

Citizens for a Sustainable Tysons

We support the transformation of Tysons Corner into an urban, transit-oriented center, because of the environmental benefits gained from reducing land consumption, vehicle miles traveled, air pollution, greenhouse gas emissions, and energy use.

We are promoting development that encourages a style of living that lessens dependence on the automobile and enables residents and workers of Tysons to reduce greenhouse gas emissions and enhance their quality of life. By following the principles outlined in the following vision and goals, we believe that both the community and private landowners will benefit.

Our Vision

Tysons Corner development sets the global standard for transforming auto-dependent sprawl into desirable, sustainable, urban communities that minimize greenhouse gas emissions.



Source: Coalition for Smarter Growth

Tysons Today

Malls and "office-parks" lacking a sense of place combine with dangers for pedestrians



Source: PB PlaceMaking

A Vision for Tysons Tomorrow

Streets, parks and urban design to create a sense of place and safety for pedestrians and bicyclists

Citizens for a Sustainable Tysons is a coalition of northern Virginia residents and environmental groups including the Sierra Club, the Coalition for Smarter Growth, and the Audubon Naturalist Society.

Sustainable development is that which "meets the needs of the present without compromising the ability of future generations to meet their own needs."

Source: *World Commission on the Environment and Development, Brundtland Commission Report, 1987*

Our Goals

1. **Transit Oriented Development**
 2. **Provide a Full Range of Community Services**
 3. **Protect and Enhance the Environment**
 4. **Provide a Full Range of Housing Affordability**
 5. **Ensure Public Participation and Effective Implementation**
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1. TRANSIT ORIENTED DEVELOPMENT

Northern Virginia and Fairfax County are expecting a continued strong influx of people and jobs, and Tyson Corner is positioned as the ideal location to absorb regional growth in a sustainable manner as part of a regional network of transit-oriented development. Focusing growth near planned transit will prevent the debilitating congestion that would occur if that growth were spread-out and entirely dependent on auto travel. Density near transit is essential for a fully functional Tysons -- to encourage a balanced mix of uses, to gain investment in a range of community benefits, and create walkable urban environments accessible to many goods and services.

- **Design to Compliment Density**

- Properly planned density should be used to attract top-quality designs and architecture.
- Density should be sufficient to obtain and help finance community benefits such as transit infrastructure, greener buildings, affordable housing, parkland and other cultural and social amenities.
- Density should be focused around transit nodes and circulators, but tapered down with distance from these features so as to minimize impacts on adjacent neighborhoods. Transportation rights-of-way must be granted adjacent to these features.
- Make use of Form Based Design¹ and Transferable Development Rights to help assure quality and focus in the transit oriented designs and protection of green spaces and neighborhoods.
- Although final levels and placement of development must be designated at the outset, the timing of the construction will be controlled as guided by markets. The approval of development should be coordinated with that of basic infrastructure (transportation, water, sewer, etc) and complementary uses so as to maintain a functional balance and full-service communities over time.
- Density allocation along circulator routes should be contingent on granting right of way for the circulator and the grid of streets.
- Provision should be made for a balance of uses that are easily walkable, and accessible to the transit services provided.

¹ See, for example, the Columbia Pike Form Based Code, Arlington, Virginia

- **High Quality Buildings**

- All buildings approved after 2025 are carbon neutral. Any carbon-based energy consumed is certifiably offset
- Leadership in Energy and Environmental Design (LEED)-Silver is required for new buildings for the first 5 years, LEED-Gold thereafter.
- Restrictions to protect rights to natural sunlight, and regulate creation of shadows on neighboring properties, are in place.
- Provision is made for renovation of existing buildings, and their integration into communities as they grow
- Maximize use of green roofs
- Permit on-site clean electric generation and require individual electric metering for all units and offices

- **Transit Oriented Development Performance Measures**

- Reduce vehicle miles traveled (VMT) per capita by 50% - achieve a minimum of 30% bike/walk and 40% transit mode; and maximum of 30% auto share of daily trips.
- Achieve a job to resident ratio of between 1.5 and 2 to1 (compared to between 6 and 7 to 1 at present) to reduce VMT and auto trips.
- Be Very Walkable – Residents will be able to get by without a car while Tysons Corner is being redeveloped; and- by 2020 Tysons Corner will be a Walker’s Paradise² where most errands can be accomplished on foot and many people are unencumbered by auto ownership.
- Be able to safely and conveniently use a bicycle to travel to and throughout Tysons

- **Transit**

- Integrate Tysons into an expanded regional rapid transit network with TOD at all major stations to ensure bi-directional and all day travel on transit. Conduct a comprehensive northern Virginia next-generation transit service study to analyze routes, technologies, right-of-way, and the best means for funding and implementing comprehensive service.
- Reserve the right-of-way for:
 - Metro out I-66 connecting to future Bus Rapid Transit (BRT)/Light Rail Transit (LRT) up Gallows from Dunn Loring to Tysons Corner,
 - BRT routes along I-495 corridor to use proposed HOT lanes,
 - LRT/BRT with dedicated right of way on Route 7 from Leesburg to Alexandria,
 - BRT/LRT on Route 123 from McLean to Tysons and Vienna, and
 - A regional transit network that will also include connections to Bethesda, and Springfield (the Purple Line) and out key radial arterials like Braddock Road.
- Allow for Metrorail express trains between Dulles Airport and Washington, DC.
- Create one or more transit hubs for seamless transfer between Metrorail, circulators and buses.
- Ensure bus service to residents of surrounding areas to the Metro stations and all the amenities of Tysons with bike parking at the suburban stops, and perhaps shared car parking at some pick-up points (shared at schools, churches during some times).

