



## EXECUTIVE SUMMARY

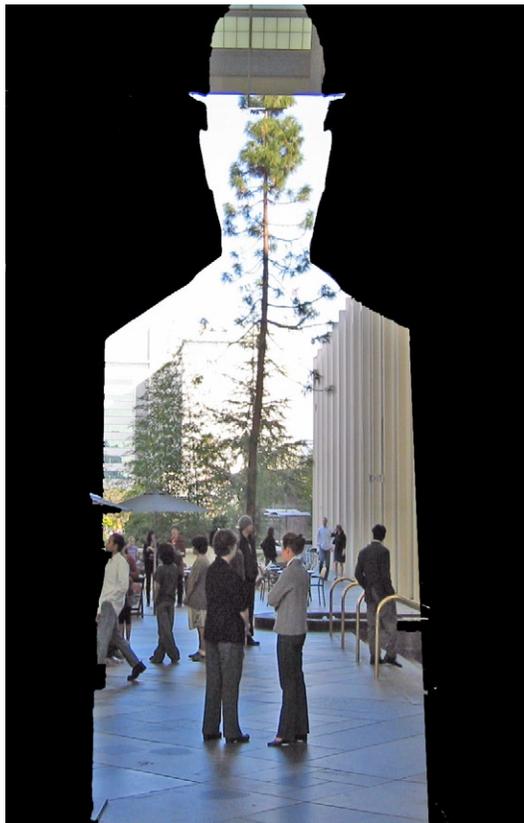
*The Tysons of tomorrow will be the place where people want to live, work, and play. In 2050, Tysons will be transformed into a world-class downtown destination known for great shopping, a prestigious office location and residential address featuring a diversity of housing choices, people-oriented streets, a variety of open spaces, arts, and civic uses, and convenient transit. It will become the second downtown for the Greater Washington Region, and could become a national model of transforming sprawl into a sustainable community.*

### A TRANSFORMED TYSONS

Over the past 50 years, Tysons has grown from a rural crossroads to the nation's 12th largest employment center. Tysons has been a destination, not a place to stay - people come to work or shop and then leave immediately. The Tysons of today is defined not by what it offers, but by the automobile; nearly half of the area's 1,700 acres is taken up by streets and parking.

The land use concept developed by the Tysons Land Use Task Force will create a very different Tysons from today. Tysons will be transformed into a model livable place with compact, mixed-use districts. In the transformed Tysons, over 95 percent of all development will be within walking distance of transit, and all land uses in Tysons will be mixed, allowing people to live, work, play, and participate in the arts and civic life of a vibrant 24-hour community. Residential capacity will increase significantly, providing housing for up to 100,000 residents. Employment, too, will increase to as many as 200,000 jobs by the end of the planning horizon. The influx of housing will provide a better balance between jobs and households which will ultimately improve the livability of Tysons.

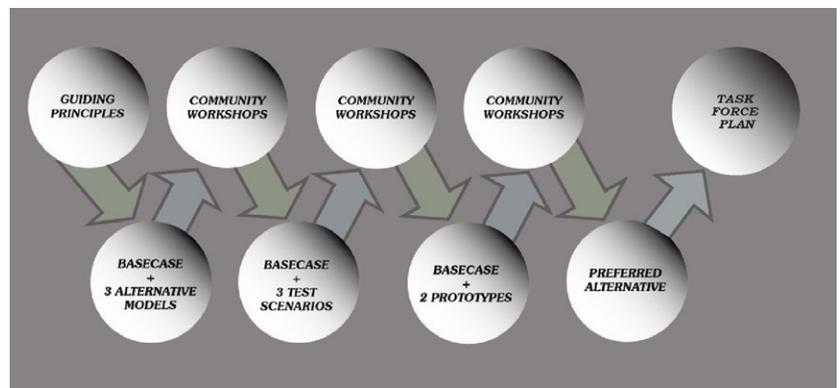
The Task Force's land use and transportation concepts constitute a fundamental evolution of Tysons from a suburban place to an urban place. The transformed Tysons will be a place built for people. By linking development to the four Metrorail stations that will serve Tysons by 2014, the Task Force envisions a Tysons that will grow into the "downtown" for Northern Virginia, extending the benefits of compact development to the entire region. It will be a place where people can walk from their homes in Tysons to their jobs in Tysons; a place where people can take transit to the mall to run errands during their lunch hour; and a place to play outdoors or enjoy performances, galleries and restaurants.



