



I: INTRODUCTION

In the 1950s, Tysons was a rural area of Fairfax County, marked by the crossroads of Routes 7 and 123 and a general store. In the 1960s, the Tysons Corner Center, a large regional mall, was opened, beginning the area's transformation into a major commercial center. Later Tysons attracted a second regional mall, the Galleria at Tysons II, and the County's largest concentration of hotel rooms, including those at the Ritz Carlton and the Sheraton Premiere. Tysons has also become home to several Fortune 500 headquarters and many other prominent national firms, and in 2010 had around one-quarter of all of the office space in Fairfax County.

The construction of the Capital Beltway and the Dulles Airport Access Road in the 1960s improved Tysons' access to highway and air transportation. This made Tysons one of the region's most strategic locations for capturing suburban office and retail development. The subsequent transformation of Tysons was part of a nationwide phenomenon that shifted many traditional business functions from downtowns to the suburbs. Tysons was at the forefront of this trend, and, in fact, was identified as the archetypical "Edge City" by Joel Garreau in his 1991 book of the same name.

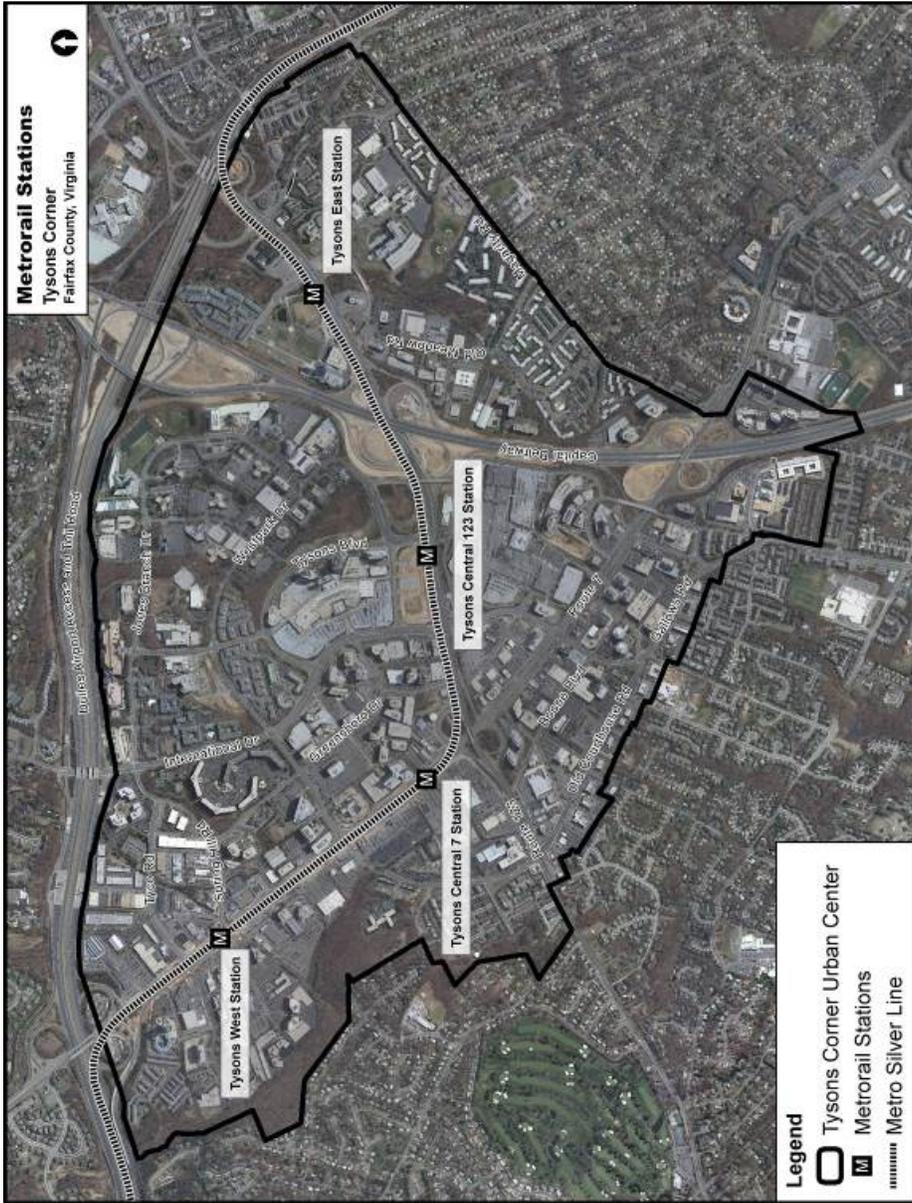
Tysons, with its large concentration of office and retail development, is well positioned to take advantage of the ~~coming of~~ Metrorail's ~~new~~ Silver Line. This line ~~will~~ runs from the East Falls Church station and ~~will~~ ultimately extend beyond the Washington Dulles International Airport into Loudoun County. Four Metro stations are ~~planned to open~~ located in the Tysons ~~Corner~~ Urban Center by 2014: ~~Tysons East~~McLean, ~~Tysons Central~~123, ~~Tysons Corner~~, ~~Tysons Central~~7Greensboro, and ~~Tysons West~~Spring Hill. The arrival of Metrorail service provides an opportunity to transform Tysons yet again, from an "edge city" into a true urban downtown for Fairfax County. The remade Tysons should provide a better balance of housing and jobs, a transportation system that includes facilities for pedestrians, bicyclists and motorists, and a green network that links existing stream valley parks with open space and urban parks located throughout the area.

Map 1 shows the boundaries of the Tysons ~~Corner~~Urban ~~C~~enter, and the locations of the four ~~future~~ Metrorail stations.

Comment [A1]: Future tense replaced with present tense language

Comment [A2]: Consistent with Board of Supervisors (BOS) direction to use "Tysons" in lieu of "Tysons Corner," the area is proposed to be renamed "Tysons Urban Center." This change will be applied to the entire Comprehensive Plan, including text and maps. References to historical planning efforts or titles of official documents will retain the name Tysons Corner.

Comment [A3]: Station names will be revised throughout the Plan text and maps. District names (Tysons East, Tysons Central 123, etc.) will not change at this time.



MAP 1

Comment [A4]: Map will be revised to change station names, to change names to "Tysons" and "Tysons Urban Center," and to update aerial photo.

LOCATION AND BOUNDARY

Tysons encompasses approximately 2,100 acres (including road rights-of-way) in northeastern Fairfax County, about halfway between downtown Washington, D.C. and Dulles International Airport. It is located at the confluence of Interstate 495 (the Capital Beltway) with the Dulles Airport Access and Toll Roads, Route 7 and Route 123.

Tysons is roughly triangular in shape and contains the highest natural elevations in Fairfax County. It is bounded on the southeastern side by Magarity Road and on the southwestern side generally by the limit of commercial development along Gallows and Old Courthouse Roads and the natural areas of Old Courthouse Stream Branch. The residential areas on the western side of Gosnell Road flanking Old Courthouse Road are also part of ~~the~~ Tysons ~~Corner area~~. The Dulles Airport Access and Toll Roads form the northern boundary of Tysons.

The residential communities surrounding Tysons, which include McLean, Vienna and Falls Church, help to make Tysons ~~a good~~ a good and excellent business location. These communities provide a wide range of housing types and a relatively large supply of housing near Tysons' employers. The communities surrounding Tysons also have many outstanding features, such as excellent public schools and one of the best educated and highly trained labor pools in the nation.

Comment [A5]: Edits that are not directly annotated are either editorial revisions or are intended to clarify language.

PLANNING HISTORY

As Tysons grew in the 1960s and early 1970s, its evolution as a dynamic and complex business center required ~~re-study by County planners~~ new County studies every few years. In August of 1975, the Board of Supervisors adopted the Area II portion of the Comprehensive Plan, which established the Tysons Corner Complex Area as "... a special study area requiring continual monitoring and restudy" In September of 1975, the Board commissioned a special study and created a broad-based task force with representation from large and small businesses in the area, landowners of major undeveloped tracts, and residents of the area, as well as citizen leaders from the surrounding McLean and Vienna communities. As a result of this study, a revised Comprehensive Plan was adopted in June of 1978. The detailed land use recommendations that were provided by this amendment were the primary guide for land use and zoning decisions through 1993.

After 1978, the Tysons plan was amended by means of the Annual Plan Review (later Area Plan Review) or Out-of-Turn Plan Amendment processes. The most significant change was the addition of building height guidelines as a result of the 1984 Tysons Corner Height Study. These guidelines established maximum building heights to be considered during the zoning process, along with building mass, architectural interest and other features, in order to achieve the Plan's urban design objectives.

Between 1989 and 1991, the County's Comprehensive Plan underwent a major review known as the Fairfax Planning Horizons process. The first phase of Fairfax Planning Horizons resulted in the creation of the Policy Plan, which was adopted by the Board of Supervisors in August of 1990. At the same time, the Board adopted The Concept for Future Development and Land Classification System as a guide for the second phase of the Planning Horizons process, the update of the Area Plans. The Concept for Future Development designated Tysons Corner as the County's Urban Center, and set forth a need for a Tysons Corner special study to identify

amendments to the Comprehensive Plan that would guide the area's evolution to a more urban and pedestrian-oriented environment.

In 1990 the Board authorized a study of the Tysons Corner Urban Center and appointed a 24-member task force to work with staff on this planning effort. This task force included representatives of local businesses, developers and civic associations. The resulting Plan Amendment, as adopted by the Board in 1994, incorporated concerns of the community, applicable countywide goals, and the overall objective to develop Tysons as the "downtown" of Fairfax County. A key feature of the 1994 Plan was the location of three Metrorail stations in Tysons. These stations were expected to serve as the catalyst to transform the area from a suburban to an urban area.

Over the next ten years, county, regional, state and national officials worked to ensure that Metrorail through Tysons would become a reality. The final Environmental Impact Statement (EIS) for this project identified four transit stations in Tysons, versus the three stations in the 1994 Plan. As a result of the greater certainty of Metrorail's alignment and station locations, in 2004 twenty proposals for redevelopment in Tysons were submitted under the county's Area Plan Review (APR) process. Since the Comprehensive Plan had not been revised to account for the specific locations of the four stations, the Planning Commission deferred all rail-related APR nominations to be reviewed in a Special Study of the Tysons Corner Urban Center.

TYSONS LAND USE TASK FORCE

In May 2005 the Board established the Tysons Land Use Task Force and described its mission to update the 1994 Plan as follows:

1. Promote more mixed use;
2. Better facilitate transit-oriented development (TOD);
3. Enhance pedestrian connections throughout Tysons;
4. Increase the residential component of the density mix;
5. Improve the functionality of Tysons; and
6. Provide for amenities and aesthetics in Tysons, such as public spaces, public art, parks, etc.

The members of the Task Force represented a wide range of community interests and perspectives. Between 2005 and 2008 the Task Force studied the issues and conditions in Tysons and looked at examples of how transit-oriented communities have been designed and implemented elsewhere in the U.S. The Task Force also formed six committees that met regularly, interacted with County staff and relevant experts, and provided detailed recommendations for Task Force review. Committee topics included transportation, affordable and workforce housing, implementation, livability and walkability, landowner coalitions, and communication.

The Board also directed the Task Force to engage in extensive public outreach to involve and incorporate the views and concerns of surrounding communities, citizen groups, smart growth advocates, businesses, employees, environmentalists and other special interests, in addition to landowners and developers. The full Task Force held over 60 public meetings in addition to the meetings of its subcommittees. Another 45 public meetings and workshops were held and attended by over 2,000 stakeholders. In addition, public input was obtained through the

County's Tysons website. The input received from the public outreach initiatives helped to shape the Task Force's recommendations. The recommendations and vision to transform Tysons were presented to the Board of Supervisors in September, 2008.

The Board accepted the Task Force's Areawide Recommendations report and referred it to the Planning Commission and staff for the development of detailed Comprehensive Plan text. The Board directed that, in addition to the Task Force Recommendations, the Plan text be guided by the population and employment forecasts for Tysons developed by George Mason University's Center for Regional Analysis, and the transportation and public facility impact studies conducted in 2008 and 2009. Utilizing these analyses, as well as a fiscal impact analysis also requested by the Board, staff worked with the Planning Commission's Tysons Committee and the Tysons Land Use Task Force's Draft Review Committee to formulate the Plan Amendment, ST05-CW-1CP, which was adopted by the Board of Supervisors on June 22, 2010.

Comment [A6]: Language about this and future amendments will be added in a future draft. This language will also formalize the name change from Tysons Corner to Tysons.



2: VISION FOR TYSONS

Imagine the future Tysons as a different, better place than today. Clusters of high density buildings surround the four Metrorail stations, and tree-lined streets connect neighborhoods. This vision for Tysons is not just about tall buildings. It is about creating a place in which people are engaged in their surroundings and a place where people want to be. Imagine seeing people at sidewalk cafes, walking or jogging down tree-lined boulevards, enjoying public art and outdoor performances, and playing in the parks. Over the long term the vision calls for:

- 75% of all development to be located within an easy walk (1/2 mile) of Metro;
- An urban center that could include 200,000 jobs and 100,000 residents;
- A jobs/housing balance of approximately 4.0 jobs per household;
- A sustainable Tysons with restored streams, a green network of public parks, open spaces and trails, and green buildings; and
- A redesigned transportation system with circulator routes, community shuttles, feeder bus service, and vastly improved pedestrian and bicycle routes and connections.

GUIDING PLANNING PRINCIPLES

The vision for Tysons is grounded in the following Guiding Planning Principles.

1. Move Tysons 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 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 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 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, 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 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 in all plans, expand useable and publicly accessible open space and improve the existing natural environment.

THE FRAMEWORK TO TRANSFORM TYSONS

The guiding principles provide a framework for the future of Tysons – one that envisions a highly livable place for residents, employees and visitors. The framework includes six elements that are essential to future development. While the exact details of each element will evolve over time, none can be ignored and all must be in place and working together for the vision to be realized. The six elements of the framework are described below.

1. Creating a people-focused urban setting. The Tysons of tomorrow will be a place for people. A people-focused urban setting will be created by providing mixed use, transit-oriented neighborhoods that promote pedestrian, bike, and transit use. The new transportation and land use concept for Tysons creates a people-focused urban setting by:
 - Encouraging Transit-Oriented Development (TOD)
 - Improving the Jobs/Housing Balance
 - Providing Diverse and Affordable Housing
 - Creating Defined Neighborhoods
 - Protecting the Edges
 - Incorporating Community Benefits
 - Creating Excellence in the Public Realm
2. Redesigning the transportation network with a strong focus on transit. The creation of a 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. Ultimately, Tysons could be a place where owning a car may be unnecessary and certainly not essential. The transportation network should:

- Encourage Mobility within Tysons
 - Establish and Construct a Grid of Streets
 - Create a System of Circulators
 - Promote Regional Connectivity
3. Placing a strong focus on the environment. The plan to transform Tysons recognizes the long-term value and importance of protecting and enhancing the environment; this can be achieved through such goals as reducing greenhouse gas emissions, restoring streams, encouraging sustainable development, and promoting the efficient use and conservation of resources. Some key features of environmental stewardship are:
- Low Impact Development Techniques to Control Stormwater
 - Supporting the Creation of Environmentally Sustainable Buildings
 - Creating a Network of Parks, Open Spaces and Trails
 - Conservation of Resources such as energy and water
4. Developing a vibrant civic infrastructure. The transformed Tysons will include facilities and programs for arts and culture, recreation and education. These will be part of the essential fabric of a livable Tysons, and should be included in the initial planning for new development. Such facilities and programs should:
- Build upon Educational Excellence
 - Provide Urban Recreation Facilities within Tysons
 - Meet the Community's Needs for Cultural and Arts Facilities
 - Provide Public Art for Public Places
5. Enhancing Tysons as the County's major employment center and regional economic engine. Fairfax County is the heart of the Washington area technology sector and Tysons is its economic and employment center. Further, Tysons is one of the nation's largest employment and retail centers. The transformed Tysons is expected to continue to generate significant increases in revenues to the county from real estate taxes, sales taxes and business licenses. The County should continue to capitalize on Tysons' growth as a regional economic engine.
6. Creating an implementation strategy that provides the flexibility, accountability, and resources necessary to achieve the vision, including the creation of an entity to focus on implementing the vision for Tysons. A strong implementation strategy will make the vision of a transformed Tysons a reality. The implementation strategy should specify an approach that guides and coordinates individual projects with the phasing of urban infrastructure and community benefits that are necessary to achieve the overall vision. The balancing of opportunities for development with needs for appropriate infrastructure will provide certainty for landowners as well as county residents that the vision will be implemented as desired. The implementation strategy should include:
- Detailed planning that links infrastructure provision with development
 - Creation of an implementation entity
 - Establishment of a funding strategy for public infrastructure

- Revision of the regulatory framework
- Formation of public-private partnerships

ACHIEVING THE VISION

The vision of the future Tysons is one of greater density, a synergistic mix of uses, more pedestrian and transit friendly, and sustainable in design and function. This new Tysons will be highly attractive with residential communities where people will want to live, raise families, and retire. Tysons will be an active 24-hour place, providing a variety of residential, office, retail, civic and entertainment uses that will attract tourists and other visitors. Pedestrian-friendly connections and frequent transit service will enable people to move easily within Tysons or to other portions of the region on Metrorail's Silver Line. High quality parks and open space will give people a variety of places to gather and socialize.

The auto-oriented streets of Route 7 and Route 123 will be transformed to tree-lined boulevards designed to calm traffic through the most urban parts of Tysons while still moving traffic. People will be able to walk or bike safely within Tysons to nearby businesses. Circulator routes will provide frequent transit access to almost all areas within Tysons. These elements will constitute a new and forceful example of how to realize automobile trip reduction.

Planning Horizon

~~While the transformation of Tysons is expected to occur over a period of 40 or more years, this iteration of the Plan focuses on a 20 year period of redevelopment. This initial increment of growth should prioritize high intensity, mixed use projects located near the Metro stations that will take full advantage of the investment in rail transit. Development occurring during this time period should also significantly advance the urban street grid, parks and open space, and public facilities that will provide a framework for growth that will occur beyond 2030.~~

The transformation of Tysons is a long term process that will take 40 or more years to achieve. New buildings, streets, infrastructure, and public spaces consistent with the vision will be completed in phases throughout this planning horizon. Development occurring in the early years of the Plan's implementation should significantly advance the street grid, parks, and public facilities to provide a framework and initial infrastructure for growth occurring in later years. Development, infrastructure, and public facilities should be monitored regularly and subsequent planning efforts should continue to move Tysons toward the ultimate vision.

Comment [A7]: See proposed changes in the Land Use section regarding the 20 year initial development level. This text has been revised to be consistent with those changes.

