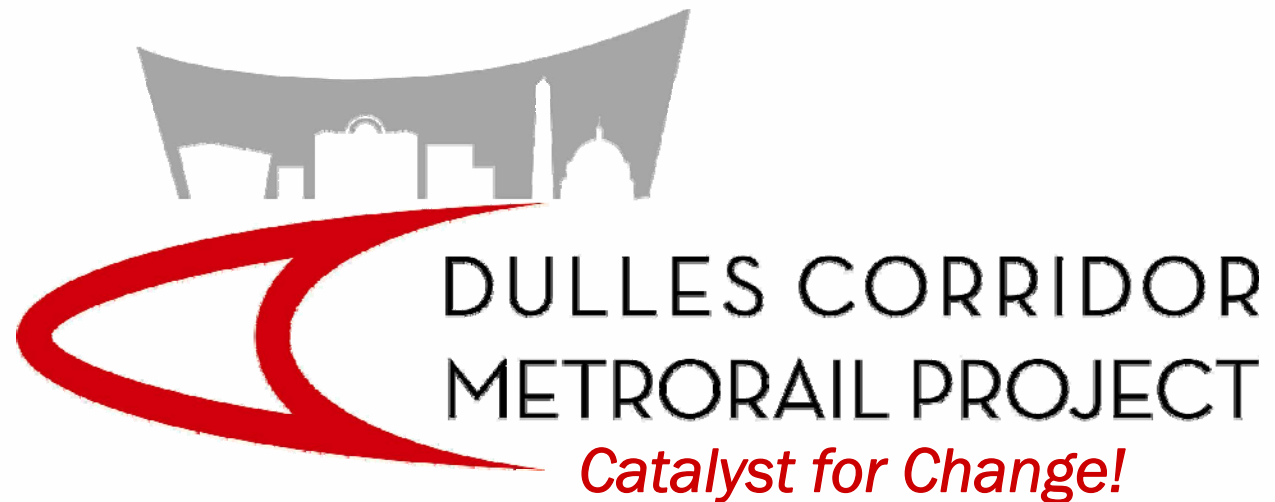



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Planning for Tysons' Future

George Barker
Tysons Corner Land Use Task Force

Tyson's Land Use Force

Thirty-Six Community Members Appointed by the Board of Supervisors:

- Residents
- Businesses
- Major Employers
- Community and Civic Associations



Task Force Mission from Board of Supervisors

- Update 1994 Comprehensive Plan
- Solicit community input
- Promote mixed use using transit-oriented development (TOD)
- Enhance pedestrian connections
- Increase the residential component
- Improve the functionality of Tysons
- Provide for amenities and aesthetics



Planning for the Long-Term

- Envisioning Tysons in 2030 and beyond
- Three key constraints:
 - Capacity of public facilities
 - Transportation
 - Market conditions



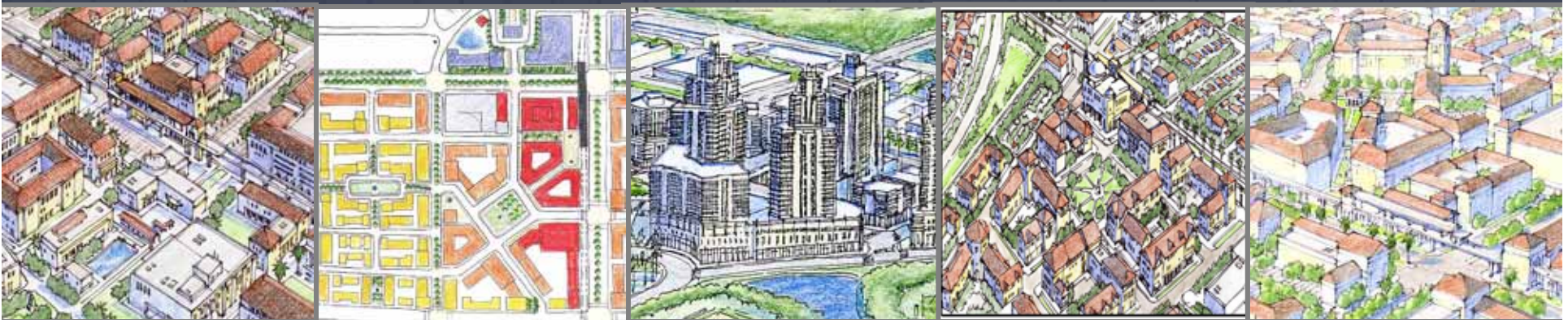
Guiding Planning Principles

- 1) Stay within existing boundaries
- 2) Compatible transitions at the edges
- 3) Transform from suburban office into urban center
- 4) Improve transportation within Tysons Corner
- 5) Reduce the suburban focus on isolated buildings, surface parking and automobiles
- 6) Attract mixed-use transit-oriented development and private investment
- 7) Engage people, communities, institutions, and the private sector with government
- 8) Respect the unique natural features and topography



Path to 21st Century Tysons

- Task Force Principles set the direction
 - Focus growth within Tysons & around transit
 - Mix of uses for an active 24-hour place
 - Increase connectivity & walkability
 - Preserve & enhance natural features



Where Are We Trying To End-Up

- In March, you said the New Tysons should be:
 - Different Kind of Place – more walkable, more mixed use, more open space...
 - Happily you have great examples to learn from throughout the DC region



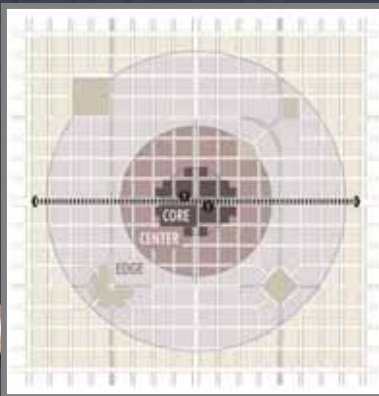
The Scenarios

Scenario	Residential	Total	People
Existing	8,000 DU	45 m sq. ft.	123,000
Base Case	18,000 DU	74 m sq. ft.	198,000
Test Scenario A	45,000 DU	136 m sq. ft.	338,000
Test Scenario B	31,000 DU	101 m sq. ft.	253,000
Test Scenario C	38,000 DU	100 m sq. ft.	240,000

