

Tysons Corner: Existing Features, Transit Oriented Design, and the Potential for Change

July 25, 2005

Presentation Outline

- **Study Area**
- **Existing Features**
- **Tysons Corner Urban Center Objectives**
- **Transit-Oriented Development (TOD)**
 - Principles
 - Benefits and Obstacles
 - Elements of a “Sense of Place” at Tysons Corner
- **Transit Oriented Developments (TODs)**
- **Need to Refine the Plan’s Framework for Changing Tysons**

Study Area



Existing Features (work-in-progress)



Legend

Project Boundary	Parks (FCPA)	Slopes:	
Stream	Parks (Non-FCPA)	< 5%	< 15 - 25%
Substation	Major Roads	< 5 - 15%	< 25%
Floodplain	Buildings		

Tysons Corner Urban Center Objectives

1994 Fairfax County Comprehensive Plan:

- Create an improved sense of place and function to promote the market success of the area
- Encourage mixed-use development, while creating core areas for large-scale development and preserving and enhancing Tysons Corner retail and business center
- Encourage urban form development
- Develop a cohesive pedestrian circulation system linked to open spaces such as plazas, courtyards, greenways and parklands
- Develop mass transit options
- Preserve and protect existing stable residential neighborhoods adjacent to Tysons Corner boundary, while encouraging affordable housing near workplaces
- Protect environmentally sensitive areas by preserving private or public open space and improve air and water quality
- Implement mechanisms to ensure Tysons Corner vision becomes reality

Transit-Oriented Development (TOD) Principles

- **Complementary Mix of Uses**
 - Providing housing and street-level retail are important components to serve the neighborhood and work force population
- **Compact Development**
 - Locate highest level of intensity closest to Metro stations
- **Integrated Pedestrian System with Streetscape Amenities**
 - Provide efficient, comfortable and safe walking environment and circulation for all modes of transportation
 - Provide pedestrian visibility and connectivity
 - Increase transit use
 - Include plazas, courts, pocket parks and other community spaces
- **Street-Oriented Building Forms**
 - Limit parking in front of buildings and encourage on-street parking
- **Grid of Streets**
 - Serve pedestrians, bicycles, buses and cars
- **Parking**
 - Encourage shared parking facilities, while minimizing surface parking lots

TOD Benefits

Source: *TOD: Developing a Strategy to Measure Success, NCHRP, Research Results Digest 294, February 2005*

Public Sector

- Increased ridership and farebox revenues
- Improved quality of neighborhoods
- Reduced sprawl/conserves open space
- Reduced traffic congestion
- Increase property and sales tax revenues

Private Sector

- Increased land values, rents, and real estate performance
- Increased affordable housing opportunities
- Increased retail sales
- Reduce parking costs
- Increase access to labor pools

Elements of “Sense of Place” at Tysons Corner

- Diverse mix of land uses with residential, commercial, office and retail with other uses to support residences
- Cultural and art-related attractions
- Street-level retail to serve everyday needs
- Pedestrian-oriented and pedestrian-scaled development with interesting architecture
- Increased access to transit
- Transition building heights from metro station to adjacent neighborhoods (high- to low-rise, respectively)
- Parking for visitors and retail, cultural, educational, and recreational uses
- Gathering spaces such as plazas, outdoor cafes, and fountains
- Urban parks and recreation amenities

TOD Challenges

- Public Facility/Infrastructure Capacity
- Land Use Compatibility
- Station Location
(at grade vs. below-grade and distance from station to development site)
- Tension (Imbalance) between Node and Place
- Community Acceptance of Higher Intensity
- Difficulties of Financing

