

SECTION I

THE VISION

The Tysons of tomorrow will be a place people seek out to live, work, and play. By 2050, Tysons will be transformed into a world-class downtown destination known for great shopping, a prestigious office location and residential address featuring a diversity of housing choices, people-oriented streets, a variety of open spaces, arts and civic uses, and convenient transit. It will become the second downtown for the Greater Washington Region, and a model of green redevelopment for other urban centers in Fairfax County.

“Unless we change how we grow, we threaten Tysons economic vitality and way of life. We must put more emphasis on mass transit and changing our land use patterns to accommodate the people and jobs coming to this region in the next 25 years”

Bill Lecos
President
Fairfax County Chamber of Commerce





1: VISION FOR TYSONS

Imagine Tysons in 2050: as you ride Metrorail through Tysons, you see a different, better Tysons. Around the four Metrorail stations, you notice clusters of tall buildings. Down tree-lined streets, you also see that this bigger Tysons is not just about tall buildings. It's about being a place people want to be part of. Imagine seeing people at sidewalk cafes, walking or jogging down tree-lined boulevards, enjoying public art and outdoor performances, and playing in the parks.



By the end of the planning horizon, which could be 50 years, the vision calls for:

- 95% of all development within an easy walk of transit.
- 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, new parks, and green buildings



The Vision for a Transformed Tysons

The Vision for Tysons is an outgrowth of an extensive public involvement process conducted by the Tysons Land Use Task Force. The Task Force held a series of workshops and educational forums involving hundreds of citizens, and created nine alternative future growth concepts for Tysons before reaching consensus on the Vision and Land Use and Transportation Concept presented in this document.

The vision reflects the concerns of the people of Tysons and the surrounding communities of Vienna and McLean that the pace of development in Tysons be balanced with the provision of community benefits, infrastructure and public facilities.

The vision provides a Tysons that will not simply be bigger, but better - greener, more walkable, and with a greater mix of uses. This new Tysons will be highly attractive as a residential community 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. Everywhere in Tysons, 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 new 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 safely walk or bike along Route 7 and 123 to access nearby businesses. Three circulator routes will provide frequent transit access to almost all areas within Tysons.

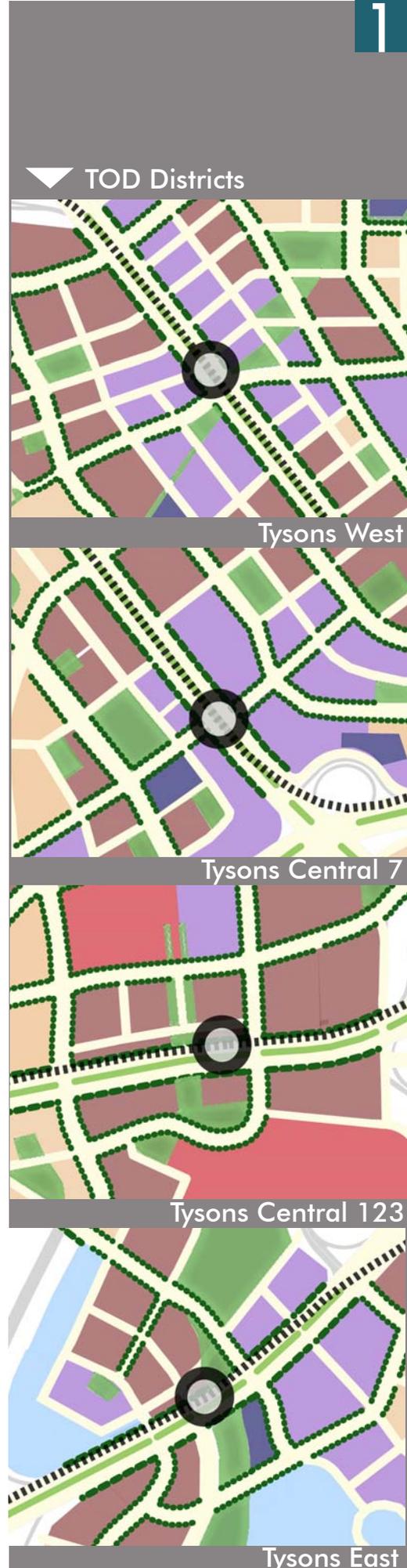
The new downtown for Northern Virginia will have a variety of density and character. Each area around the four Metrorail stations has a different personality and function. Each street has its own unique landscaping, street art, storefronts, and amenities making the streets people-friendly. The character of place changes from an intense and busy downtown bustle around the stations to lively neighborhoods leading to the edges of Tysons. As you move closer to the adjacent neighborhoods outside Tysons, the pattern of development carefully transitions down to a scale and use that respects these adjacent communities.

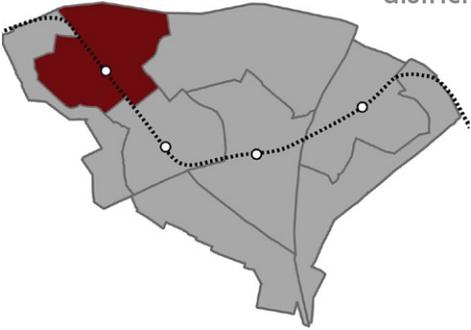
Districts Within Tysons

Tysons will be made up of many individual places, to work, to live, to shop, and to play. Just like rooms in a house, each place will be distinct and have its own function, but together, they create a greater place. In Tysons case, that greater place will be the urban center realized through the Vision.

The Vision identifies eight places, or districts, each with its own character. The eight districts include four districts surrounding the Metrorail stations and four districts that provide the transition between the adjacent communities and the transit-oriented development in the four Metrorail station districts. All of the districts within Tysons will be equally important to its success. The land use characteristics and intensity of each district differ, and the Transit-Oriented Development areas (TODs) near Metrorail may be more densely built than the districts on the edge of Tysons, but one will not be more important than the other.

