

Tyson's (Corner)

Past, Present, and Future



Tyson's Corner Eyed for Center

By William Chapman
Staff Reporter

The Tyson's Corner section of Fairfax County has been proposed as a regional business, convention and residential center which could tie together large areas lying inside and outside of the County.

A master plan for the key section between McLean and Vienna went to the County Planning Commission last night with this warning from the Planning staff:

"Tyson's has a potential of being one of the most dynamic, thriving well-planned regional centers in the Washington Metropolitan Area. At the same time, it has the potential of being a colossal slum of the worst kind if no comprehensive plan is agreed upon."

The section is vital for several reasons. It is literally

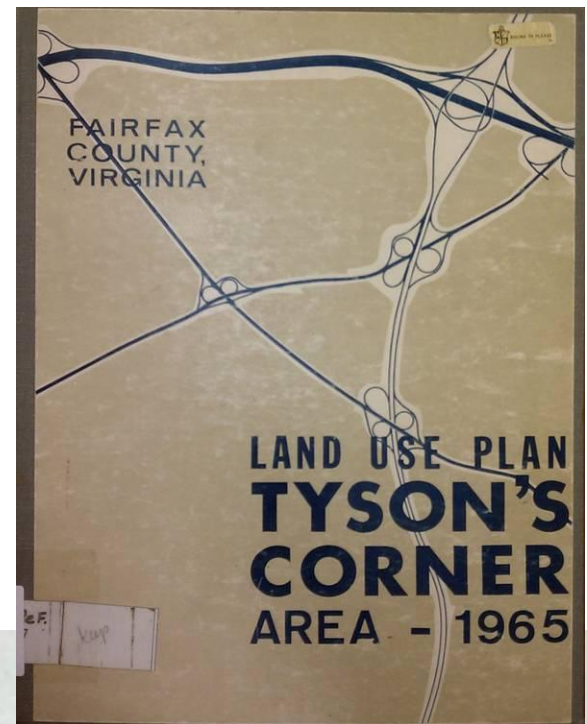
which could lead to just such a situation. If this were allowed to happen, irreparable damage could be done."



The Washington Post

Two Apply

HIGH



Background

Tyson's Corner, once a country crossroad for State Routes 7 and 123, has become an area of great importance by the construction of the Capital Beltway, Interstate Route 495. The locating of Dulles International Airport in western Fairfax and eastern Loudoun Counties, with its access road crossing just north of Tyson's Corner, has also contributed to this prominence. It might be said that Fairfax County's Tyson's Corner area is the "gateway to Washington for the jet-age."





If you can't say something nice...

“There’s nothing human in the expanses of concrete.”

– *Washington City Paper*

“It’s not the kind of place you would want to live— unless you happen to be a car, in which case it’s a paradise.”

– *Good*

“Try to cross it on foot, and you’re taking your life into your hands.”

– *Time*

“Tyson’s Corner may be the single most unpleasant place on planet Earth”

– *Gregg Easterbrook, ESPN.com*

“That it is also a strip-malled, traffic-clogged mess does not take away from the fact that it is **one of the great economic success stories of our time.**” – *Time*



Booz | Allen | Hamilton





Image Source: Chuck Samuelson, Dulles Corridor Metrorail Project



Fairfax authorizes Tysons overhaul

Supervisors vote 8-2 for proposal to create livable urban center

BY KAFIA A. HOSH AND
DEREK KRAVITZ

Fairfax County officials on Tuesday approved a landmark proposal to allow the transformation of Tysons Corner from a sprawling, auto-dependent office park into vibrant, walkable city.

The Board of Supervisors voted 8 to 2 after a six-hour public hearing on new building rules and a 20-year blueprint for Tysons, its most significant land-use decision in recent years. The proposal permits Tysons to become a city of office and residential towers with sidewalk cafes, boutiques and manicured courtyards. It also calls for energy-efficient buildings, affordable housing, park space and a new street grid to filter local traffic. A planned circulator bus system would ferry riders among future Metrorail stations,

offices and shopping malls.

"Tysons is a downtown. While it may not be a municipality, it will be a community," Supervisor Catherine M. Hudgins (D-Hunter Mill), whose district includes the employment hub, said before the vote. "Tysons is not going to be an auto-oriented environment. It's going to be walkable for the people who live there and for the economy."