Note "people" is housing + jobs

Process to Create Test Scenarios

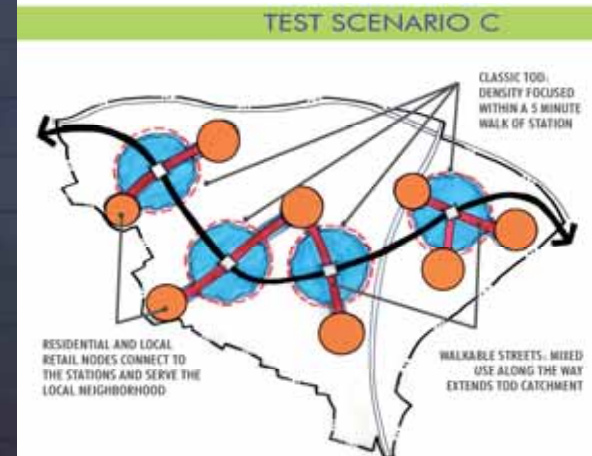
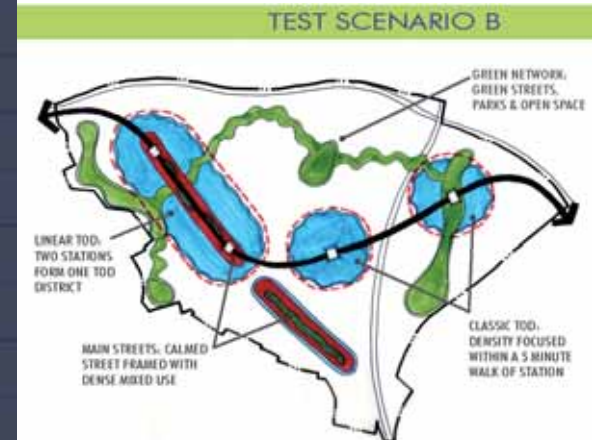
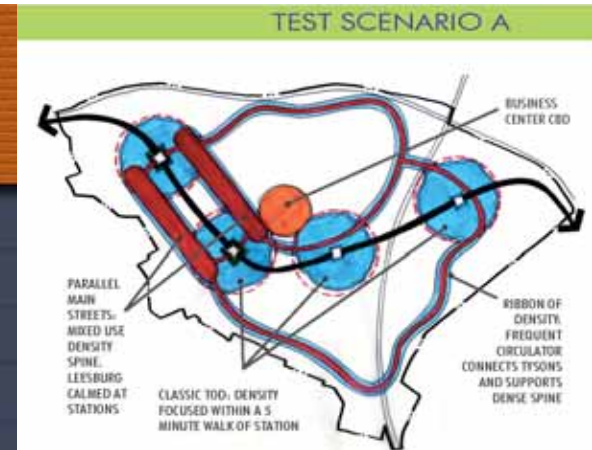
- Took your input from March
- Looked at TOD best practice
- Beyond TOD circles in Comprehensive Plan
- Developed three different spatial models
- Test in relation to Comprehensive Plan



Test Scenarios

Drawing on TOD best practices

- Test Scenario A –
 - Hierarchy of TOD and Transit
 - Pushing the envelope
- Test Scenario B –
 - Tier of density by station
 - Employment
- Test Scenario C –
 - Extended TOD
 - Housing



Visualizations

- Depiction of the future
- Another tool for understanding scenarios
- Not a recommendation or a prediction
- Applies Task Force Principles
- Plan for assumed growth
- Pattern & amount of growth vary



Existing



Future



Future Character

The Test Scenarios

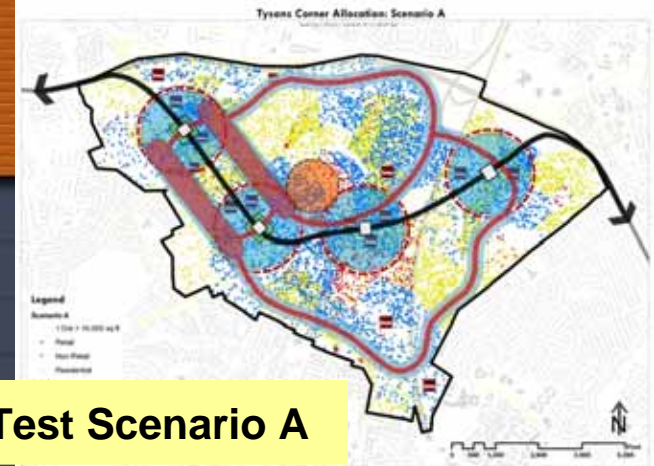
- Common Characteristics
 - Focus most growth around transit stations
 - Growth throughout Tysons
 - Protect the neighborhoods on the edges
 - Create mixed-use centers
 - Walkable network