Each of the TODs and the edge areas will have different characters, as described in the district visions on the following pages. People who live and work in Tysons will use all of these places, but not at the same time, 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. The visions described in this section are conceptual in nature and provide a glimpse of what each district could become.



transit-oriented development
district

Tysons West

Tysons West could be a signature gateway for all of Tysons. Streets leading to and from the transit station could be specialty retail streets, drawing people off Metrorail and into the neighborhoods. It could be an optimum location for an arts and entertainment district, including restaurants and entertainment options that stay open after the workday ends.

Tysons West could be a vibrant urban destination. Redevelopment, including a mix of office, residential, hotel and retail uses, could provide an opportunity to create an arts and entertainment district that focuses on popular attractions often found in more established downtowns. Taking advantage of the Metro station, the majority of land uses could be designated for employment uses; twice as many employees as residents would be likely in the district.

Along Route 7, traffic could be slowed and a greener street treatment applied, with street trees and a pedestrian-friendly environment. On the south side of Route 7, ground floor retail uses could include restaurants, private galleries, small theatres, specialty retail and cafés/clubs/bars that could form the basis of an arts and entertainment center. Live/work and loft housing could add the residential element to the center. Together, these ingredients could give this part of the station area a trendy nightlife-rich identity.

East of the Tysons West Metro station, specialty retail could be located along Route 7. This would link office uses and an urban residential neighborhood. Residential units could have inviting street level facades and architectural details along mature, tree-lined streets. A series of urban park spaces could provide attractive neighborhood gathering and strolling places for people of all ages.

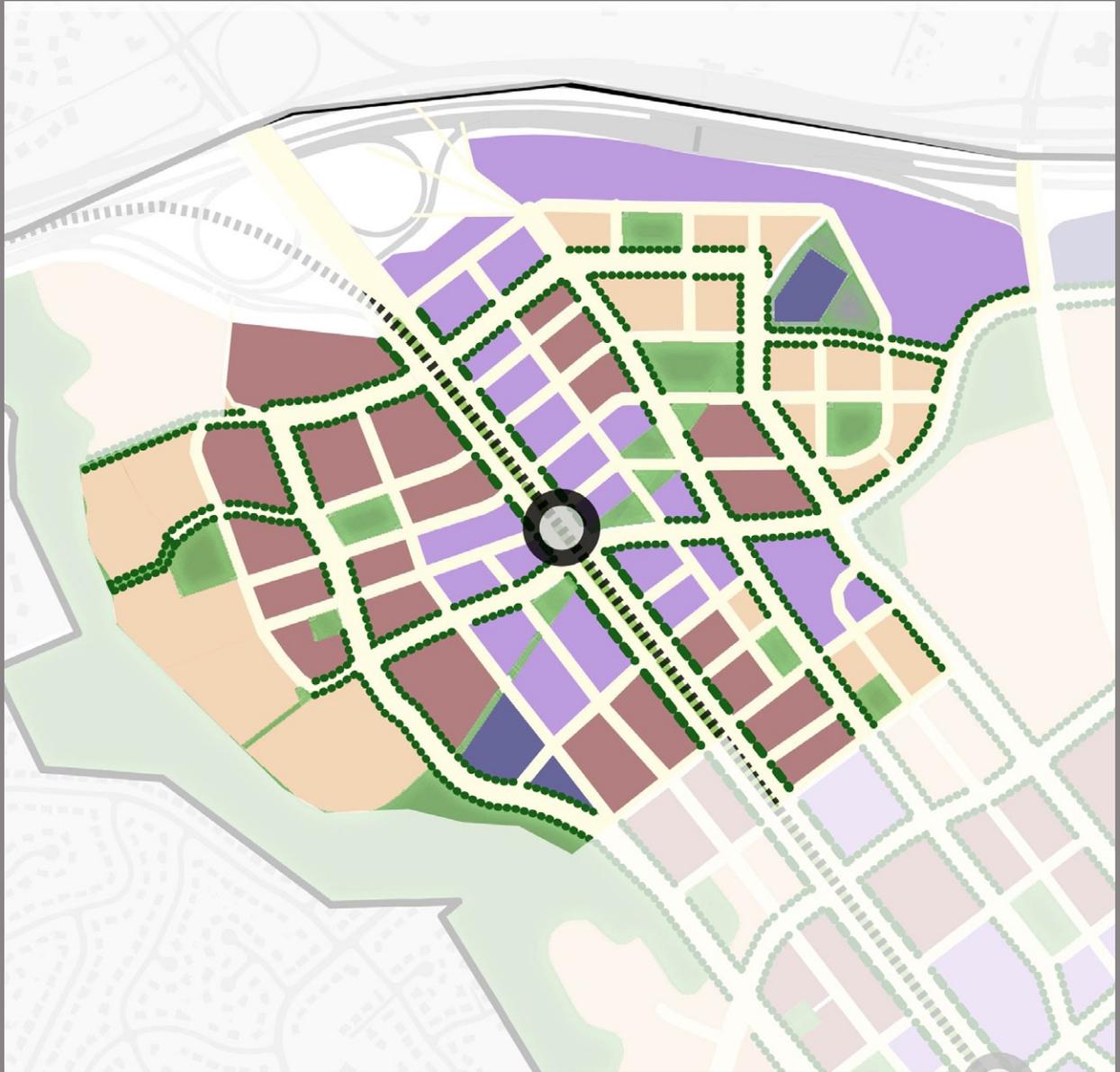
Moving out from the station, lower intensity development in Tysons West could provide a transition to the surrounding areas, such as the Old Courthouse Spring Branch stream valley park in the North West district and the residential and hotel uses on the north side of Route 7, adjacent to the North Central district. Where the West district abuts Old Courthouse Spring Branch stream valley park in the south portion of the district, the amenities of the area could be enhanced by protecting the stream buffer, restoring the stream, and creating accessible paths to the park.

On the south end of the district, more office buildings could create a strong business environment. People could move easily back and forth between the Tysons Central 7 and Tysons West districts to access both transit stations and the supporting services located at the ground floor of the office buildings.

Adjacent to the Dulles Toll Road, office uses could be located to provide easy access from the Toll Road and to continue the office focus east in the North Central district.