Major Elements of the Plan

Redevelopment proposals will be evaluated for conformance with all of the guidance provided in the Comprehensive Plan. The following are major elements of the Plan that are necessary to achieve the vision for Tysons:

- Mix and arrangement of uses
- Affordable and workforce housing
- Green building expectations
- Stormwater management

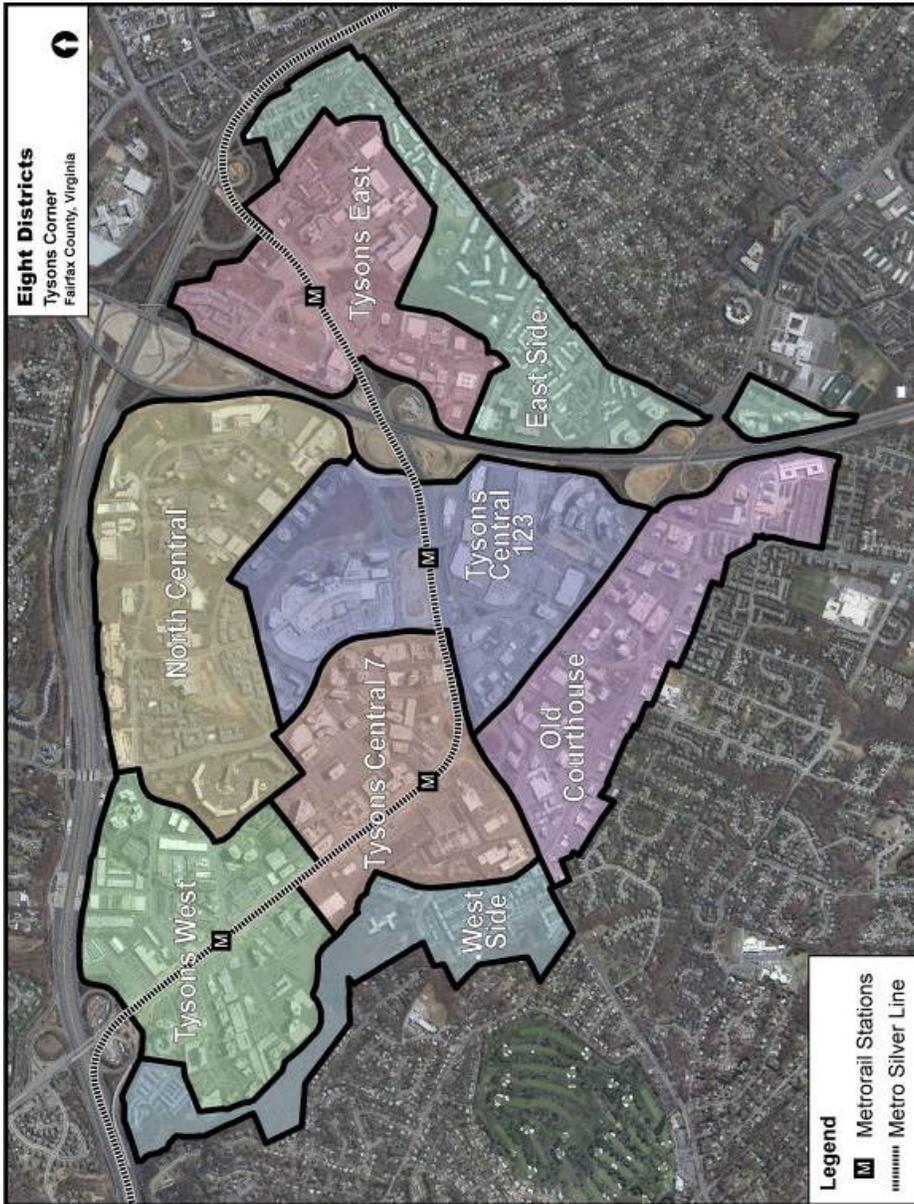
- Consolidation performance objectives, [as recommended in the Land Use section](#)
- Transportation
 - Grid of streets on and off-site
 - Vehicle trip reduction objectives
 - Parking management
 - Phasing to transportation improvements and programs
 - [Traffic impact analysis evaluating three time periods: first phase, interim phase, and Plan build-out](#)
 - [Advancing the implementation of a multi-modal transportation network](#)
- Urban design
 - Achievement of the building, site design, and public realm design guidelines to achieve the urban aesthetic vision for Tysons
 - A variety of buildings heights with the tallest buildings [generally](#) in the ranges specified by the building height map
 - Shadow and wind studies demonstrating that the design creates an inviting environment and does not cause a canyon effect
- Urban park standards
- Active recreation facilities
- Public facilities
- Demonstrating how other properties in the subdistrict and in the general vicinity of the proposal can develop in conformance with the Plan

DISTRICTS WITHIN TYSONS

The transformed Tysons will be organized around eight districts, each with a mix of land uses. The transit-oriented developments (TODs) around the four Metrorail stations will resemble intense and busy downtowns. The four Non-TOD Districts will include lively neighborhoods leading to the edges of Tysons. Closer to the neighborhoods outside of Tysons, the pattern of development will carefully transition down to a scale and use that respects the adjacent communities. Map 2 shows the boundaries of the eight districts in Tysons.

Each of the eight districts in Tysons is envisioned to have a different mix of land uses and intensities. Within these districts there will be places, to work, to live, to shop, and to play. Collectively, the districts of the transformed Tysons will work together to create an urban center or downtown for Fairfax County. All of the districts within Tysons will be equally important to its overall success.

Each TOD and Non-TOD District will have a different character, as described briefly below. People who live and work in Tysons will use all of these places, and each district will be connected to the others. 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 a 24-hour urban center of great vitality.



MAP 2

TOD Districts

Each of the four station areas is considered a TOD District, and is described briefly below.

Tysons West: Tysons West should be a signature gateway to the urban center. Streets leading to and from the [Spring Hill Metro station](#) are expected to redevelop with retail uses, drawing people off Metrorail and into the neighborhoods. In addition, Tysons West is an optimal location for an arts and entertainment district, including restaurants and entertainment options that stay open after the workday ends.

Tysons Central 7: Tysons Central 7 District, [surrounding the Greensboro Metro station](#), has two subdistricts, separated by Route 7. The North Subdistrict is oriented towards Greensboro Drive and is envisioned to be a vibrant 24-hour mixed use center with a high concentration of office space. The South Subdistrict is oriented towards Route 7 and is envisioned as a civic center with a mix of public, residential and commercial uses.

Tysons Central 123: Tysons Central 123 [is located to the north and south of the Tysons Corner Metro station. This district contains two major shopping malls and](#) will remain the region's signature shopping destination. Redevelopment is expected to add street-front, ground floor retail and entertainment, and high-rise residential buildings. In addition, high-rise hotel and conference facilities will provide services to local residents and will be a short walk from the office concentration in the Tysons Central 7 District.

Tysons East: Tysons East, [located around the McLean Metro station](#), serves as a signature gateway for those entering the urban center from the east. The defining focus of Tysons East will be Scotts Run, which is envisioned to transform into a great urban park surrounded by mixed use development, including office, residential, hotel, support retail and service uses. In addition, the area could include institutional and public uses, such as educational and recreational facilities.

Non-TOD Districts

The four Non-TOD Districts are generally located between TOD Districts and the edges of Tysons that are adjacent to surrounding residential communities. Each is described briefly below.

West Side: The West Side District is developed with two residential neighborhoods and includes the Old Courthouse Spring Branch stream valley park as a key feature. Because of its location on the edge of the urban center, this district serves as a transition from planned high intensity mixed use in the Tysons West and Tysons Central 7 TOD Districts to the single family neighborhoods just outside of Tysons.

Old Courthouse: The Old Courthouse District will have smaller scale office buildings and residential developments than TOD Districts and will serve as a transition area between the Tysons Central 123 District and the neighboring communities. With additional infill and redevelopment, portions of this district will evolve into a neighborhood that supports an active 24-hour environment where people go to restaurants or stores after work.

North Central: The land use pattern in the North Central District will allow for a transition between Tysons Central 123 and communities north of Tysons. Office uses would be mostly located adjacent to the Dulles Toll Road, while residential land uses could be the focus around

the proposed circulator route. Future development along this route could result in vibrant, mixed use residential neighborhoods, with local-serving retail, dedicated parks and civic uses, and a pedestrian-friendly street network.

East Side: The East Side District serves as a transition area between higher intensity TOD Districts and the adjacent Pimmit Hills neighborhood abutting Tysons. Portions of this district will redevelop into urban residential neighborhoods, including limited retail and office uses serving the local residential population and providing Tysons with some live-work opportunities.



3: IMPLEMENTATION

The new vision seeks to transform Tysons from a suburban “edge city” into a truly urban place – the new downtown of Fairfax County. Implementation of the vision will result in significant changes in who lives and works in Tysons, and how day-to-day needs get accomplished while enhancing the quality of life. It will provide a unique opportunity to make Tysons a better place to live, work and play.

The Tysons of tomorrow will be characterized by housing located close to jobs, urban services, abundant transit, shopping, and public spaces. The new Tysons will create a living environment less dependent on the automobile. Green architecture and site design will encourage great places and lessen the impact of development on the environment. Density will be highest near Metro to support a more intense mix of housing, shopping, and employment. New types of housing will be designed to meet the needs of smaller households and people on fixed incomes. Streets will be transformed by implementing design standards that encourage walking, biking, and transit, in balance with the single-occupancy automobile. Parks and open space will be enlarged and restored. The needs of the greater community, the public sector and the private business sector will be balanced within Tysons in an open and transparent process to deliver the vision.

Transforming Tysons will necessitate a departure from past approaches to planning and implementation. Identifying the vision will not be enough. The true measure of the vision will be what happens in the next step - implementation.

IMPLEMENTATION STRATEGY

Transforming Tysons will require an implementation strategy equal to the challenge, and a strong will to see it through. Central to the strategy will be building and assembling the tools and the partnerships necessary to achieving the vision for a transformed Tysons. It will be an evolving strategy that will be refined and completed over many years.

Comment [A8]: This section is proposed for revision to reflect implementation activity since 2010.

Priorities and responsibilities for implementation are outlined in this chapter. Successful implementation will require: commitment to the vision and Guiding Planning Principles; committed leadership; dedicated professional staff at the County and other agencies; loyal, hard-working citizen participants; and a private sector willing to work together to seize new opportunities and utilize new development and building techniques. Implementation of the Plan will be the most complex component of Tysons' future. The process must be transparent, intentional, and thorough. The elements of the implementation strategy include:

Detailed Planning: Detailed planning is required in order to refine and update ~~guidance for each of the eight districts; to address the alignment of the proposed grid of streets and Circulator System; to create a coordinated network of parks and open space; and to refine strategies for environmental stewardship.~~ the general guidance in the Comprehensive Plan. Studies of the transportation network, parks, environmental stewardships, and other planning elements will be initiated and refined over time as the Plan is implemented.

Implementation Entity: ~~Implementing the vision of Tysons will be well served by a "Keeper of the Vision" that is involved in the policies, guidelines and intent of the vision at every step of implementation, and that monitors and evaluates the type and pace of development and the phasing of infrastructure to accommodate the growth within Tysons. The Tysons Partnership was created in 2011 to provide a forum for stakeholders to take an active role in implementing the Plan and the vision for Tysons.~~

Funding Strategies: Funding strategies (including public-private partnerships) should be identified. The feasibility of various financial tools should be assessed, and the mechanisms for financing specific portions of the plan must be identified.

~~Regulatory~~ Implementation Framework: ~~Regulatory tools, policy guidance, and new processes will be~~ needed to implement the type and intensity of new development and to prescribe design and development standards to achieve Tysons' overall urban design goals.

Comment [A9]: Title broadened to cover implementation elements that are not regulations.

Public-Private Partnerships: In addition to ~~regulatory tools~~ the implementation framework, public infrastructure improvements and public/private partnerships will be essential in implementing the Plan.

~~Private~~ Private Partnerships: Cooperation among landowners will be necessary in order to obtain land for public facilities, parks and open space, the grid of streets, and future circulator rights-of-way within Tysons.

Phasing: A dynamic and evolving phasing plan tying future development to specific public improvements will be critical to ensure that transportation, other urban infrastructure and public amenities will be in place as growth occurs.

DETAILED PLANNING

District Plans

Plan guidance for each of Tysons' eight districts addresses the mix and intensity of land uses and additional guidance for achieving the envisioned future. Over time it is anticipated that

the guidance for each district will need to be refined and updated to reflect new and approved development.

Circulator Alignments

Comment [A10]: This section will be updated further with the future Plan amendment focused on Transportation

A key component of the future transportation network is a transit Circulator System, linking Metro stations and other areas of Tysons. It is anticipated that this Circulator System will be developed in phases. The first phase will be bus service provided in existing rights-of-way. This service is expected to be in place when Metrorail begins operating within Tysons. However, over the long-term this service is envisioned to evolve in to a higher level of transit service, ~~which would operate in its own rights of way.~~ The Tysons Circulator Study was completed in February 2013, and its recommendations will be included in a future Comprehensive Plan amendment focused on transportation. To implement this system, the first step is to conduct a detailed transit circulator study. This study needs to assess:

- ~~Connections between the circulator and the Metrorail system. This includes identifying where the connections will occur and how the two systems will be integrated at Metrorail stations and circulator stops~~
- ~~Alignment of Circulator System routes, including identification of how the circulator fits in the roadway (dedicated right of way or mixed with traffic)~~
- ~~Location of Circulator System stops throughout Tysons~~
- ~~Design of the circulator stops, including access and circulation plans for pedestrians, transit, bikes, and autos, and integration with the surrounding land uses~~
- ~~Type of circulator mode (i.e., branded bus, streetcar, etc.)~~
- ~~Maintenance facility (potential locations, size, etc.)~~
- ~~Ridership of Circulator System and degree to which the circulator will increase Metrorail ridership~~
- ~~Whether or not additional density should be planned for areas in proximity to the circulator routes, based on resulting increases in transit capture and reductions in peak hour vehicle trips into and out of Tysons~~

Parks and Open Space

Parks provide a sense of place for Tysons and individual neighborhoods. The successful implementation of the parks and open space network and the urban standards for parks and recreation will be critical for Tysons' transformation. Parks should provide:

- Respite from the urban environment
- A public place to play, socialize and relax
- Connectivity to a network of pocket parks, public plazas and common greens

Guidance on the network of parks, open space, trails and recreational facilities is provided in the Areawide Environmental Stewardship recommendations. This guidance will need to be periodically reviewed and refined to reflect the needs and desires of the new residents and workers in Tysons.

Environmental Stewardship Strategies

The transformed Tysons should be a model of environmental sustainability. In order to make this a reality, strategies for protecting natural resources, managing stormwater, restoring streams, and minimizing greenhouse gas emissions should be updated and refined. Monitoring programs will need to be established to document the effectiveness of these activities and determine whether these strategies need to be modified in order to achieve the outlined goals.

Civic Infrastructure

An urban, livable Tysons should offer opportunities to participate in the arts, culture, recreation, and the exchange of ideas. Essential civic infrastructure may include arts centers, conference or convention centers, libraries, schools, and public art.

A centrally located civic center is envisioned in Tysons. This site may include a central library, possibly co-located with an arts center. There may be a need for at least two new school sites in Tysons. There is also potential for a local university to establish a presence in Tysons which may provide continuing education opportunities for residents, workers and seniors.

Information and Communications Technology (ICT)

Since the Tysons ~~Corner~~ Urban Center should include ICT infrastructure, strategies and programs will need to be developed to ensure that all residential, commercial and public use structures in the Urban Center are designed and equipped to enable such information and communications networking.

IMPLEMENTATION ENTITY

~~In order for Tysons to reach its full potential, a “Keeper of the Vision” should be established to assist in achieving the overarching goals and objectives of the new Comprehensive Plan. The “Keeper of the Vision” should be an implementation entity, established by the Board of Supervisors and charged with working in conjunction with Fairfax County agencies, landowners, and other stakeholders. This entity should be focused on ensuring that the new Comprehensive Plan, and associated regulations and recommendations, are effective.~~

The Tysons Partnership was established in 2011 as a nonprofit membership association comprising businesses, residents, land owners, developers, civic groups, and professional consultants located in Tysons. The Partnership is organized around Councils which are focused on specific areas such as facilities, finance, marketing, sustainability, transportation, and urban design. Fairfax County is also a member of the Partnership with staff representatives on each of the Councils. The Tysons Partnership provides a mechanism for the public and private sector to work together to implement the long range vision for Tysons.

Comment [A11]: Revised to reflect Tysons Partnership's role in implementation

FUNDING STRATEGIES

~~Existing public and private funding mechanisms will be inadequate to deliver all of the infrastructure and amenities envisioned in the Plan. New strategies for funding infrastructure and amenities are will be critical to support the transformation of Tysons into a great urban place. Potential funding mechanisms may include:~~

- ~~• Tax Increment Financing~~

Comment [A12]: This section revised to reflect the transportation funding plan endorsed by the BOS. Similar revisions will be carried forward on pages 67 and 71 of the Transportation section of the Areawide Recommendations.

- ~~County, State and Federal funding~~
- ~~Improvement Districts~~
- ~~Community Development Authorities (Tysons-wide, district or subdistrict levels)~~
- ~~Public-private partnerships~~
- ~~Private-private partnerships~~
- ~~Pro-rata contributions by landowners~~
- ~~Other forms of borrowing and grants~~
- ~~Land exchanges~~
- ~~Parking fees~~

At the direction of the Board of Supervisors, the Planning Commission's Tysons Committee developed recommendations on funding transportation improvements for Tysons. These recommendations were developed through an inclusive process, which included 23 public meetings over a period of seventeen months. On October 16, 2012, the Board heard public comment on the Planning Commission's funding recommendations and endorsed the Planning Commission's transportation funding plan for Tysons.

The recommendations endorsed by the Board are based upon the goals of developing a comprehensive solution for funding the set of infrastructure improvements identified in the Plan to support the 113 million square feet of development anticipated to occur by 2050. In addition, the funding plan allows for flexibility in funding options and sources, as well as for adjustments to be made based upon the pace of development.

One key component of the funding plan is to provide revenue from rezoning cases to fund a portion of the local grid of streets in Tysons. On January 8, 2013, the Board established the Tysons Grid of Streets Transportation Fund with guidelines for implementing the fund. The initial contribution rates were established at \$6.44 per gross square foot for new non-residential space and \$1,000 per dwelling unit for new residential uses.

Another key component of the funding plan is to identify multiple sources of revenue to fund the Tysons-wide transportation improvements identified in Table 7 in the Transportation section of the Plan. These improvements would be funded through multiple funding sources at the federal, state, regional, and local level and through contributions from the private sector. On January 8, 2013, the Board established the Tysons-wide Transportation Fund with guidelines for implementing the fund. The initial contribution rates were established at \$5.63 per gross square foot for new non-residential space and \$1,000 per dwelling unit for new residential uses.

To provide a local funding source for for Tysons-wide roadway and transit projects, the Board established the Tysons Transportation Service District on January 8, 2013. The Tysons Transportation Service District is a special tax assessment district which collects revenue based upon the assessed value of all properties within the district. Revenue generated by the district may only be used to make transportation improvements within the service district.

As transportation projects are planned and implemented, the County and the private sector should continue to proactively seek federal, state, and other funding opportunities to maximize revenue from state and federal funding partners so as to minimize the impacts of funding the transportation infrastructure on County taxpayers.

REGULATORY IMPLEMENTATION FRAMEWORK

The ability to achieve the vision ~~will~~ requires that appropriate regulatory mechanisms ~~be modified or created~~ to implement the key land use and transportation elements ~~of the vision~~. The Zoning Ordinance is the primary tool for implementing the planned mix of uses and intensities. To implement the vision, a new Tysons zoning district, Planned Tysons Corner Urban District (PTC), ~~is being established~~ was adopted in 2010. It is expected that rezoning applications in Tysons for development proposals that utilize a redevelopment option will be submitted under this district. ~~However, m~~ Modifications to proffered rezonings that were approved prior to the creation of the PTC District may be permitted under the existing zoning district if the proposed change does not increase intensity by 5% of the approved floor area, not to exceed 100,000 square feet.

~~In addition, other regulations and documents may need to be updated, such as the County's capital improvement plan, the County's transportation demand management programs and the County's Public Facilities Manual. It may also be necessary to seek legislative authority for new financing or land development strategies.~~

Following the adoption of the 2010 Tysons Plan, the County initiated a number of changes to regulations and development review processes to assist in implementing the vision for Tysons:

The County created a new organizational approach to evaluating development proposals within Tysons, forming an interdepartmental "Core Team" of dedicated staff to review rezoning applications and provide technical analysis. This approach ensures that each development application is dealt with in a fair and equitable manner, and promotes collaboration among staff and cooperative solutions among applicants to address issues of mutual concern. An interdepartmental "Steering Committee" also meets regularly to assist in resolving issues related to development applications and to oversee and monitor the full range of activities related to implementation of the Tysons Plan.

On September 13, 2011, the Board of Supervisors executed a Memorandum of Agreement (MOA) with the Virginia Department of Transportation (VDOT) that sets new standards for streets within Tysons. These standards are based on context sensitive design parameters and a multi-modal approach to street design. The associated MOA implements the design standards and establishes a framework for snow removal and private maintenance of enhanced infrastructure. The Board adopted an amendment to the PFM on July 12, 2011, that allows deviations from the street standards in the PFM in accordance with the adopted Tysons standards for acceptance by VDOT.