DOT 10,000 sq ft of employment

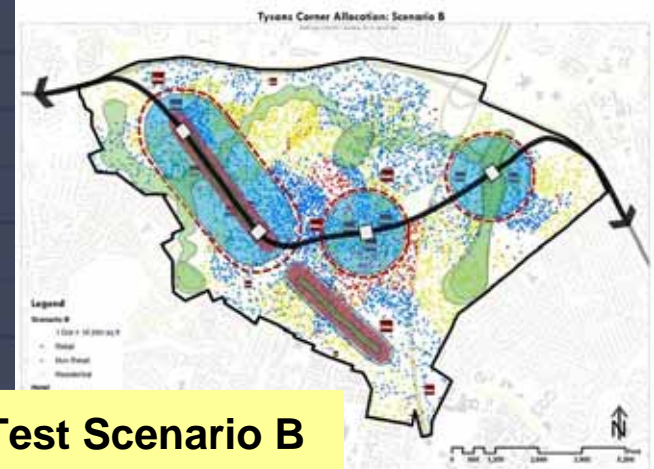
DOT 10,000 sq ft of housing



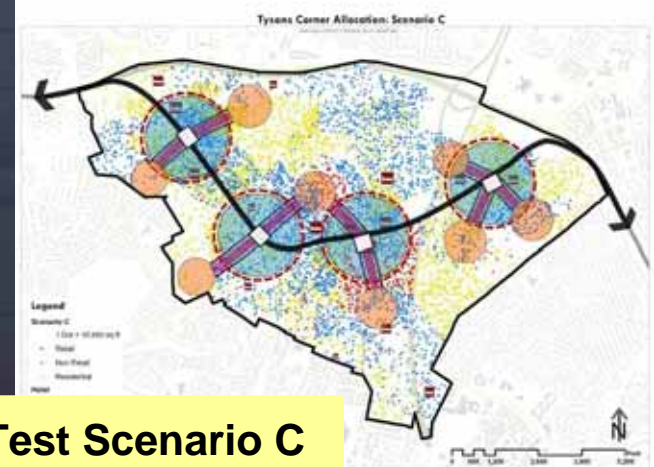
Test Scenario A



Test Scenario B

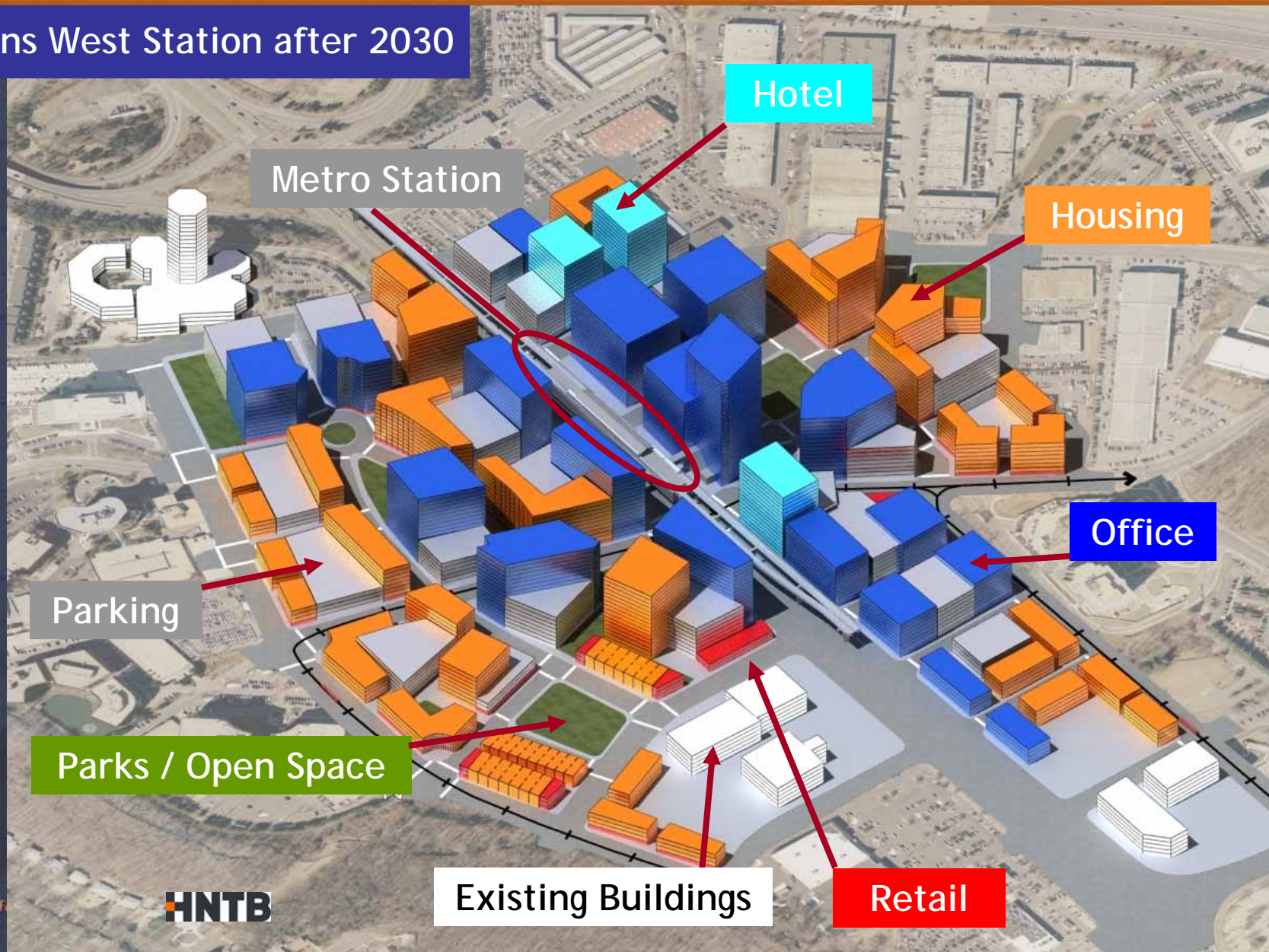


Test Scenario C



Reading the Visualizations

Tyson's West Station after 2030



HNTB

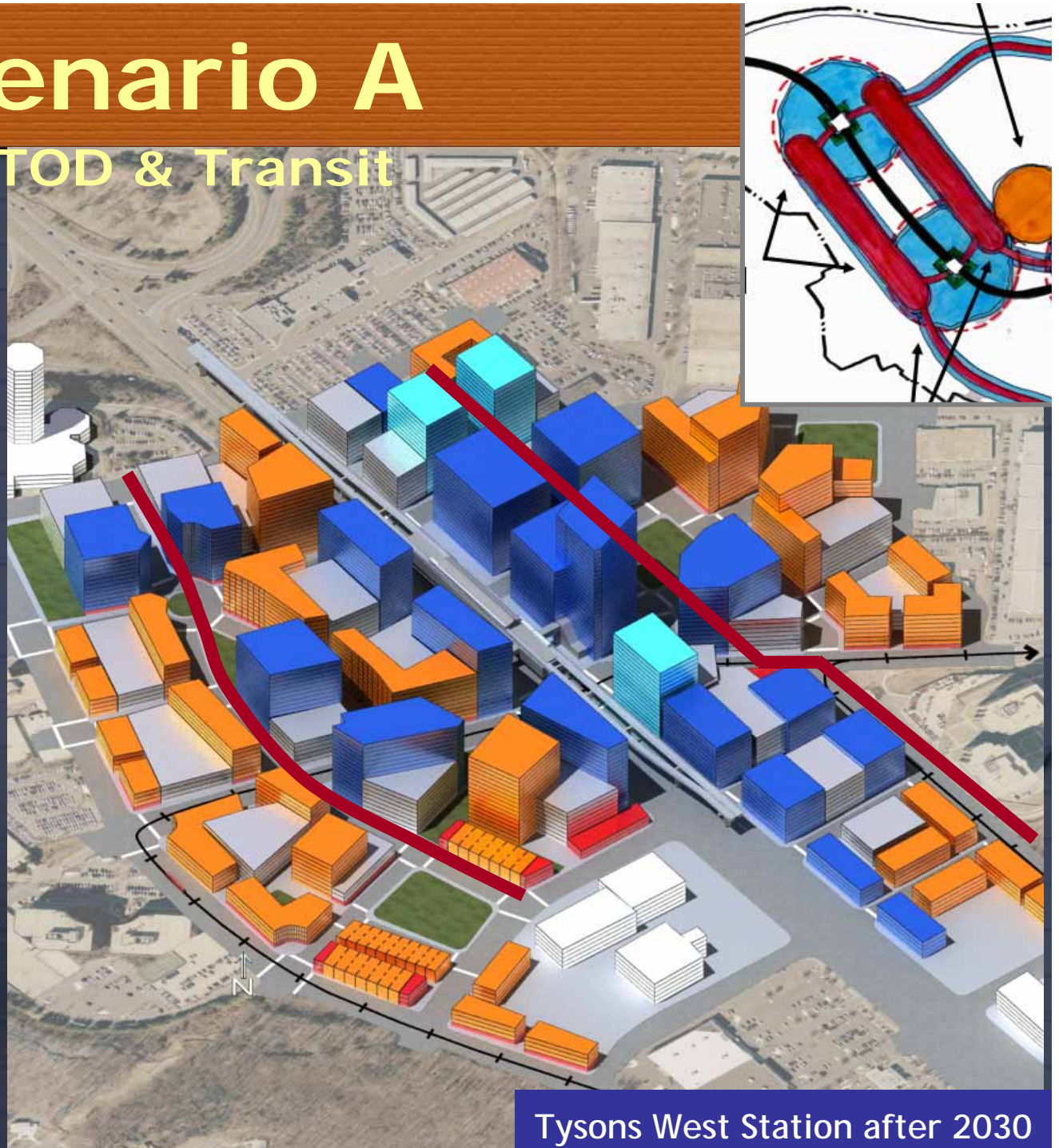
Existing Buildings

Retail

Test Scenario A

Hierarchy of TOD & Transit

- Focus growth along Metro and transit
- Two main streets
- High growth throughout Tysons



Fairfax County, Virginia



Tysons West Station after 2030

Test Scenario A –

- Buildings 12 to 30 stories close to station
- Buildings 4 to 8 stories 1,000 ft from station
- Active uses at street level
- Tysons West share of 330,000 people

