

Planning and Urban Design for Tysons Corner

Advanced Alternatives Update
24 September 07



Submitted to:



Fairfax County, Virginia

Submitted by:



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Presentation

Process to Develop and Test Advanced Alternatives :: Draft

Sept.

Oct.

Nov.

Dec.

Jan.

Wk of
1/28/08

Public
Workshops

Finalize
Concepts:
Land Use
Transp
Allocation

Add
Details:
Land Use
Transp
Allocation

Finalize
Details:
Land Use
Transp
Allocation

Test & Evaluate
Two Advanced
Alternatives

Advanced
Alternatives
Draft Report

Task Force
Approval

Task Force
Briefing

Task Force
Liaison
Cttee
Prelim
Report

Task Force
Input

9/24

10/22

December

January



Where have we been

Results from Portland Work Session

1. Land use framework

- Basis to develop Advanced Alternatives

2. Two transportation networks

- Different emphasis

3. Narrowing the range for planning

- Basis for analysis



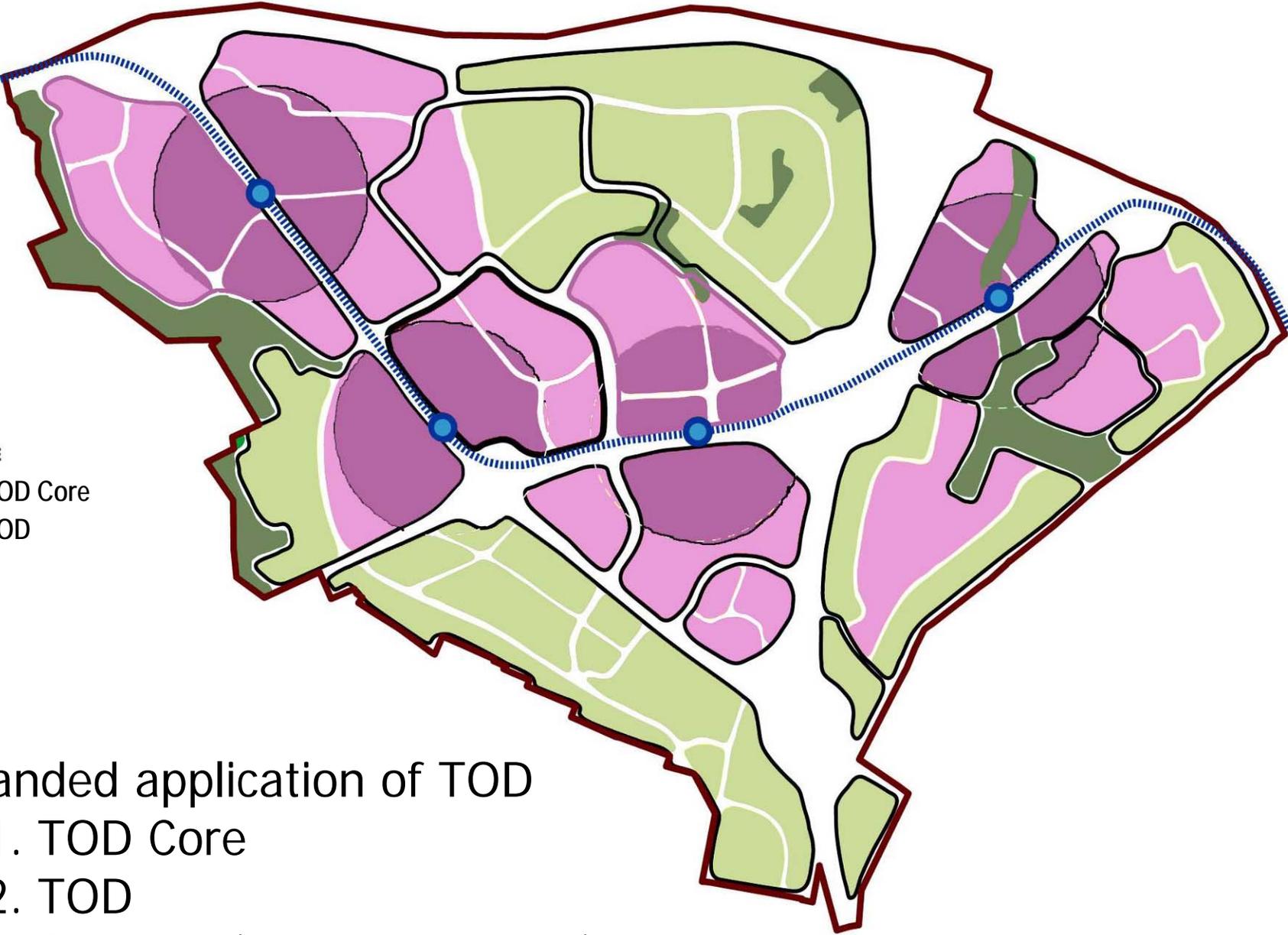
Land Use Concept

- Decision rules
 - Able to survive analysis
 - Land use and transportation network created in conjunction with each other
 - Two land use patterns
 - Two transportation networks
 - Includes refinement of districts / sub-districts
 - Tysons as a downtown