The recommendations for a transformed Tysons are organized around six key points:

1. **Create a people-focused urban setting;**
2. **Redesign the transportation network to balance walking, biking, transit and the automobile;**
3. **Place a strong focus on the environment;**
4. **Develop a vital civic infrastructure of the arts, culture, recreation and the exchange of ideas;**
5. **Sustain and enhance the contributions of Tysons as the county's employment center and economic engine; and**
6. **Establish an authority for implementation that provides the flexibility, accountability, and resources necessary to achieve the vision.**

To ensure that Tysons is transformed into a place in which people want to participate, there must be a clear vision, a cohesive land use and transportation plan, and a coordinated implementation strategy to guide Tysons' future. Over the last three-and-a-half years, the Task Force has received significant input from the public and has worked diligently to create such a vision, plan, and implementation strategy. The Task Force has been guided both by the experience of other TOD areas and by the unique characteristics of Tysons.





This illustration shows the Tysons Central 7 district looking north toward the Metrorail station. The new Tysons will be more walkable, and have more mixed-use, much more housing, and lower levels of congestion than under the base case.

This document, “Transforming Tysons: Vision and Area Wide Recommendations”, is a summary of the Task Force recommendations. It sets Tysons on the path to assume a place on the national stage by presenting new approaches for Tysons, demanding a willingness to try new things, and matching the ambitions for Tysons with determination. The findings and recommendations of the Task Force are presented in three sections:

- Section I: The Vision
- Section II: The Land Use and Transportation Concept
- Section III: The Implementation Strategy

The new Tysons is not about tall buildings.

It’s about growing better -

**About being a place people want to be part of.**

The Vision for transforming Tysons is bold, aggressive, and unprecedented for similar communities in the United States. The vision, land use and transportation concept, and implementation strategy are absolutely necessary to move Tysons forward — to grow better.