Tysons West Station after 2030



Fairfax County, Virginia

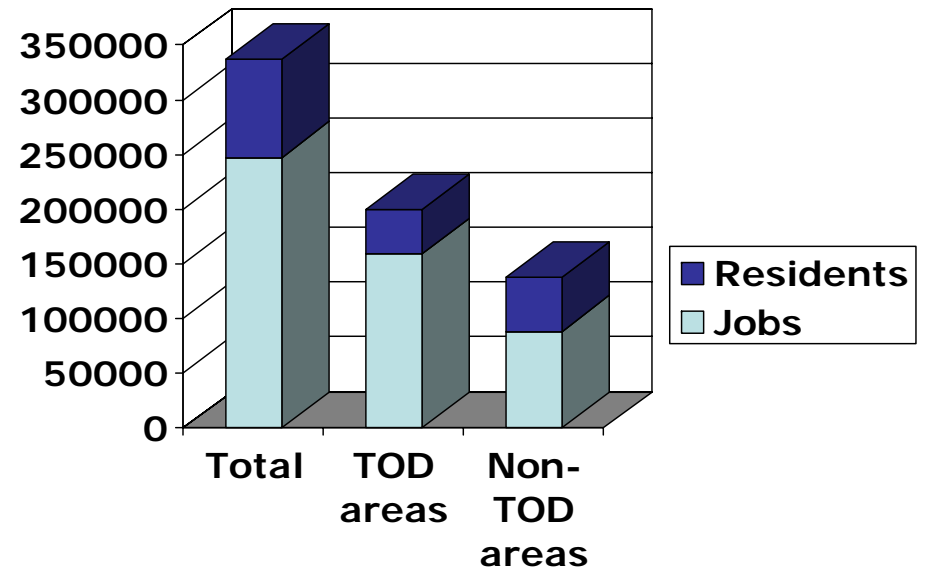


Test Scenario A

“Pushing the Envelope”

Where is the growth?

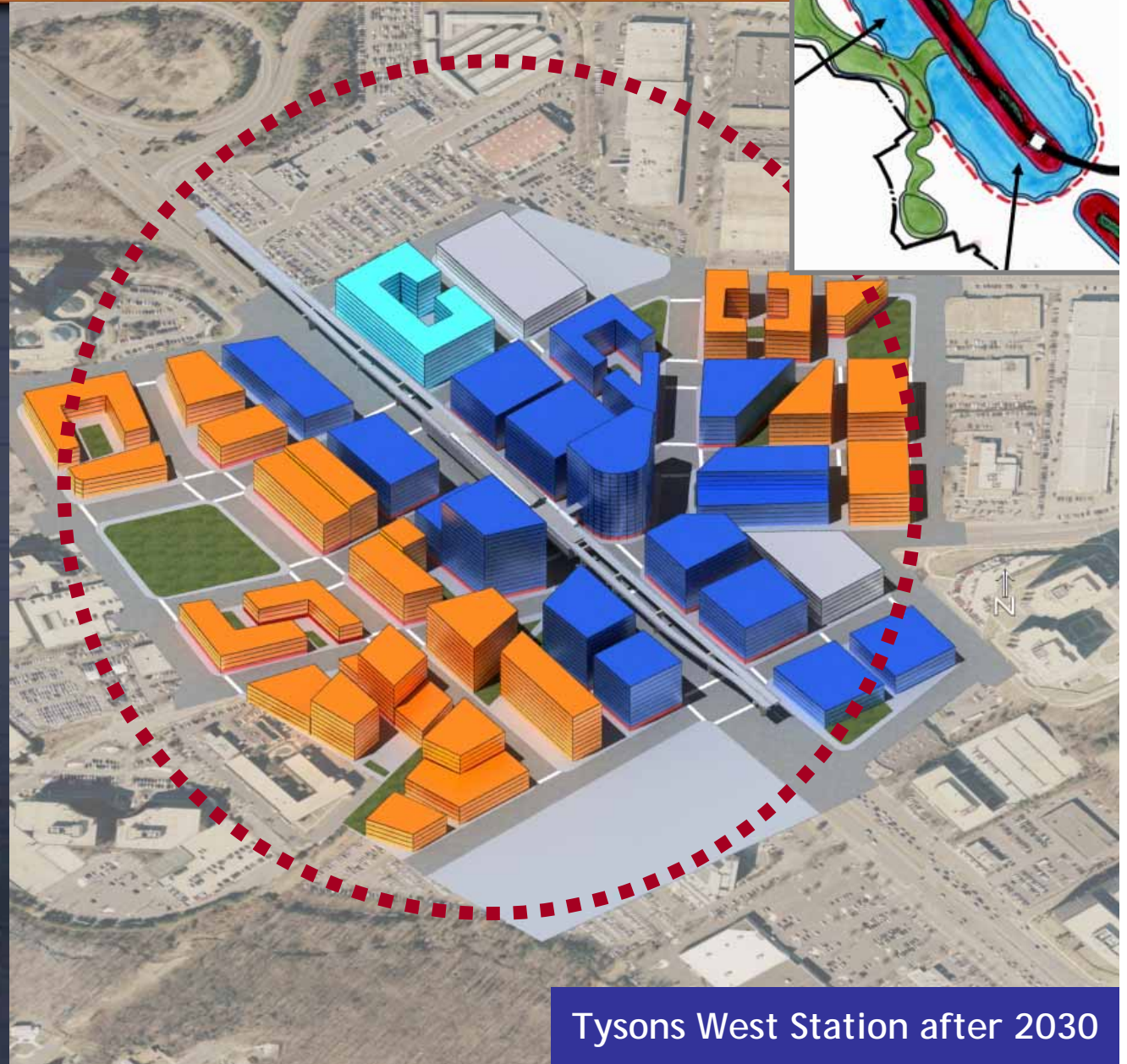
- Jobs @ stations
 - 159,000 jobs
 - 66% of Tysons
- Dwellings @ stations
 - 20,200 dwellings
 - 45% of Tysons



Test Scenario B

Classic TOD

- Focus growth at Metro
- Tapers away from Metro
- Office & hotel on Rt 7
- Housing & parks on edge of TOD
- Green network