Decades of growth turned Tysons from a rural crossroads into the nation's 12th-largest business district, home to the corporate headquarters of companies including Capital One, Freddie Mac, Booz Allen Hamilton and Hilton Worldwide. But it also created a sprawling expanse of high-rise buildings and wide, congested roads, prompting county officials to reevaluate the area's future.

The proposal, which was recommended by the Planning Commission last month, permits the densest development within a quarter-mile of four Silver Line

TYSONS CONTINUED ON A4

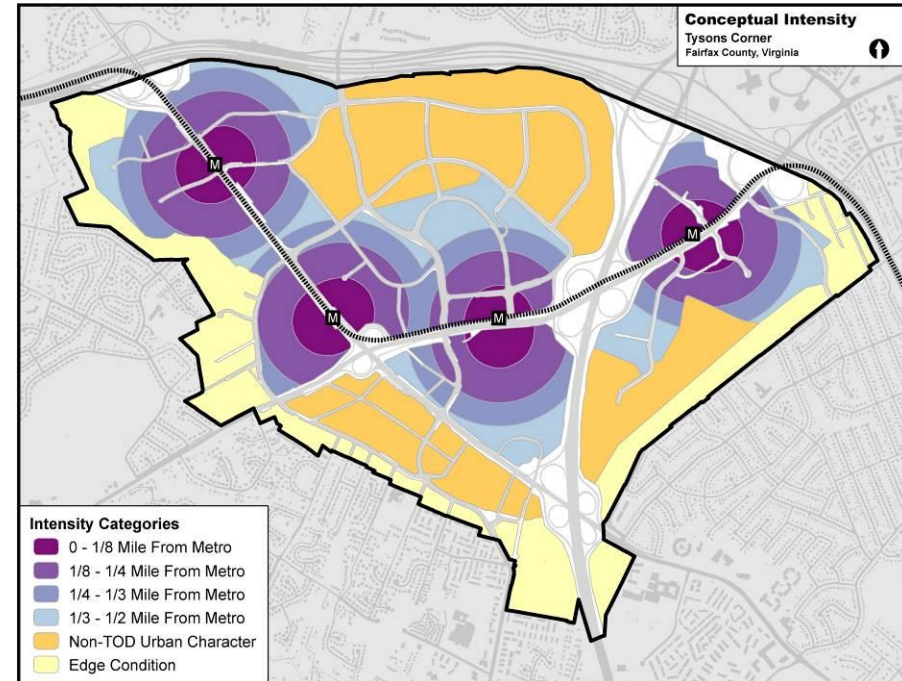
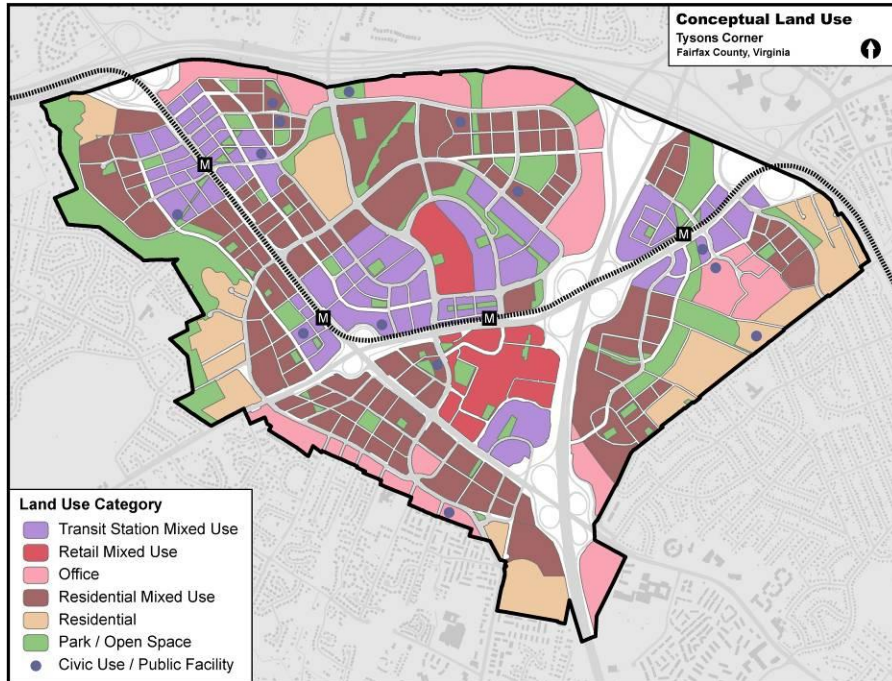
Transforming Tysons

