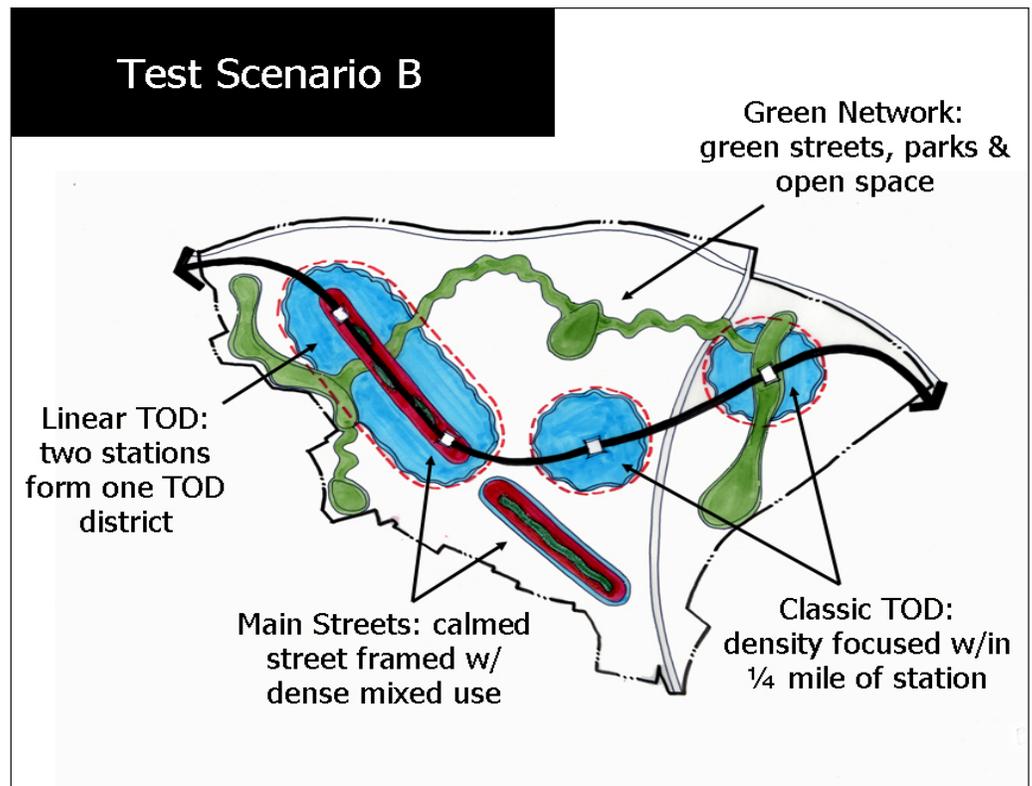
Test Scenario A

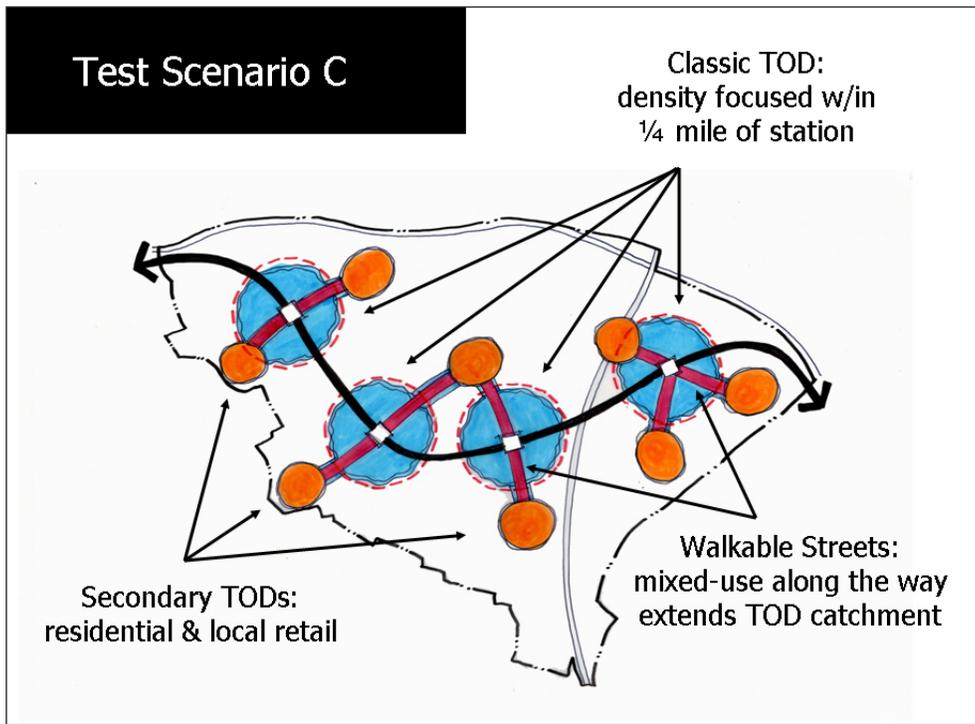


Scenario A focuses on "pushing the envelope" of growth in both jobs and housing to high levels. Reflects classic American TOD with ribbons of density along transit and mixed-use main streets. Circulators extend transit throughout Tysons. Examples include the Portland Streetcar/transit mall, and Denver's 16th Street transit mall.