~~One example of the need for consistency between the adopted vision and the implementing regulations and policies will be the road network. It will be imperative that transportation investments to be made in and around Tysons follow the lead of the Plan. VDOT needs to become a full partner in creating the kind of pedestrian environment and urban street~~

Comment [A13]: This section is proposed for significant revision to reflect work that has been completed as well as additional changes to regulations and processes that may be necessary to implement the Plan.

~~network the Plan envisions. Street cross sections and traffic mitigation and management measures proposed on streets in Tysons should apply to all streets, including those controlled by VDOT.~~

On January 24, 2012, the Board endorsed the Tysons Corner Urban Design Guidelines. These Guidelines are organized into sections that address the pedestrian realm, building and site design, and interim conditions. They also include design recommendations that range from master planning concepts such as creating a street grid, block pattern, and a pedestrian hierarchy to details such as paving, sustainable site design, site amenities, and building materials. The Guidelines are a dynamic set of recommendations that are intended to be updated over time so that the recommendations remain relevant and innovative and include current sustainable building methods, and materials.

On April 30, 2013, the Board adopted an amendment to the PFM that allows flexibility in circumstances where strict application of the PFM standards is difficult to achieve or where new and creative designs are proposed for redevelopment in Tysons. This amendment allows the Director of the Department of Public Works and Environmental Services (DPWES) to approve alternative standards for design elements such as street lights, landscaping, utilities, drainage, and stormwater management, subject to certain criteria.

~~Affordable/workforce housing goals are another example of how new regulations need to be in place to ensure that the Plan's vision comes to fruition. New regulatory incentives, such as reduced fees or tax abatement, should be considered.~~

Comment [A14]: Flexibility in the provision of affordable/workforce housing is recommended in the Land Use section of the Plan. Staff is no longer recommending regulatory changes.

~~Revisions to regulations or programs to be considered may include:~~ Additional revisions to regulations or programs that may be considered as the Plan is implemented in Tysons include:

- ~~Specific urban design guidelines to augment the guidelines contained in the Plan~~
- ~~Revisions to the development review process, such as providing concurrent processing of rezonings with site plans~~
- Transportation demand management programs
- ~~Acceptance by VDOT of new urban street sections for roadways~~
- Evaluating ~~and monitoring~~ the performance of the transportation system (i.e., achievement of trip reduction goals)
- Transfer of development rights or similar mechanisms
- ~~Public Facilities Manual requirements (e.g., stormwater management)~~ Additional amendments to the Public Facilities Manual
- Establishment of a tree canopy goal, based on analysis of existing tree cover

Comment [A15]: Completed and described above

Comment [A16]: This is in the PTC section of the Zoning Ordinance.

Comment [A17]: Completed and described above

Comment [A18]: Monitoring reference deleted because staff is monitoring on an annual basis with the Annual Reports

PUBLIC-PRIVATE PARTNERSHIPS

In addition to regulatory tools, public infrastructure improvements and public-private partnerships will be essential to create the synergy needed to implement the Plan. A public-private partnership involves using public funds or activities to foster private investment and development activity that might otherwise not occur. Public infrastructure investments, such as

a park or transit system, improve the development climate of an area and make it more attractive for private investment. By using public investments strategically, Fairfax County can reinforce and leverage private sector investments that achieve the vision of the Tysons Plan.

~~PRIVATE~~ PRIVATE PARTNERSHIPS

The transformation of Tysons will require an unprecedented level of cooperation among area landowners. The result of this cooperation is expected to be ~~private~~ private partnerships that will ensure that new development in Tysons includes ~~sites-land or dedicated building space~~ for parks and open space; ~~for-needed~~ public facilities like stormwater management, schools, fire stations, a public library, a performing arts center and a conference or convention center; ~~for~~ rights-of-way ~~and connections~~ to implement the grid of streets; and ~~for future rights of way to implement~~ the proposed Circulator System. Another byproduct of cooperation among landowners is expected to be consolidation and/or coordinated development plans.

PHASING

The new Tysons will unfold incrementally over the next 40 years. The transformation of Tysons must keep pace with the necessary infrastructure and public facilities that are needed to successfully support the people who will live, work, and play in Tysons. Block-by-block redevelopment must be balanced by having requisite infrastructure in place when needed, such as the Circulator System, the new grid of streets, parks and recreational facilities, schools and fire stations. Each step of redevelopment in Tysons needs to move it in the direction of achieving the vision laid out in the Plan.

The phasing of development is essential to assure the provision of public facilities. A phased strategy to grow, monitor that growth, and adjust the implementation strategy based on experience and performance is crucial to Tysons' success. The goal of appropriate phasing is to balance projected development with infrastructure and public facility needs over time. The Areawide Land Use, Transportation, and Public Facilities sections provide a phasing approach which will be guidance applied during the review of development applications.



4: AREAWIDE RECOMMENDATIONS

A strategic approach is essential to create the type of vibrant, compact, mixed use centers envisioned for the transformed Tysons. This approach takes the vision and provides specific strategies so that the individual pieces work together to create a better whole. The key is to remain consistently true to the vision, rather than just building projects.

The Areawide Recommendations, when implemented, will achieve the vision for the future Tysons ~~Corner~~ Urban Center. These recommendations present overall concepts for Tysons and provide the framework for the District Recommendations. These recommendations also provide guidance on areawide issues that may not be specifically addressed in the District Recommendations because they apply to all areas of Tysons.

All development proposals in Tysons which involve new development or redevelopment that increase intensity, increase height, or substantially change the design of a previously approved development should be in general conformance with the Areawide Recommendations as well as the District Recommendations. The Areawide Recommendations include:

- The Land Use Section, which identifies the land use pattern, mix of uses and intensities, and sets forth guidelines for phasing development with public facilities, infrastructure and amenities;
- The Transportation Section, which addresses the grid of streets, the bicycle and pedestrian network, and the proposed system of circulators;
- The Environmental Stewardship Section, which addresses the network of parks and open space, the system of stormwater management, and the requirements for green architecture;
- The Public Facilities Section, which identifies existing facilities serving the area and additional planned public facilities needed to serve future growth; and
- The Urban Design Section, which provides guidance on the pedestrian realm and on building and site design.



LAND USE

The land use concept creates a very different place from what existed in Tysons in 2010. It transforms Tysons into a livable place by redeveloping most areas into compact, mixed use transit-oriented developments (TODs) and neighborhoods. The following sections describe the proposed areawide land use pattern, mix of uses, intensities, and amenities proposed for the transformed Tysons. Detailed recommendations for each district and specific portions of Tysons can be found in the District Recommendations.

LAND USE PATTERN

The pattern of land use in Tysons focuses growth within walking distance of Metrorail stations. Intensities will be highest in areas with the closest proximity to the stations, tapering down to transition to mid and lower density areas in the Non-TOD Districts. Most areas within Tysons will include a mix of uses, with most of the retail and office uses concentrated within 1/4 mile from the stations. The Conceptual Land Use Pattern is shown in Map 3.

The four TOD Districts, which generally encompass the areas within 1/2 mile of each Metrorail station, are planned for about 75% of all development in Tysons. The four Non-TOD Districts include some areas planned to redevelop as walkable urban neighborhoods, although at a lower intensity than the areas closer to the stations. The Non-TOD Districts also contain areas that should maintain their existing characters, uses, and intensities due to their proximity to stable residential neighborhoods outside of Tysons.

The urban grid of streets and the parks and open space network will be integrated into the land use fabric. Civic uses, public gathering places, and public facilities will be located throughout Tysons to create a full service community.

MIX OF USES

Overall, the proportion of residential development within Tysons should increase as development occurs. Up to 100,000 residents are expected to live in Tysons by 2050 compared to 17,000 in 2010. The number of jobs is also expected to increase from 105,000 to as many as

200,000 by 2050. ~~This iteration of the Tysons Plan focuses on a 20 year period of redevelopment while providing a framework for growth beyond the year 2030¹.~~ Ultimately, the desired land use mix will provide a ratio of four jobs for every household in Tysons – a significant improvement over the 2010 ratio of approximately thirteen jobs for every household. This greater mix of uses throughout Tysons will promote walking by providing more people with the opportunity to live near their jobs and other everyday destinations.

Comment [A19]: This sentence and footnote are proposed for deletion to reflect the recommendation of a 2050 planning horizon.

In the future, most areas of Tysons should have a mix of land uses. This mix will include many of the same land uses that existed in Tysons in 2010, such as residences, offices, retail stores, hotels, and public facilities. However, the land use concept promotes the redevelopment of uses such as car dealerships and strip retail centers into more efficient, higher intensity land uses. Consideration should be given to incorporating retail and service uses, car dealerships, and compatible industrial businesses into new mixed use buildings.

Providing a mix of uses, either vertically (in the same building) or horizontally (within a distance of two to three blocks), will reduce the separation among residents, workers, and services, encouraging people to walk or take transit rather than drive to fulfill many of their daily needs. People will be able to engage in routine errands, and find restaurants, entertainment, and shopping all within walking distance of their homes, offices and transit. Ground floor retail and convenience services will be essential for residential neighborhoods. Housing can also be successfully co-located with public facilities, such as schools, libraries, and fire stations.

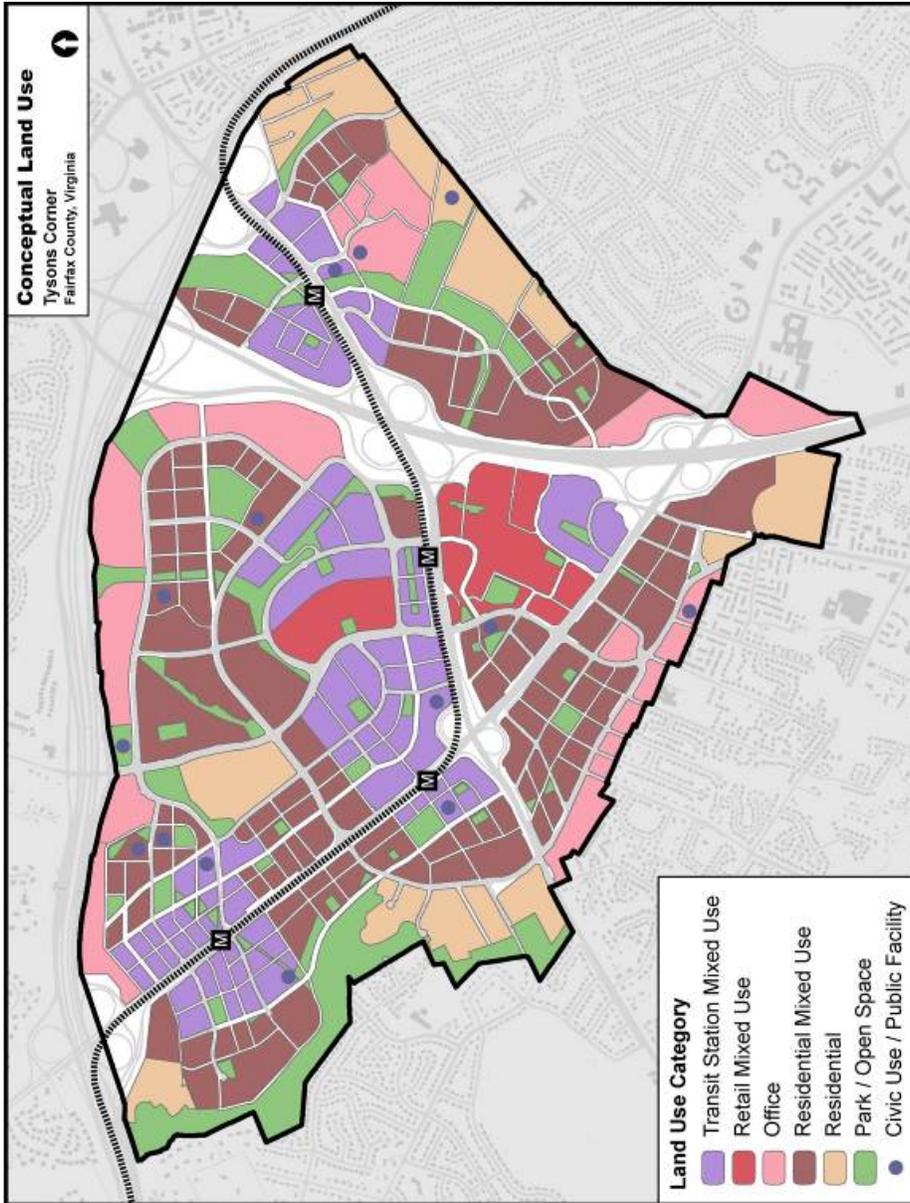
Land Use Categories and Map

Most of the new office uses built in Tysons should be concentrated in mixed use developments within 1/4 mile of the Metro stations. The areas beyond 1/4 mile of the stations should be developed primarily with multifamily housing units. This pattern reflects studies of transit-oriented development which have found that people going to and from their homes will walk farther to transit than people going to and from their jobs.

The following land use categories correspond to the proposed conceptual land use pattern, shown on Map 3. These categories indicate a general proportion of uses; however, the appropriate mix will be evaluated on a case-by-case basis during the development review process. Projects that span multiple land use categories may be granted flexibility in the location of uses as long as the overall land use mix is consistent with the proportions recommended for the entire project area.

In some cases, the District Recommendations provide multiple land use options that are associated with different intensity. The conceptual land use map generally reflects the highest intensity redevelopment option.

¹— It is estimated that by the year 2030 Tysons could have approximately 167,000 jobs and 44,000 residents.



Comment [A20]: No changes are proposed to this map other than the "Tysons Corner/Tysons" name change that will apply to all maps. Portions of the map related to approved parks and public facility locations are proposed to change with a future Plan amendment focused on parks and public facilities.

Transit Station Mixed Use: These areas are generally located near the Metro stations. They are planned for a balanced mix of retail, office, arts/civic, hotel, and residential uses. The overall percentage of office uses throughout all of the Transit Station Mixed Use areas should be approximately 65%. This target of office uses will help Tysons maintain a balance of between land use and transportation ~~over the next 20 years infrastructure~~. Individual developments may have flexibility to build more than 65% office if other developments in the category are built or rezoned with a use mix that contains proportionately less office. The residential component should be on the order of 20% or more of the total development. It is anticipated that the land use mix will vary by TOD District or subdistrict. Some districts or subdistricts will have a concentration of offices and other areas will have a more residential character. In all cases, synergies between complementary land uses should be pursued to promote vibrant urban communities.

Comment [A21]: Deleting reference to 20 year planning horizon

Retail Mixed Use: These areas are planned for regional and sub-regional retail centers that should be complemented by a mix of residential, office, hotel, and arts/civic uses. The residential component should be on the order of 20% or more.

Office: These areas are planned almost exclusively for office uses. Supporting retail and service uses, such as hotels and restaurants, are also encouraged in these areas. Educational and institutional uses are encouraged, as well.

Residential Mixed Use: These areas are planned for primarily residential uses with a mix of other uses, including office, hotel, arts/civic, and supporting retail and services. These complementary uses should provide for the residents' daily needs, such as basic shopping and services, recreation, schools and community interaction. It is anticipated that the residential component should be on the order of 75% or more of the total development.

Residential: These areas are planned almost exclusively for residential uses, including multi-family housing and townhouses. Supporting retail uses are allowed and should be compatible with the character of the neighborhood.

Civic Use or Public Facility: These areas are planned for public uses, such as a library, school, arts center, or community center. In some instances, the uses may be in a stand-alone building. However, they may also be located within a commercial or residential building. The conceptual land use pattern identifies the planned locations for civic and public uses identified in the Public Facilities section. Some of these facilities could be located in areas planned as Retail Mixed Use, Office Mixed Use or Residential Mixed Use.

Parks/Open Space: These areas are planned for passive and active park land and urban open spaces such as plazas and pocket parks. In instances when intensity credit is given for dedicating land for a park or open space, the land use mix applied to the intensity credit should be consistent with the land use category of an adjacent area. Additional guidance on parks and open space can be found in the Environmental Stewardship section.

TIERED INTENSITY

A key ingredient for transforming Tysons is to strategically use intensity to maximize the benefits of Metrorail and transit and create sustainable, walkable urban environments. This is consistent with the County's policy on transit-oriented developments. Intensity can also be an important economic tool by allowing sufficient incentive to encourage the redevelopment of auto-dependent uses, thereby strengthening Tysons' status as Fairfax County's Urban Center.

The land use concept for Tysons links intensity to transit accessibility based on how far most people are willing to walk to and from transit. Expressed as floor area ratio (FAR), the proposed levels of intensity are primarily based on distance from Metrorail stations. Development is planned to be most intense in the areas nearest the stations and least intense at the edges. Map 4 indicates conceptually where the various levels of intensity are designated in Tysons.

Distance from a Metro station for the purposes of calculating allowable intensity and the associated parking ratios (as described in Table 6 in the Transportation section) in the TOD Districts should be determined for each Tier by a circle centered on the primary public entrance to a station. Each Metro station in Tysons has two primary entrances, one on either side of Route 7 or Route 123. The point of measurement from an entrance should generally be the base of the escalator, as established during the initial construction of the station.

In order to achieve the recommended intensity, the walk to and from the closest station entrance to all of the buildings within a development proposal should be convenient, safe, and pleasant. As used here, *convenient* means direct, easy, and not overly long. *Safe* means protected from motorized traffic, well lit, and activated by the presence of other people. *Pleasant* means the walking experience is in an interesting, high quality environment.

Projects that include areas of different intensity recommendations should have an overall intensity that is based on the proportion of land area associated with each intensity recommendation. The resulting development pattern should generally conform to the goal of locating the highest intensities closest to transit. In addition, proposed intensities should be consistent with the urban scale and character that is envisioned for the area.

To encourage public-private partnerships, when building space is provided for a public facility, the floor area of the facility should not be counted toward a development's allowable FAR.

Intensity alone will not create a livable, vibrant Tysons; a mix of land uses, public facilities, civic uses, parks, and infrastructure must also be in place. The recommended intensities are conditional and contingent upon these livability factors being provided in a manner that is phased appropriately with development. These components of a healthy community will help attract new residents to Tysons and enhance the quality of life for residents. The provision of this civic infrastructure will be the responsibility of both the private and public sectors. Specific needs for Tysons are addressed in the sections on Transportation, Environmental Stewardship, Public Facilities, and Urban Design, as well as the District Recommendations.

Rezoning applications seeking a redevelopment option will be evaluated for conformance with all of the guidance provided in the Comprehensive Plan, including the Major Elements of the Plan. These elements are listed in the Vision for Tysons section, and detailed guidance on each element are located in the Areawide Recommendations.

Initial Development Level

~~To implement the first 20 year increment of the ultimate vision for Tysons, the total amount of office uses built and approved in the entire urban center should not exceed an initial development level of 45 million square feet. This amount is the office component of the high forecast for the year 2030 prepared for Fairfax County in 2008 by George Mason University's Center for Regional Analysis. Office floor area that should be counted toward the initial~~

Comment [A22]: Because a funding plan for the recommended transportation improvements to support 113 million square feet of total development in Tysons is now in place, the Initial Development Level limiting office development approvals is proposed to be deleted from the Plan. New recommendations related to monitoring have been added to the Phasing recommendations in the Land Use section (see page 33). These new paragraphs set the overall development target for Tysons at 113 million square feet.

