

Draft Maps of Street Grid Concepts for Tysons Corner

The Tysons Land Use Task Force requested DPZ staff to revise the April 17, 2006 Draft Street Grid Concept to differentiate existing roads from planned roads and additional (new) roads. In addition, they requested other street grid examples that have been recently proposed, which include the street grid concept presented at a 2005 American Institute of Architects (AIA) Conference and the street grid shown in the 2004 APR item for West Park and West Gate. These maps are included in this packet and entitled:

- 1) Street Grid Concept** (see page 2)
- 2) Grid of Streets shown in 2004 APR Item 04-II-9TC** (see page 3)
- 3) Taming Tysons Corner: Transforming the Quintessential Edge City**
(see page 4)

These maps are examples of street grid concepts. The maps should only be used as visual aids for future Task Force discussions. However, the maps help show that any future street grid will encounter impediments or obstacles, which include: 1) man-made barriers such as the Capital Beltway and the Dulles Airport Access Road, 2) the preservation of residential development such as the Rotonda and the Regency/Encore, and 3) topography.

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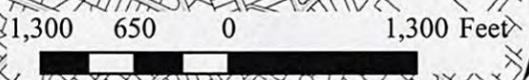
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**For Discussion
Purposes Only**

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-  Proposed Metrorail Line
-  Metrorail Station Access Points
-  Pedestrian Connections
-  Existing Streets
-  Current Plan Proposed Streets
-  Additional (New) Streets