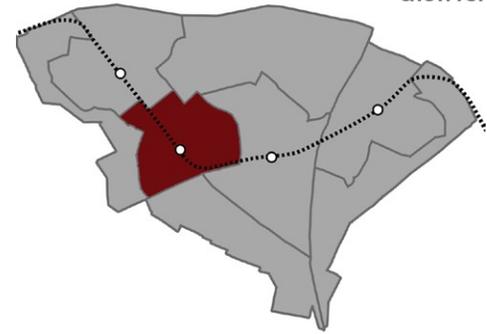
▼ TYSONS WEST CONCEPT



LEGEND

- | | |
|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

transit-oriented development
district



Tysons Central 7

Tysons Central 7 district could effectively be two subdistricts, separated by Route 7 -- a vibrant 24-hour center with a high concentration of office space north of Route 7; and a Civic Center full of activity south of Route 7. Along Route 7, a transformed streetscape could create a wide tree-lined boulevard with inviting street level facades below high-rise office buildings. This redesign would result in a calming of traffic through this office building area while maintaining the capacity of Route 7. The streets leading to and from Tysons Central 7 could be pedestrian streets, encouraging people to walk and bike and leading people to the Civic Center and the business center areas of the district.

The high concentration of office space in the north portion of the Tysons Central 7 district could provide a cluster of business activity and could become the desired address for businesses who seek signature headquarters buildings for a strong corporate profile.

The signature piece of the Civic Center subdistrict could be a great public square south of Route 7. This could serve as the primary civic gathering place, drawing people to the heart of Tysons. A 3.5-acre public square could create a new identity and setting for community events and celebrations in Tysons. With easy access to transit, the square could be the primary location within Tysons for staging public events such as outdoor concerts or public markets.

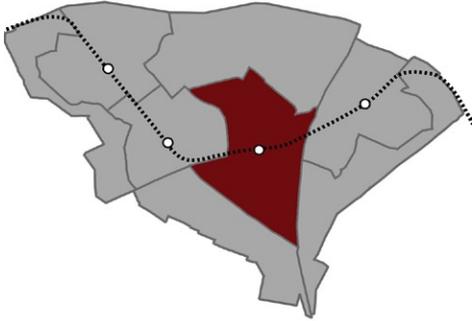
New public buildings of significant architectural design – government services, public library, post office, and/or cultural facility – could bring a civic presence, frame terminal views, and shape positive urban spaces brought to life by the overflow of a bustling public market, bookshops, restaurants, and programmed outdoor events and street life. Extending west to the North West district, urban residential neighborhoods could be distinguished by calm, dignified square blocks linked together by tree-lined avenues with cycling, promenades and sitting spaces. Residential blocks with walk-up residential units could provide underground parking and clear gradations of public, semi-public, and private space.

▼ TYSONS CENTRAL 7 CONCEPT



LEGEND

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|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

transit-oriented development
district

Tysons Central 123

Tysons Central 123 could remain the region's signature shopping destination by building upon the strength of the existing regional retail offerings and possibly bringing street-front, ground floor retail and entertainment to the Metro station area. Over half of all of Tysons' retail floor area would be located in the Tysons Central 123 station area. Marked connectivity and safety improvements would facilitate walkability around the station and to and from the malls and nearby businesses.

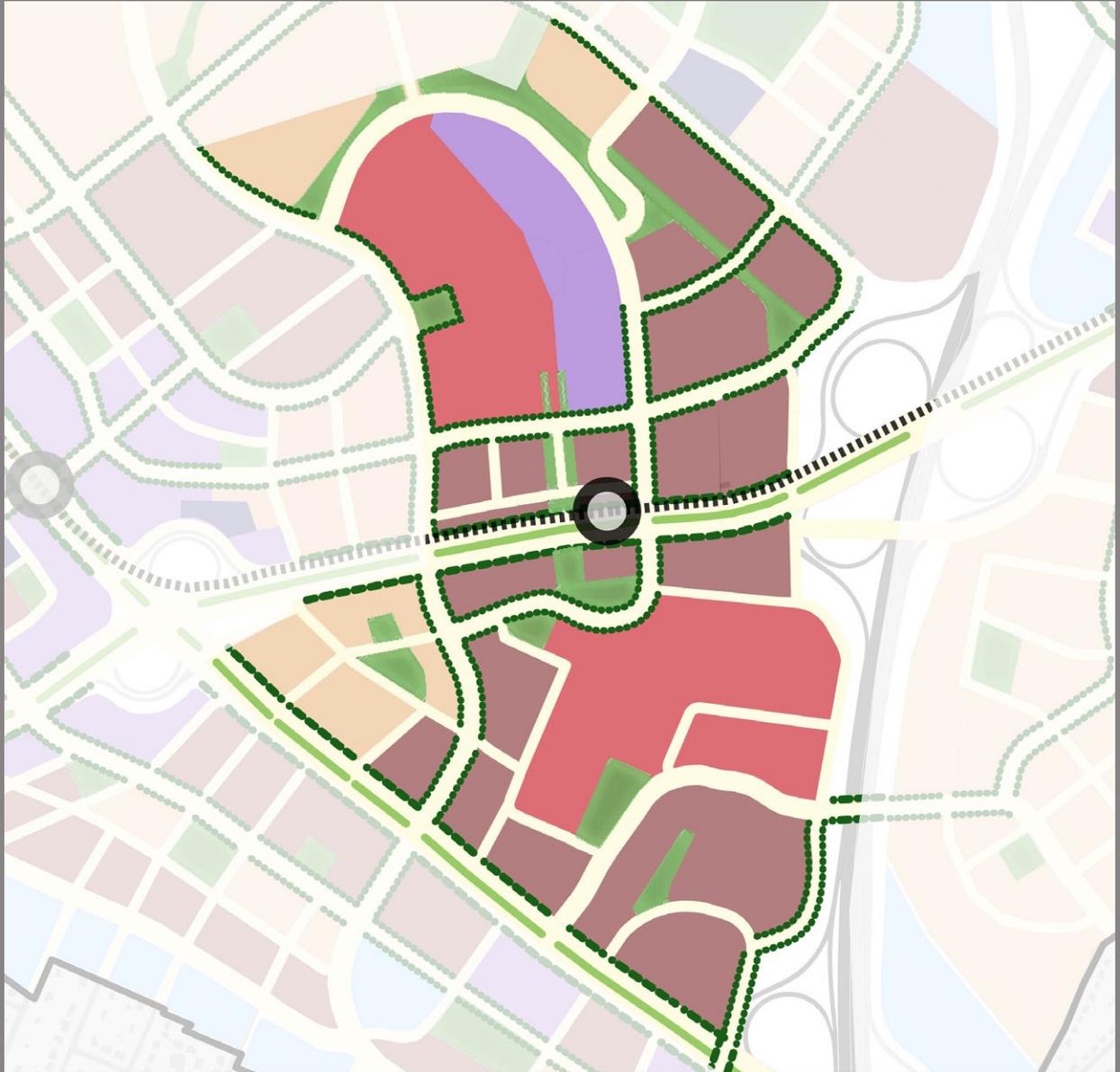
Parking could be shared by numerous businesses in centrally located parking structures with some short-term parking provided on-street. One unique element in Tysons Central 123 could be a pedestrian space utilizing the grade transition at a parking structure built into the side of the hill between Tysons Boulevard and West Park Drive. Rather than disrupt the district's character or act as a barrier to connectivity, this topographical change in grade could be seen as an opportunity and incorporated into the overall development pattern.