~~development level includes all existing office buildings and any office development that is approved through a proffered rezoning, a special exception, or a by right site plan. Office floor area reserved for public facility bonuses should also be counted toward the initial development level.~~

~~The initial development level focuses on office uses because they represent the majority of existing uses and have high peak period vehicle trip generation characteristics. New uses other than offices that have a significant impact on peak period trips should also be managed carefully and may be counted toward the initial office development level.~~

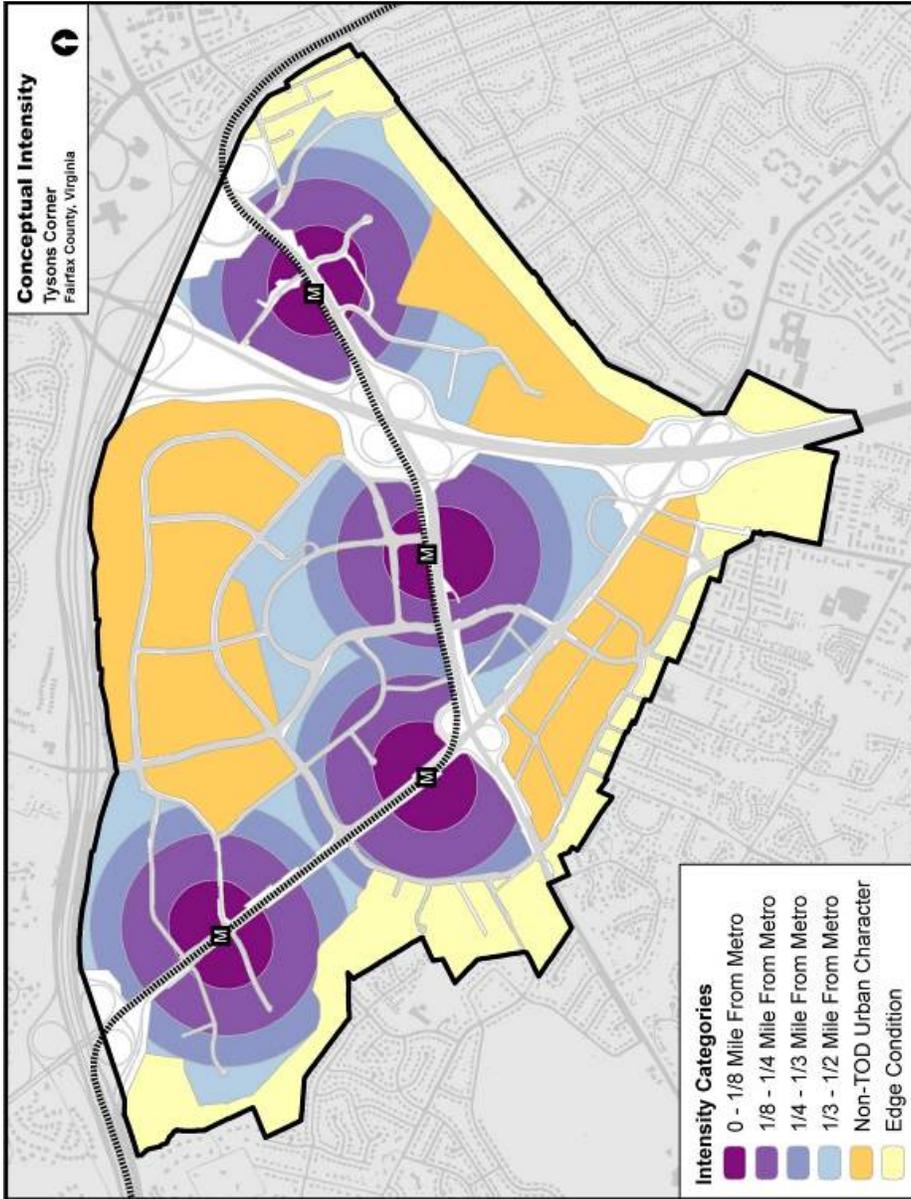
~~To encourage new housing development in Tysons, residential uses may be rezoned at levels above the 2030 forecast for housing. Uses such as neighborhood retail, hotels, and arts/civic space may also be rezoned at levels above the 2030 forecast if they do not have a significant impact on peak period vehicle trips.~~

~~The Land Use and Transportation sections of the Areawide Recommendations provide guidance on monitoring activities that will be necessary to track development performance. Monitoring will also be essential to future planning efforts. A particular condition to be monitored is the achievement of transportation improvements needed to mitigate the impacts of new development. If a reliable mechanism for funding these improvements needed beyond the year 2030 is established, then the initial development level of 45 million square feet of office uses may be increased through a Tysons wide or area specific Plan amendment.~~

~~The following criteria should be considered when determining an increase in the initial development level for office uses:~~

- ~~• Progress achieved toward the realization of the vision for Tysons;~~
- ~~• Market demand for office space, as demonstrated by new building construction, vacancy rates, and revised forecasts;~~
- ~~• Balance between land use and transportation, including the provision of infrastructure and achievement of vehicle trip reduction levels identified for the year 2030 and TDM performance that exceeds the targets outlined in Table 5 in the Transportation section; and~~
- ~~• Funding arrangements for transportation improvements and programs, so that timely completion of improvements identified for the period beyond 2030 can confidently be expected.~~

~~A Tysons wide summary of existing and approved development based on information provided by the County should be included with all rezoning applications in Tysons.~~



MAP 4

TOD District Intensity

The highest intensities in Tysons should be built in areas closest to the Metro station entrance. Intensities should decrease as the walking distance from the stations increases. This reflects evidence from other urban areas that transit ridership is correlated with walking distance to rail stations. Following this pattern, the intensity of redevelopment projects within 1/4 mile of the Metro stations should be determined through the rezoning process; in other words, no individual site within these areas should be subject to a maximum FAR.

To manage growth in Tysons effectively and encourage complete developments, a portion of the intensity proposed for a project within 1/4 mile of a Metro station may be approved through a special exception (SE). The SE will apply mostly to office uses, which have a high degree of peak period vehicle trips. In areas within 1/4 mile of the Metro stations, non-office uses ~~that generate similar or fewer peak period trips than hotels, such as housing and neighborhood serving retail,~~ may be approved through a rezoning without an SE if they meet the trip generation criteria specified in the Zoning Ordinance's PTC District Regulations and the Board of Supervisors' Guidelines for Trip Generation Analysis for Rezoning Applications to the Tysons PTC District, adopted June 22, 2010, or as amended.

Comment [A23]: Revised to be consistent with the PTC District regulations and the BOS guidelines.

Offices and uses that ~~generate more trips than hotels~~ meet the trip generation criteria referenced above may be approved through a rezoning up to an intensity of 2.5 FAR. Intensity above 2.5 FAR for these uses may be approved with an SE that accompanies a rezoning. For example, a proposed 6.0 FAR project that is 50% office and 50% residential could have 5.5 FAR approved by rezoning without an SE (2.5 FAR office plus 3.0 FAR residential) and an additional 0.5 FAR office approved by SE.

TOD District areas that are located more than 1/4 mile from the Metro stations are recommended for redevelopment at 2.0 FAR and are encouraged to achieve higher intensities by utilizing bonuses for affordable and workforce housing and superlative contributions toward implementing public facilities. However, sites that are located between 1/4 and 1/3 mile from the Metro stations in TOD Districts that do not include any office space or other high trip generating uses, should be allowed intensities of 2.5 FAR, plus any bonuses achieved.

Redevelopment proposals for TOD District areas that are located more than 1/4 mile from the stations may be allowed additional intensity if they are planned for the residential mixed use category; can demonstrate a convenient, safe, and pleasant walk to a Metro station; can demonstrate that they are unable to achieve the proposed intensity through bonuses for affordable housing or public facilities; and are in close proximity to or redeveloping in coordination with an area that is located within 1/4 mile of a Metro station. Areas that achieve additional density with this provision should be treated as if they are located within 1/4 mile of a station when evaluating conformance with Plan objectives that differ based on distance from a station. Such objectives include workforce housing and parking ratios.

Comment [A24]: Sentences added to be consistent with proffers associated with approved development plans.

Specific guidance for each of the four TOD Districts can be found in the District Recommendations.

Guidance for Special Exception (SE) Applications to Increase FAR in the PTC District

- Rezoning applications that seek additional intensity through an SE should include two development plans, one at the rezoning intensity level and one at the higher SE level.

- The floor area approved by SE will have a time limit set by the Board of Supervisors. Additional time may be granted if adequate progress is being made toward completing the project and meeting performance objectives.
- SE applications should identify how development will be phased and when the project will be completed. Applications should also demonstrate the market feasibility of the proposed phasing and completion dates as part of the justification for the additional intensity.
- Intensity associated with an SE is generally expected to be distributed among the applicable office buildings on a multi-building site, rather than in a single building. If some or all of the SE intensity that is tied to a specific building is not used when the building is constructed, this unused intensity is forfeited and cannot be transferred to other buildings on the site without a Proffered Condition Amendment (PCA) and a Special Exception Amendment (SEA).
- If bonus office floor area for superlative contributions to public facilities is achieved, the floor area of office and other high trip generating uses that may be rezoned without requiring a SE should be increased by an amount equivalent to the bonus.
- Public benefits proposed by the rezoning applicant should not be contingent on the approval of the SE.

Non-TOD District Intensity

Large portions of the Non-TOD Districts are planned for increased intensity to encourage the creation of urban residential neighborhoods. Each of these areas has a redevelopment option above the base plan identified in the District Recommendations. Some portions of Non-TOD Districts, including neighborhoods at the edge of Tysons and stable residential developments like the Rotonda, are not planned for redevelopment. Specific guidance for each of the four Non-TOD Districts can be found in the District Recommendations.

Circulator Intensity

~~A detailed study of the circulator transit system proposed in the Transportation section should be completed to determine the appropriate routes and operational characteristics. The routes and expected ridership will be used to determine the degree to which additional intensity is warranted for areas located along the circulator routes. Once the study is complete, the Comprehensive Plan should be amended to reflect its recommendations on routes and intensity.~~

Comment [A25]: Based on the ridership projections in the Tysons Circulator Study, circulator ridership is not expected to be sufficient to support additional intensity above the redevelopment options currently recommended in the Comprehensive Plan. This section should be deleted, and references to this section and to intensity levels that can be achieved "prior to operation of a circulator service" in the District Recommendations should also be removed.

Bonus Intensity

Additional intensity in the form of bonuses is allowed to encourage the provision of affordable and workforce housing and superlative contributions toward public facilities. In cases where bonus intensity is utilized, the overall land use mix of a project should generally be consistent with the recommended land use category shown on the land use map as well as additional guidance for land use and development character set forth in the Urban Design section and the District Recommendations. More information on bonus intensity for affordable and workforce housing is provided under the Land Use Guidelines.

In addition to intensity credit given for dedicating land for parks and roads, additional floor area could be allowed in limited circumstances for the provision of major public facilities, such as a school, a conference center, or facilities associated with a large urban park. In order to achieve this additional floor area, the facility provided should significantly advance securing the necessary improvements identified in the Public Facilities section and in the District

Recommendations. The extent of the public benefit being provided, which should be substantially greater than the expectations described in the “Phasing to Public Facilities” portion of the Land Use section, will be considered in determining the amount of additional floor area.

The total amount of bonus floor area for public facilities granted through the rezoning process should be no more than 2 million square feet of office uses and 10 million square feet of residential uses throughout Tysons. It is anticipated that the residential public facility bonuses will be applied in areas that are more than 1/4 mile from the Metro stations since the intensity of these uses within 1/4 mile of the stations would not be subject to a maximum FAR. The office bonuses may be achieved throughout Tysons and could be used to either increase the amount of floor area that is not subject to a special exception (SE) within 1/4 of the stations, or to increase the total amount of development permitted on a site outside of 1/4 mile of the stations.

Allocating Floor Area Between Sites

Floor area planned for a site that is being used for a public purpose may be allocated to another development site through concurrent rezoning applications. For example, if a land owner acquires a 100,000 square foot site planned at 1.5 FAR and dedicates the land for an athletic field, the land owner may utilize the resulting 150,000 square feet on another development site within Tysons through concurrent rezoning proposals considered and approved by the Board of Supervisors. Under no circumstance should floor area be moved from an area without a maximum FAR in the Plan to an area located more than 1/4 mile from a Metro station.

PHASING DEVELOPMENT TO TRANSPORTATION INFRASTRUCTURE AND PUBLIC FACILITIES

A longstanding planning concept in the Comprehensive Plan is linking development to the provision of the infrastructure and public facilities needed to support it. A dynamic and evolving phasing plan that links redevelopment ~~to specific~~ with the associated public improvements is critical to ensuring the transformation of Tysons. Growth will need to be supported by Metrorail and other transit options, an urban street grid, and additional transportation improvements that better connect Tysons internally and to the rest of the region. ~~Similarly, redevelopment should be linked to the construction of the parks and open space network, enhanced stormwater management facilities, and other public facilities such that they are in operation when residential redevelopment in Tysons generates sufficient demand for them.~~ Furthermore, athletic fields, parks and open space, enhanced stormwater management facilities, and other public facilities will need to be operational in time to meet the demands generated by new development.

The transportation improvements and public facilities recommended in the Plan are based on a Tysons-wide development level of 113 million square feet, with a balanced mix of uses as described in the Land Use section. This development level, which is equivalent to the Plan goal of 100,000 residents and 200,000 jobs, will occur over the course of four or more decades. The Transportation and Public Facilities sections of the Areawide Recommendations provide details on the infrastructure and public improvements that are needed to support this projected level of growth as well as general timeframes for their completion. The target dates for constructing such facilities are based on analyses of land use forecasts through the year 2050 prepared by George Mason University's Center for Regional Analysis (GMU). These analyses utilized the highest growth forecast; the projected population and employment increases may take longer to achieve if growth occurs at a more moderate pace.

Comment [A26]: The following new paragraphs are proposed to explicitly set an overall development level of 113 million square feet in addition to the vision of 100,000 residents and 200,000 jobs. They also reiterate the importance of balancing growth with public infrastructure and facilities.

Planning for and sequencing new infrastructure will need to take into account actual and projected growth for different land uses based on the development pipeline as well as mid and long range market forecasts. This may result in the need to perform additional transportation and/or public facility analyses as well as adjustments to the timing of transportation improvements and/or public facilities.

Major ~~infrastructure-transportation~~ improvements and public facilities can take many years to design, fund, and construct, longer than the typical timeframes for developing buildings. The sequencing of such public improvements will require close monitoring of approved rezonings, building permits, commuting patterns, demographic trends, and population and employment growth.

In addition to annually monitoring the progress of Plan implementation, periodic analyses of new development, infrastructure projects, and public facilities should be conducted. Such analyses should commence five years after the Silver Line is completed to Dulles International Airport and Loudoun County, and they should assess the following:

- How actual growth compares to the baseline GMU growth forecasts;
- How the pace of growth compares to the provision of transportation infrastructure projects and public facilities;
- Whether the growth anticipated to occur over a five to ten year period is in balance with transportation improvements and public facilities programmed to be completed over the same time period; and

- Whether total development approved through rezonings is in balance with the private and public sector commitments toward achieving the necessary transportation and public facility improvements.

The following are general strategies for phasing development plans to achieve a sustainable balance with infrastructure and public facilities throughout Tysons.

Phasing to Transportation Improvements and Programs

Increasing the amount of development in Tysons will require significant transportation improvements and changes in travel patterns. Planned roadway improvements, including new street connections, ramps to the Dulles Toll Road, and crossings of the Beltway, are necessary to disperse vehicle traffic. Improvements to transit and to the pedestrian and bicycle networks are also needed to encourage travel by these modes. The provision of such infrastructure and the achievement of trip reduction objectives can be thought of as triggers that should occur in concert with future growth.

Just as previous Plans for Tysons phased growth to the provision of Metrorail, future redevelopment proposals should be phased to planned roadway and transit improvements and the demonstrated ability to significantly reduce single-occupancy vehicle trips. Table 7 in the Transportation section of the Plan prioritizes specific improvements needed to accommodate development as Tysons grows over time. Similarly, Table 5 in the Transportation section sets vehicle trip reduction objectives that increase with each decade.

All development proposals should perform a traffic impact analysis. The mitigation measures identified by this analysis should be considered along with the phasing guidance below.

Initial phases of development proposals should provide on-site improvements and the grid of streets; should significantly advance the provision of infrastructure; and should meet the applicable levels of trip reduction set forth in Table 5 in the Transportation section. Later phases should be triggered by achievement of trip reduction objectives and the provision of the infrastructure and other transportation improvements set forth in Table 7 in the Transportation section.

The necessary transportation improvements and transit operating costs will rely on both public and private sources of funding. Public sources of funding may come from state and federal sources, general fund allocations, tax increment financing, and/or other sources. The private sector's share is ~~envisioned to be composed of planned to include~~ on-site improvements, including the grid of streets, ~~and contributions to the Tysons Road Fund, based on square feet or dwelling units, approved during the zoning process, contributions to the Tysons-wide and Tysons Grid of Streets Transportation Funds, and taxes collected through the Tysons Transportation Service District. Because private sector participation in funding transportation improvements is critical to the long term future of Tysons, individual rezoning cases should only be approved if the proposal participates in the service district and conforms to the guidelines established for the two transportation funds. However, preliminary estimates of the cost of the transportation improvements needed to accommodate 84 million square feet of development (the high forecast for the year 2030) versus anticipated revenue sources result in significant shortfalls.~~

As a result, it is projected that it will be necessary to augment the aforementioned funding sources with a Tysons-wide Community Development Authority (CDA) or a similar entity that can generate the necessary funds over a period of 20 years. The CDA, or similar entity, should contribute an appropriate amount to cover the shortfall and ensure the success of a funding plan

Comment [A27]: This section is proposed to be revised to account for the transportation funding plan and its expectations for development proposals.

~~for the transportation improvements and transit operating costs. Smaller CDAs or similar entities may also be able to fund the private sector's share of one of more of the Tysons wide improvements.~~

~~Individual rezoning cases in Tysons should only be approved if the development is being phased to one of the following transportation funding mechanisms:~~

- ~~• A Tysons wide CDA or a similar mechanism that provides the private sector's share of the Tysons wide transportation improvements needed by 2030;~~
- ~~• A smaller CDA or a similar mechanism that provides a significant component of the private sector's share of the Tysons wide improvements needed by 2030; or~~
- ~~• Other binding commitments to phase development to the funding or construction of one or more of the Tysons wide improvements needed by 2030.~~

Phasing to Public Facilities

The Public Facilities section of the Areawide Recommendations identifies and describes the public services, parks, infrastructure, and utilities needed to serve Tysons. Providing these facilities in pace with the planned employment and residential growth will be a challenge. Securing the land area or the space for public uses within privately-owned structures is critical. Practices employed by the County in the past to provide space for public facilities in largely undeveloped suburban areas cannot be relied upon in an intensely developed area where most of the land is privately owned. In Tysons it will be critical that the land area or spaces for public uses are incorporated within private developments at no cost to the public sector.

The public facilities planned for Tysons over the next 40 years are based on the growth projections prepared by George Mason University. As the pace of growth may be faster or slower than the projections, there is a need to monitor development to determine when it is actually necessary to construct the public facilities. While facilities may actually be constructed throughout the planning horizon based upon need, it is critical that space for most, if not all, of these facilities be secured as soon as is possible. Therefore, rezoning proposals should commit to provide the necessary land and/or space to ensure that places will be available to construct facilities in concert with the pace of growth.

The land and/or building space needed for public facilities is critical to the assurance that such facilities can be constructed. Commitments to dedicate building space or land for most, if not all, of the public facilities needed by 2050 should be provided as development approvals occur during the first 10 or 20 years of Plan implementation.

The levels of development set forth in the Plan are intended to enhance the ability of the private sector to provide the necessary public space for facilities. In addition, when building space is provided for a public facility, the floor area of the facility should not be counted toward a development's allowable FAR.

In addition to facilitating public facility objectives through zoning actions, it may be necessary for landowners throughout Tysons to work collaboratively and creatively through private-private partnerships to meet public facility objectives. ~~Detailed plans for the provision of public facilities, including parks and athletic fields, for a district or subdistrict should be in place prior to or concurrent with the first rezoning approval in that district or subdistrict. Such plans should enumerate the public facilities needed in that district, the proposed locations for the facilities, their anticipated year of construction, and the private sector's commitments toward the~~

Comment [A28]: Changes to this section are would also be carried forward in the Public Facilities section of the Areawide Recommendations where the text is identical.

Comment [A29]: Public facility planning is being done at the County staff level, and rezoning applicants have proffered to provide public facilities in conformance with the Plan objectives laid out in this section.

~~provision of those facilities. The public facilities plans should be coordinated with the County and land owners within the district or subdistrict. The locations of proposed public facilities may be placed on an "official map" as described in the Transportation section.~~

Comment [A30]: References to an "official map" are being removed based on BOS direction not to pursue this implementation strategy.

Because developments that contain a significant land area can better facilitate the achievement of one or more public facility objectives, substantial parcel or land area consolidation for rezoning proposals is critical. However, in some instances a development with lesser acreage than the goal for consolidation may be able to provide the space for and/or construct a necessary public facility in the appropriate location, either independently or through a partnership.

