



## Overview of Tysons Draft Comprehensive Plan

### Background

In September 2008, the Tysons Land Use Task Force presented its recommendations to the Fairfax County Board of Supervisors, and the Planning Commission was charged with drafting detailed Comprehensive Plan text.

As directed by the Board, the Plan text is being guided by the Task Force's recommendations. However, the Board also asked that the Plan be informed by a thorough analysis of transportation impacts, public facility needs, anticipated costs and revenues, and population and employment forecasts. In addition, the Plan is being guided by comments from the Planning Commission's Tysons Committee, the Task Force's Draft Review Committee, and members of the community at large.

An initial draft of the Plan text was produced in February 2009, and a second draft was released in September 2009. Highlights of this second draft are below.



Central 7 Station Area Today



Central 7 Station Area in 2050

### Plan Highlights

The draft Plan follows the vision set forth by the Tysons Land Use Task Force, including:

#### **Urban, Mixed-Used Development**

*The draft plan envisions Tysons Corner as Fairfax County's "downtown." High-density development is focused within 1/2 mile around the four future Metro stations. Following the Task Force's recommendations, the Plan will result in as many as 100,000 residents and 200,000 employees in Tysons in the year 2050.*

- **High-Density Development in Walking Distance to Metro** – Within 1/2 mile of the four Metro stations, the Plan calls for an overall level of intensity that is 70% higher than what is currently built in the Rosslyn-Ballston corridor and 25% higher than the future plans for that area. About three-quarters of Tysons' development will be within a ten minute walk of a Metro station.
- **Pedestrian and Bicycle Friendly Streets** – The Plan calls for an urban street grid throughout Tysons, breaking up the existing super-blocks into dozens of smaller blocks. This "grid of streets" will allow pedestrians and bicyclists to easily make their way across the area, as well as move some vehicle traffic off of the major streets. The new draft Plan also removes three road interchanges from the 1994 Tysons Plan that would hinder pedestrian accessibility.

## Increasing Transit Trips, Decreasing Car Trips

*The plan greatly reduces car trips and greatly increases transit trips. This is a key factor for transforming Tysons identified by the Task Force.*

- **Substantial Reduction in Vehicle Trips** – Due to the urban nature of the vision for Tysons, the Plan aims to reduce the number of vehicle trips typically generated by new development by as much as 65%. This will be accomplished by encouraging the transit, bicycles, walking, and carpools and by using a variety of transportation demand management techniques, including a significant reduction in available parking.
- **Multiple Public Transit Options** – The Plan incorporates a robust transit system that includes Metrorail, express buses, circulators, local and feeder buses, and multimodal transportation hubs. It aims to increase transit ridership from 3% of today's work trips to 31%, a level that is higher than what is being achieved in the Rosslyn-Ballston corridor.

## Affordable Housing, Green Buildings, and Open Space

*The Plan provides more housing, including affordable housing, green building, and a network of parks and open space.*

- **Affordable and Workforce Housing** – The plan provides incentives to achieve 20% affordable and workforce housing near Metro stations. This is significantly higher than the current countywide goal of 12%.
- **Green Buildings** – The Plan requires all new buildings to achieve LEED Silver certification. Incentives also are offered to encourage achievement of LEED Gold and Platinum levels.
- **Urban Parks and Open Space** – The plan calls for a diversity of urban parks, plazas, open spaces, and recreational facilities. These will be connected by a "greenway," a network of paths for pedestrians and bicyclists.



*Central 7 Station Area in 2050*

## Gradual Development Over the Next 40 Years

*Tysons won't become a livable urban center overnight. The transformation from a suburban edge city to a series of walkable urban neighborhoods is expected to take 40 years to occur.*

- **Building Infrastructure in Tandem with Development** – The Plan incorporates measures to ensure that needed public facilities and transportation improvements are constructed concurrently with new development.
- **New Public Facilities and Infrastructure** – A number of public facilities and infrastructure improvements will be necessary to accommodate the growth planned for Tysons. These include schools, parks, fire stations, arts facilities, a library, and transportation improvements that better connect Tysons to the rest of the region, such as increases in Metrorail capacity and additional access points to the Dulles Toll Road.

## Next Steps

Guided by public comments and further analysis, The Planning Commission's Tysons Committee will work with staff to revise the draft Plan text and prepare a draft Plan amendment. This amendment will be discussed at a Planning Commission public hearing in early 2010. The draft amendment will then be submitted to the Board of Supervisors for review, and the Board will also hold a public hearing.

## For More Information

Visit [www.fairfaxcounty.gov/tysons](http://www.fairfaxcounty.gov/tysons) or call the Department of Planning and Zoning at 703-324-1380, TTY 711. Comments on the draft Plan can be submitted at [www.fairfaxcounty.gov/dpz/tysonscorner/contactus.htm](http://www.fairfaxcounty.gov/dpz/tysonscorner/contactus.htm).