As part of this retail district, mixed-use high-rise hotel and conference facilities could offer space for exhibitions and conferences, with immediate walking access to regional retail and quick links to the office concentration in the Tysons Central 7 district. High-end luxury condominiums could be combined with these facilities and benefit from available hotel services.

Running through the heart of Tysons Central 123 would be an improved Route 123, a boulevard with street trees, traffic calming treatment, and storefronts that abut the street. As a transition on the edge of Tysons 123, Route 7 could be designed to carry less traffic and be more pedestrian- and bicycle-friendly, with more crossings, to create connectivity between Tysons 123 and Old Courthouse South.



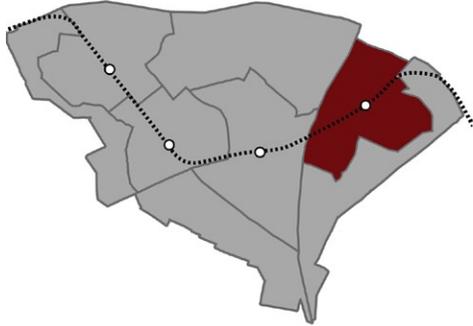
▼ TYSONS CENTRAL 123 CONCEPT



LEGEND

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|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

transit-oriented development
district



Tysons East

Tysons East would also serve as a signature gateway for those coming to Tysons from the east. The defining focus of Tysons East could be Scotts Run, transformed into a great urban park surrounded by mixed-use office, residential and educational facilities. Three subdistricts in Tysons East could create distinct, yet connected places, all with access to Scotts Run -- an office subdistrict, a residential subdistrict, and a focused educational subdistrict.

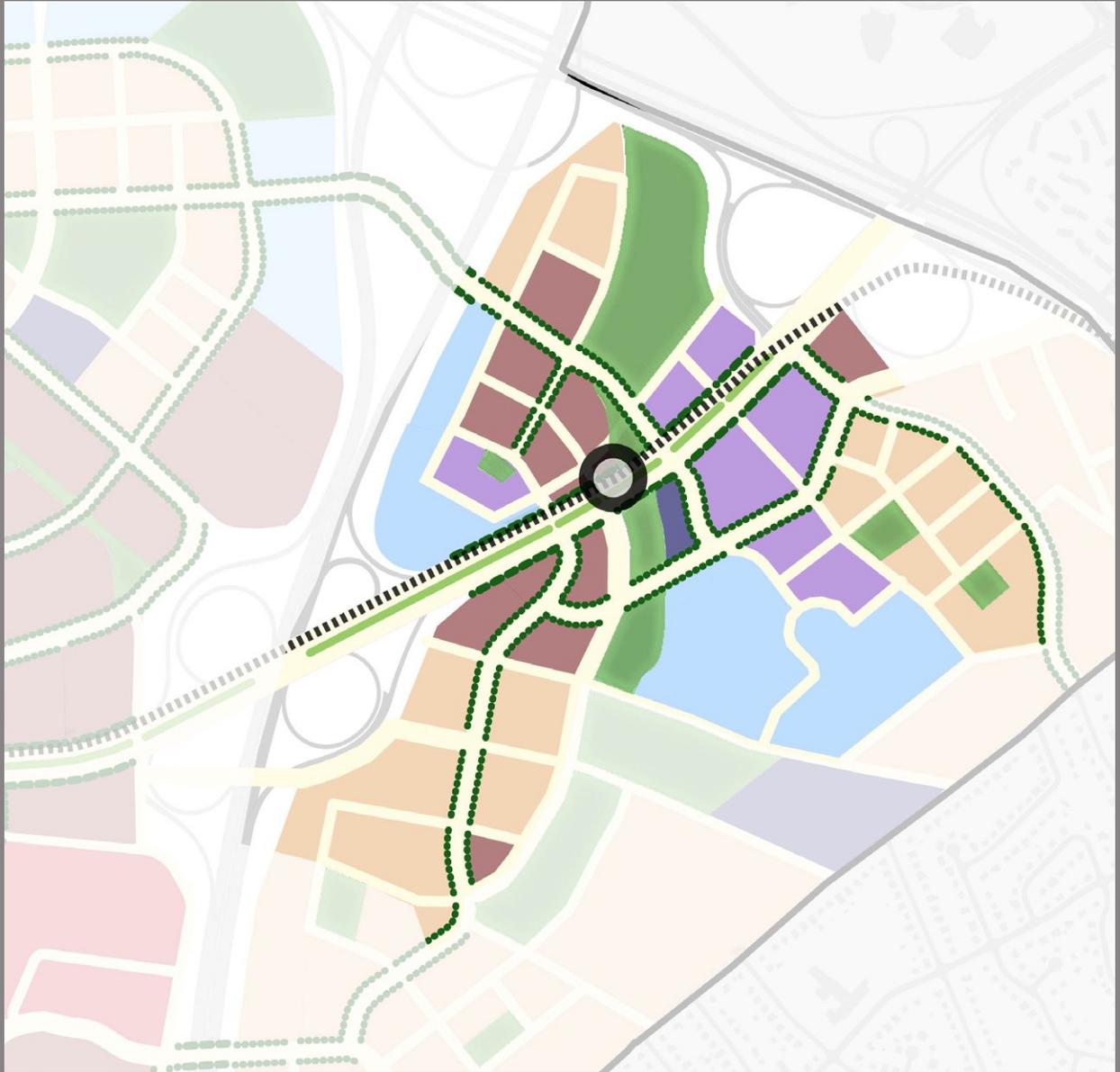
Educational facilities could be located along Scotts Run, as could professional education, recreational health and sports amenities. These amenities would be essential to attracting professional, creative class households, such as architects, professors, and computer programmers, whose jobs could be located in Tysons.