Cash contributions are not the preferred method for offsetting impacts on public facilities. Especially during the early years of Plan implementation, funds would likely not be sufficient for the County to acquire developed properties for public facilities. Therefore, the preference is for land or building space dedicated for facilities. It may be preferable for a development proposal to address one or more, but not all, public facility needs in a significant way, rather than providing smaller commitments toward many facilities.

Phased Site Development

It is anticipated that most development projects in Tysons will be phased over time. Each phase of a development proposal seeking rezoning approval should be reviewed for conformance with the overall vision, with careful consideration given to interim conditions. Priorities that should be addressed in the earliest phases of site development plans include critical links within the street grid, parks and open space, a balanced mix of uses, pedestrian access to the Metro stations, and the integration of development with the station entrances. Developments should be phased in such a way that interim conditions are experienced by pedestrians as a complete urban environment.

Interim conditions that will enhance the urban character of Tyson are encouraged for the portions of a project that will not be built until the later phases. Examples include green space or a low intensity temporary use with an urban form. It may also be acceptable to maintain existing uses as long as they do not preclude the achievement of other priorities, such as the street grid. Additional guidance on interim conditions is in the Urban Design section.

Land Use Monitoring

Monitoring the progress of the Plan toward achieving the vision for Tysons is essential. Advances in information technology have and will continue to increase the County's capacity to maintain databases that may be shared among agencies and with the public. The data collected may be useful for future planning efforts in Tysons and other activity centers in the County and the region. Information and performance data that should be monitored for Tysons include:

- Land use by floor area and number of dwelling units for built, approved ([including both Conceptual and Final Development Plan approvals](#)), and permitted buildings (including development options and proffered development conditions, especially as they relate to phasing)
- Relationship of built and approved development projects to planned intensities
- Employment, population, and demographic information, such as average residents per dwelling unit, vacancy rates, housing tenancy (owner-occupied or rental)
- Employment, population, and demographic forecasts

- Average dwelling unit size
- Number, location, and income mix of affordable and workforce dwelling units
- Trip-making and travel behavior, including commuting patterns, transit ridership, transportation mode splits, and vehicle and non-motorized trips generated by different land uses
- Transportation Demand Management performance, both Tysons-wide and for individual sites
- Number, location, size, and type of urban parks and open space
- Progress toward environmental stewardship goals, including the condition of natural resources
- Green building performance and energy/resource conservation
- Utilization and capacity of public facilities, especially public schools
- Progress toward implementing the street grid and urban design goals, such as build-to lines and streetscape improvements
- Progress toward implementing facilities for pedestrians and bicycles
- Number and location of parking spaces
- A repository of digital 3-dimensional models of built and approved structures, to be used in evaluating the context of development applications within their districts

Additional guidance on monitoring transportation performance can be found in the Transportation section.

The Plan should be regularly monitored, and development approvals, site plans, and occupancy permits should be continuously tracked to facilitate monitoring activities. The Comprehensive Plan for Tysons should be reviewed regularly, and the review process should consider the data collected through monitoring activities with the expected outcomes described in the Plan. Careful consideration should be given during this review process as to whether the amount and location of planned development potential should be modified. ~~Examples of appropriate times for Plan review include when 45 million total square feet of office uses are approved through the zoning process; when 10 million square feet (of any use) zoned under this Plan are built; or as needed, based on events such as the completion of Phase 2 of the Silver Line or the implementation of other transit projects that serve Tysons.~~

Comment [A31]: This guidance has been modified and added to the introduction to the Phasing section above.

LAND USE GUIDELINES

The following land use guidelines are necessary to create a people-focused urban setting. These guidelines should be considered along with the general Land Use recommendations above and the District Recommendations in evaluating development proposals in Tysons.

Affordable Housing

A critical aspect of the vision is to provide housing choices and ensure that a population with a variety of income levels has the ability to live in Tysons. The Policy Plan states that affordable housing should be located close to employment opportunities and should be a vital element in high density and mixed use development projects. A specific objective in the Policy Plan is to encourage affordable and workforce housing in Tysons. Affordable housing may include Affordable Dwelling Units (ADUs) required pursuant to the Zoning Ordinance and Workforce Dwelling Units (WDUs) administered consistent with the Board's administrative policy guidelines for such units, or other such price controlled units that the Board deems to meet the intent of these provisions.

All projects with a residential component that seek to utilize the redevelopment option in the District Recommendations should provide 20% affordable and workforce dwelling units. These projects are allowed a 20% residential floor area bonus and flexibility in how and where Workforce Dwelling Units can be provided within Tysons.

Because development proposals within 1/4 mile of the Metro stations are not subject to a maximum intensity, the FAR proposed for rezoning applications in these areas is considered to include the bonus floor area allowed for meeting the affordable and workforce housing expectations.

For Affordable Dwelling Units (ADUs), the provisions of Part 8 of Article 2 of the Fairfax County Zoning Ordinance shall apply, unless the dwelling units proposed in the development are specifically exempted from compliance with the ADU Program.

For Workforce Dwelling Units (WDUs), the following housing conditions and the guidelines in the Housing section of the Policy Plan (except as modified below) apply to any residential development built under the redevelopment option, regardless of whether or not the development elects to utilize the available bonus density.

- 20% of the residential units in new developments should be affordable to households with incomes ranging from 50 to 120 percent of AMI (Area Median Income), as set forth in Table 1. Within 1/4 mile of the Metro stations, the 20% applies to the total number of dwelling units to be constructed in the proposed development. Beyond 1/4 mile of the Metro stations, any units created with bonus floor area should be excluded from the 20% WDU calculation. In a development that is required to provide ADUs, the ADUs and ADU bonus units may be deducted from the total number of dwelling units on which the WDU calculation is based.
- If required by the Zoning Ordinance, ADUs may be counted toward the 20% affordable housing objective identified in the previous bulleted item, above. Any such ADUs could be used to satisfy the lower income tiers identified in Table 1 for WDUs.

Table 1
Income Tiers for Workforce Dwelling Units

101-120% of AMI	5% of total units
81-100% of AMI	5% of total units
71-80% of AMI	5% of total units
61-70% of AMI	3% of total units
< 50-60% of AMI	2% of total units

- A maximum 20% increase in residential floor area is allowed for achieving the workforce housing objective. In mixed use developments, some of this increase in floor area may be used for commercial purposes. The percentage of non-residential and residential bonus floor area should be similar to the project's overall land use mix. In order to provide more flexibility with the bonus, the Policy Plan's size restrictions on bonus market rate units do not apply within Tysons.
- The WDUs provided should have a similar mix in the number of bedrooms as the market rate units. The minimum unit size of WDUs should be consistent with the Policy Plan.
- WDUs should be price controlled as set forth in the Board of Supervisors' [Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines](#), adopted ~~October 15, 2007~~ [June 22, 2010](#), or as amended.
- WDUs are preferred to be provided on-site. However, developers may aggregate land for workforce housing off-site and/or transfer to others the responsibility for creating such units in building structures where the advantages of financing and operating affordable and workforce housing can be realized. Units provided in this manner should be located within Tysons, should be in general conformance with the applicable land use, intensity, public facility and urban design objectives, and should include all of the income tiers set forth in Table 1.
- Efforts should be made to preserve market rate housing units that are affordable to households earning below 120% of AMI. Land owners may meet their affordable housing objective by purchasing existing units and preserving their affordability as set forth in the Board of Supervisors' [Tysons Corner Urban Center Workforce Dwelling Unit Administrative Policy Guidelines](#), adopted ~~October 15, 2007~~ [June 22, 2010](#), or as amended. Redevelopment of existing housing units should satisfy Objective 11 in the Land Use section of the Policy Plan, including increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems.
- The WDUs should be provided concurrently with market rate units or with some form of surety that they will be built.
- Cash contributions in lieu of providing WDUs are not desired.
- 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, or a County housing fund should be considered.
- Flexibility in the total number of WDUs provided may be considered for projects that meet additional housing needs that have been identified by the County. Examples

include providing a higher proportion of units in the lowest income tiers or providing units with more bedrooms than would otherwise be expected. Such proposals should be evaluated on a case-by-case basis.

- Creative strategies for achieving housing objectives should be considered. This could include a system similar to wetlands banking in which a developer builds additional affordable and workforce dwelling units and the credit for providing the units is sold to another developer who has an obligation to provide affordable housing. Another strategy could be incorporating units into public buildings. Facilities for populations with special needs, including those who are homeless, should also be considered.

Non-residential development throughout Tysons should contribute a minimum of \$3.00 per nonresidential square foot ~~(adjusted annually based on the Consumer Price Index)~~ or at least ~~25 cents~~ \$0.25 per nonresidential square foot over a period of time to be determined at the time of rezoning to a housing trust fund that will be used to create affordable and workforce housing opportunities in Tysons. These contributions should be adjusted annually based on the Consumer Price Index from a base of January 1, 2014. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in Tysons through a partnership. If non-residential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

Comment [A32]: This will provide a base year for escalation consistent with approved rezonings.

The provision of workforce housing should be viewed as a collective responsibility that will directly benefit employers in Tysons. New office, retail, and hotel developments will benefit from having a range of affordable housing opportunities within a short commuting distance of the jobs in Tysons.

Green Buildings

All new buildings in Tysons should receive green building certification under an established rating system such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program. The green building rating system used should be based on individual building certification, such as LEED-NC (New Construction) or LEED-CS (Core and Shell). LEED Silver certification, or the equivalent, is the minimum expectation for non-residential development in Tysons. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices.

In the future, tax abatements or other cost recovery strategies may be considered as an incentive for buildings that are certified at the LEED Gold or Platinum level, or the equivalent. At this time, tax abatements are unavailable for use.

Coordinated Development and Parcel Consolidation

Piecemeal development proposals for individual parcels could make it difficult to implement the vision, particularly the grid of streets, parks, public facilities, and infrastructure. In order to achieve the vision, property owners in each district or subdistrict will need to have on-going coordination with each other and the County ~~focusing on refining~~ refine an area's grid of streets as well as ~~determining to determine~~ the location of open space and public facilities. Private-private partnerships or agreements will likely be needed in order to effectively address the multitude of redevelopment issues.

In many cases, parcel consolidation will be necessary to allow planning objectives to be achieved. Proposed parcel consolidations should demonstrate how the project will function in a well-designed, efficient manner and should be sufficient in size to provide redevelopment in several phases. Each phase should be linked to the provision of public facilities and infrastructure and demonstrate the attainment of critical plan objectives, such as achieving a functioning grid of streets, trip reductions, shared parking, green buildings, and stormwater management facilities. Through parcel consolidation, a grid of streets can be planned in a way that enhances the value of the land and provides greater connectivity and consistency with the Tysons Plan.

As an alternative to consolidation, coordinated proffered development plans (i.e., concurrent rezoning applications) that achieve the same Plan objectives as consolidation should be encouraged, if commitments can be made ensuring that both projects will function in a well-designed, efficient manner and allow development on adjacent parcels to occur in conformance with the Plan.

The desired acreage for consolidations or coordinated development plans varies due to the unique parcel configurations and planning goals of each district and subdistrict. Guidance for areas near the Metro stations is included in the District Recommendations. Where guidance on consolidation is not set forth in the District Recommendations, the extent of land area necessary will be determined on a case-by-case basis.

Performance Objectives for Coordinated Development and Parcel Consolidation

In all cases, consolidations or coordinated development plans should meet the following objectives:

- Commitment to a functioning grid of streets both on-site and off-site;
 - ~~Conceptual engineering of streets that demonstrate connectivity to surrounding areas and satisfy the guidance in the Transportation section should be completed. Such engineering should be done in coordination with land owners in the surrounding area, and the proposed street alignments should be included in an official map, as described in the Transportation section.~~
 - ~~If an official map has already been adopted for the area, the development proposal should be in conformance with the street alignments in the map.~~
- Provision of parks and open space as set forth in the Environmental Stewardship section of the Areawide Recommendations, either on-site or within the subdistrict through a partnership;
- Provision of land and/or building space for public facilities as set forth in the Public Facilities section of the Areawide Recommendations;
- Conformance with the guidance in the Urban Design section and any urban design guidelines for the district or subdistrict; and
- Demonstration of how adjacent parcels could be redeveloped in a manner that is compatible with the proposal and in conformance with the Plan.

Comment [A33]: The sub-bullets are proposed for deletion because an alternate process for planning the grid of streets is now in place that is more effective than using the official map process allowed by state code. Development proposals will still be expected to commit to on-site and off-site streets that provide connectivity to surrounding areas.

Existing Buildings and Services

In most instances, existing development in Tysons is not consistent with the long-term vision, which is the eventual redevelopment of these properties. However, the expansion and remodeling of existing buildings should be permitted as long as these changes do not inhibit the achievement of Plan objectives. Proposals to modify an existing use should be considered if they would result in significant public benefits that outweigh adverse effects and if such proposals do not delay or interfere with the achievement of the long term vision for Tysons. Improvements to open space, streetscapes, and streets that are identified in the Plan are encouraged, but if they are not feasible due to an existing building's location on the site, alternative improvements could be considered which may help implement the Plan's intent.

It is desirable to maintain many services, such as auto dealerships, service and repair shops, and storage facilities, even if their physical surroundings change. For example, auto showrooms and other retail and service uses could be incorporated within street-level retail spaces provided through mixed use redevelopment. There may also be ways to incorporate repair shops and storage facilities within parking structures.

Residential and Other Noise-Sensitive Uses

Significant highway noise impacts are likely in some parts of the Tysons ~~Corner~~ area due to the proximity of major roadways and interstate highways to planned future development. The Policy Plan indicates that new residential and other noise-sensitive uses should not develop in areas where current and future noise levels exceed 75 dBA DNL, which is a day-night weighted average noise level. As Tysons transforms into a more urban place, there is an increasing possibility that the land use recommendations for residential and hotel uses, and the urban design guidelines which seek to locate these uses closer to the street, may be in conflict with the current noise policy. Therefore an areawide study of noise levels along Tysons' major transportation corridors should be undertaken. The noise study should clearly define noise contours with current noise levels and future noise levels based on a minimum 20-year traffic volume projection for the roadway and other transportation noise sources. Once noise contours are mapped and compared with planned locations for future residential and hotel development in Tysons, the implications of applying the current noise policy can be evaluated.

URBAN DEVELOPMENT AREA DESIGNATION

Section 15.2-2223.1 of the Code of Virginia ~~requires Fairfax County~~ permits a locality to voluntarily designate one or more Urban Development Areas in ~~the its~~ Comprehensive Plan. An Urban Development Area (UDA) is defined as an area designated by a locality that is (i) appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water ~~or and~~ sewer system, or a developed area and (ii) to the extent feasible, to be used for redevelopment or infill development.

Tysons ~~Corner~~ is the sole designated Urban Development Area ~~for in~~ Fairfax County. The Tysons ~~Corner~~ Urban Center boundaries found on the Comprehensive Plan Map and related Tysons ~~Corner~~ land use maps reflect the boundaries of the UDA. The Tysons ~~Corner~~ land use plan is consistent with the UDA requirements criteria for (i) minimum densities and intensities for development, (ii) the appropriate planning horizon for Fairfax County (iii) inclusion of principles of traditional neighborhood design, and (iv) incentives for development.

Comment [A34]: Revised based on amendments to state code making UDAs optional



URBAN DESIGN

Urban design is the discipline that guides the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. An urban environment is comprised of many elements; including streets, blocks, open spaces, pedestrian areas, and buildings. These recommendations provide guidance for each of these elements, with a particular emphasis on creating a high-quality urban environment that is walkable and pedestrian-friendly. The goal of these recommendations is to support the transition of Tysons from an auto-oriented suburban place into a cohesive, functional, pedestrian-oriented and memorable urban destination.

While this section of the Plan contains general guidance on principles of and recommendations for urban design in Tysons, Detailed urban design guidelines and standards The Tysons Corner Urban Design Guidelines (“TUDGs”), will be were developed for districts or sub-districts to to provide more definitive guidance in implementing the Plan. These guidelines were endorsed by the Board of Supervisors on January 24, 2012. The guidelines will address issues such as building materials, street furniture, signage, and interim conditions, and they provide more specific guidance on built forms. They will help define distinct identities and characteristics for the various neighborhoods within Tysons. The guidelines will be intended to supplement the Areawide and District Recommendations in the Plan in providing guidance for development.

Comment [A1]: Edited to reflect that TUDGs have been developed

URBAN DESIGN PRINCIPLES

Development in Tysons should be guided by the following urban design principles, which provide a framework for the urban design guidelines.

Enhance Regional Identity

- Advance Tysons as the vibrant downtown of Fairfax County.

- Transform Tysons into a highly desirable, walkable, transit-oriented, mixed use urban environment.

Establish a Sense of Place

- Create unique and walkable districts, neighborhoods, and centers within Tysons.
- Encourage design elements that highlight the distinct character of each district, as well as common elements that unify Tysons as an urban center.
- Encourage each district to include tree-lined streets, a range of urban parks, and public gathering places.

Improve Connectivity

- Increase the efficiency of vehicular and pedestrian movements within Tysons through well-designed transit and a walkable grid of streets and open spaces.
- Create pedestrian and bicycle-friendly environments and connections throughout Tysons that are safe, pleasant, and convenient.
- Maximize benefits of rail in Tysons by improving connectivity to adjacent communities and to regional activity centers.

Design Sustainable Environments

- Encourage sustainable buildings, site designs, and infrastructure.
- Incorporate innovative and environmentally sensitive stormwater design into all new development and redevelopment, and restore and stabilize existing streams.

Respect Surrounding Neighborhoods

- Maintain the character and livability of residential neighborhoods adjacent to and at the edges of Tysons.
- Concentrate the tallest buildings and highest land use intensities near Metro stations.
- Transition building heights to be compatible with lower density neighborhoods adjacent to and within Tysons.

Create a New Destination for the Arts and Design

- Include venues for performing arts and public art in a variety of spaces throughout Tysons.
- Encourage developers to work with artists and arts organizations early in the design process to successfully integrate the arts into their projects.
- Ensure the provision of public art in Tysons by considering a dedicated funding source.
- Maintain high standards for innovative architecture and design which will create a unique identity for each district and Tysons as a whole.

URBAN DESIGN RECOMMENDATIONS

The urban design recommendations expand upon these principles and provide direction for creating urban places within Tysons. They are organized into two sections, the Pedestrian Realm Recommendations and the Building and Site Design Recommendations.

Pedestrian Realm Recommendations

The pedestrian realm consists of publicly accessible places where people circulate on foot. Sidewalks connect pedestrians to their homes, places of employment, retail establishments, restaurants, parks, plazas, trails, and other public places. The pedestrian realm is the most visible space within the urban environment. It should be continuous but can vary in its character depending upon adjacent uses and the scale of the street.

The pedestrian realm also includes building facades, as well as the space adjacent to buildings areas that can offer shelter from sun and rain through canopies and awnings, outdoor seating areas, commercial displays, and planted areas. Color, texture, signage, and variations in activity can provide visual interest for both pedestrians and motorists. Other elements that enhance the aesthetics and functionality of the pedestrian realm include bicycle racks, benches, bus shelters, and lighting. The design of the pedestrian realm should create a safe and high-quality pedestrian experience for all users.

Comment [A2]: Edits that are not directly annotated are either editorial revisions or are intended to clarify language.

The pedestrian realm also links to the larger open space network, which includes urban parks, civic plazas and common greens. These open spaces provide a break in the dense urban fabric, allow opportunities for social interaction and help to define a district's identity.

The design of the pedestrian realm should be integrated with and complimentary to adjacent land uses. The following recommendations address the Street Grid and Block Pattern and Streetscape Design.

Street Grid and Block Pattern

The street grid will be the primary organizing element of the new urban Tysons. In contrast to the existing pattern of large, suburban blocks, new development should create smaller blocks through an interconnected system of streets. This street system will be more walkable, provide travel choices for pedestrians and motorists, and have breaks in building massing to help create a built environment that is appropriately scaled for pedestrian activity.

In order to implement the grid of streets and an urban block pattern, all proposals should provide for planned road improvements that follow conform to the grid of streets and street types contained in the Transportation section of this Plan, as amended by additional studies conducted by the Fairfax County Department of Transportation and in conjunction with approved zoning applications and those under review.