Tysons Corner Urban Center
Comprehensive Plan



Fairfax County, Virginia
Department of Planning and Zoning
Adopted June 22, 2010

Land Use and Intensity



Affordable/Workforce Housing Tiers



101-120% of AMI	5% of units
81-100% of AMI	5% of units
71-80% of AMI	5% of units
61-70% of AMI	3% of units
> 50-60% of AMI	2% of units
Total Affordable/ Workforce Units	20%

AMI = Area Median Income

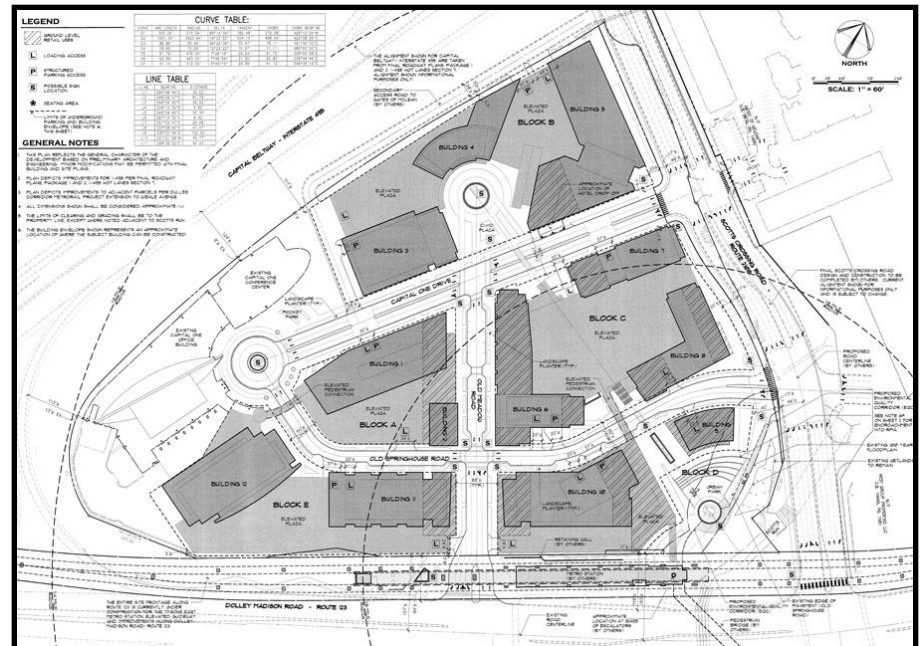
Street Grid



Parking Maximums

Example: Capital One Rezoning Application
4,937,720 sq. ft. of mixed use development

Previous Ordinance	
Minimum Spaces	12,011
Maximum Spaces	none
New Tysons Ordinance	
Minimum Spaces	1,230
Maximum Spaces	9,550