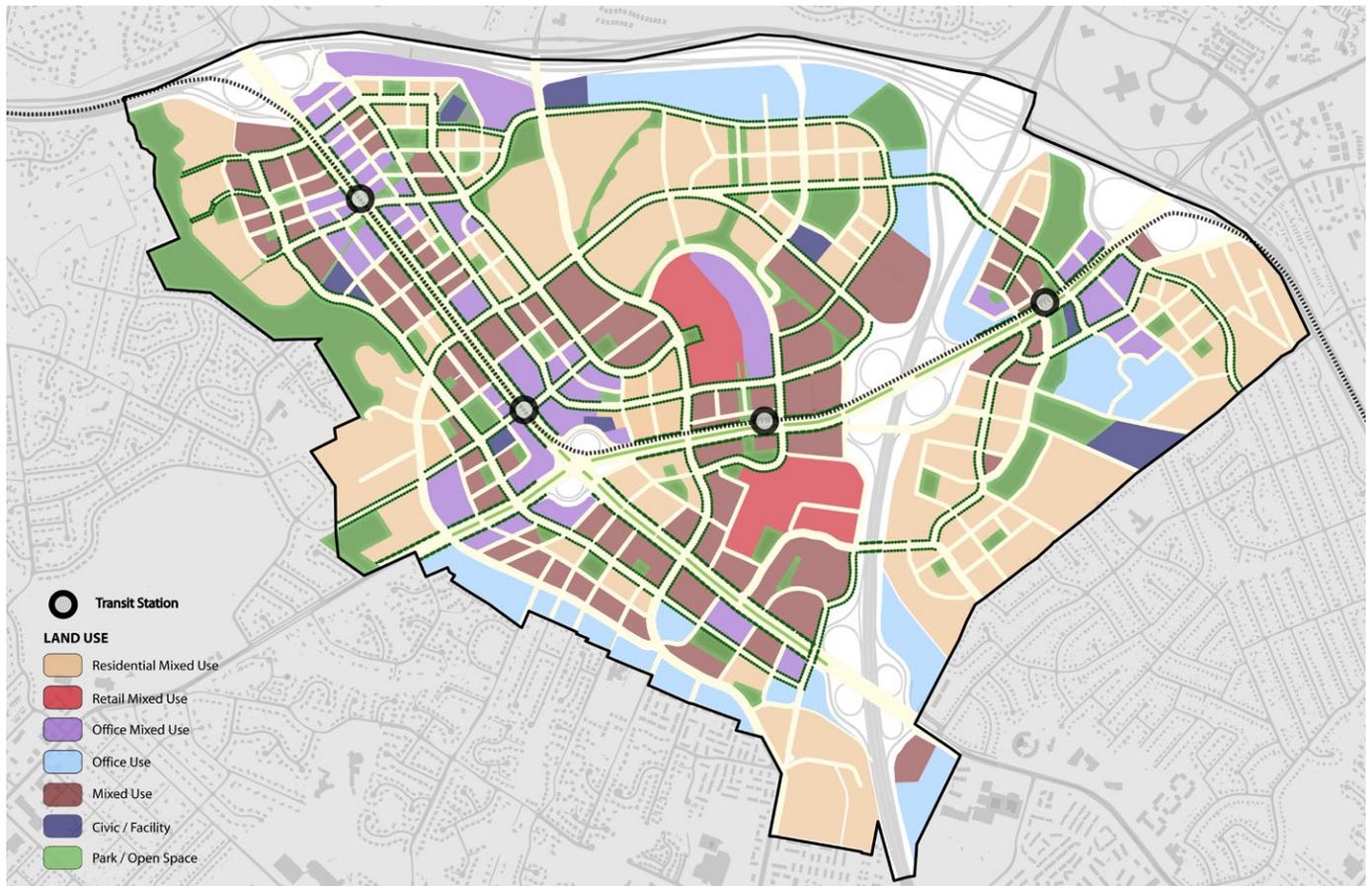
## THE VISION

The vision provides a broad-brush overview of Tysons' future; it reflects the hopes and dreams of the businesses, residents, neighbors, and stakeholders invested in Tysons' future. The transformed Tysons will be an urban place centered around people, with walkable streets, accessible transit, public art and cultural facilities, and a strong focus on the environment and sustainability.

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 walk or bike safely along Route 7 and 123 to nearby businesses. Three circulator routes will provide frequent transit access to almost all areas within Tysons. These elements will constitute a new and forceful example of automobile trip reduction.

This new downtown for Northern Virginia will have a variety of density and character. Each area around the four Metrorail stations will have a different personality. Each street will have its own unique landscaping, street art, storefronts, and amenities making the streets people-friendly. The character of place will change from an intense and busy downtown 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 will carefully transition down to a scale and use that respects these adjacent communities.



▲ The plan envisions a new Tysons transformed into a compact walkable urban center with a balance of jobs and housing focused around transit.

## THE LAND USE AND TRANSPORTATION CONCEPT

The **Land Use and Transportation Concept**, provides structure to the vision. It links land use and intensity, the extension of Metrorail to Tysons, other transportation improvements, environmental stewardship, public facilities, and urban design to create a cohesive plan for the almost 1,700 acres of Tysons. Map 1 illustrates the Land Use and Transportation Concept. Key elements of the Concept are:

- **Transit-Oriented Development (TOD)** – TOD will seek to align the transit investment of Metrorail and the circulators with the vision for Tysons by focusing growth within an easy walk of transit. Ninety-five percent of all development will be located within ½ mile of Metrorail and 600 feet of the circulator.
- **Jobs/Housing Balance** – By providing a dramatic increase in housing for different income levels, especially within walking distance of Metrorail, there will be an increased opportunity for people to

### Creating a people-focused urban Tysons requires:

- Transit oriented development
- A balance of jobs and housing
- Defined neighborhoods
- Protection of the edges
- Well-integrated community benefits





Spring Hill Road looking north from the Metrorail Station. A system of circulators, a refined grid of streets and enhanced bike and pedestrian network throughout Tysons will make it easier to get around Tysons without getting in a car

the highest density and degree of mixed-use compared to areas farther away. In addition, the first few hundred feet will be the most walkable with wide sidewalks, smaller block sizes, building frontages located along the sidewalk, and pedestrian amenities. Other transit routes will connect areas not served by circulators and neighborhoods outside of Tysons to the Metro stations. However, these routes will not be linked to additional density.