Scotts Run could serve as the central feature of the district by becoming an active urban park with a variety of landscapes including wooded hills, meadows and ponds that could provide options for people using the park, such as relaxing and enjoying the scenery, listening to summer music in the park or participating in active recreation. Intimate gardens with shady places of retreat could provide relief and gathering places for families and office workers.

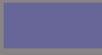
Tysons East could include pockets of extensive residential development: urban residential neighborhoods that feature lively neighborhood shopping streets with local-serving goods and services - groceries, bookstores, music stores, art studios, video stores, and a wide variety of eating and drinking places. The neighborhood could supply a diversity of housing choices including affordable and family housing on safe, narrow, tree-lined streets with views terminating in open spaces and parks. Farther from the Tysons East station, the housing density could step down gradually to be consistent with the intensity of development in the East Side district.



▼ TYSONS EAST CONCEPT



LEGEND

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|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

non-TOD district



North West

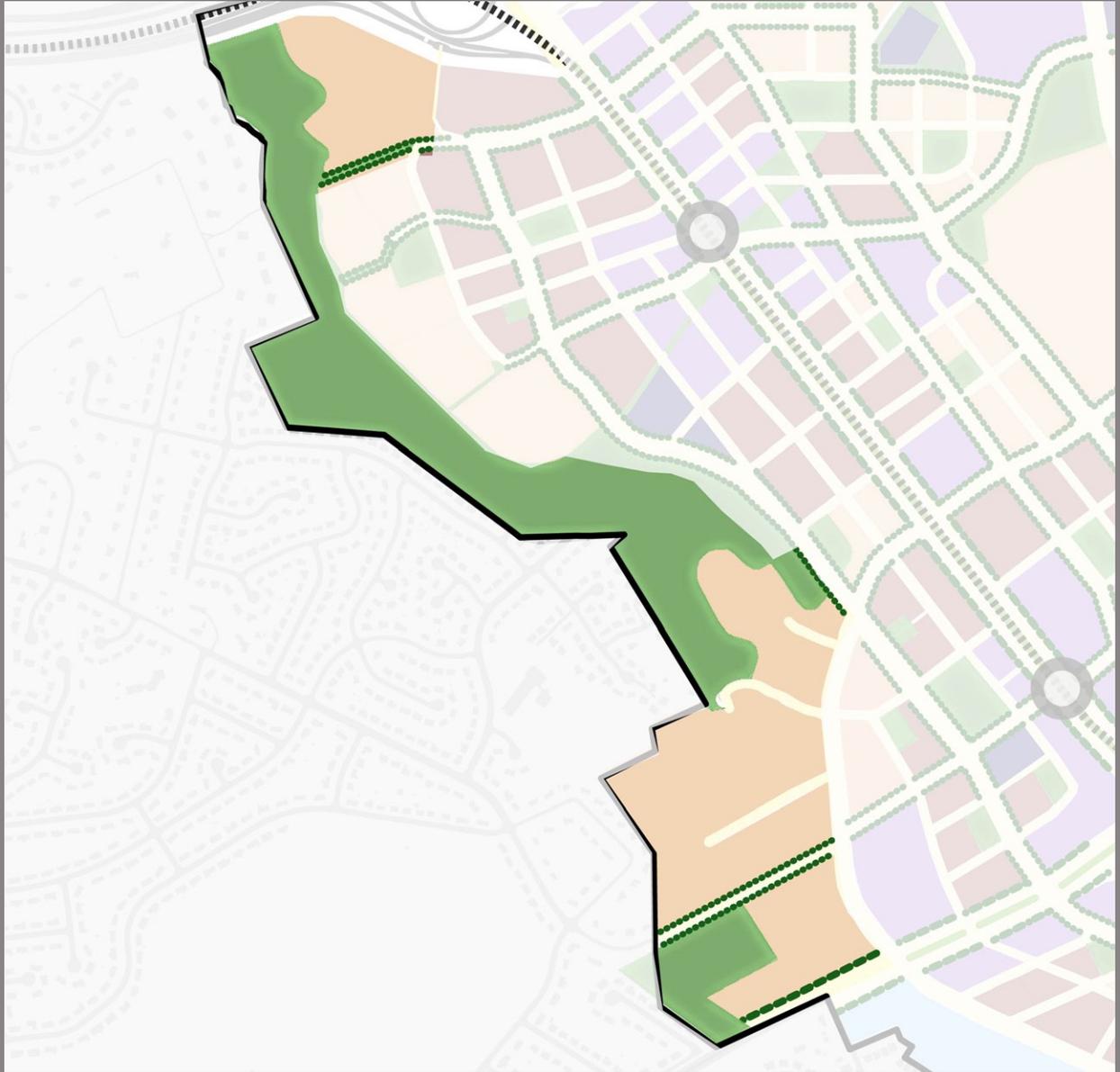
The North West district could be a residential neighborhood showcasing the Old Courthouse Spring Branch stream valley park as a key feature. More than half of the land in this district would be existing parkland.