TYSONS CORNER LAND USE CONCEPT

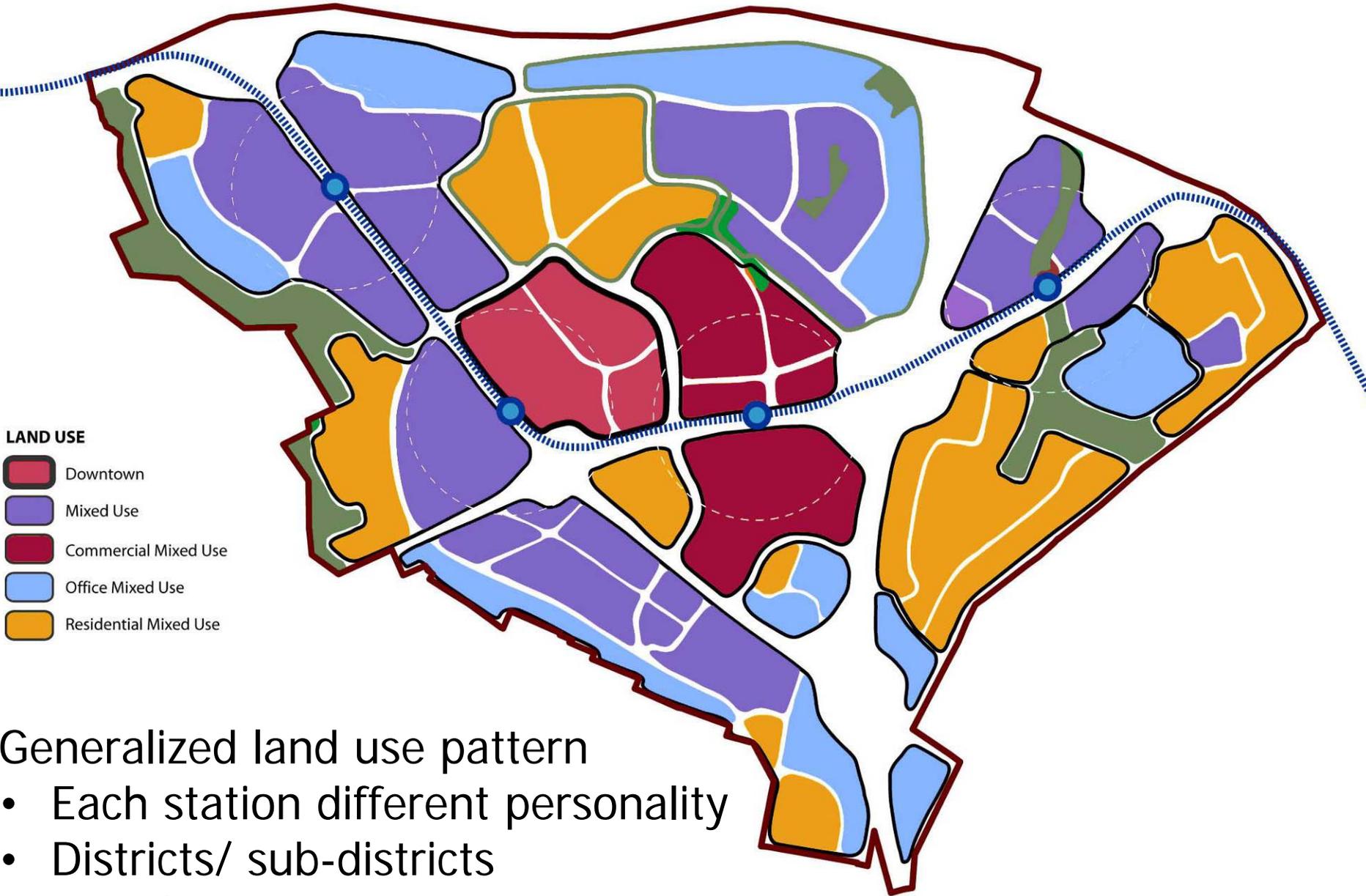
- LAND USE
- TOD Core
 - TOD



Expanded application of TOD

1. TOD Core
2. TOD
3. Corridor (not mapped yet)