Fairfax County, Virginia

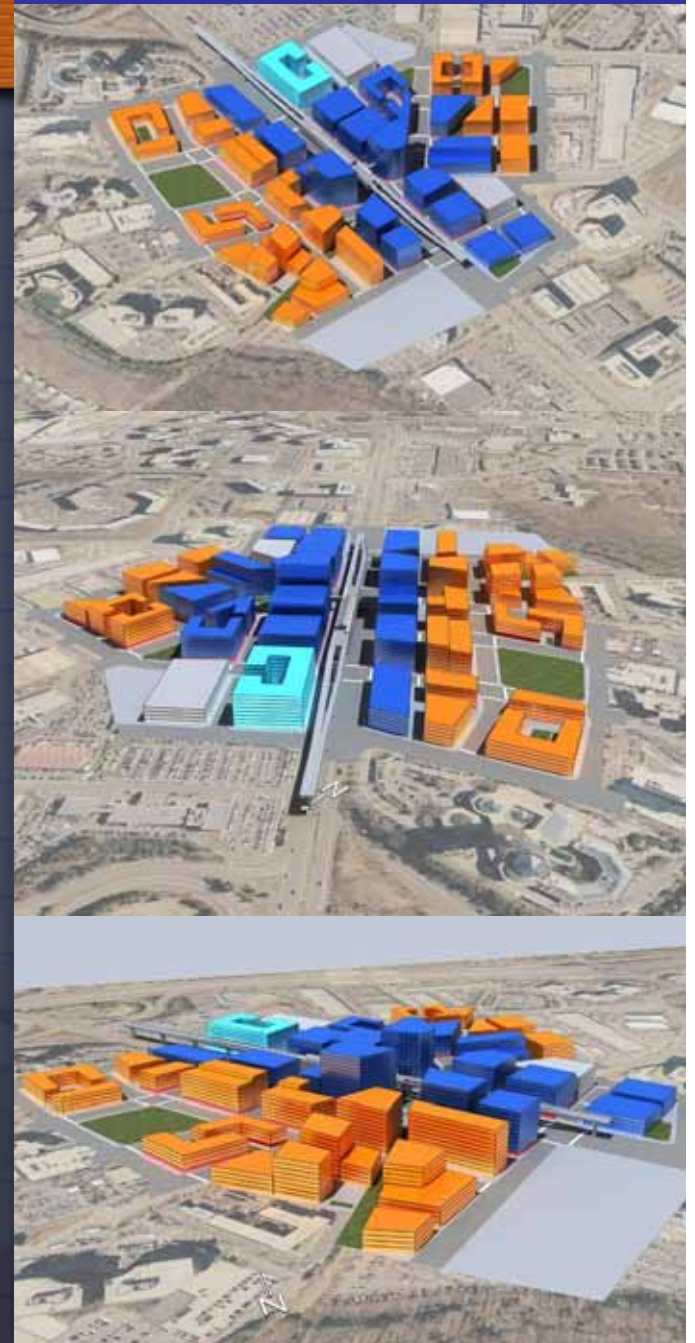


Tysons West Station after 2030

Test Scenario B

- Buildings 8 to 15 stories close to station
- Buildings 4 to 8 stories 1,000 ft from station
- Active uses at street level
- Rt 7 a “great street”
- Tysons West share of 253,000 people

Tysons West Station after 2030



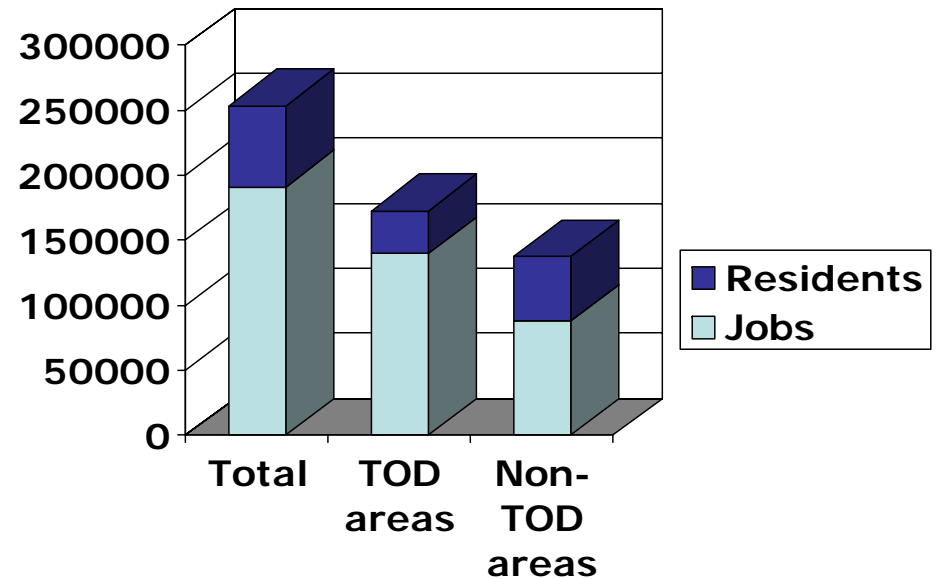
Fairfax County, Virginia



Test Scenario B – “Employment”

Where is the growth?

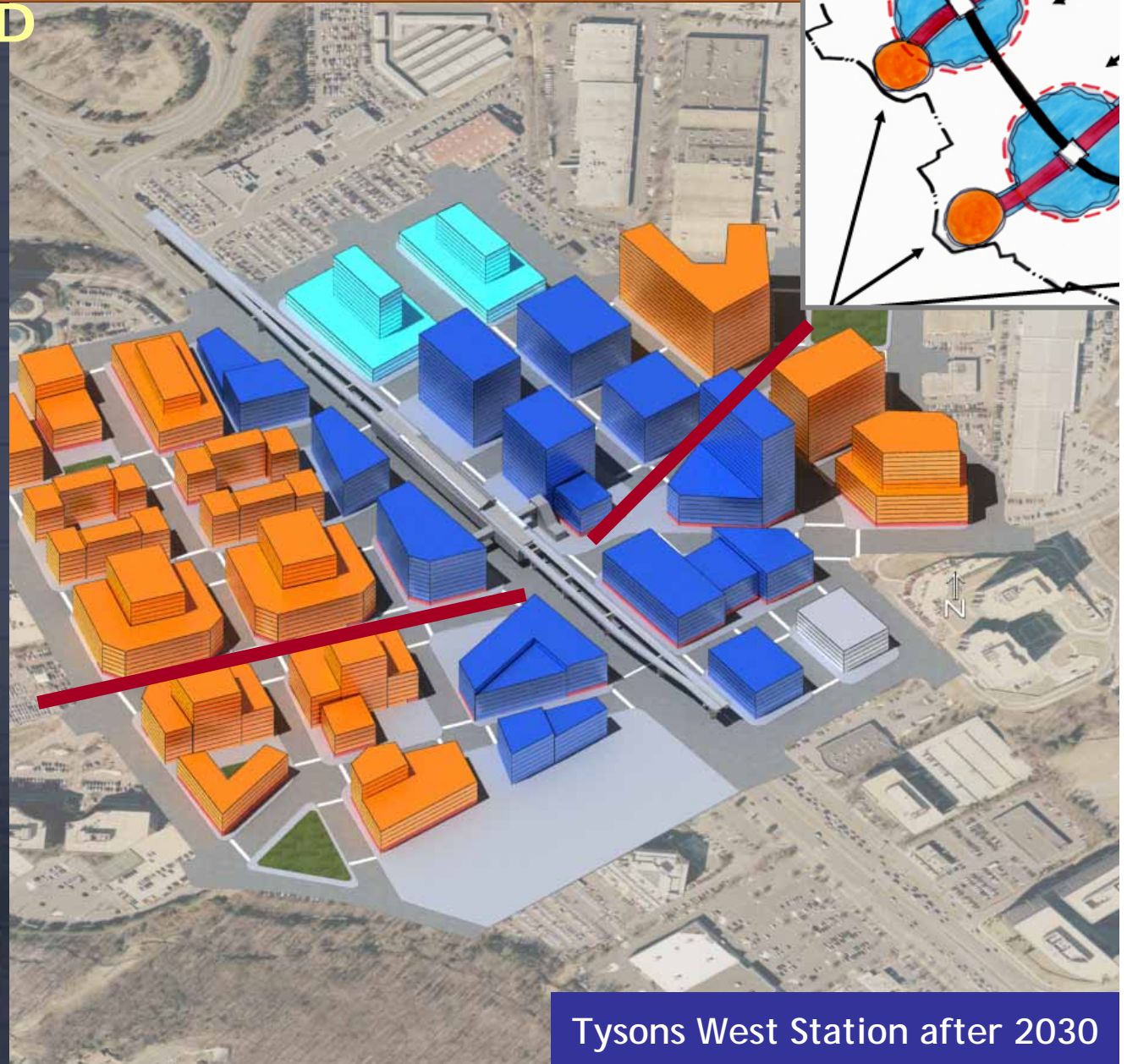
- Jobs @ stations
 - 140,000 jobs
 - 74% of Tysons
- Dwellings @ stations
 - 16,400 dwellings
 - 53% of Tysons