Because of its location on the edge of Tysons West and Tysons Central 7, the North West district could serve as a transition from the higher density mixed-use of the nearby TOD districts to lower density land uses in the neighborhoods just outside of Tysons. The residential character of the North West district could be similar to the existing conditions with multi-family housing, including housing for seniors. The Old Courthouse Spring Branch stream valley park could be developed with passive recreational facilities. Tree-lined streets leading to the park could serve a diverse social and economic mix of housing, including housing for families. Green street connections would tie the Tysons West station to the North West district, drawing people to Old Courthouse Spring Branch stream valley park. Other non-motorized connections would provide enhanced access to or from surrounding neighborhoods for pedestrians and bikes.



Source: US Library of Congress / Historic American Engineering Record via Wikimedia Commons

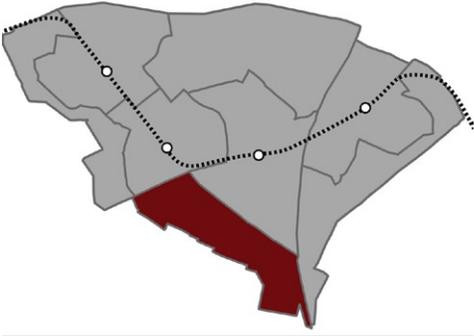
▼ NORTH WEST CONCEPT



LEGEND

- | | |
|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

non-TOD district



Old Courthouse South

Located on the edge of Tysons and nestled between Route 7 and Old Courthouse Road, the Old Courthouse South district could have smaller scale office buildings and residential developments than the TOD districts and could serve as a transition area between Tysons Central 123 and the neighboring communities.

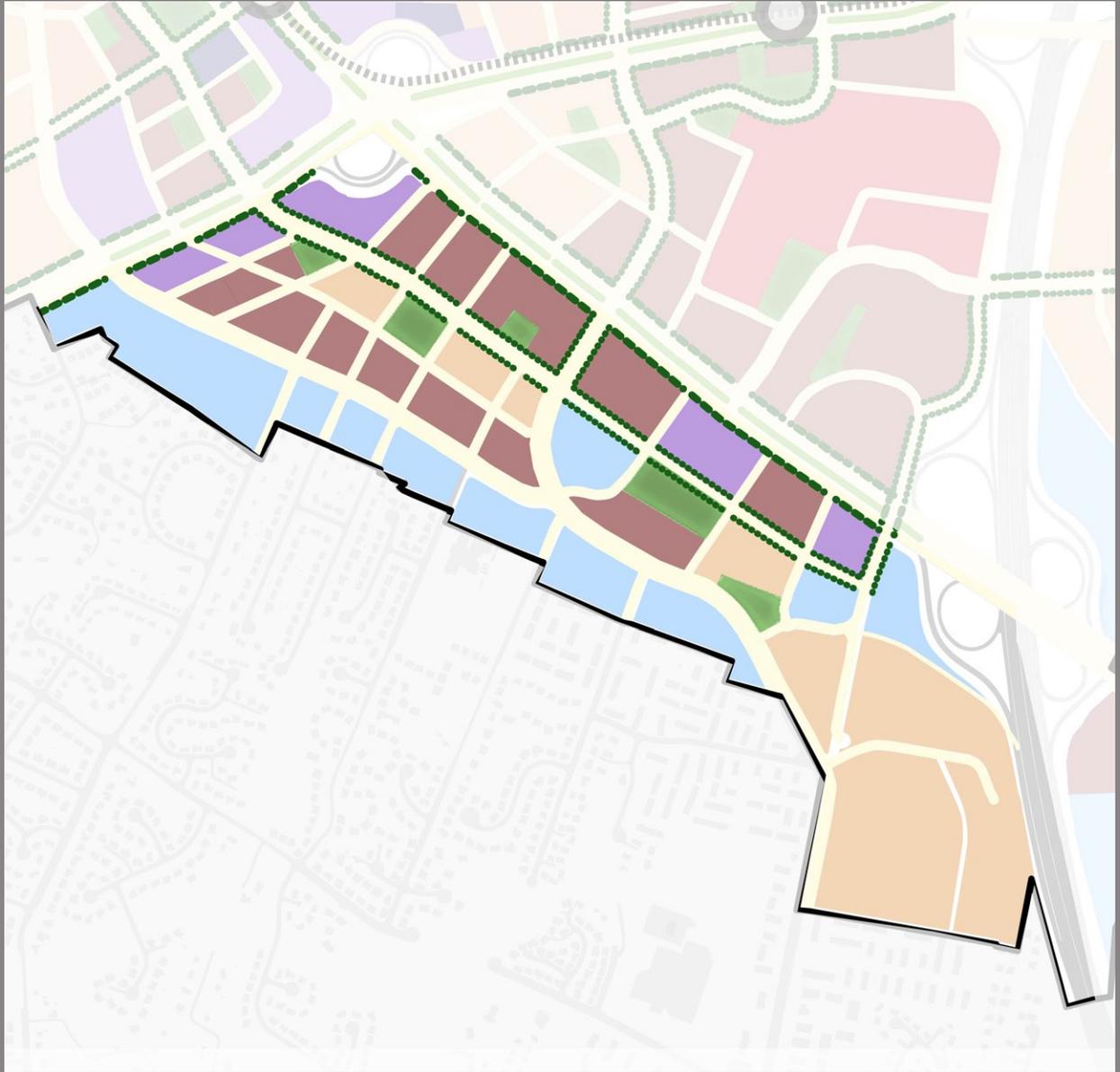
With a mix of retail, office and residential land uses, Old Courthouse South could evolve into a neighborhood that supports an active 24-hour environment where people go to restaurants or shopping after work. Residential development could dominate the heart of the district and the sense of community could be strong as people run into their neighbors at local places such as the grocery store.