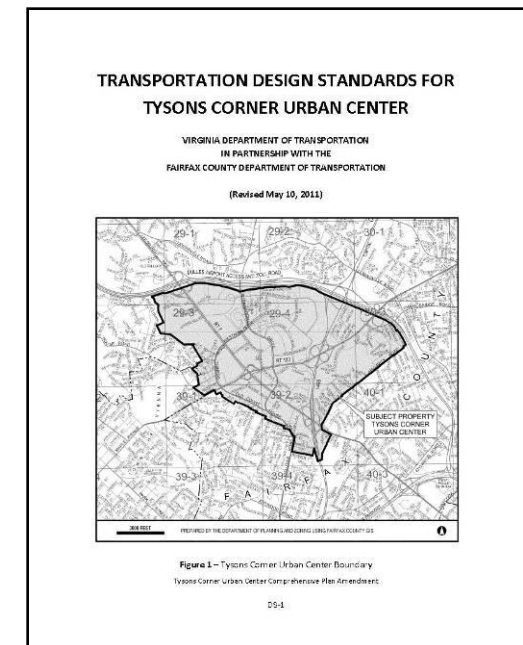
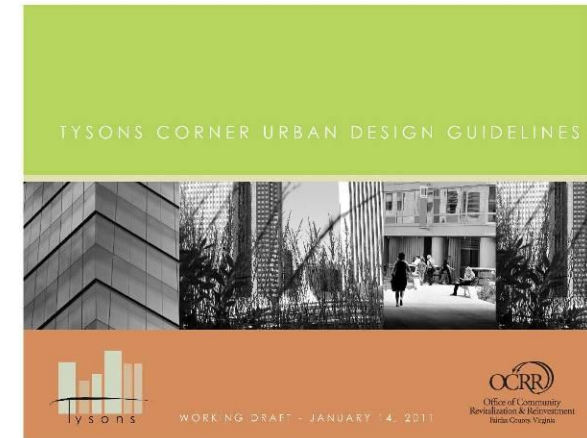
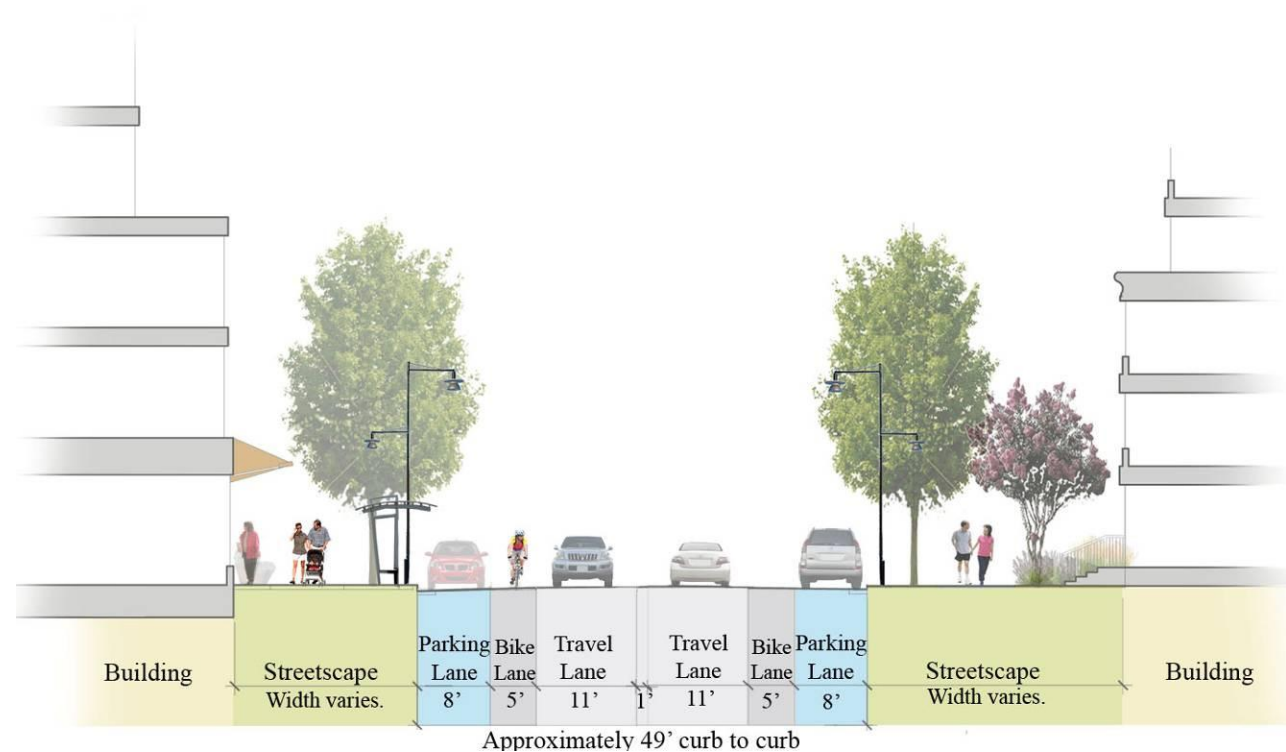