Test Scenario C

Extended TOD

- Focus jobs growth at Metro
- Secondary TODs w/ housing & retail away from station
- Walkable connectors



Fairfax County, Virginia

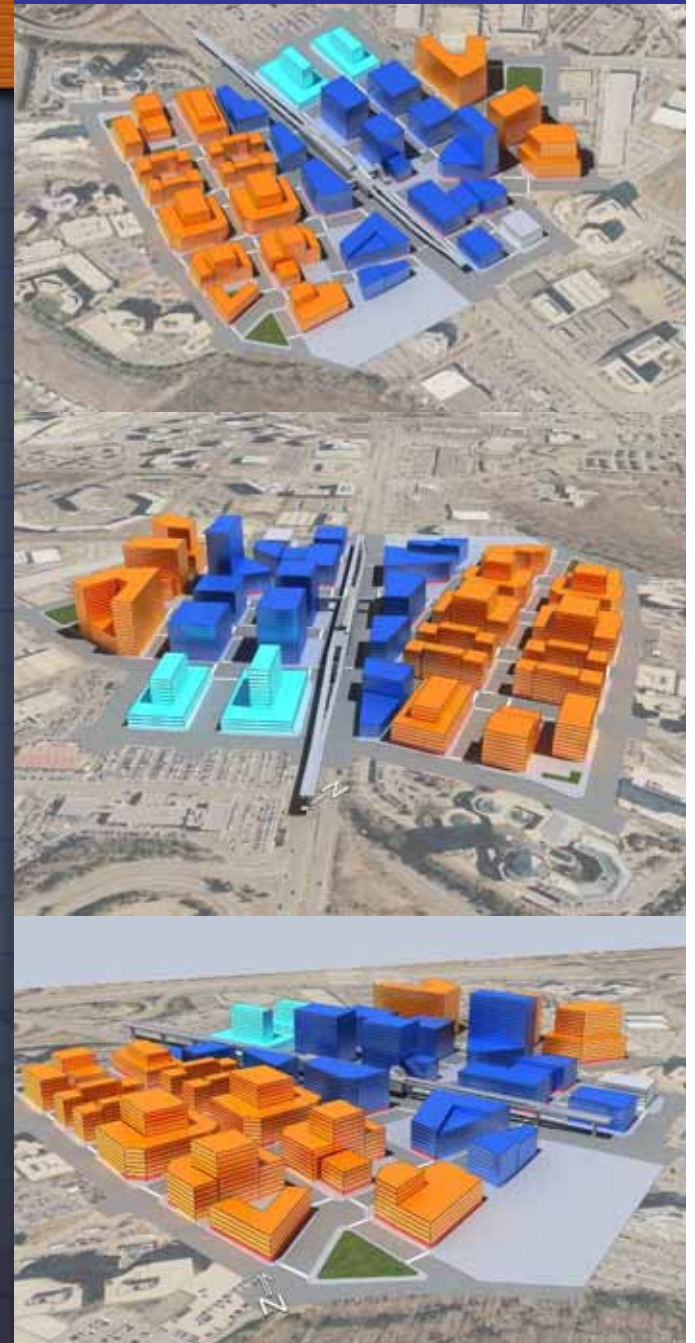


Tysons West Station after 2030

Test Scenario C

- 7 to 20 story buildings close to station
- 7 to 20 story buildings on spine 1,000 ft from station
- 5 to 7 stories on edge
- Active uses at street level
- Tysons West share of 240,000 people

Tysons West Station after 2030



Fairfax County, Virginia

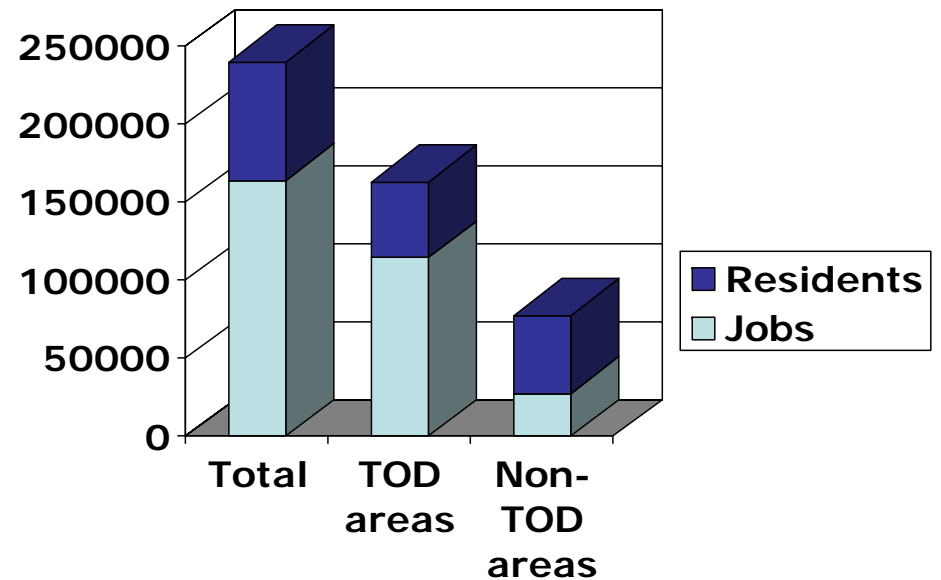


Test Scenario C

"Housing"

Where is the growth?