Rosslyn-Ballston Corridor – *Building from the Ground Up*



1960s



Today



Rosslyn-Ballston Corridor

View in the 1970s



Recent View



Fairfax Drive

Silver Spring, Maryland

Before Redevelopment →



← After Redevelopment

Bethesda, Maryland



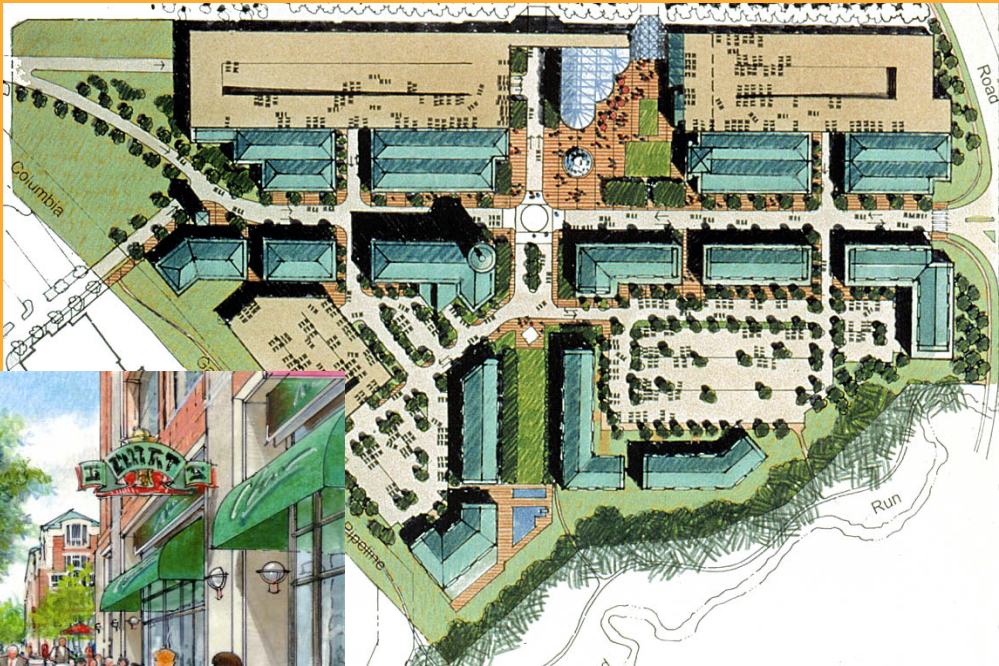
North Bethesda Town Center



Seattle (Northgate) - *Redevelopment*



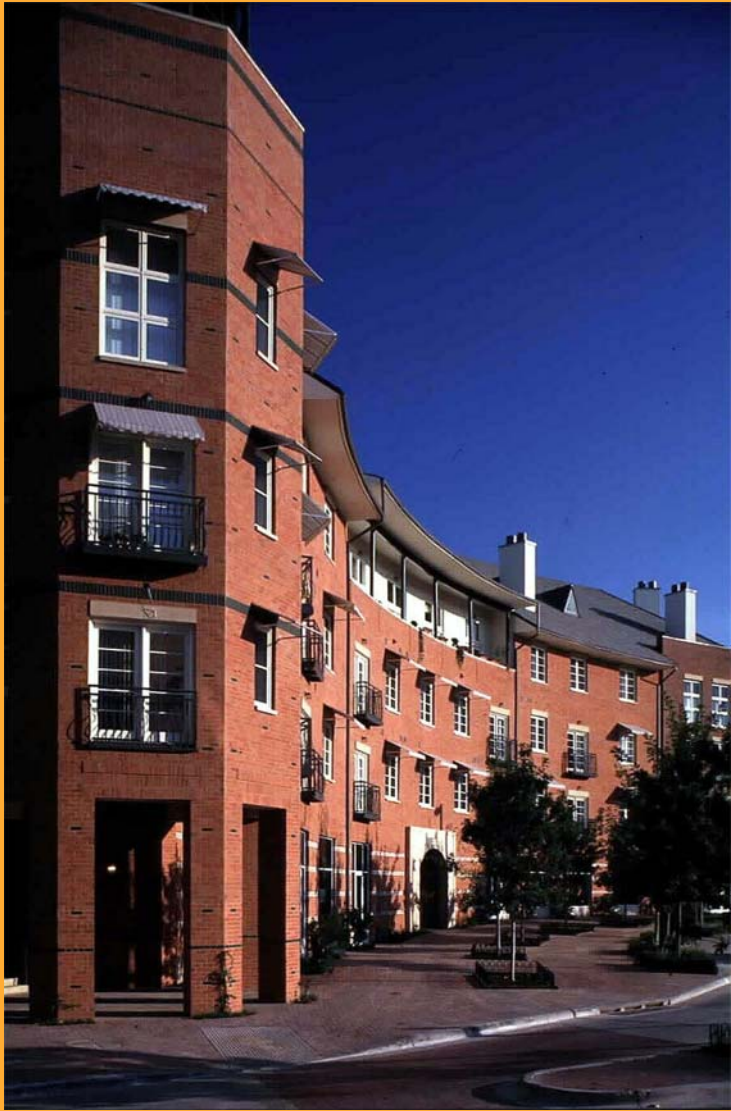
Owings Mills Town Center- Owings Mills, MD