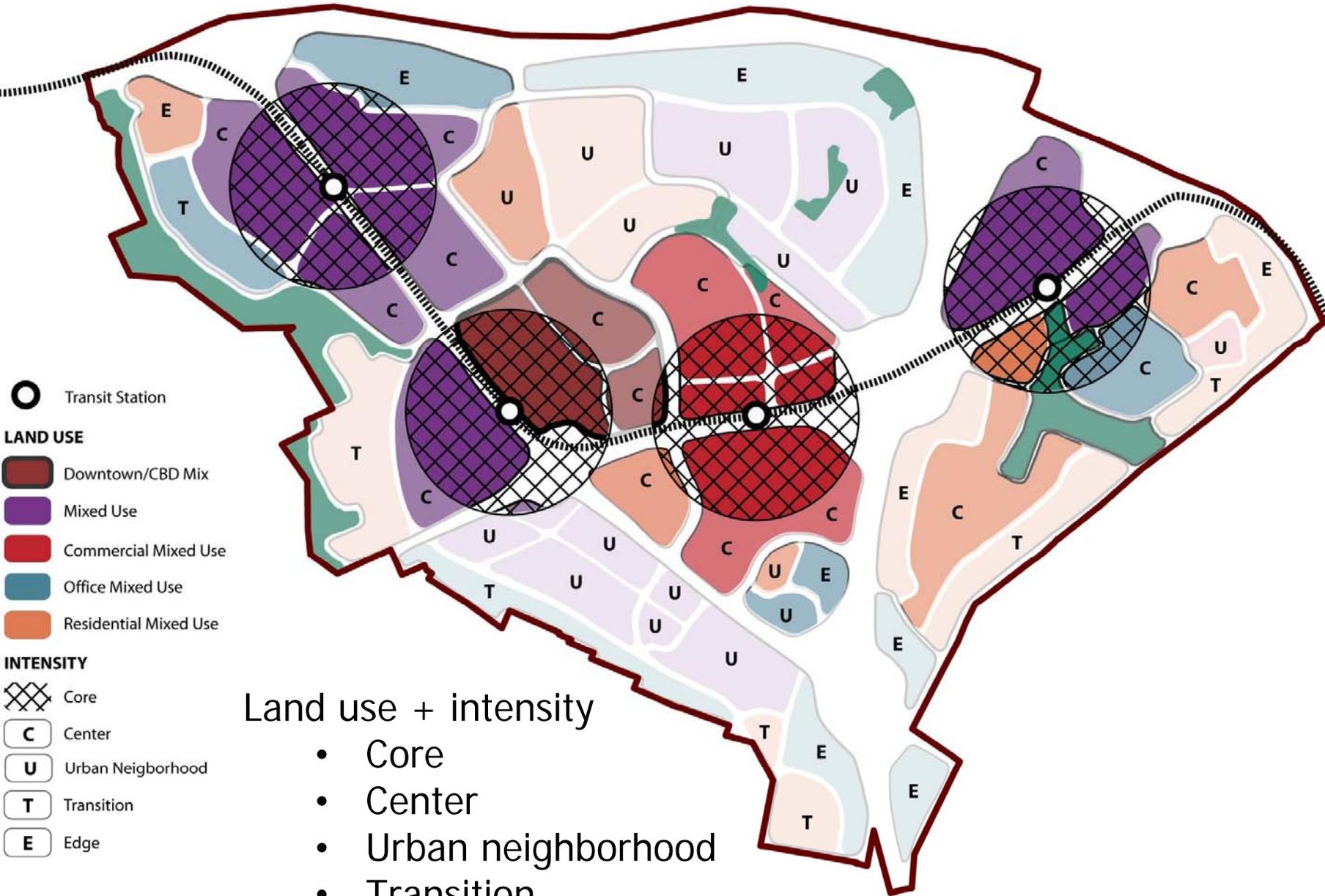
TYSONS CORNER LAND USE CONCEPT



Generalized land use pattern

- Each station different personality
- Districts/ sub-districts complement each other