- **Regional Connectivity** – By reorganizing the street network to separate the local traffic from the regional traffic as much as possible, automobiles can move more efficiently to Tysons on the regional connections. The addition of Metrorail as well as expanded feeder bus service between the outlying areas and the Metro stations will allow more people to access Tysons via transit from throughout the region.
- **A built environment that will be a model of environmental sustainability** – The Plan reduces greenhouse gas emissions in Tysons consistent with Cool Counties objectives to reduce emissions 80% by 2050, measured from a 2006 baseline. These reductions will require reducing emissions from transportation and buildings. Requirements such as all buildings having Leadership in Energy and Environmental Design (LEED) certification, or the equivalent, prior to 2013 and LEED -silver certification, or the equivalent, for all buildings approved in 2013 or later will be imperative for Tysons to

**Metrorail Shaping Tysons**

Tysons grew-up around the automobile. Tysons will be transformed and transported into the future around Metrorail.



be a model for other global urban centers. Transportation goals, such as reducing vehicle miles traveled (VMT) per resident to 10 miles per day will put Tysons on the forefront of sustainability. TODs throughout the country have reduced per capita VMT per day by up to 67 percent.

- **Stream Restoration** – The plan for stream restoration requires that stormwater runoff be managed to be equivalent to that of forested conditions. This will include replanting stream buffers and restablizing stream banks. Trails and other community benefits can be incorporated into stream valley parks, where appropriate, as part of the integrated Tysons park system.
- **An Integrated Park System** – A connected park system for Tysons includes, at a minimum, a large (approximately 8-10 acre) park in North Central Tysons, a 3 to 5 acre park near Tysons Central station, and 160 additional acres of parkland. Providing a connected park system provides both a visual break in an urban setting as well as multiple opportunities for active recreation and connecting with the natural environment.
- **Planning a Civic Infrastructure** – Facilities and programs for arts and culture, recreation, and education will be planned and executed, not as amenities, but as part of the essential fabric – the civic infrastructure – to create a livable Tysons. These programs will be part of the initial planning for new development.
- **Building on Educational Excellence** – The current excellence of the Fairfax County Public Schools and local universities will continue in Tysons, with facilities designed to meet urban needs. Depending on the projected demographics of the area, educational facilities in Tysons will include: sufficient classrooms to meet the needs of the children; educational opportunities and activities for seniors living in the area; and a full service community library with a public meeting room. Development will take advantage of partnerships with local universities to provide convenient, accessible educational opportunities for people who live and work in Tysons.
- **Providing Recreation within Tysons** – Recreational activities and facilities in Tysons will be scaled to an urban environment. Examples include community skating rinks, indoor gyms, aquatic facilities, and neighborhood-serving skate parks. The integrated park system plan identifies the need for pocket parks and the large central park that provide opportunities for engaging in sports and free play. Horticultural parks and small community gardens will meet both recreational and environmental goals for the community.
- **Arts Facilities that Meet the Community's Needs** - Consistent with the recommendations in the Commission on the Future of the

Arts in Fairfax County report, accepted by the Board of Supervisors in July 2008, the plan for Tysons will include a community-based arts center containing an approximately 500-seat, well-equipped performance space for music, dance and theater, as well as studio, teaching and exhibit space for visual artists.

- **Public Art for Public Places** – Public art will be an integral part of the urban environment. Works of art will be used as identifiers for neighborhoods, civic spaces, and Metro stations, as well as functional enhancements.
- **Sustain and enhance Tysons as the County’s employment center and economic engine** - The transformed Tysons, using the growth anticipated in the Task Force recommendations and consistent with market projections, will generate more than \$1 billion per year under today’s tax rates, well above the existing annual County tax revenue from Tysons (generated primarily from commercial real estate and sales taxes), of approximately \$300 million.