Comment [A3]: This edit reflects that fact that, with the consolidated traffic impact analyses done by the County and the submitted rezoning applications, the conceptual grid for Tysons has already been refined. While the conceptual grid in the Comp Plan will be updated in the upcoming transportation amendment, it is expected that the grid will continually be refined, and that new proposals should seek to conform to the most recent work that has been done.

~~In areas where preliminary design studies have identified the layout of new streets on an official street map, redevelopment plans should create a street and block network in accordance with the map. In cases where this is not feasible, the development team should work with staff to develop a response provide an alternative network that achieves a level of connectivity that meets plan goals. In areas where such design studies have not been completed, the street and block network should follow the recommendations in the Transportation section and the following block size recommendations:~~

Comment [A4]: Refined work has been done (and should be addressed) as noted in the previous comment

- Blocks should have a maximum perimeter of 2,000 feet, measured at the curb.
- Any block side longer than 600 feet should have a mid-block pedestrian connection.
- ~~, such as Examples include~~ a pedestrian walkway, a service street with a sidewalk, or a publicly-accessible walkway through a building.

- The ratio of the longest side of a block to the shortest side ~~is-should~~ ideally be less than 2:1 and should not be ~~no~~ greater than 3:1.
- It is recognized that ~~Due~~ to topography and other existing conditions, some blocks may not be rectangular.

Pedestrian Hierarchy

Understanding how pedestrians will use the street network is an important component to consider in the development of Tysons. The pedestrian network, or hierarchy, can reinforce an integrated, connected network that provides a safe, functional, and enjoyable pedestrian environment and helps further the transit-oriented character of Tysons. While the street grid will provide a framework for the layout of development in Tysons, the streets themselves will perform many different functions. The functional classification of the streets do not necessarily relate to how pedestrians will use them. For example, pedestrians might avoid walking along a noisy, high-traffic boulevards and instead concentrate on smaller, local streets that provide more opportunity for interaction. A pedestrian hierarchy plan should be developed and utilized that considers not only the design of streets, but also the location of amenities such as civic and retail uses.

The pedestrian hierarchy plan should first identify how pedestrians will likely move within and through the development. This hierarchy plan will use the street grid as a basis, but it may not necessarily relate to the underlying functional street designations. It will recognize that some corridors may be used primarily for movement, while others may be used more for social interaction, shopping and dining. The intent is to first identify where pedestrians will be and what they are doing, and then to orient the public realm around that framework to the extent possible. Streetscape design, proposed uses, and building design should all be informed by the pedestrian hierarchy. Additional guidance on pedestrian hierarchy plans may be found in the Pedestrian Hierarchy section of the TUDGs.

Comment [A5]: This new section was added to reflect the idea of the Pedestrian Hierarchy, which was introduced in the TUDGs subsequent to Plan adoption

Streetscape Design

Attractive streetscapes include a well-designed road edge that contributes to area identity and provides a safe, high-quality pedestrian experience. The streetscape design should vary by the type of street and the adjacent land use, and should create a unifying theme along each of the roads to visually and physically link the various districts and sub-districts of Tysons.

Elements of streetscapes include sidewalks, street furniture, streetlights, trees and other plantings, paving, crosswalks, bus shelters, bicycle racks, public art, and seating areas. The purpose of these elements is to enhance the quality of the pedestrian environment. The integration of the Metro station entrances into the ~~streetscape~~ public realm is especially important to the success of the urban environment. The public realm at the station entrances should be attractive, highly visible, and able to safely accommodate high amounts of pedestrian activity.

Below are general recommendations for all streetscapes, which are followed by design recommendations for streetscapes along each ~~individual streetscape roadway~~ type (Boulevards, Avenues, Collectors, and Local Streets). ~~With the exception of International Drive, this~~ The hierarchy of streets types is consistent with the hierarchy of street types shown on Map 7 and Table 3 in the Transportation section—, except that International Drive (identified as an Avenue for transportation classification) should be considered utilize a Boulevard streetscape type.

As a companion to the recommendations found in the Plan and the more detailed information of the TUDGs, Transportation Design Standards for Tysons Corner Urban Center (Tysons Transportation Standards) were developed jointly between the Virginia Department of Transportation and Fairfax County. These urban street standards were adopted on September 13, 2011.

Comment [A6]: This section was added to reflect the adoption of the Transportation Design Standards, which were adopted subsequent to the Plan

In addition to roadway geometrics, the Tysons Transportation Standards include detailed recommendations by roadway type that relate to and are coordinated with the recommendations of this Plan. These include guidance on the provision of and geometrics of on-street parking, medians, turn lanes, bike lanes, and pedestrian elements including building zones, sidewalks and landscape amenity panels. Also covered are utility placement and coordination of street trees or plantings and sight distance requirements.

General Streetscape Recommendations

Definition of Streetscape Zones: The streetscape is composed of three zones (see illustrated streetscape cross-sections). The *landscape amenity panel* is located next to the curb and includes trees, lighting, bus stops, bicycle racks, parking meters, traffic signs, pedestrian refuge strips, and other urban living-infrastructure. The *sidewalk* is reserved for pedestrian movement and should not contain any street furniture or other elements that might impact pedestrian movement. The *building zone* is located between the sidewalk and the building ~~façade~~façade; this space is intended to accommodate outdoor dining, planters, door swing, displays, and building awnings. The character of the building zone is determined by the adjacent land use.

Underground Utilities and Stormwater Infrastructure: Utilities and stormwater infrastructure should be placed underground and should be coordinated with future roadway improvements and sidewalks to foster a pedestrian-friendly environment. ~~Such~~To the extent possible, such infrastructure should be located under sidewalks, parking lanes, or the building zone; it should not be located under street trees. ~~and a~~Access panels should be placed outside of the sidewalk so that pedestrian movement is not encumbered, preferably outside of the sidewalk area. To achieve this goal, detailed site analysis should take place early in the development process to avoid conflicts between utilities and proposed street tree locations and between access panels and the sidewalk. New development should provide underground utility conduits or provide commitments to facilitate future improvements. Utility boxes for phone, cable, electricity, natural gas, information systems and/or other services should be located to the rear or side of the development, along service alleys, within buildings, or placed in sub-grade vaults.

Comment [A7]: Language added to clarify that the basic issue is not impeding the pedestrian

Street Lighting: Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage, and conform to County ordinances, and adhere to LEED light pollution requirements ~~and County ordinances~~. Light fixtures should be full cutoff and use energy-saving technology. Street lights should be located so as to not conflict with street trees at their projected maturity.

Design Alternatives: Where pre-existing site constraints might limit the ability of a development to satisfy all streetscape recommendations, some limited variation may be permitted if the proposed alternative meets or exceeds the standards established by this Plan. Where flexibility is granted, the streetscape should include acceptable sidewalk widths, and an acceptable amount and location of street trees.

Streetscape Dimensions: In general, areas with higher pedestrian activity, such as major retail streets and the areas surrounding Metro stations should have wider sidewalks to accommodate

increased pedestrian activity. Above all, consistent dimensions within each block should be promoted to avoid shifting pedestrian features or building frontages.

Public Safety: When locating street trees, other plantings, and amenities in proximity to roadways or within medians, safety and sight distance should be taken into consideration.

Streetscape Maintenance: Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the property owner to maintain the entire streetscape area. In addition, when the streetscape is not entirely within the right-of-way, additional right-of-way or a public access easement may need to be provided for the portion of the streetscape located on private property.

Pedestrian Crossings: ~~At p~~ Pedestrian crossings, ~~special pavement~~ should be ~~designed to create a well-delineated, ADA accessible and safe area for pedestrians to cross the street located in desirable crossing locations, including on all legs of an intersection whenever possible.~~ Crossings at major streets should be highly visible and timed with signalized crossing systems. When medians are provided, they should be designed to create a safety island for pedestrians waiting to finish crossing the street.

Comment [A8]: Edited to reflect that special pavement was not a recommendation of the TUDGs, and to add additional recommendations on location

Median Landscape Strip: New streets in Tysons are not expected to include medians except where they would facilitate pedestrian crossings. Where medians are provided, they should be planted with attractive landscaping. Consideration should be given to the use of attractive Low Impact Development techniques for stormwater remediation in this area.

On-Street Parking: Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a pedestrian refuge strip. The pedestrian refuge strip will allow passengers to exit parked cars without having to step into planted areas. Trees should be spaced appropriately to allow car doors to swing open without obstruction.

Planting in the Pedestrian Realm: Street trees should be planted in an environment that promotes healthy root growth and should be spaced no more than 50 feet apart. Only those varieties that require little maintenance, are resistant to disease, and are adapted to extreme urban conditions ~~such as pollution~~ should be used. ~~In addition to trees, vegetation within planting strips should include supplemental plantings, such as ornamental shrubs, ground cover, flowering plants, and grasses. Consideration should be given to the use of a broad palette of native and drought tolerant species. Supplemental plantings should occur in areas that are clear of vehicles parked on the street, and they should incorporate hardscaped pedestrian access points. Where appropriate, special pavement treatments or hardscape elements may be considered to achieve both root-friendly design and pedestrian walkability within the streetscape. Irrigation should be provided.~~

Low Impact Development Techniques: Streetscape design should include innovative stormwater remediation design elements such as bioretention, permeable pavements, and incorporation of water collection and storage.

Street Furniture and Other Elements: Street furniture selections, such as benches, water fountains, trash and recycling receptacles, and bike racks, should be consistent within each district. ~~This may include the model, size, and finish.~~ ~~Fixed elements~~ streetscape elements, such as light poles and parking meters, should be aligned within ~~should be located~~ the within the landscape amenity panel so as to minimize the disruption of pedestrian flow. Additional

[guidance on the specific design and character of street furniture and other elements may be found in the TUDGs.](#)

[Fire Access Coordination: Because of the urban character expected in Tysons, with buildings located closer to the road and often utilizing the entire block area, fire access needs to be co-located with the streetscape. In order to ensure that both goals can be met, detailed site analysis should take place early in the development process to avoid conflicts between proposed streetscape features and fire access regulations. Development plans should demonstrate how the proposed streetscape and other site features can be provided while meeting fire access requirements.](#)

Comment [A9]: New paragraph added to address issues that have arisen during zoning case review

Boulevard Streetscapes

The boulevard streetscape applies to Route 7, Route 123 and International Drive. These streets will carry the largest volume of automobile traffic and will also accommodate Metrorail, buses, bicycles and pedestrians. See Figures 9a, 9b, 10a, and 10b.

The streetscape concept for boulevards features wide sidewalks, street trees evenly spaced, and medians with plantings of flowering trees, shrubs, and flowers. Street lighting [style](#) should be distinctive, and designed for both pedestrian and vehicular use. The following recommendations are provided for achieving the boulevard streetscape character:

Landscape amenity panel: This zone should be a minimum of 8 feet wide; however, a 10-foot wide panel is encouraged. In addition to vegetation, this area should include amenities such as bicycle racks and bus shelters.

Sidewalk: A minimum 10-foot wide sidewalk that allows for uninterrupted pedestrian movement should be provided.

Building Zone: A minimum 15 foot wide multi-use zone that accommodates a second row of trees and possibly additional plantings should be provided. ~~Major s~~Shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered affect with those planted in the landscape amenity panel. When ground level retail is provided in a building, a portion of the building zone should be used for retail browsing or outdoor dining.

Avenue, Collector, and Local Street Streetscapes

While avenues, collectors, and local streets serve different functions from a traffic perspective, their streetscapes are similar. The character of the streetscapes should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the classification of the street. See Figures 11a, 11b and 12a and 12b.

For local streets, traffic calming measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk “bulb outs” at intersections may be appropriate.

The following recommendations are provided for achieving the streetscape character for avenues, collectors, and local streets:

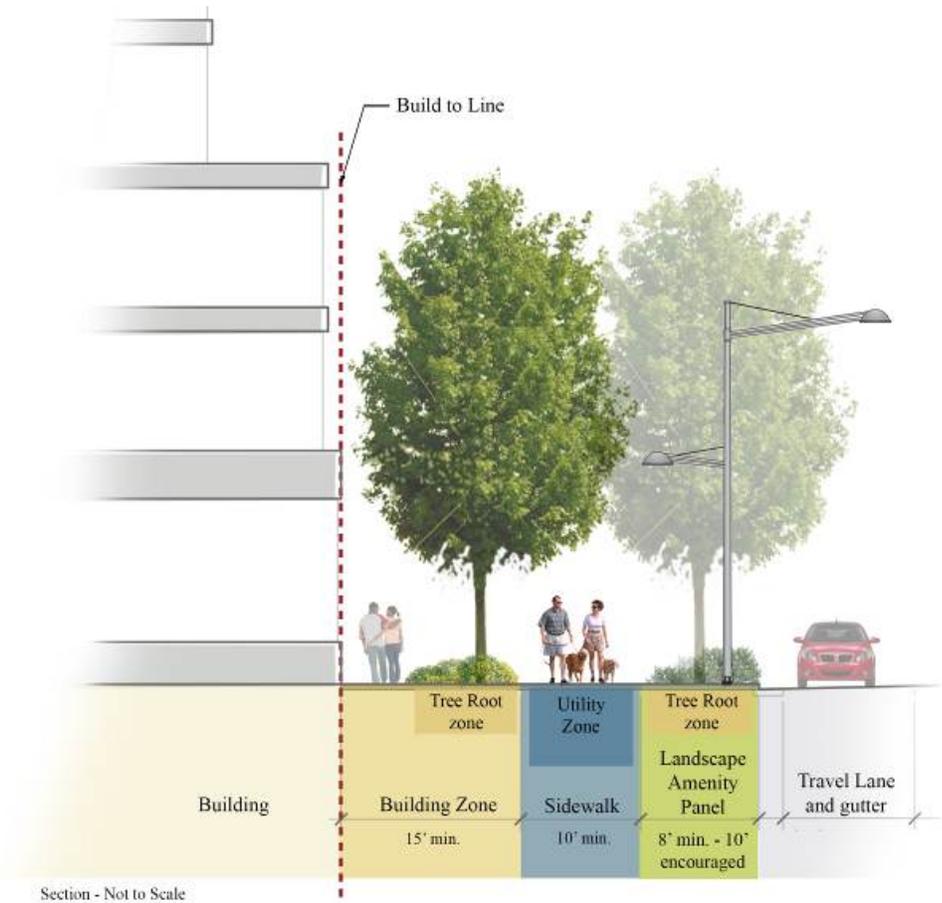
Landscape amenity panel: This zone should be a minimum of 8 feet wide along avenues and collectors and a minimum of 6 feet wide along local streets. Street trees should be evenly spaced,

~~and in ordered plantings.~~ Vegetation may also include shrubs and ground cover. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses.

Sidewalk: Sidewalks along avenues and collectors should be a minimum of 8 feet wide. Sidewalks along local streets should be a minimum of 6 feet wide.

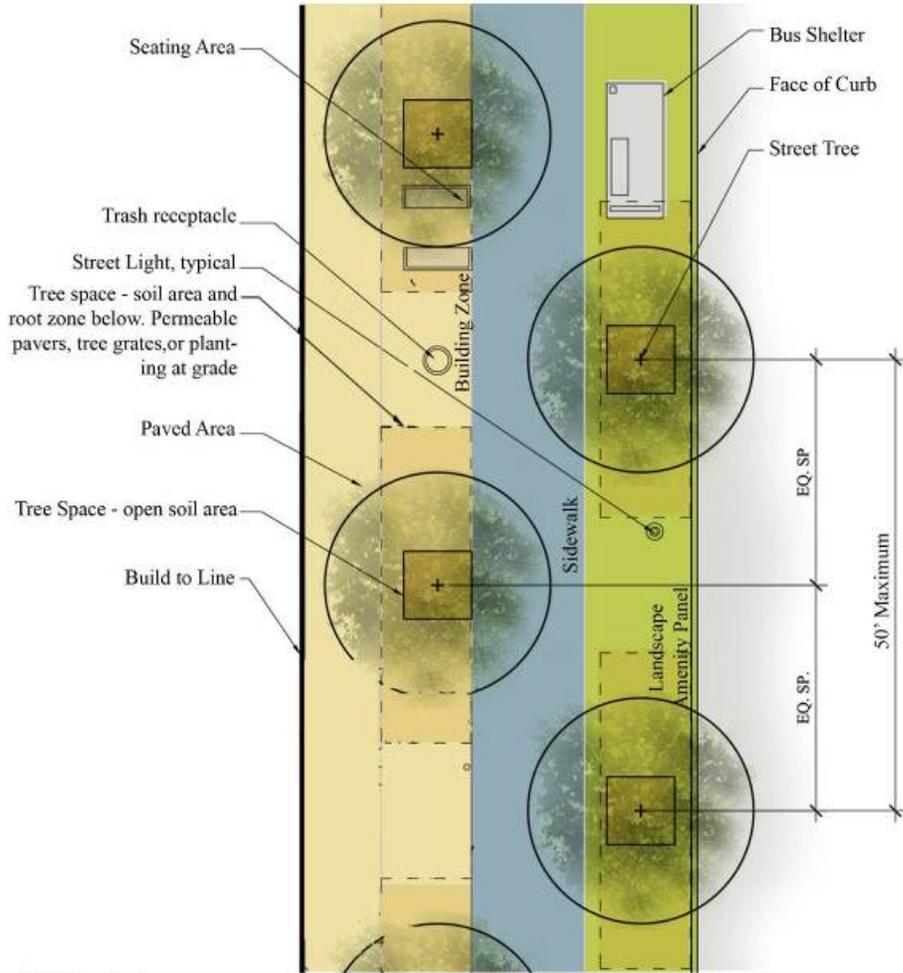
Building Zone: This width of this zone should range from 4 to 12 feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.