TYSONS CORNER LAND USE CONCEPT



- Transit Station
- LAND USE**
- Downtown/CBD Mix
- Mixed Use
- Commercial Mixed Use
- Office Mixed Use
- Residential Mixed Use

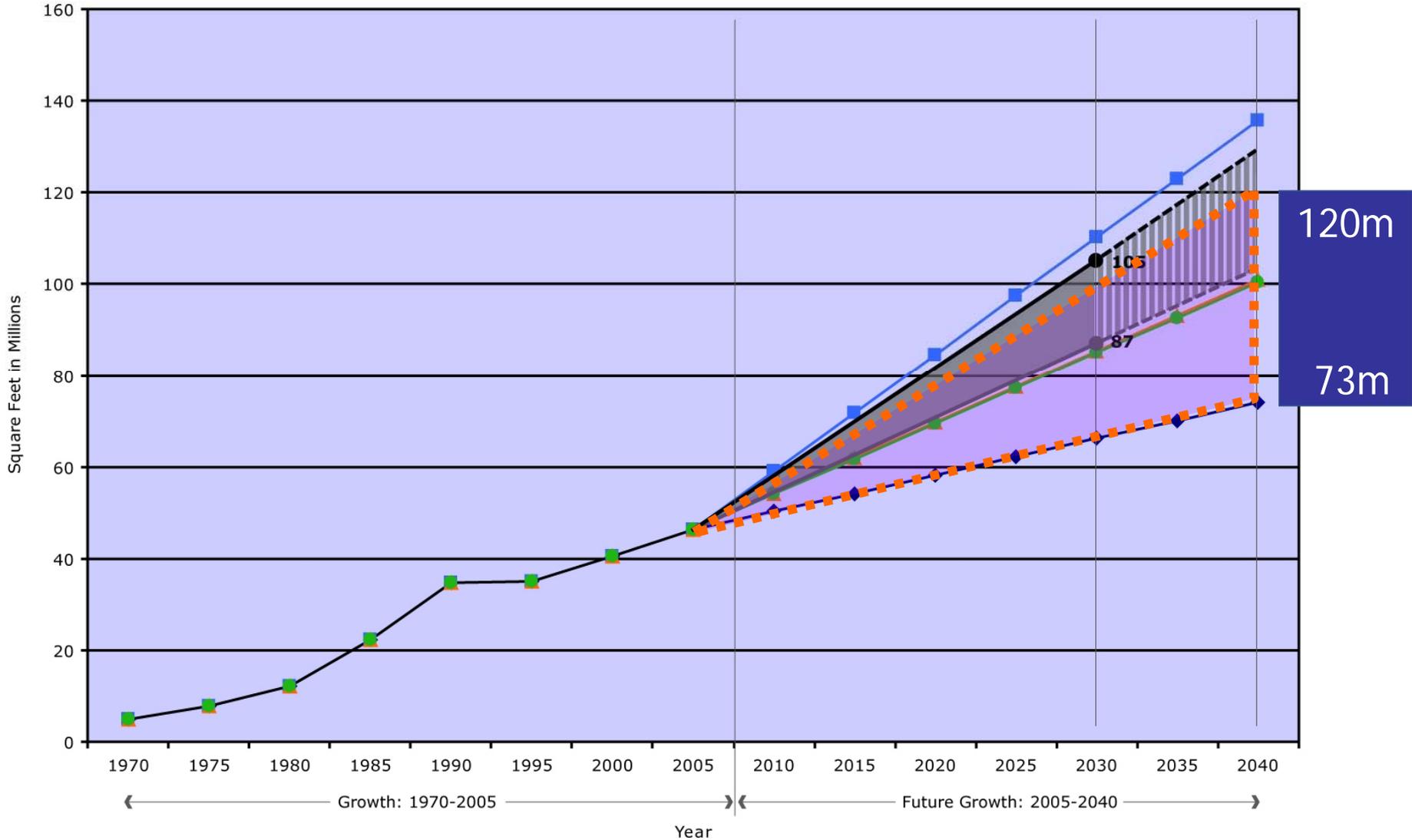
- INTENSITY**
- ▨ Core
- C Center
- U Urban Neighborhood
- T Transition
- E Edge