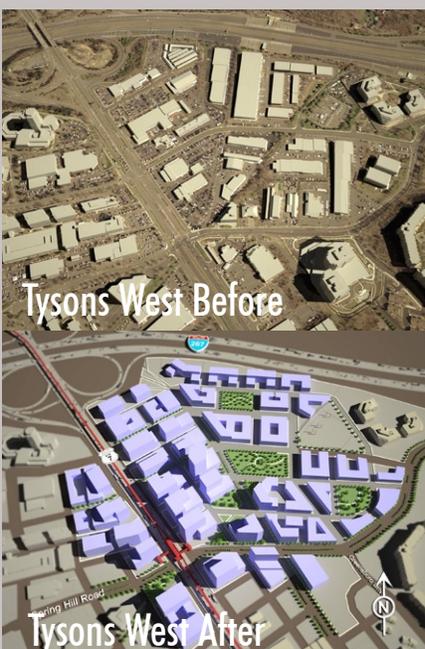
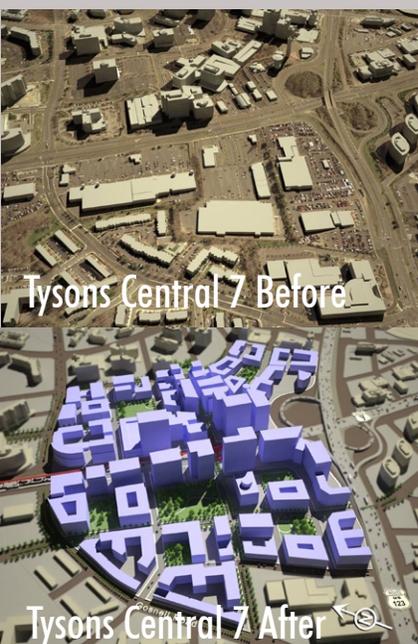
The recommendations provided in the concept are broad-brush and will require further application of the recommendations on a specific, block-by-block basis.



“Seasons change.  
So do cities.”  
*Carrie Bradshaw*



# TASK FORCE GUIDING PRINCIPLES



Thousands of interested citizens and stakeholders were invited to provide the Task Force with input on how to transform Tysons. From that input, the following eight Guiding Principles were adopted by the Task Force as the primary goals that should be achieved through the Land Use and Transportation Vision and Concept Plan.

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

## THE IMPLEMENTATION STRATEGY

The Implementation Strategy, provides the framework to make all of this happen: it provides the flexibility, accountability, consensus and resources necessary to achieve the vision. Policies and strategies are described to guide the public and private actions that implement the vision. The phasing of development, and thus implementation, will be tied directly to the ability of Tysons to provide the necessary public facilities. A phased strategy to grow, monitor that growth, and adjust the implementation strategy based on performance will be crucial to Tysons' success. The tiers of the implementation strategy include:

- **Detailed Planning** – The land use and transportation concept plan will serve as the framework for the future development of all of Tysons. Much more work, however, will be required to move the framework from an overarching vision to specific elements that can be implemented on the ground, including:
  1. District Plans – to address the unique character of specific areas within Tysons. District plans need to be developed to implement the overarching plan for Tysons as it relates to specific areas within Tysons.
  2. Circulator Alignment - to identify the specific elements of the circulator, including the routes, locations of stops and the operational elements of the circulator (e.g., frequency, mode, right of way treatment, etc).
  3. Parks and Open Space – to create a coordinated parks and open space network, addressing the preferred location, the number and types of parks and open space, and stream restoration strategies for Scotts Run and Old Courthouse Branch.
  4. Environmental Stewardship Strategy – to identify strategies and approaches to create a sustainable environment as Tysons grows.
- **Implementing Authority** – Implementing the vision of Tysons will require a “Keeper of the Vision” to oversee the policies, guidelines and intent of the vision at every step of implementation with the authority to implement the plan in an effective and coordinated manner.
- **Funding Strategy** – A funding strategy (including public-private partnerships) should assess the feasibility of various financial tools and identify how the specifics of the plan will be financed.
- **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.



Transforming Tysons requires an implementation strategy equal to the challenge.

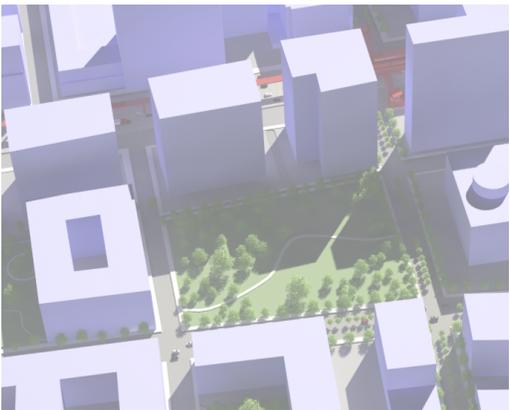




- **Regulatory Framework** – Regulatory tools will define the type and intensity of new development and prescribe design and development standards to achieve Tysons’ overall urban design goals.
- **Phasing** – A dynamic and evolving phasing plan tying redevelopment to specific public improvements will be critical to ensuring that transportation, other urban infrastructure and public amenities are in place as growth occurs. Incentives to facilitate development as identified by the phasing plan should be used in the design review process.