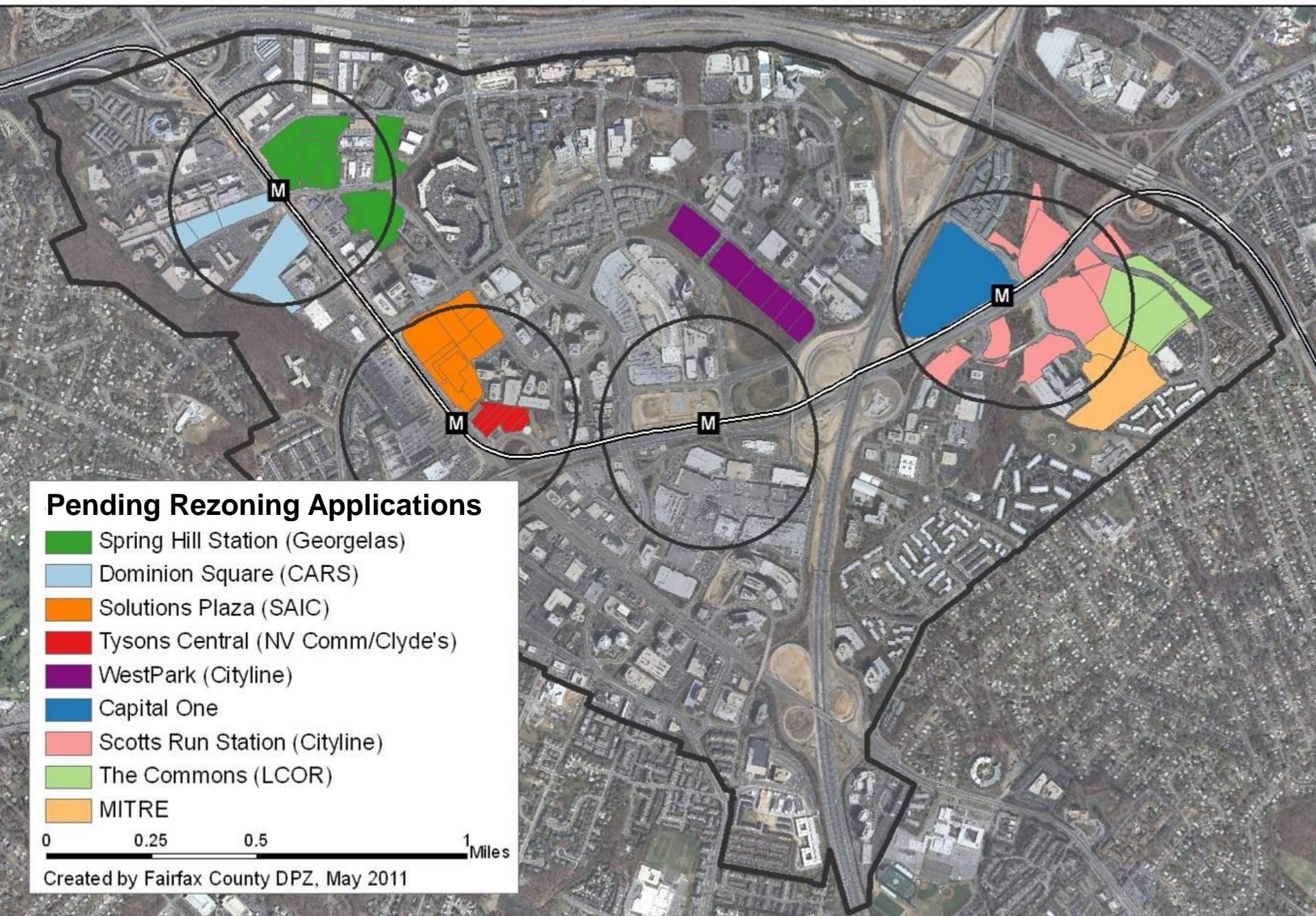
Parks



Image sources: LCOR/WDG Architecture; Brickell Soccer Rooftop (Miami, FL)