As Route 7 runs through the Old Courthouse South district, street treatment could calm traffic and soften its negative visual impact from the businesses and residents fronting the arterial. Active storefronts, street furniture and other pedestrian amenities would provide for a pleasant walking experience.

Additional pocket parks and other recreational facilities could provide gathering places within the mixed-use area. These parks and open spaces would be essential to create a buffer between the adjacent communities and Tysons.



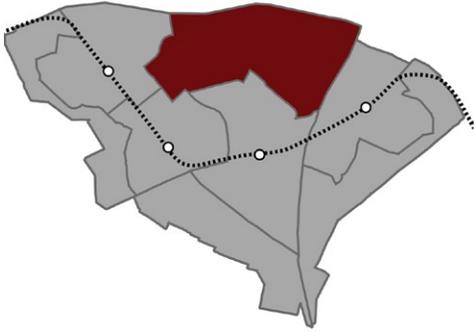
▼ OLD COURTHOUSE SOUTH CONCEPT



LEGEND

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|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

non-TOD district



North Central

The land use pattern in the North Central district, which is located primarily between West Park Drive and the Dulles Access Road, would allow for a transition between Tysons Central 123 and the adjacent community north of Tysons (with the Dulles Access Road as an additional buffering element). Office uses could be mostly located adjacent to the Dulles Access Road, providing easy access from the Toll Road and continuing the office focus east in the Tysons West district.

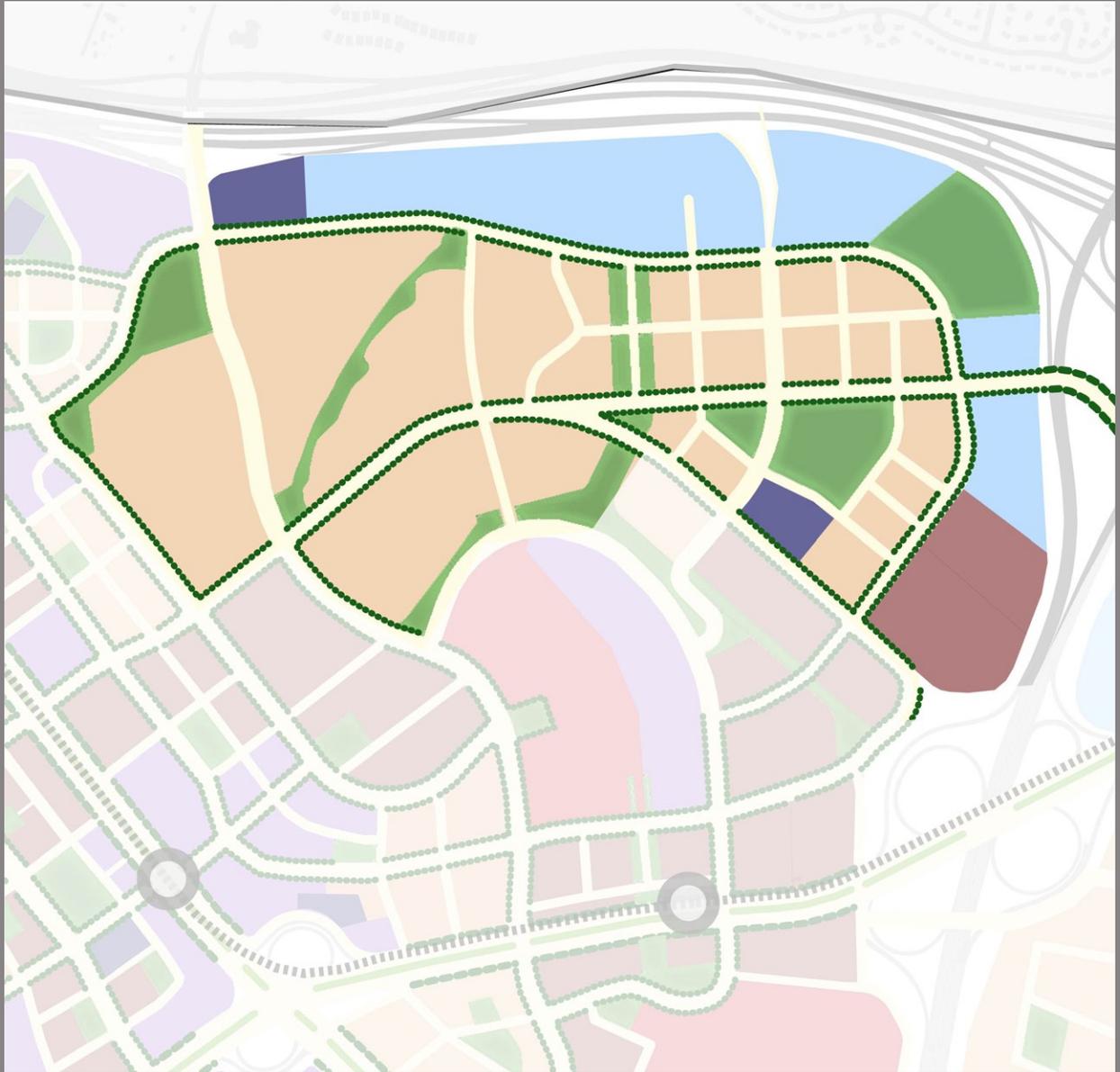
Moving into the heart of the district, residential land uses could be the focus around the circulator. The district could become more of a vibrant, mixed-use residential neighborhood, with local-serving retail, dedicated parks and civic uses, and a pedestrian-friendly street network for residents and workers in the neighborhood.

New pedestrian-friendly local streets with ground floor retail could enhance the connectivity in the North Central district. The local streets, along with a finer grid of streets and a linear park/green network, would lead people to the circulator and encourage them to walk. As the central feature of the district, the circulator could help shape its urban form. As a mixed-use district, North Central's development could have the potential to create an 24-hour environment.