This plan is just one step on a long journey. The goal is to balance projected development with the various infrastructure needs geared to four time periods: 2020, 2030, 2040 and 2050. The recommendations presented guide the next steps of the journey as more specific details are defined. Now the “Keepers of the Vision” must be empowered to take the next steps defined in the Implementation Strategy.

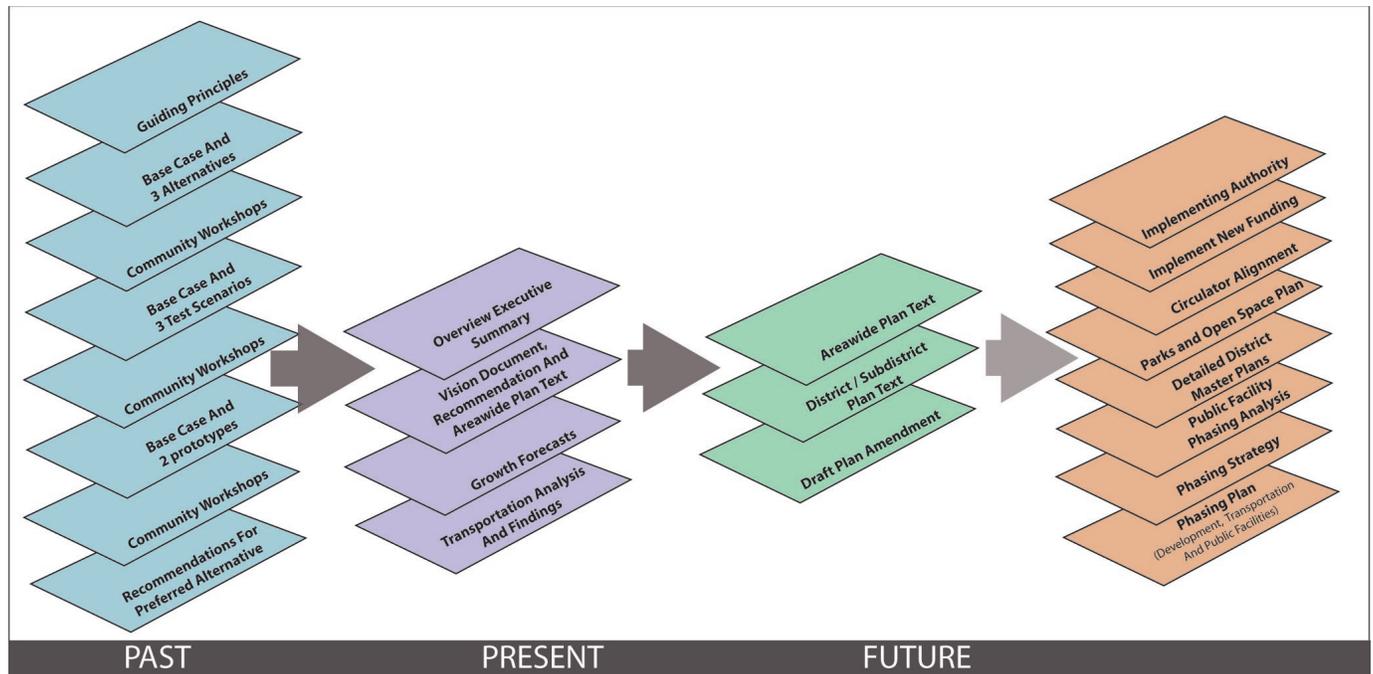


## NEXT STEPS

This document has laid out a series of actions that must occur to adopt and implement the vision of the transformed Tysons. Not all these actions, however, can or should occur overnight. The continued planning of Tysons should take it from the general to the more specific. After adoption of the Vision and inclusion into the Comprehensive Plan on an area-wide level, the circulator plan, and parks and recreation master plan must be completed. Those documents will then inform the more detailed district plans that provide the block-by-block plan for Tysons broken down by the eight districts.

After the planning has been complete, the implementing authority can begin its work, including reviewing development applications and creating a financing strategy to fund the necessary public infrastructure.