Figure 9a
Boulevard Streetscape, Section



Comment [A10]: All graphics updated as necessary to reflect light fixtures as recommended in the TUDGs and to clarify that features such as awnings and cafe tables are not expected to extend beyond the building zone

Figure 9b
Boulevard Streetscape, Plan



Plan - Not to Scale

Figure 10a
 Boulevard Streetscape with Outdoor Dining, Section

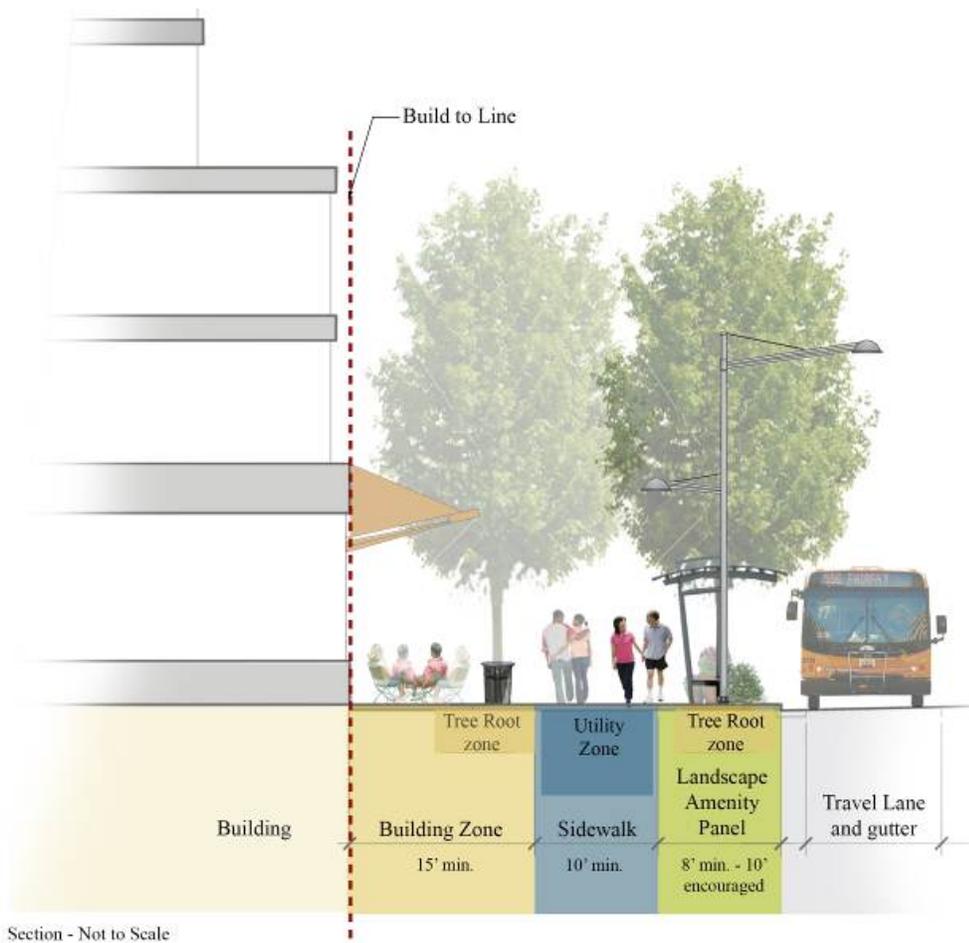
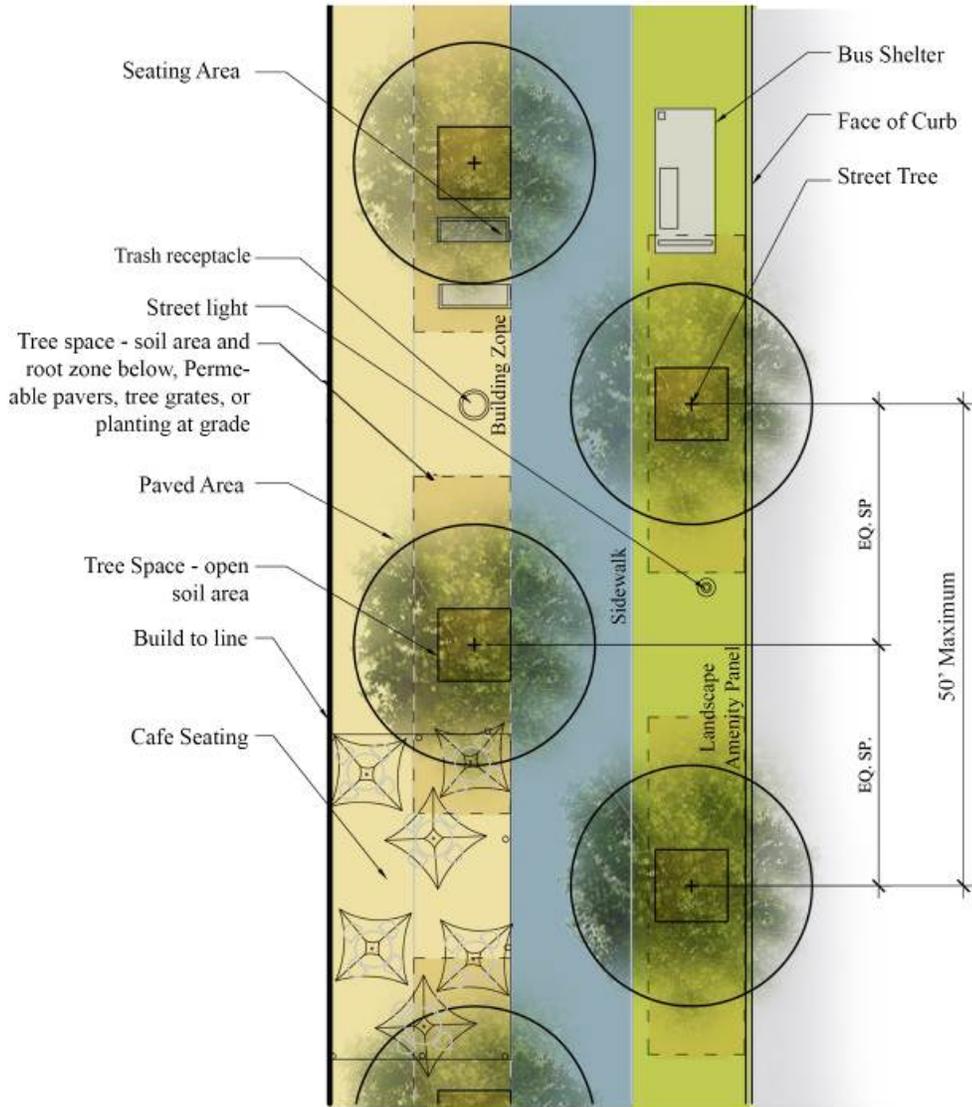


Figure 10b
Boulevard Streetscape with Outdoor Dining, Plan



Plan - Not to Scale

Figure 11a
 Avenue/Collector/Local Street Streetscape with Residential Building, Section

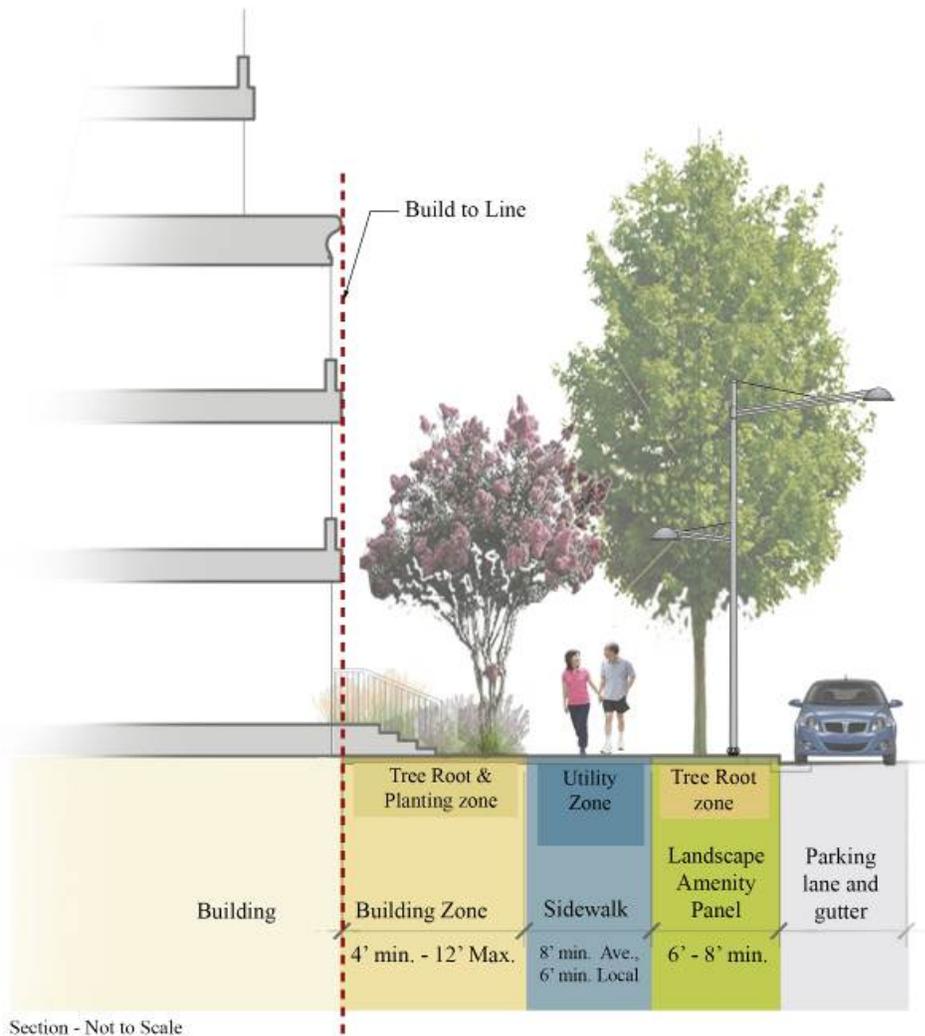


Figure 11b
Avenue/Collector/Local Street Streetscape with Residential Building, Plan

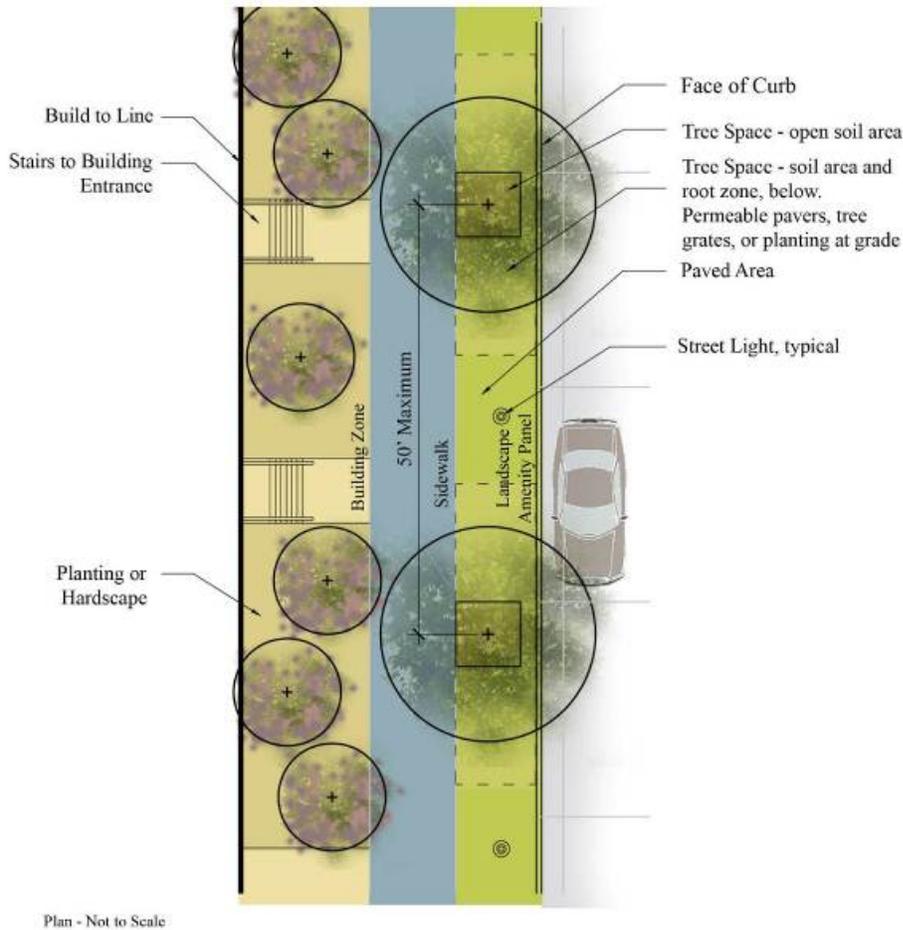


Figure 12a
Avenue/Collector/Local Street Streetscape with Commercial Building, Section

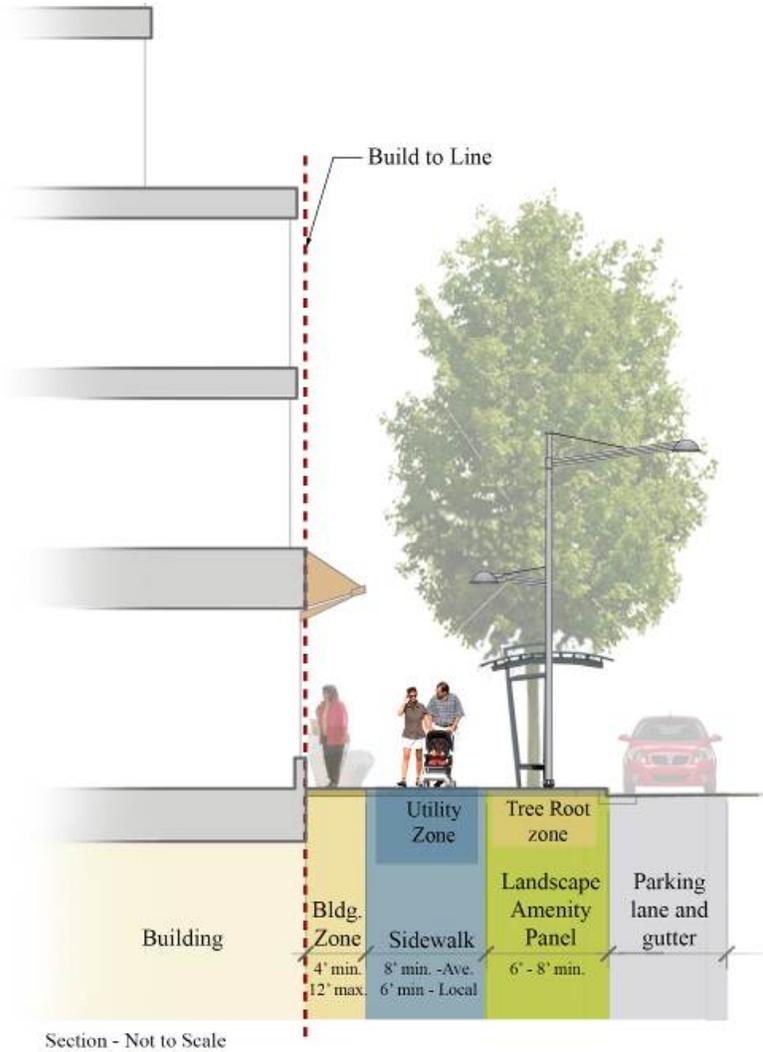
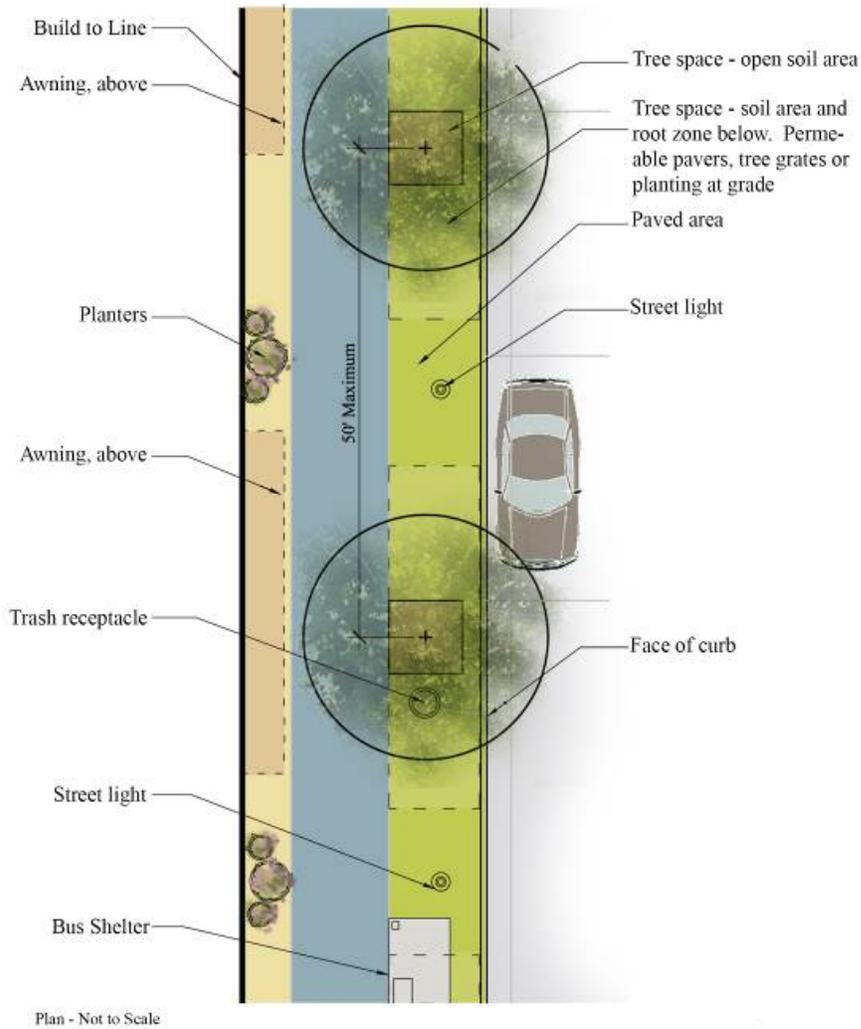


Figure 12b
Avenue/Collector/Local Street Streetscape with Commercial Building, Plan

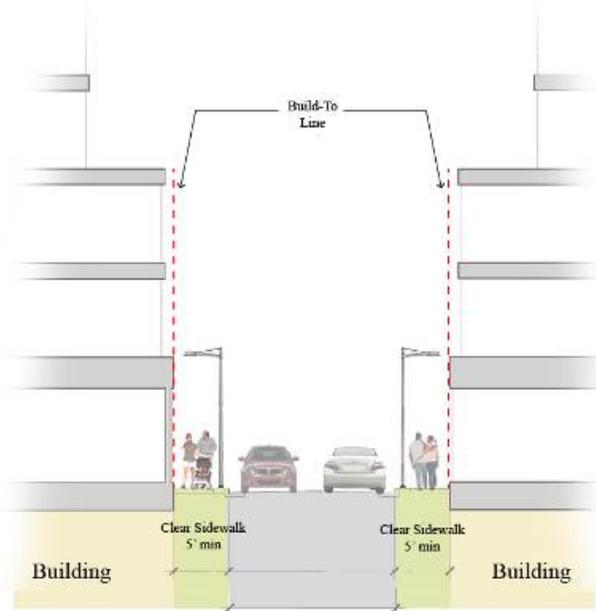


Service Street Streetscapes

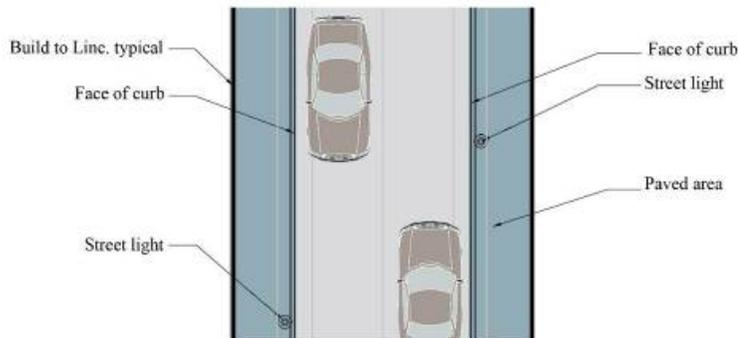
Service streets are expected to provide access to parking, loading docks, waste management, utilities, and other back-of-house operations. While they do not primarily serve pedestrians, they should provide a minimum level of accessibility and safety for pedestrians where applicable. See Figure 13.

Sidewalk: A minimum 5-foot wide clear sidewalk should be provided adjacent to buildings. No poles, utilities, or other appurtenances should be located in the clear sidewalk ~~clear~~ area. Attractive street lighting should be provided to illuminate both the street and the sidewalk. In lieu of pole lights, attractive safety and wayfinding lighting may also be attached to the building face.

Figure 13
Service Street Streetscape, Section and Plan



Section - Not To Scale



Plan - Not to Scale

Building and Site Design

Building and site design must support the pedestrian realm to create a vibrant urban environment. The location of a building on a site should not create a barrier to pedestrians by interrupting the pedestrian circulation system. Typically, buildings should be located close to the sidewalk to allow for active storefronts and other uses that engage pedestrians. Non-active uses like loading docks, mechanical rooms, utility vaults, and exposed parking decks, should be oriented away from boulevards, avenues, and local streets. These uses, which detract from the pedestrian experience, should be located facing service streets or placed internally to the building envelope to minimize their negative impacts. Where garage and loading access must be provided on a non-service street, the width should be minimized and architectural treatments should be provided. If utility vaults or mechanical rooms must be placed along non-service streets, they should be treated so that they do not negatively impact the activation of the pedestrian space. Access panels should conform to the recommendations of the TUDGs. (See TUDGs section on Streetscape Types and Zones.)

The scale of buildings in relationship to the street and sidewalk should also be considered. Tall, continuous buildings create canyon-like conditions which significantly detract from the pedestrian experience. Proposed developments should create building facades and frontages which are appropriate to pedestrians in scale and level of detail. In the same manner that excessive height along the sidewalk can feel uncomfortable to pedestrians, long expanses of blank walls or uniform materials can detract from the pedestrian experience and ~~deter discourage~~ pedestrian movement through the space.

If designed well, the combination of public and private spaces creates attractive and functional places to live, work, and shop. High standards for innovative architecture and landscape architecture will create a unique aesthetic and identity for the urban form within Tysons.