Urban Design









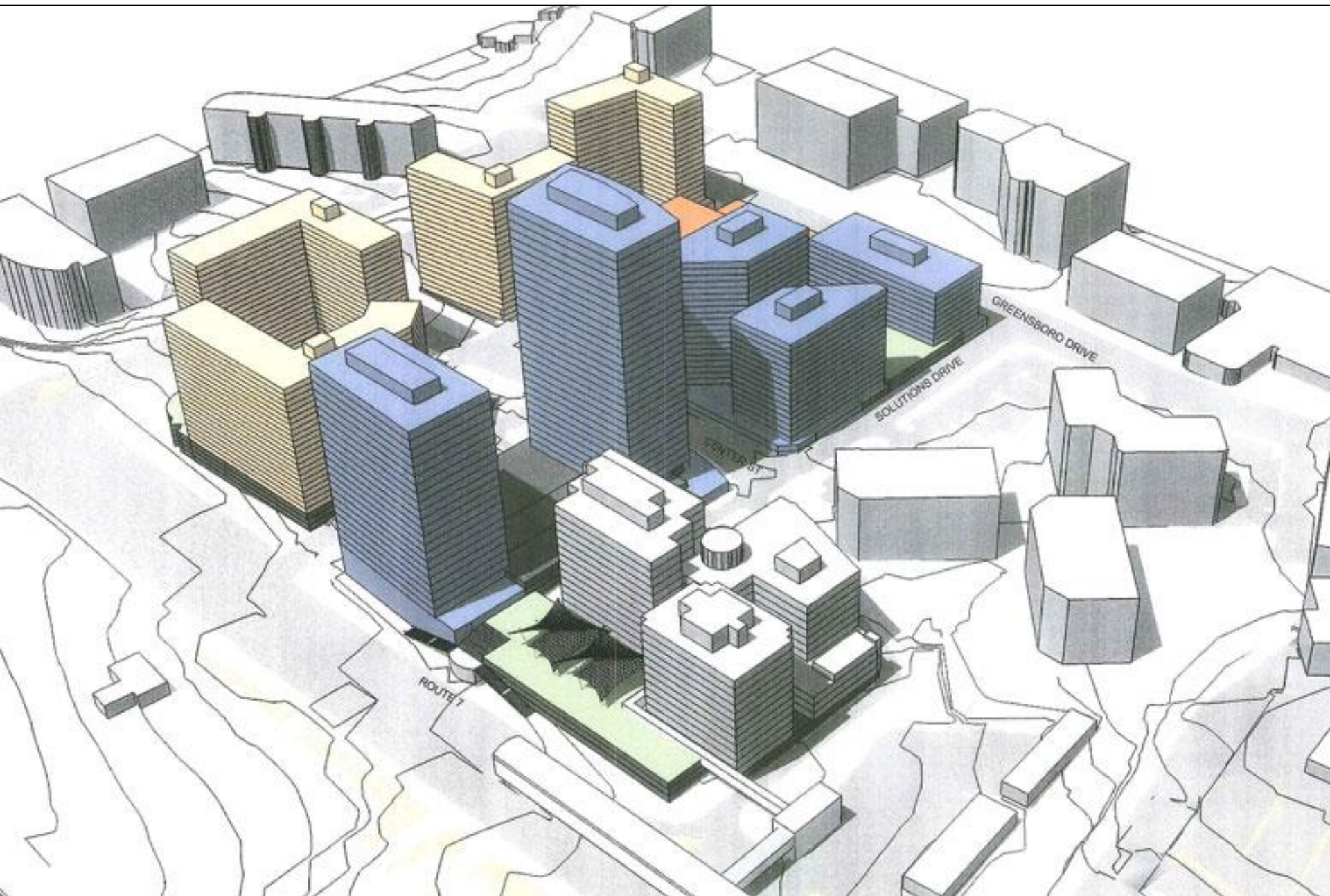


Image sources: Tysons Rezoning Applicants





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STEVEN KAHLER ARCHITECTS

Image sources: Tysons Rezoning Applicants



Image sources: Tysons Rezoning Applicants

Tyson's Corner Master Plan Brings Rush of Developers

By Everard Munsey
Staff Reporter

Publication of a master plan for 1000 acres of prime undeveloped land at Tyson's Corner in Fairfax County has brought forth a rash of conflicting multi-million dollar proposals to transform the area into a commercial and residential complex.

County planners staked out the Corner as ripe for commercial, industrial, office and residential development. Its advantages are many.

Coupled with good topography, large land holdings and remoteness from existing residential communities is

the proposals is location of a recommended by the County planners. Planners and developers agree that there should be only one regional center, but each of three developers proposes to build one.

Planning Commission Chairman Harriet Bradley said she hopes the Commission will recommend a "flexible" plan that would locate the shopping center on any of several desirable tracts.

The proposed high-rise apartment and industrial developments also considerably exceed planners' recommendations for limitation to 139 and 298 acres respectively.

But Buford M. Hayden, planner for developer Gerard

Luria, said the County planners.

The four major proposals are:

- A complex of regional shopping and business facilities and high-rise apartments on a 245-acre tract northeast of the intersection of Rtes. 7 and 123 to be developed by Walter R. Reynolds of Arlington for about \$100 million. The proposal follows the County Planners recommendations for that section.

- A 220-acre tract north of the Dulles Airport access road and west of the Capitol Beltway. Developer Gerard Luria proposes 145 acres of "industrial and office building park," 30 acres of high-rise apartments and 30 acres of single-family developments.