Residential development could be located throughout the district and the sense of community could be strong as people run into their neighbors at local stores and parks. There could be several parks in North Central that would provide a focus for civic uses and provide gathering places for the residents and employees, thus linking Tysons Central 123 and the office employment in the North Central district. Several ponds and small streams in the North Central district should be protected, restored, and enhanced to add to the amenities of the neighborhood. Urban parks could include a green network leading from Tysons Central 123 to the employment area adjacent to the Dulles Access Road. A new 8 to 10 acre urban park along the circulator could be a central feature of the northern portion of Tysons.



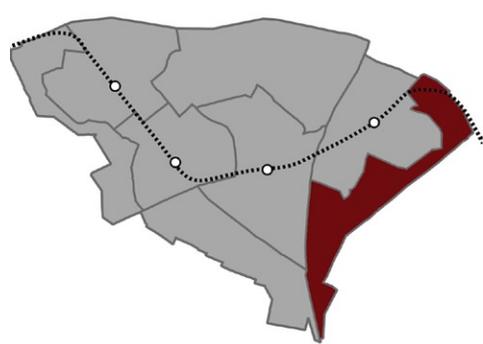
▼ NORTH CENTRAL CONCEPT



LEGEND

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|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |

non-TOD district



East Side

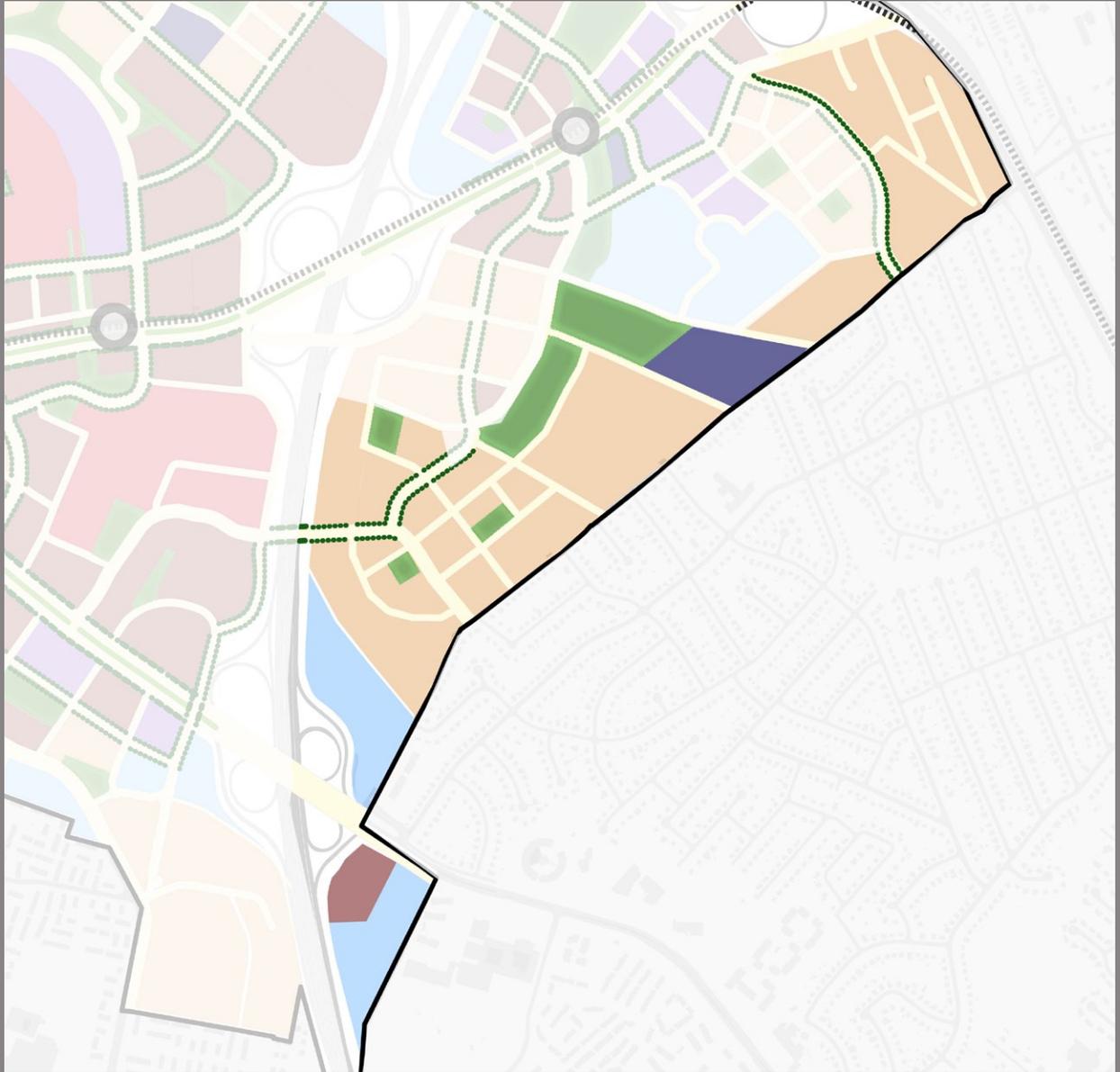
The East Side district is envisioned first and foremost as a residential district. Located on the edge of Tysons, to the east and south of the Tysons East station district, it has a significant amount of residential development. As an “edge district,” it would have lower densities than other parts of Tysons, enabling it to serve as a transition area between the higher density stations in the core of Tysons and the adjacent neighborhoods outside Tysons.

The East Side could be a large residential neighborhood, with stores that serve residents such as grocery and drug stores and dry cleaners. This district would include only limited retail and office uses, primarily to support the local residential population or to provide Tysons with some live-work opportunities.

Tree-lined residential streets could run through the East Side neighborhoods, which could include a mix of housing choices. The street network could be a finely scaled grid of streets, encouraging walking and biking. Connections to stations could be provided by the circulator, walking paths and finer grid of streets. The district could have a distinct residential quality, where neighbors could socialize in one of the many pocket parks located throughout the district.



▼ EAST SIDE CONCEPT



LEGEND

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|--|---|
|  Mixed-Use |  Residential Mixed-Use |
|  Office Mixed-Use |  Civic / Facility |
|  Office Use |  Park / Open Space |
|  Retail Mixed-Use | |