The following recommendations address Build-to Lines and Building Frontages; Bulk and Massing; Step-Backs; Building Articulation; Fenestration and Transparency; Parking Design; and Building Height.

Build-to Lines and Building Frontages

The build-to line is a theoretical line on the ground indicating where the facades of buildings should be located. It is located at the back of the building zone. The build-to line ensures that the ground floors of all buildings on a block are in-line generally align with each other at the edge of the streetscape; it provides providing a frame for the public realm but also allows allowing architectural variation and interest. ~~Exceptions-Limited exceptions~~ to the build-to line may occur where plazas, pocket parks, or spaces for public art are located. The build-to line generally applies to the ~~podium (or base)~~ of the building structure and excludes building towers, which may be set back further to allow for light and air to reach the street.

- The building frontage is the portion of the building that serves to define and enclose the pedestrian realm. It aligns with the build-to line, and generally serves as a physical and visual boundary to the pedestrian realm. The building frontage typically separates exterior public space from interior semi-public or private space. The building frontage only applies to the floors of the building podiumbase.

Proposed developments in Tysons should adhere to a consistently established build-to line for each block. The location of the build-to lines will relate to the streetscape guidance, the

Comment [A11]: Here and elsewhere, the specific language referring to building "podiums" has been changed to "base". "Podium" has a specific connotation, most often referring to a parking podium, and in most of the discussion on massing and stepbacks the intent is to refer to the building base, regardless of if it is occupied space or parking.

intensity and activity of the land uses, and the desired relationship of pedestrians to these uses. The location of the build-to line may vary depending on the character of the street ~~and any specific urban design guidelines for the District, and the district, and will be indicated in the specific urban design guidelines developed for each area.~~

Existing uses and buildings that do not conform to the build-to line established by new development (especially those that are a part of phased redevelopment plans) should investigate opportunities to create visual and physical linkages to conforming new buildings that address the pedestrian realm. These buildings may use walls, landscaping, or other architectural features to align with other buildings at the build-to line. Articulation along these walls can result in sculptural elements and maintain visual interest along the sidewalk.

Bulk and Massing

Redevelopment in Tysons will be urban in ~~nature~~character, and new buildings will generally occupy a majority of the block and be multiple stories in height. Sites should be designed with care to achieve the desired density goals, while remaining sensitive to the impact of development on the surrounding ~~area~~context. Guidance regarding building massing includes:

- Towers should be designed with height variations to protect access to light and views and to allow for privacy.
- Towers should be sited and spaced from one another in a manner that allows for light at the street level and minimizes long periods of shadow on the street, adjacent buildings, or public open space.
- Generally, towers should be located towards the wider rights-of-way, where the street section can absorb the additional building height better than narrower streets.
- Buildings should be at least two stories tall along the street, and should step-back above the ~~podium~~base as a transition to the building tower. Floor plate area reductions at the upper stories, and tower articulation should also be considered.——
- Where towers are set back from the edge of a building base, base heights should be varied between buildings along the street block to provide architectural interest.

In general, ground-floor commercial uses should be accessed directly from the adjacent public sidewalk or building zone. Therefore, in the absence of significant existing elevation changes, storefronts should be at the same grade as the sidewalk and building zone.

Ground-floor residential uses, however, should be grade-separated from the public sidewalk to distinguish the units and to provide some privacy. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the pedestrian realm.

If accessed directly from the public sidewalk, stairs should not impinge upon the pedestrian realm; they should be located wholly on private property so as to not effect pedestrian movement. In lower density areas, front yards should be shallow and characterized by entry gardens and terraces that encourage a direct relationship between the building and the pedestrian realm.

Step-Backs

The pedestrian experience is greatly influenced by the height of the building along the sidewalk. As a result, great care must be taken to preserve the proportion and scale of the street

section so that it does not result in an overwhelming, dark, and windy pedestrian corridor. Step-backs are one tool that can be used to create an appropriate proportion of street width to building height.

Step-backs result in building towers which are set back from the building ~~frontage~~base. As a result, pedestrians only perceive the first few floors of the building podiumbase, and not the full height of the tower. Step-backs can be used to reduce the impacts of shadows and increase the access of sunlight to the pedestrian realm. They can also reduce the “tunnel” effect that sometimes occurs along streets that are lined with taller buildings.

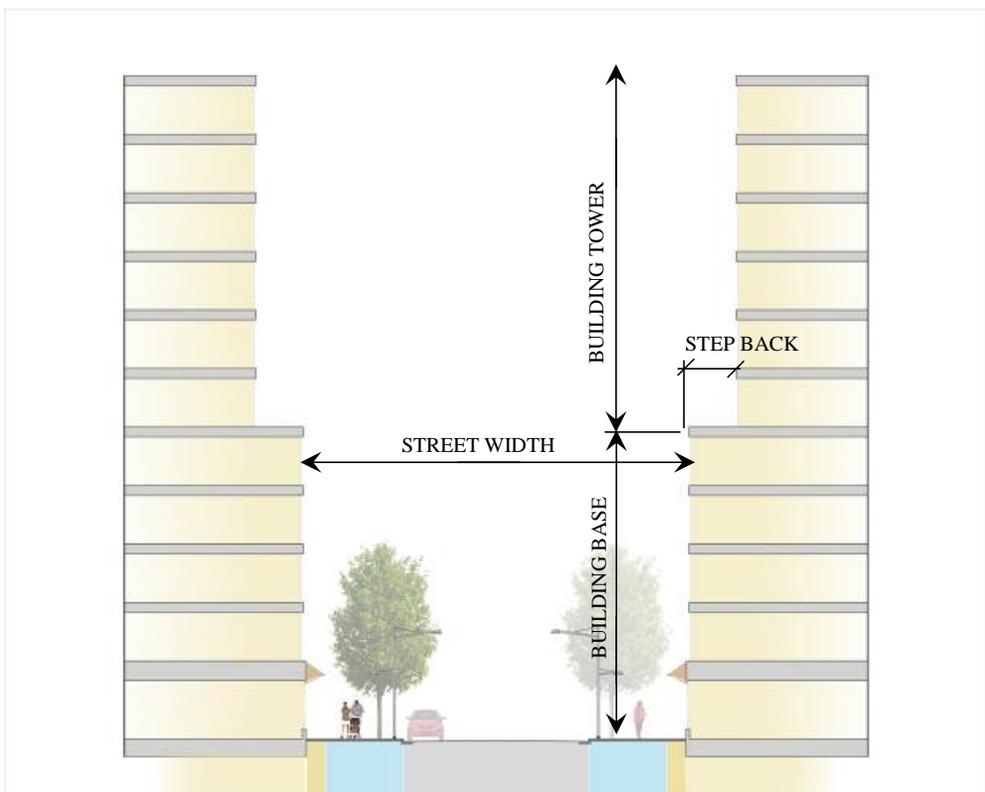
Step-backs occur above the building podium-base and can vary by location and context. They can be used to add a measure of depth and complexity to the bulk of buildings. Step-backs may be necessary to ensure sunlight in certain locations, particularly as related to public open spaces. Solar shading analyses (also called sunlight or shadow studies) may be necessary to ensure that adjacent buildings will have adequate light and air.

In higher density areas, building bases will tend to be taller, and thus, the step-back may be located anywhere from four to eight stories above sidewalk level. In lower density areas, the step-back may occur from two to four stories above sidewalk level. Step-backs should be reviewed in proposed developments to confirm the scale and proportion of the street section and their relationship to adjacent building heights and scale. [Additional guidance on step-back ratios may be found in the Building Massing section of the TUDGs.](#) ~~In general, the goal is to create a street width to podium height ratio anywhere from 1:1 to 1:2.~~

~~The use of the step back technique, as illustrated in Figure 14, can help avoid the “wedding cake” architecture which can result from excessive building setbacks.~~

Comment [A12]: The specific ratio recommendation was deleted here because the TUDGs have been completed, and the specific recommendations are included in that document

Figure 14
Step-back Illustration



Note: An appropriate ratio of street width to building base height should be preserved throughout the introduction of a step-back above the building base or podium. ~~The recommended street width to building base ratio is between 1:1 and 1:2.~~

Comment [A13]: The specific ratio recommendation was deleted here because the TUDGs have been completed, and the specific recommendations are included in that document

Building Articulation

In addition to building massing and setbacks, the treatment of building facades contributes to the quality and character of the pedestrian realm. Building articulation, in the form of rhythmic bays, planar breaks, material changes, window systems, entries, balconies or stoops, can be used to break down the scale of building facades and avoid long, monotonous lengths of building elevation.

Building articulation should also include changes across the height of the building. This can include material, color, and textures which express the ground floor, building ~~pedium~~base, and building tower. Articulation may also include cornices, different roof forms, and parapet modulation to provide visual interest.

Articulation provides the details which make buildings interesting and engaging. Further, many articulation elements serve a dual purpose when they provide shade, demarcate entries, or act as gateway features.

Blank walls are solid walls without fenestration, entries or portals. When located at the ground floor, they are detrimental to the pedestrian experience ~~and may disrupt pedestrian flow~~. Such conditions should not be permitted on any public street-facing facade. Active uses should be provided at the ground floor as much as possible. If blank facades cannot be avoided, strategies should be employed to mitigate their impacts. These may include the provision of applied architectural elements, material changes, or other similar features to provide additional building detail and visual interest.

Fenestration and Transparency

Where ground floor retail, commercial, community or other non-residential uses occur, the facade above bulkhead and below the finished elevation of the first floor ceiling should ~~be at least 60 percent transparent~~ provide for adequate transparency. ~~As laid out in the TUDGs, the pedestrian hierarchy will guide the appropriate level of transparency (See TUDGs Pedestrian Hierarchy Plan Designations found in the Pedestrian Hierarchy section).~~ ~~This Transparency~~ is measured by comparing the total glazed area for each building frontage to the total elevation area. Transparency should permit visibility from the sidewalk into a building and its active uses. Opaque, mirrored and translucent glass should be avoided and should not be considered "transparent."

Comment [A14]: Edited to be in conformance with the TUDGs

In residential buildings, the level of ground floor transparency may be lower for private uses, such as living areas. Residential lobbies and other common spaces should exhibit higher transparency and should provide a visual connection to the pedestrian realm. To ensure adequate privacy in residential buildings, the sill of ground floor windows should be placed above the eye level of passers-by on adjacent sidewalks. This ~~will~~ could be partially achieved through raising the finished grade of the ground floor residential units.

Parking Design

General Parking Design Recommendations

The following parking design recommendations are applicable to all areas of Tysons:

- Parking access should always be designed in such a manner as to minimize conflicts between vehicles and pedestrians and to take into account pedestrian safety. This may

include reducing the number of parking access points and minimizing the widths of ramps and curb cuts where they intersect with the sidewalk.

- Vehicular access to parking lots and parking garages should be limited to local streets or service streets when feasible.
- Parking access should always be designed to be attractive and coordinated with the site plan and architecture.
- Certain uses, such as retail, civic or entertainment, may require highly visible parking. In these cases, the design of the parking and its access should be reflective of the activity that will occur within the building.
- Exterior and Interior parking structure lighting design should provide adequate lighting levels that ensure public safety without creating glare and light spillage into adjacent structures, roads, and the pedestrian realm. All parking lot lighting should confirm to current LEED light pollution requirements and County ordinances.

Figure 15

Example of Below Ground/Podium Structured Parking Wrapped with Active Uses



Comment [A15]: Re-labeled to provide a better description of what this image is showing

Structured Parking

Underground parking is the least intrusive form of parking on the built environment and is the preferred method for providing parking in Tysons. Above-grade structured parking, or podium parking, may also be appropriate under some circumstances. When it occurs, it should be located within the building mass and be hidden from view from the pedestrian realm

The preferred alternative for “hiding” above-grade parking structures from the pedestrian realm is to locate the parking interior to the building and “wrap” a layer of active uses around the parking, as shown at ground level in the illustration in Figure 15. Above-grade parking structures should be “wrapped” with active uses on all sides except along a service street. See Figure 15.

Comment [A16]: Edited to clarify recommendations relating to parking podiums, active uses, and architectural treatments on building facades

If a parking level is not wrapped with an active use, the façade should be designed so that it appears as an active use. This is especially recommended if the façade of the building tower is at the same plane as the façade of the building base, so that the building appears to be occupied space all the way to the ground floor.

In some locations, exposed parking structures ~~that are not wrapped with other uses~~ may be unavoidable. In such cases, careful architectural detailing, lighting, and landscaping should be employed along the building frontage to mitigate the negative impacts of exposed parking levels. Generally, architecturally-treated garages should be designed consistent with surrounding buildings. Efforts should be taken to place these structures facing service streets. Stand-alone above-grade parking structures are discouraged.

Surface Parking

Surface parking should be avoided. The exception to this guideline occurs in portions of the Non-TOD Districts near the edge of Tysons, where structured parking may not be economically feasible. Surface parking may be considered for short term parking or for passenger drop-off and pick-up areas. When provided, surface parking lots should be located to the side or rear of the primary use and should contain pedestrian connections that lead to the front door of the associated building. They should be intensively landscaped, be well-lighted, and publicly visible for greater safety. Surface parking lots should provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line to enclose and define the pedestrian realm. They also should be designed to contribute to site stormwater management by using elements such as planter areas and permeable paving in the parking stall area.

On-Street Parking

On-street parking makes sidewalks safer and provides necessary and sometimes more accessible short-term residential and retail parking. All avenues, collectors, and local streets within Tysons should provide on-street parking (see Transportation section for additional guidance). Where on-street parking is provided, curb cuts for vehicular access should be minimized in order to increase pedestrian safety and maximize the number of on-street parking spaces.

Building Height

Building heights in Tysons will reflect the proposed intensity pattern. The tallest buildings will be located within 1/8 mile of the Metro stations, with heights stepping down gradually as the distance from the stations increases. Building heights will be lowest in locations adjacent to existing single-family residential neighborhoods outside of Tysons. Careful design will protect view corridors and maintain access to sunlight at these sensitive locations. The concept for building heights in Tysons is shown in Map 10. Table 9 provides a range of maximum heights for each tier. Detailed guidance on maximum heights can be found in the District Recommendations.

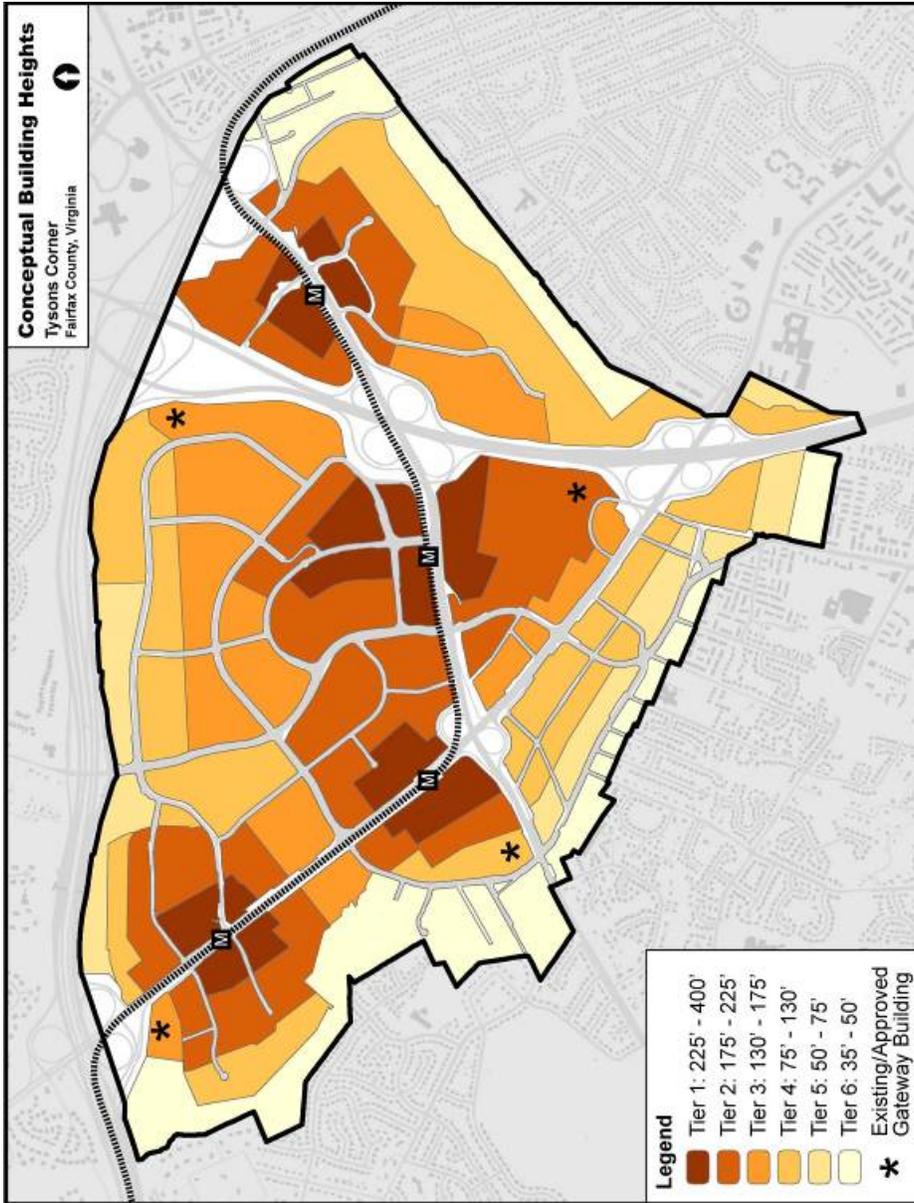
The following are general recommendations regarding building height:

- Maximum building height includes any above grade parking structures.
- The tallest buildings of any development, particularly those that incorporate a tower feature, should be located ~~internal to the site and~~ along wider streets where they will be less likely to overwhelm the pedestrian realm.

- Parcels that are split by two height designations should have the flexibility to utilize the range of heights permitted by the taller designation when development proposals provide height transitions similar to those on the Building Height Concept Map and provide a site design that is supportive of other urban design objectives.
- Building heights and massing should respond to context, [proximity to Metro or other neighborhood features](#), intended uses, and the Plan’s vision for specific locations. Buildings may be oriented to maximize their view potential, but their location and orientation should take into consideration uses in the immediate vicinity.
- The tallest buildings (Tiers 1 and 2) should be iconic in design and serve as identifying features that contribute to the quality of the skyline. Iconic architecture can be defined as buildings that are well-crafted, unique, distinguishable within their context, and complementary to the urban fabric. Iconic architecture should also advance the overall quality of design within the district.
- Height limits do not include mechanical penthouses, architectural features, or elements affixed to buildings which are part of innovative energy technology such as wind turbines or solar panels. However, these features should not excessively increase the building height.
- Height flexibility will be provided to facilitate the provision of affordable/workforce housing, as well as public and quasi-public uses such as a conference center or arts center.
- During the development review process, solar shading analyses (also called shadow studies) for all buildings should be provided to ensure that adjacent buildings and public spaces will have adequate access to light and air.

Table 9
Building Height Tiers

Tier	Building Height	Tier	Building Height
1	225 to 400 ft	4	75 to 130 ft
2	175 to 225 ft	5	50 to 75 ft
3	130 to 175 ft	6	35 to 50 ft



Interim Conditions

In many cases developments will be phased over time. In addition to demonstrating how projects will ultimately adhere to the Urban Design Principles contained in the Plan [and the Urban Design Guidelines](#) [TUDGs](#), phased developments should prepare plans and supporting graphics that demonstrate how all interim conditions will meet Plan objectives, including those related to urban design. Among other design considerations, these plans should:

- Provide Pedestrian circulation that meets the connectivity goals of the Plan.
- Show how any interim parking facilities will adhere to parking design [and phasing](#) goals.
- Show how landscape and sustainable hardscape improvements will improve the aesthetic character of any existing or proposed interim uses.
- Show how interim stormwater facilities can be creatively incorporated into a high quality landscape design.
- Provide streetscape improvements that conform to Plan guidelines and that result in enhanced continuity of the streetscape design.
- Show how proposed public amenities such as open spaces and Urban Parks will be integrated into the site.