Land use + intensity

- Core
- Center
- Urban neighborhood
- Transition
- Edge

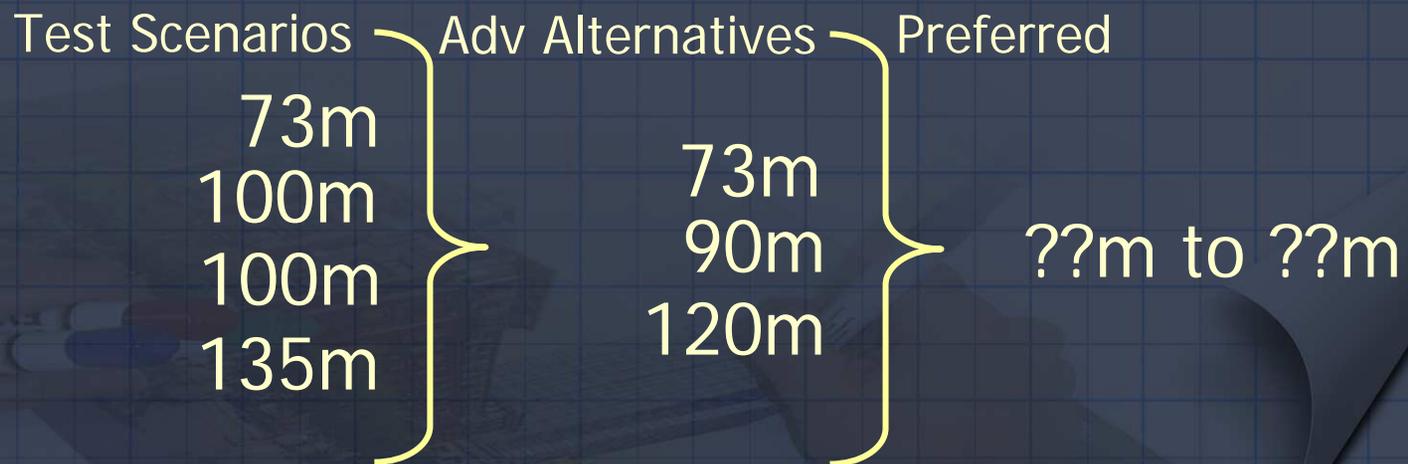
Suggested Range to Study

◆ Base Case ■ Scenario A - Pushing ▲ Scenario B - Office ● Scenario C - Residential
— BAE Moderate — BAE Strong ■ BAE Range 2030 ▨ Extended Range



Our Teams Suggested Approach

- Carry the following forward:
 - 73m comprehensive plan
- Identify Advanced Alternative high end
 - 120m high end Advanced Alternative
 - 90m intermediate point to test
- Allows us to nicely bracket results



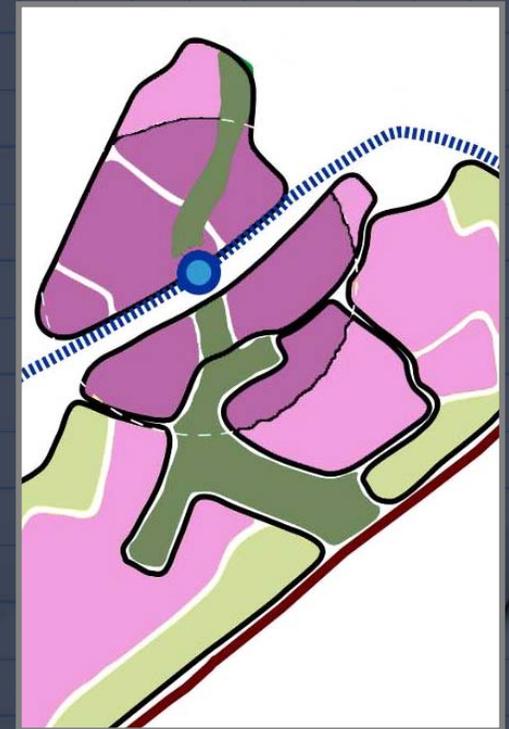
Advanced Alternatives

- Test two urban forms
 - “Transit City”
 - “Metro City”
- Test two growth levels
 - 120m sq ft
 - 90m sq ft
- Two transportation networks
 - Within
 - Thru