- Jobs @ stations
 - 114,400 jobs
 - 71% of Tysons
- Dwellings @ stations
 - 24,300 dwellings
 - 64% of Tysons



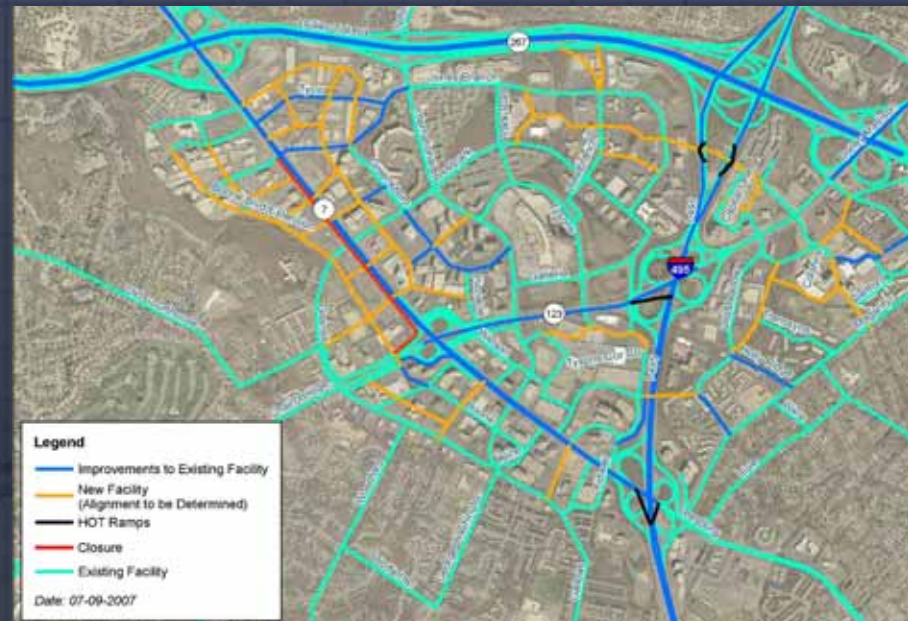
What Did the Testing Tell Us?

- How much growth can come to Tysons and have the new Tysons work
- Tried to Look at making “Tysons Work” 5 different ways
 1. Getting To and From Tysons
 2. Getting Around in Tysons
 3. Creating Active Places
 4. Being a Good Neighbor
 5. Need for Public Facilities

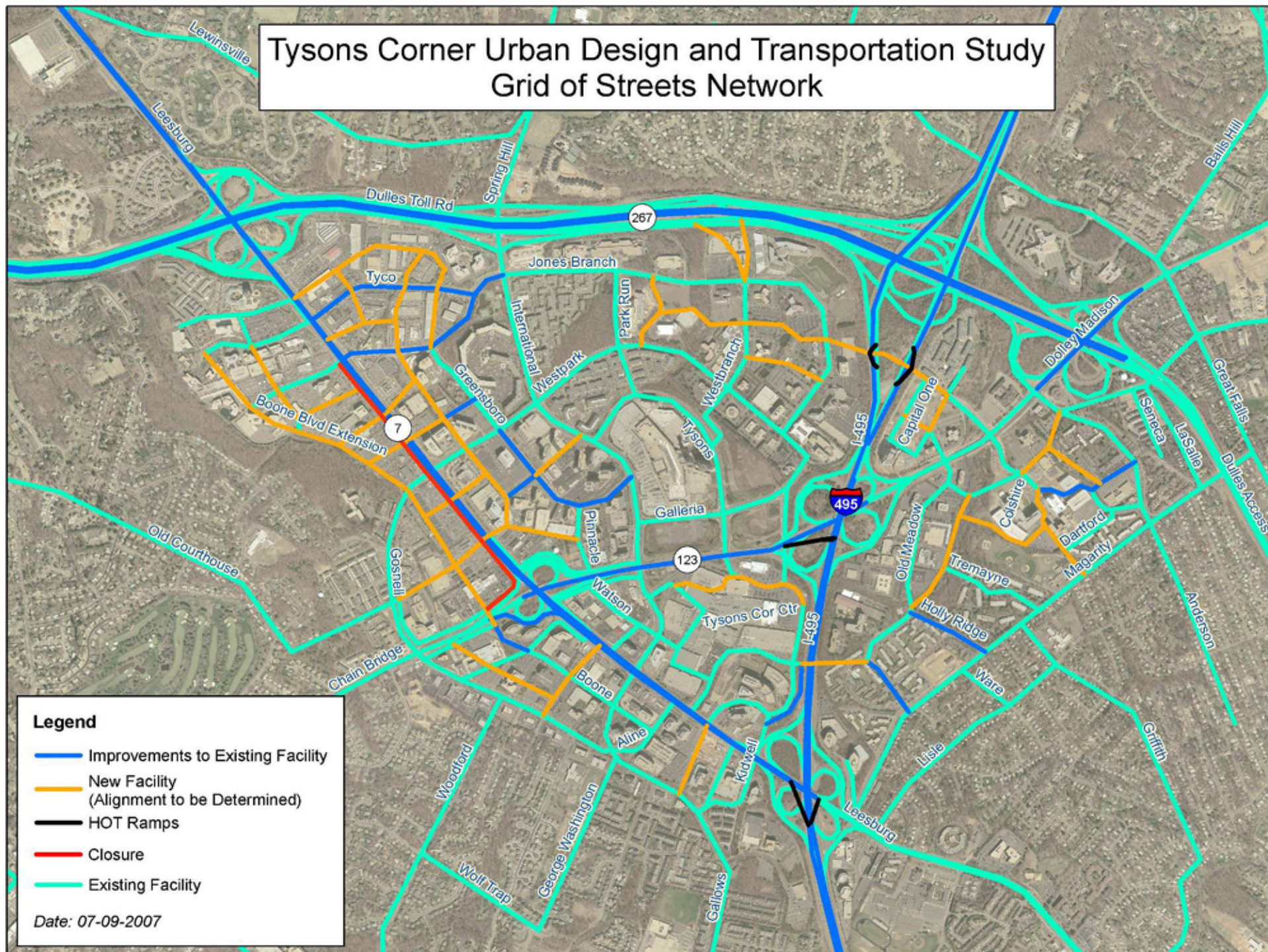
Getting To and From Tysons

Future system used for testing

- Modified comprehensive plan network
 - Metrorail, HOT lane elements, Toll Rd access
- No new interchanges (Rt 7, Rt 123)
- Grid of streets network
- Additional transit & roadway connections to Tysons