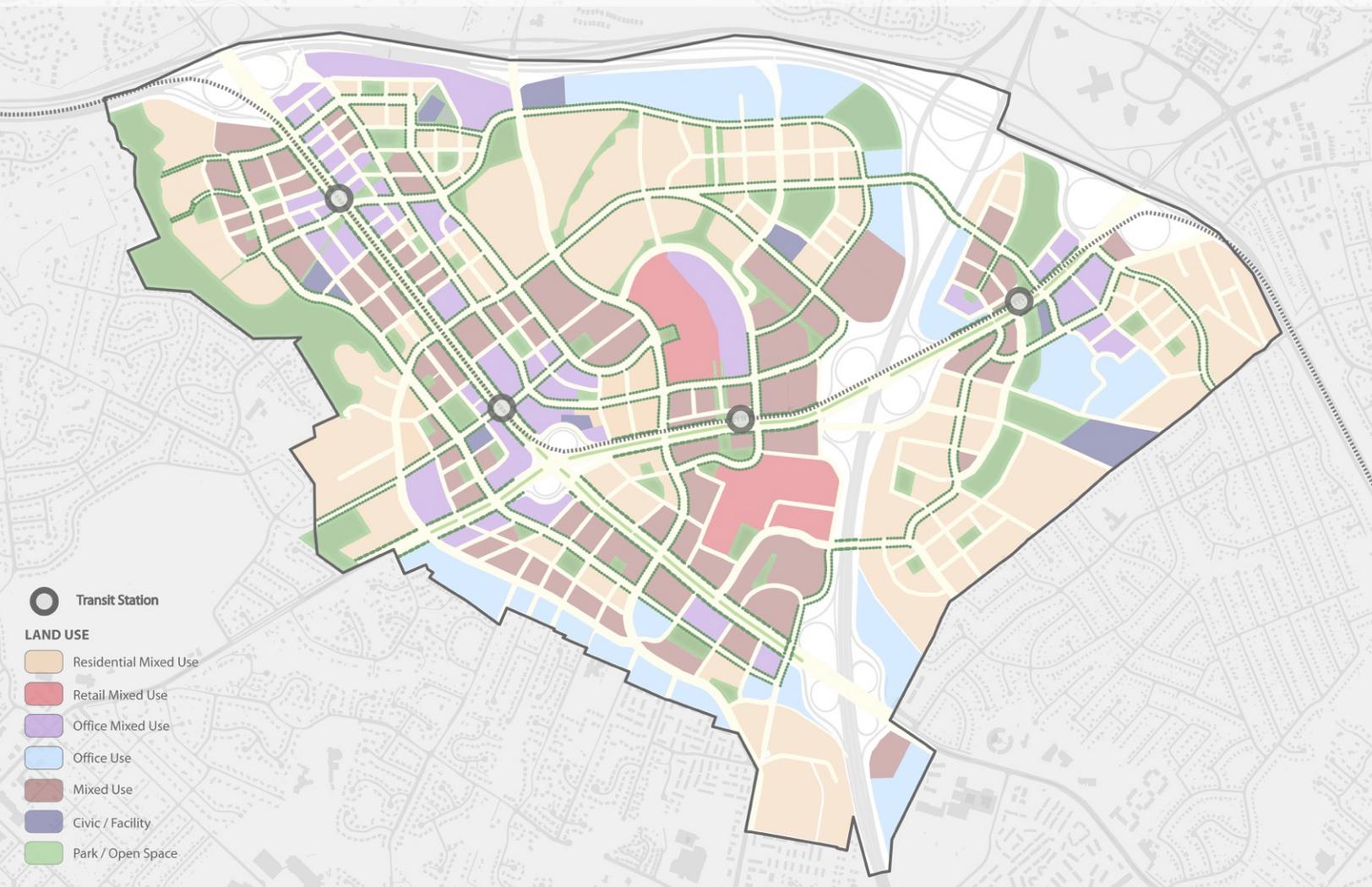
▼ This vision document provides the framework for the next stages of Tysons Areawide Plan Text



jiùde bùqù xinde bùlái  
(If the old doesn't go,  
the new won't come)

- Chinese Saying

### Tysons Area Land Use, Parks and Open Space Network



- Transit Station
- LAND USE**
- Residential Mixed Use
- Retail Mixed Use
- Office Mixed Use
- Office Use
- Mixed Use
- Civic / Facility
- Park / Open Space



TYSONS CORNER PLANNING AND URBAN DESIGN