Organically Build Alternatives

- TOD areas in Metro City & Transit City respond to conditions such as:
 - walkable area
 - topology
 - block patterns
 - natural features
- Each TOD unique in terms of:
 - shape / personality
 - land use mix



Common elements between alternatives:

- Unique districts w/in Tysons
- Density in exchange for amenity
- Walkable 18 hour TODs at Metro
- Transit circulators connect Tysons
- Fine grid of streets
- Increase housing & mix of uses
- Enhance parks & open space
- Civic uses

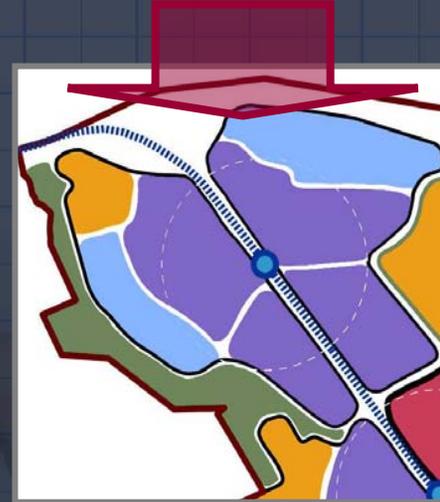
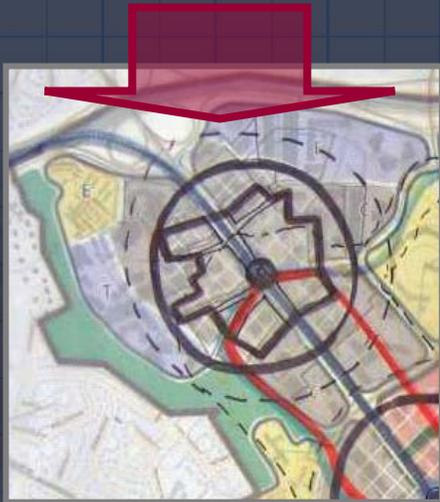