Scenario B focuses most of the jobs growth close to Metrorail stations. Leesburg Pike (Route 7) becomes a dense "Great Street" for shopping, walking, living, and working. Density decreases with distance from Metrorail. A green network connects pocket parks, open spaces, and passive and active green spaces. Great Streets examples include Bethesda and Chicago's Michigan Ave.

Test Scenario B





Scenario C allocates most of the housing growth in the vicinity of Metrorail stations. Active mixed-use walking streets lead to residential clusters separated from the station by more than 1/4 mile. Residential clusters are anchored by local retail and open space. Examples include the Rosslyn-Ballston Corridor and Orenco Station in Portland.

Evaluation of Test Scenarios Will Explore Public Benefits and Challenges

The planning consulting team will evaluate the test scenarios to assess how well they address public concerns and the Task Force Guiding Planning Principles. Transportation and infrastructure impacts on Tysons and surrounding communities will be evaluated using five key measures:

Getting to and from Tysons —how the location and type of growth will affect choices of travel mode, time of travel, and location of travel.
Getting around in Tysons —how individual travel behavior will change with the addition of transit and the land use intensity near transit.
Creating active places —how land use and accessibility will work to create functional centers of activity for residents and employees in Tysons.
Being a good neighbor —how well the transition is made from higher intensity uses at the Metrorail stations to lower intensity uses at the edges.
Public facility needs —infrastructure needs including water, sewer, power, parks, libraries, schools, police, and fire.

Public Will Review the Results of Test Scenario Evaluations in July 2007

The Task Force will present the evaluations of the base case (the current Comprehensive Plan) and three test scenarios at three public workshops on July 16, 17 and 18. One workshop each will be held in the Tysons area within the Dranesville, Hunter Mill and Providence Districts. These sessions will begin with a visual presentation of results, followed by a question and answer period. Then participants will engage in small group discussion to explore the scenarios and provide more specific comments on what they have heard.

The Task Force website will also feature an interactive section that describes the evaluation results and provides an opportunity for public input on specific implications of the test scenarios for individuals who are unable to attend one of the workshops.

A Preferred Alternative Will Be Developed by Fall 2007

Ultimately, a preferred alternative will look to the best characteristics of each test scenario to identify a future for Tysons that can best manage growth and provide the important aspects of community that stakeholders are seeking.

Input from the July workshops and the website will guide the Task Force and the consulting team to develop advanced alternatives which will narrow the range of potentially feasible futures for Tysons by identifying the best characteristics of the test scenarios. The advanced alternatives will be subjected to more rigorous testing in the five evaluation measures to understand impacts on transportation, infrastructure, and public needs in Tysons and surrounding communities. Based on this analysis, the Task Force will work with the consulting team to develop a preferred alternative.

In late fall, the Task Force will seek public input on the preferred alternative before making its final refinements and recommending revisions to the current Comprehensive Plan for Tysons Corner to the Planning Commission and the Board of Supervisors.

Background

In March 2005, the Fairfax County Board of Supervisors created the Tysons Land Use Task Force to consider the impacts of the four planned Metrorail stations. The mission of the Task Force is to gather community input and recommend updates to the Tysons Comprehensive Plan. The Task Force is a 36-member group representing residents, businesses, major employers, and community and civic organizations. The Task Force and the county are working together with the community to create a collective vision for a positive and exciting future for Tysons Corner.

Building on Community Values

The Task Force's first task was to study the 1994 Fairfax County Comprehensive Plan and issues related to planning for growth and transit-oriented design. The Task Force then sought extensive public input to identify key values and concerns for the future of Tysons Corner. In January and February 2006, the Task Force talked with 424 people – via 20 dialogues and on-line comments – who identified a wide variety of important community values, issues and concerns regarding Tysons' future. These values included creating an increased sense of place in Tysons Corner, improving traffic conditions, protecting surrounding communities, increasing residential options, and managing growth, among others.

Identifying Strong Planning Principles and Planning for Growth

After considering all of the values and issues raised by the community, the Task Force identified a set of draft Guiding Planning Principles to provide clear and fundamental direction for planning a future model of Tysons. The Guiding Planning Principles were finalized in October 2006, and can be found at the Tysons website. In March 2007, over 300 Tysons area stakeholders participated in six Task Force workshops to provide input on how future development should be allocated in Tysons Corner and what would make a future Tysons a more livable community. Stakeholders identified the desire for more green space and civic uses; increasing the ability to travel within Tysons; focusing growth at transit stations; achieving higher density around stations; and ensuring lower density on the edge of Tysons.

Continuing the Dialogue

The Task Force is committed to open communication and ongoing public input to its work and process. The County website (www.fairfaxcounty.gov/dpz/tysonscorner) contains all available information and materials pertaining to the Task Force. The Task Force also maintains an email listserv for interested citizens and a telephone information line. All Task Force meetings are open to the public and the schedule is posted on the website. A timeline of public outreach opportunities may be found at <http://www.fairfaxcounty.gov/dpz/tysonscorner/plprocessinput.pdf>. Interested stakeholders are invited to sign up for email or regular mail updates on the website or at the contact points identified below. Comments, input and questions can be provided by phone at 703-324-1344, email at tysonscornerspecialstudy@fairfaxcounty.gov, or mail to:



Tysons Corner Special Study, Dept. of Planning & Zoning
12055 Government Center Pkwy., Suite 730, Fairfax, VA 22035-5505

Reasonable accommodations will be made upon request. Please call 703-324-1334, TTY 711, for more information.