Addison Circle – Dallas TX



Addison Circle – Dallas TX



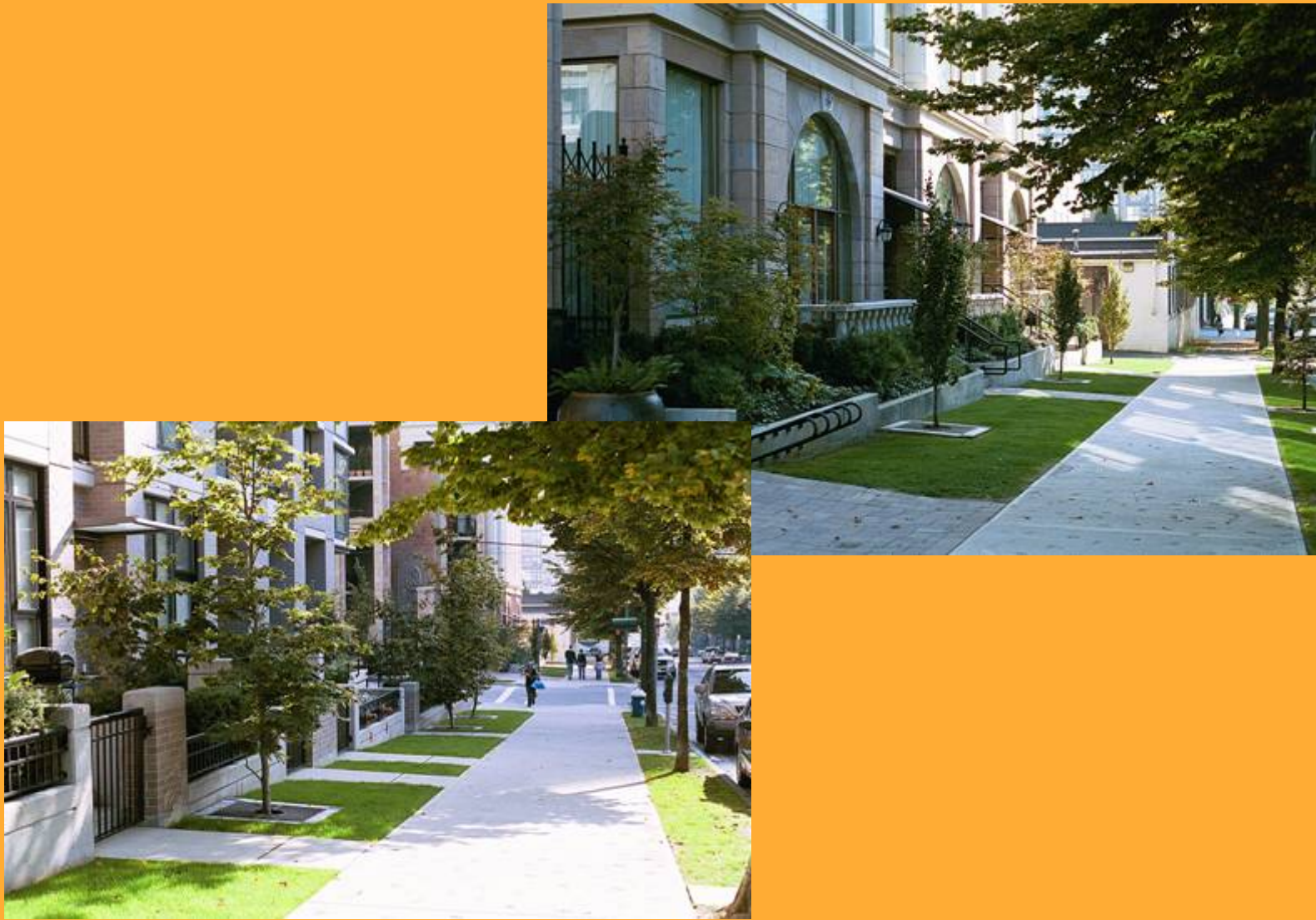
Mockingbird Station – Dallas, TX



Transitional Architecture



Architecture with a Street Presence



Mixed-Use



Mixed-Use



Preliminary Pedestrian Facilities Analysis



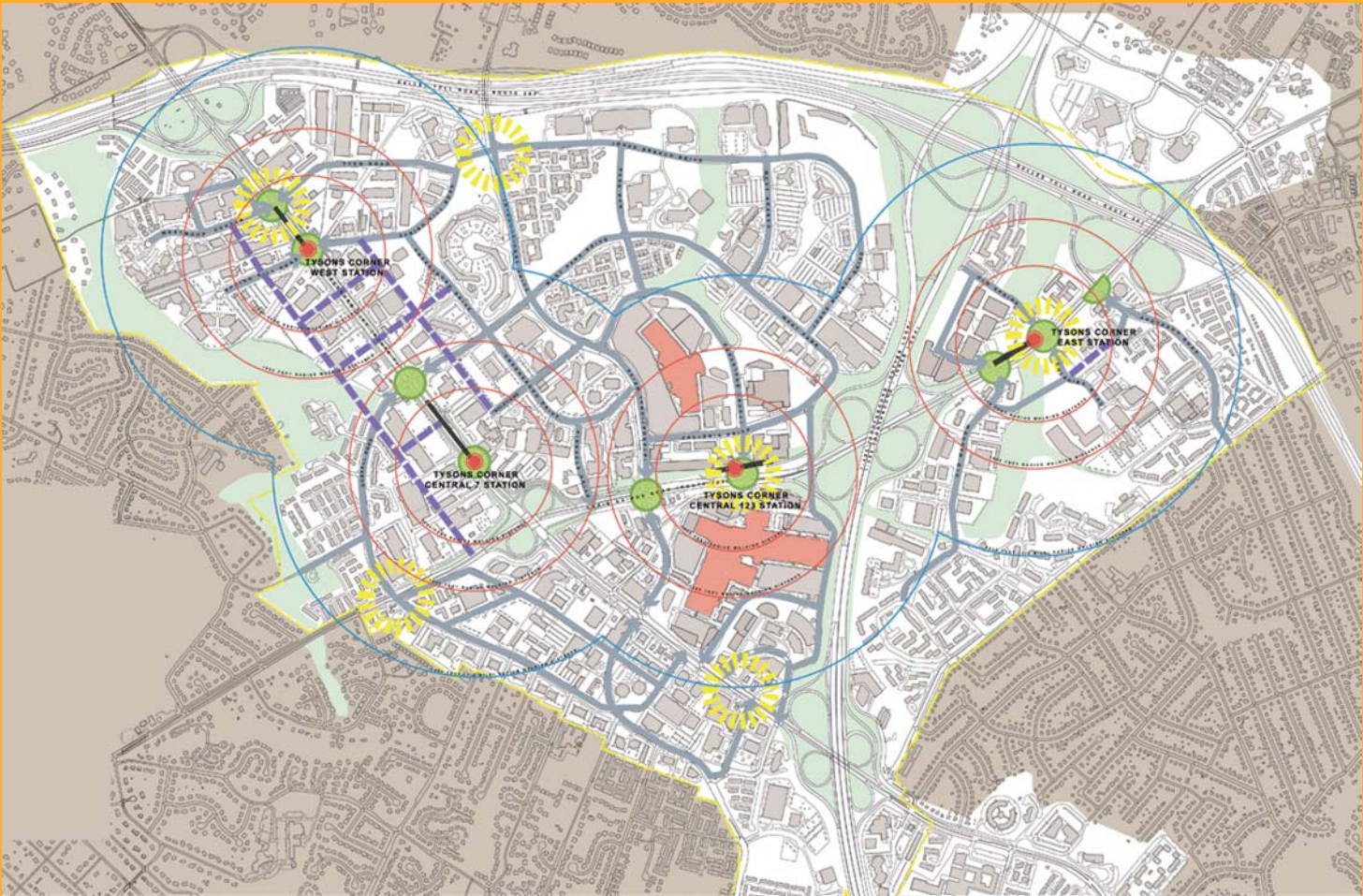
Legend

- Project Boundary
- Existing Sidewalks
- Additional Sidewalks

Comprehensive Plan Proposed Pedestrian Facilities:

- Pedestrian Overpass
- Sidewalk
- Trail
- Buildings
- Major Roads
- Parking Lots

Potential Street Framework Plan



Legend

- Project Boundary
- Existing Roads
- Future Streets "Suggested"
- Proposed Metro Stations
- Walking Distance from Platform
- Planned Metro Entrance
- Gateways
- Vehicular Access Points
- Buildings
- Shopping Malls

Tysons Urban Center Future?

- **Tysons Corner does not necessarily have to emulate the “downtown DC setting” of buildings, sidewalks and streets.**
- **While buildings should be close to the street, they might have small “front yards” of grass and plantings.**
- **A softer, greener image might be more appropriate for this evolving edge city.**
- **The opportunity to achieve a unique sense of place is possible on new and modified existing streets that have a pedestrian priority.**