Transit City

Metro City

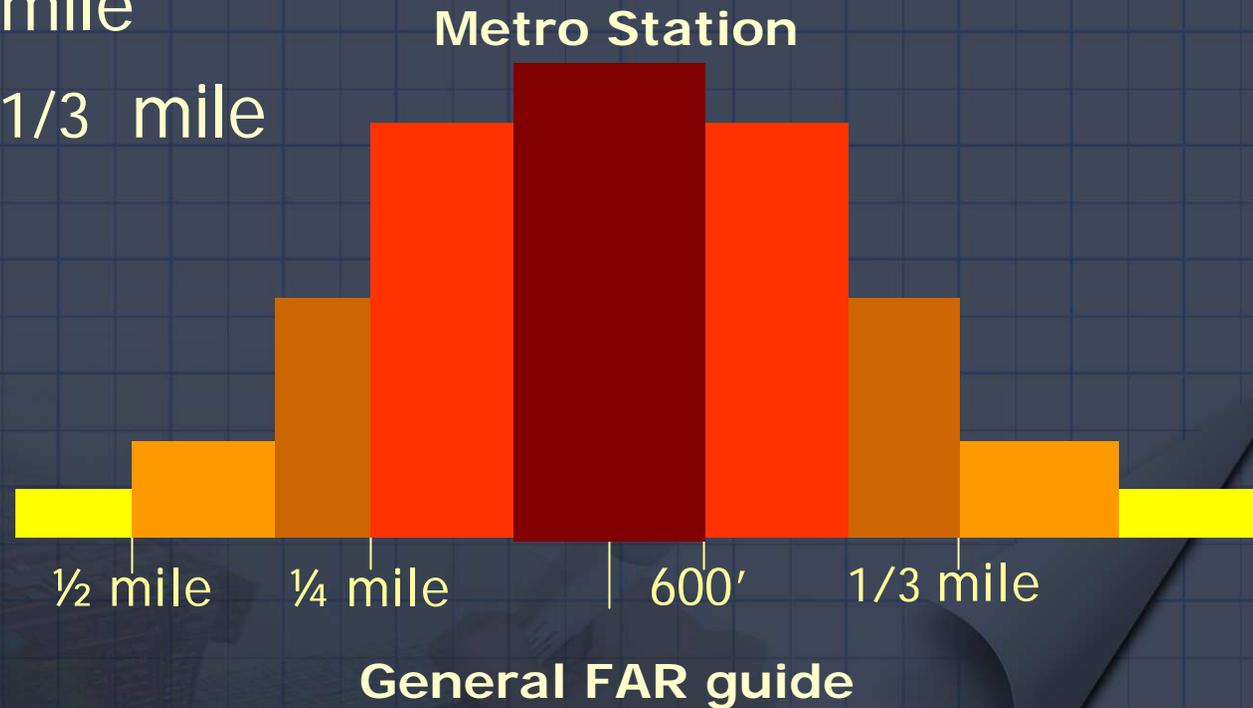
Organically develop both alternatives

- Smaller Metro TOD
- “form giving” Circulator TOD
- Distributed growth
- Large Metro TODs
- Quality circulator
- Focused growth



Metro City FAR –

- Focus FAR at the station
 - 0 to 600' highest
 - 600' to ¼ mile
 - ¼ mile to 1/3 mile