Street Grid Concept

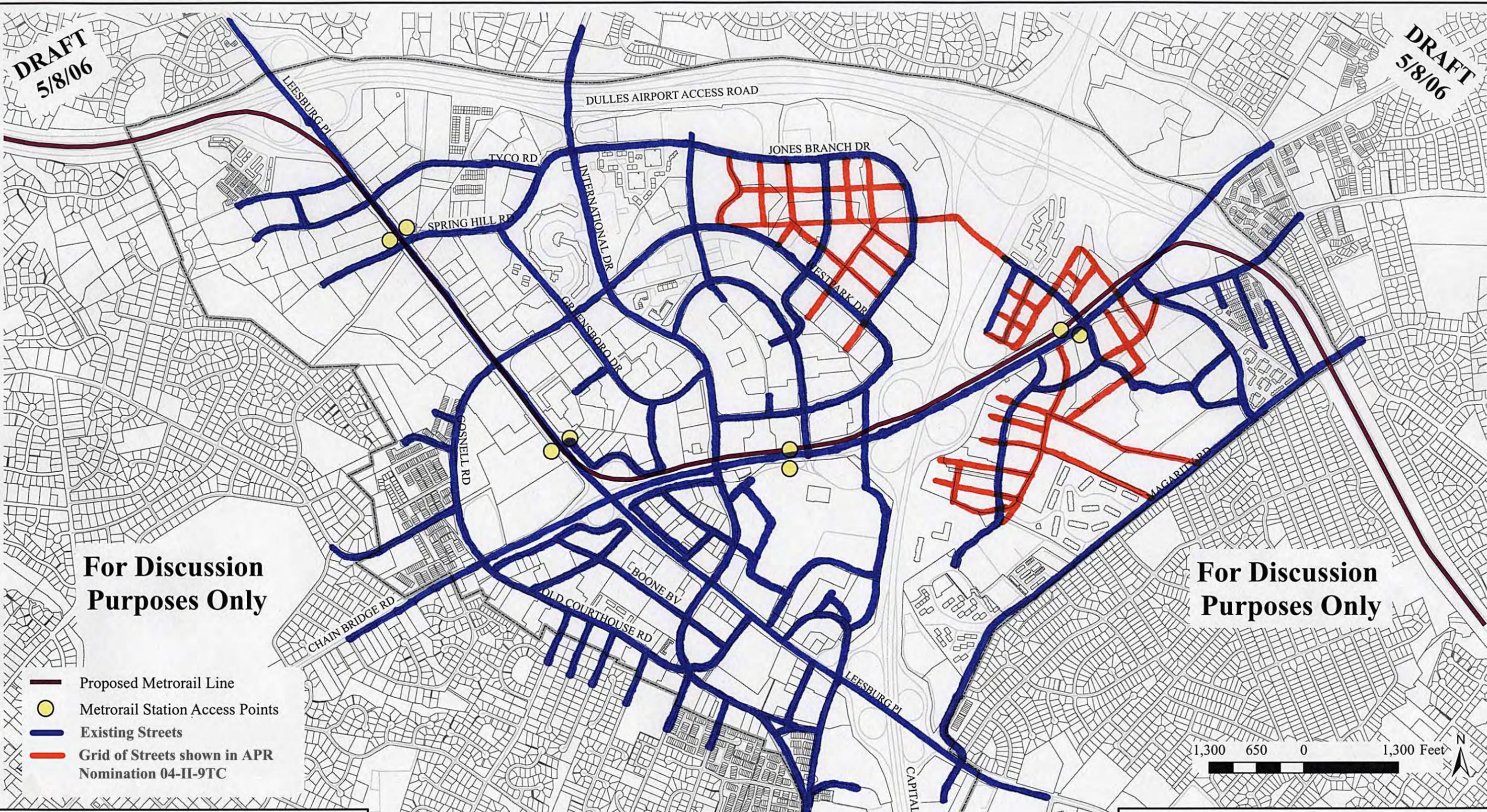
Tysons Corner Urban Center Study



Dept. of Planning and Zoning
Fairfax County, VA
May 8, 2006

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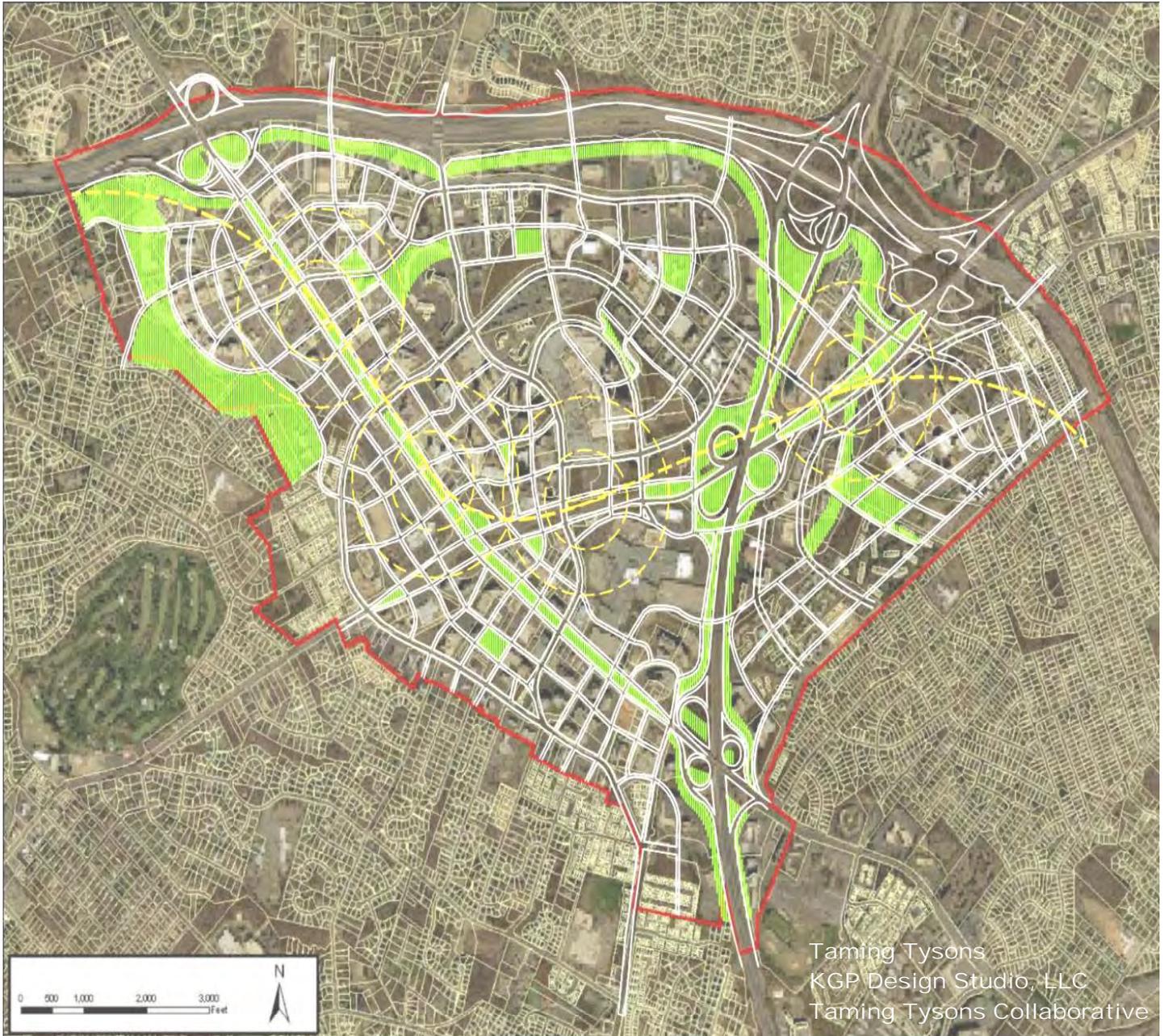
**Grid of Streets shown in
2004 Area Plans Review (APR)
Nomination 04-II-9TC**
(addresses Westgate & Westpark)

Tysons Corner Urban Center Study

Dept. of Planning and Zoning
Fairfax County, VA
May 8, 2006

Taming Tysons Corner

Transforming the Quintessential Edge City



Taming Tysons Conceptual Master Plan

The Master Plan for Tysons Corner is a conceptual diagram using a grid of streets to create urban blocks that are designed for pedestrians. These blocks are similar to downtown Washington, Ballston, Bethesda, Old Town and Fairfax City. Details of the street grid must be studied and coordinated with land owners, traffic engineers, existing utilities and state and local officials to determine exact locations. Bridges are used to connect the east and west sides of Tysons over the Beltway and pedestrian/bikeway paths connect over the Dulles Access Road to residential neighborhoods.

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