² See Walk Score™, www.walkscore.com

- Provide transit between Tysons' Metro stations and existing nearby parks and recreation areas such as Wolf Trap National Park for the Performing Arts and Meadowlark Botanical Gardens.
- Reserve the right-of-way that you need for transit service.
- **Bicycle/Pedestrian**
 - All streets are *COMPLETE*³ streets designed and operated to enable all users -- pedestrians, bicyclists, motorists and bus riders of all ages and abilities -- to safely access and move along and cross the street.
 - All streets should have either designated bike lanes or have low speed limits and wide curb lanes to accommodate cyclists. While bike lanes are preferable they must be designed properly to avoid biker conflicts with traffic such as turning vehicles and the opening doors from parked cars.
 - Safe, well-marked bike routes link McLean, Great Falls, Vienna, Pimmit Hills, and Merrifield to Tysons, including on Route 123, Spring Hill Road, Old Courthouse Road and Gallows Road, Secure covered bike facilities at stations and other popular sites across Tysons. .
 - Showers and changing facilities are provided in commercial developments.
 - Incentives are in place to encourage people to walk and to bike to work.
 - Bike-Share⁴ is provided throughout Tysons and bike stations are located at transit hubs
 - Minimize left-turn and right-turn lanes to minimize road widths and crossing distances and use right in/right out turns
 - Turn Routes 7 and 123, and International Boulevard, into complete streets :
 - Explicitly exclude dual left-turn lanes on Route 7 in plan language
 - Explicitly limit Routes 7 and 123 to 6 lanes, and other streets to 4 lanes.
 - Include bike lanes in street design cross sections (see p. 51 of strawman)
- **Parking and Transportation Demand Management**
 - Reduce traffic and maximize non-auto modes of travel through best practices in parking management and transportation demand management
 - Parking policies must include:
 - market pricing of parking,
 - placing a limit on total parking and removing minimum parking requirements,
 - sharing parking,
 - maximizing on-street parking,
 - separating the price of parking from the purchase price and rental rates of residential housing, and
 - replacing free employee parking with “parking cash-out” – cash in lieu of using a parking space.
 - Other transportation demand management policies should include:
 - telecommuting,
 - employee transit benefits, and
 - carpooling.
 - location efficient mortgages

³ See <http://www.completestreets.org/>

⁴ See, for example, The New York City and Washington, DC Bike-Share Projects

2. PROVIDE A FULL RANGE OF COMMUNITY SERVICES

- Regional library
- Expanded fire and police facilities
- Schools and continuing education adequate to serve residents
- Community centers
- Cultural and public art centers

See Tysons Task Force Livability/Walkability Committee recommendations for greater detail.

3. PROTECT AND ENHANCE THE ENVIRONMENT

- **Address Climate Change and Achieve Energy Efficiency**
 - New buildings approved after 2025 are carbon neutral
 - Tysons reduces regional greenhouse gas emissions by 2% annually,
 - Tysons is carbon neutral by 2050, i.e., carbon-based energy use is significantly reduced and any remaining greenhouse gases generated by all development and operations is certifiably offset within the region
- **Provide Parks and Recreation sufficient that every Tysons resident can walk to a park within 5 minutes**
 - 1.5 acres per 1,000 residents, including:
 - a 5 acre Tysons Community Park located near Tysons Central station,
 - a 10 acre park in central Tysons, accessible via circulator,
 - Pocket parks, and
 - 10 recreational fields/courts throughout Tysons.
 - Accessible linear parks along Scotts Run, Old Courthouse Spring Branch, and the Scotts Run tributary originating near the mall and flowing north through WestGroup property.
- **Increase and Maintain Tree cover**
 - 10% increase in tree cover compared to 2008
 - All parks have shade trees.
 - Ensure use of native trees.
 - Ensure funding for water and care for the urban tree canopy.
- **Restore Streams and Maximize Reduction of Stormwater Runoff**
 - Stream bank restoration completed for all eroded stream channels by 2015.
 - Sites shall release stormwater runoff equal to that of a good forested condition.
 - Apply state of the art (low impact development) stormwater practices for sidewalks/streets/parking areas/plazas (see examples in Portland, Oregon).
 - Apply state of the art low impact techniques for all utilities including:
 - water and sewer – collect and use gray water and rainwater and
 - require water-saving facilities.

4. PROVIDE A FULL RANGE OF HOUSING AFFORDABILITY

- 20% of all new units in Tysons are affordable to individuals earning from below the Area Median Income (AMI) up to 120% of (AMI and with at least ½ of these (or 10% overall) affordable to individuals earning less than 60% AMI.
- Adopt Tysons Task Force Affordable Housing subcommittee's other recommendations.

5. ENSURE PUBLIC PARTICIPATION AND EFFECTIVE IMPLEMENTATION

- Create a Tysons Community Association to represent interests of residents, businesses and community groups concerned about environmental matters, affordable housing, bicycle/pedestrian issues, and other organizations with broad public interest united in a goal of implementing a model green and sustainable Tysons Corner.
- Assign an interdisciplinary team of County staff members to Tysons Corner to support the Goals set for Tysons. Staff should include those with expertise in economic development, planning, housing, transportation, parks and recreation, energy/green buildings and stormwater management.
- Engage an independent real estate financial analyst to be the expert on the County's side to evaluate the scope of private developer contributions to community amenities.
- Adopt a clear set of guidelines identifying a transparent process for allocating costs for common features among stakeholders.
- Assure that development is controlled over time to maintain:
 - a) a reasonable mix of uses
 - b) provision of adequate infrastructure, especially transportation
 - c) a demographic mix, especially regarding income
 - d) environmental protection