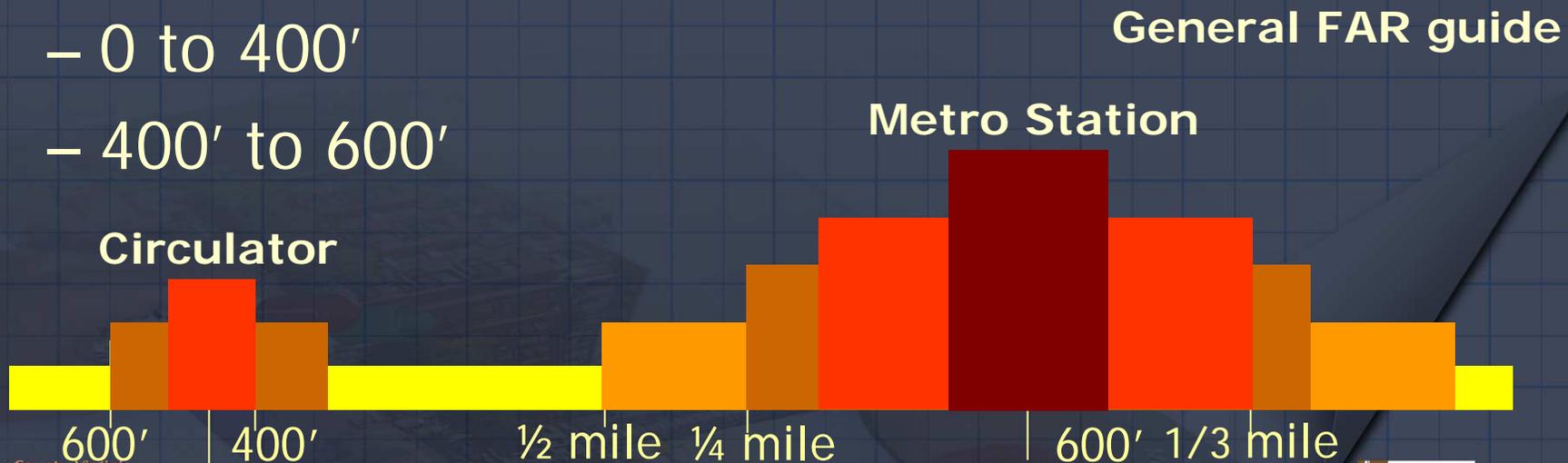


Metro City: Density Distribution

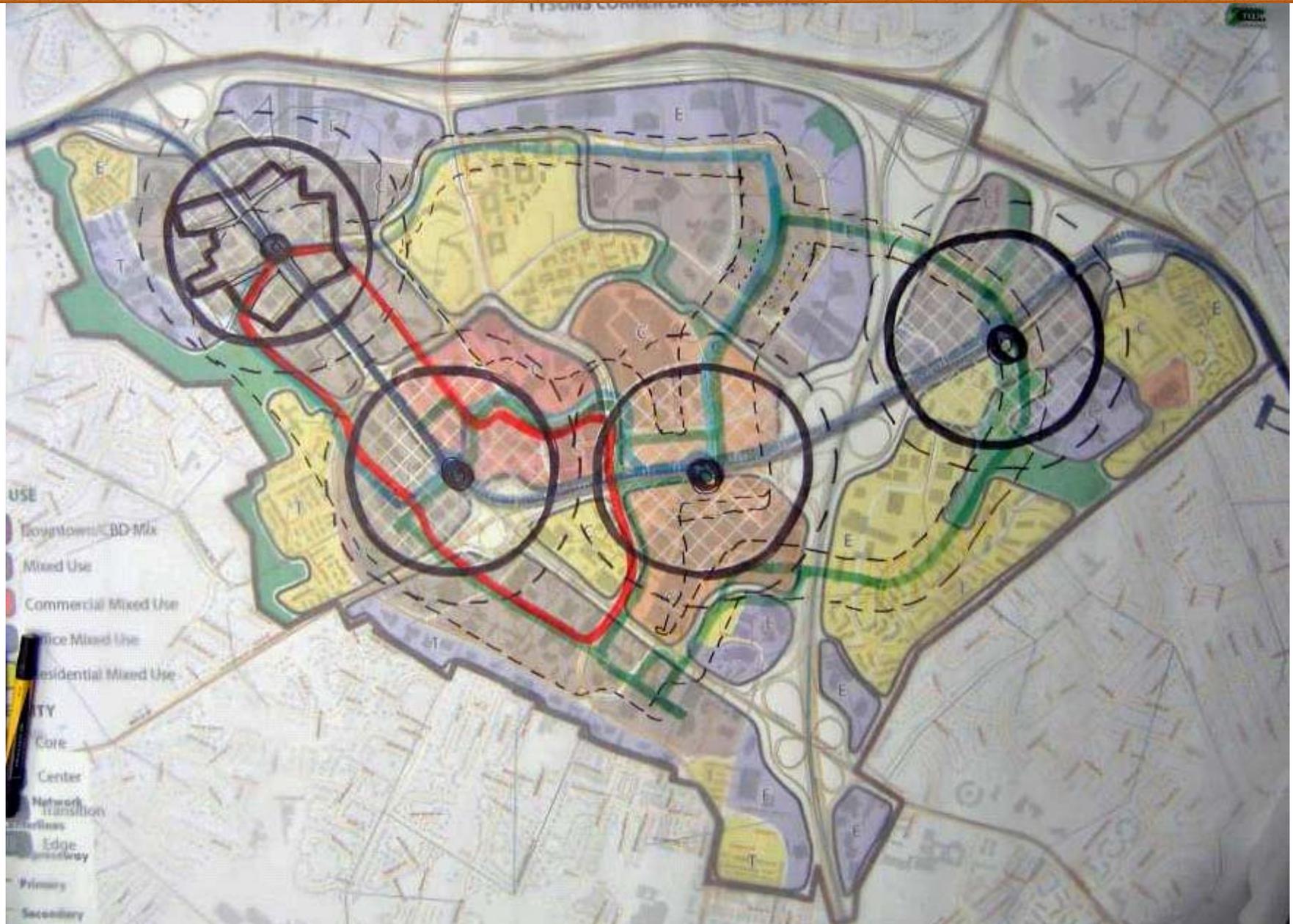


Transit City FAR –

- Focus FAR at the station
 - 0 to 600' highest FAR
 - 600' to ¼ mile
 - ¼ to 1/3 mile
- Circulator
 - 0 to 400'
 - 400' to 600'



Transit City: Density Distribution



Next Steps

- Define transportation network
 - Fine grid to support urbanism
 - Transit circulator
- Organically build-up alternatives
 - District by district
- Provide to County for allocation
 - Annotated & mapped guide
- Refine alternatives
 - Urban design & testing