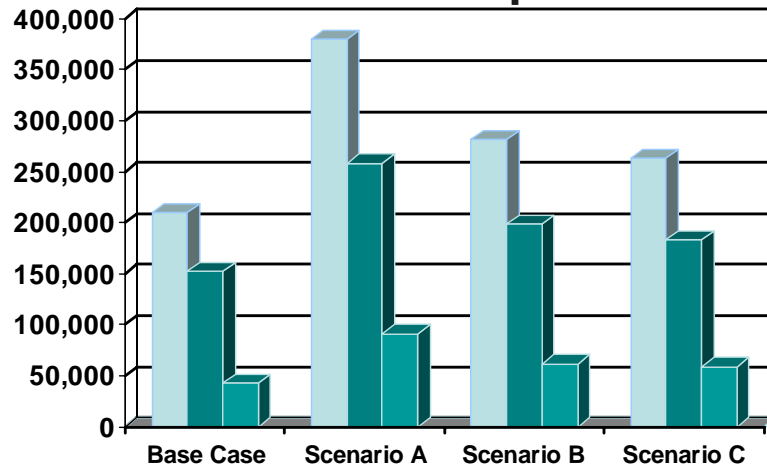


Tysons Corner Urban Design and Transportation Study Grid of Streets Network



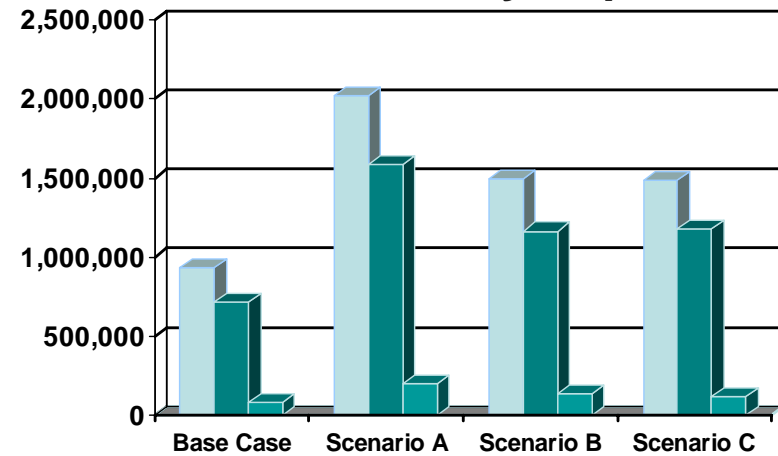
Trip Forecasts

Work Trips



Person Trips Auto Driver Transit

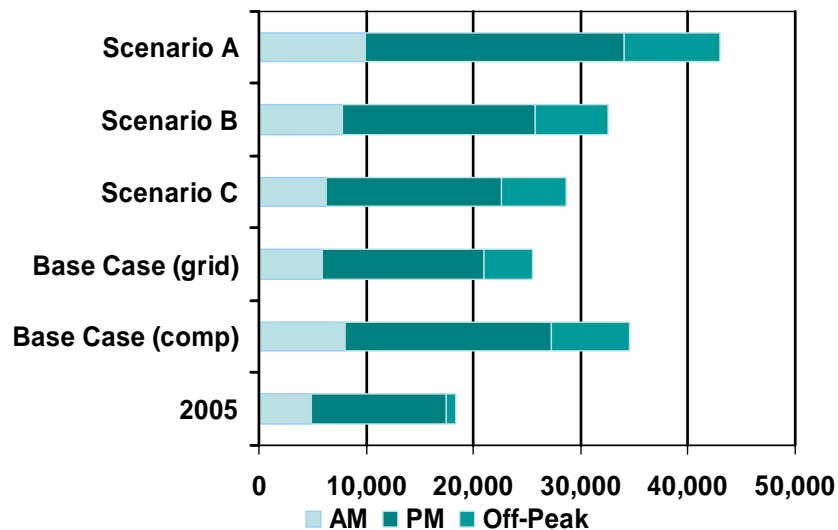
Total Daily Trips



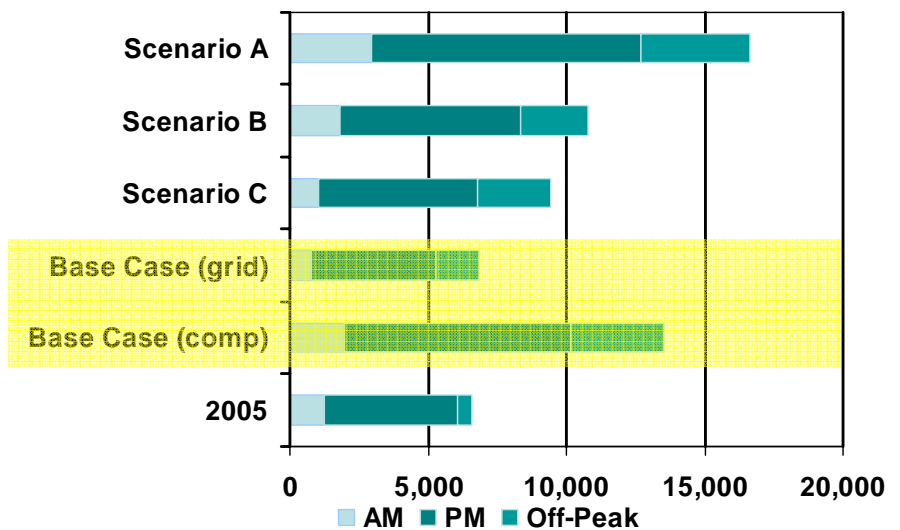
Person Trips Auto Driver Transit

- Auto driver 76-80% share
- Auto passenger 11-17% share
- Transit 8%-9% share of total trips
- Transit 20%-24% share of work trips

More Congested Conditions



Hours of LOS "F" Travel, including Beltway and DTR



Hours of LOS "F" travel, excluding Beltway and DTR

- Congestion occurs both in peak & off-peak
 - off-peak congestion a new condition
- Increased housing results in less congestion
- Grid of streets positive impact on congestion

Increase in Time “thru” Tysons

	Base Case	C Housing	B Employment	A Pushing
Bailey's Crossroads to Reston	+8.6 minutes	+5.6 minutes	+7.0 minutes	+9.0 minutes
Lewinsville to Vienna	+5.7 minutes	+5.5 minutes	+6.7 minutes	+7.9 minutes
Reston (Lawyers Rd.) to McLean	+6.9 minutes	+5.7 minutes	+7.0 minutes	+8.6 minutes

Increase in evening travel times over 2005 model results

- Housing & employment compare well to the comp plan even with 36% more growth

Increase in Time within Tysons

	Base Case	C Housing	B Employment	A Pushing
VA 7 @VA 123 to Dulles Toll Road	+3.0 minutes	+3.1 minutes	+3.2 minutes	+3.4 minutes
International Drive to Dulles Toll Road	+1.5 minutes	+4.2 minutes	+3.7 minutes	+4.7 minutes
VA 123 – VA 7 to I- 495	+1.9 minutes	+4.6 minutes	+4.2 minutes	+5.3 minutes

Increase in minutes evening travel times over 2005 model results

- accounting for TOD and TDM could reduce congestion levels up to 20%

Comparing the Scenarios



Base Case - plan

- 73m sq ft
- 120% more housing than today
- 37% more growth than today
- Work trips on transit 20%
- 24,000 hours of congestion



Scenario A - pushing

- 135m sq ft
- 450% more housing than today
- 83% more growth than base case
- Work trips on transit 24.1%
- 63% more congestion than base case

Comparing the Scenarios



Scenario B - jobs

- 100m sq ft
- 290% more housing than today
- 36% more growth than base case
- Work trips on transit 22%
- 35% more congestion than base case



Scenario C - housing

- 100m sq ft
- 370% more housing than today
- 36% more growth than base case
- Work trips on transit 22.4%
- 10% more congestion than base case

Next Steps

- Build two advanced alternatives
 - From “best bits” of test scenarios
- Narrow the range of growth for planning
- Further testing & refinement
- More specifics on land use, urban design, comprehensive plan, transportation
- Community workshops
 - Implementation September
 - Advanced Alternatives December
- Task Force recommendations early '08