

# TOD Transit-Oriented Development

*fact,  
fiction and  
the in between*

January 2006

Associates Inc.

An aerial photograph of a city, likely Las Vegas, showing a dense residential area with many houses and a winding river. In the background, there are large, rugged mountains under a clear sky. The text is overlaid on the city scene.

Development products have  
become

all encompassing...



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and haven't aged well...



(or maintained lasting value)

This system is not about  
Community...



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and is defined by the car...



It promotes development as  
*product...*



And is dictated by convenience.



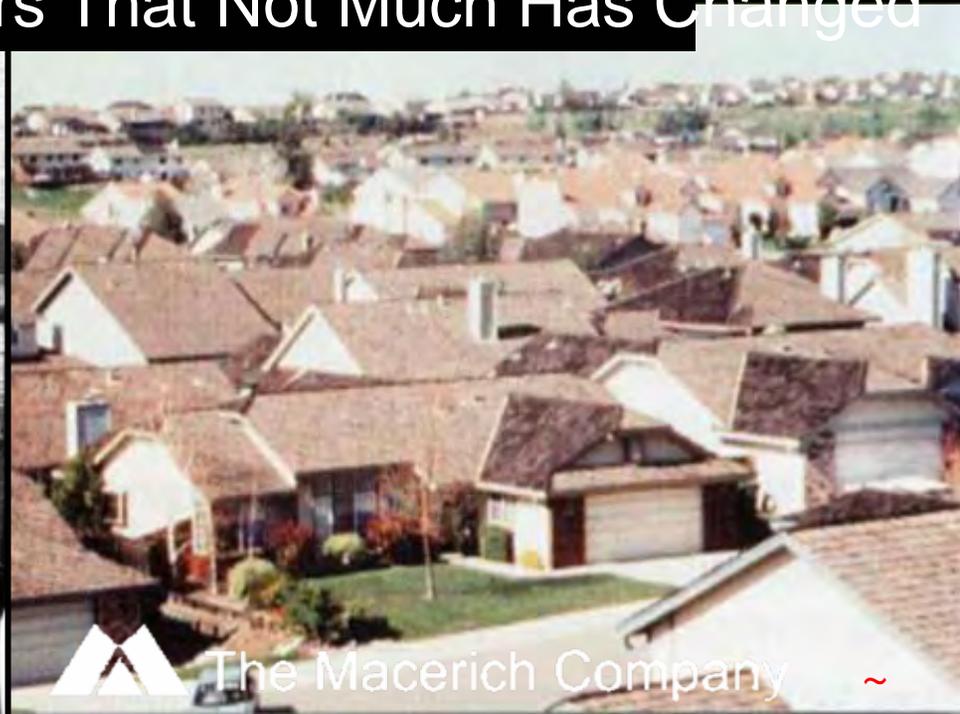
*then*



*now*



And Although It Appears That Not Much Has Changed



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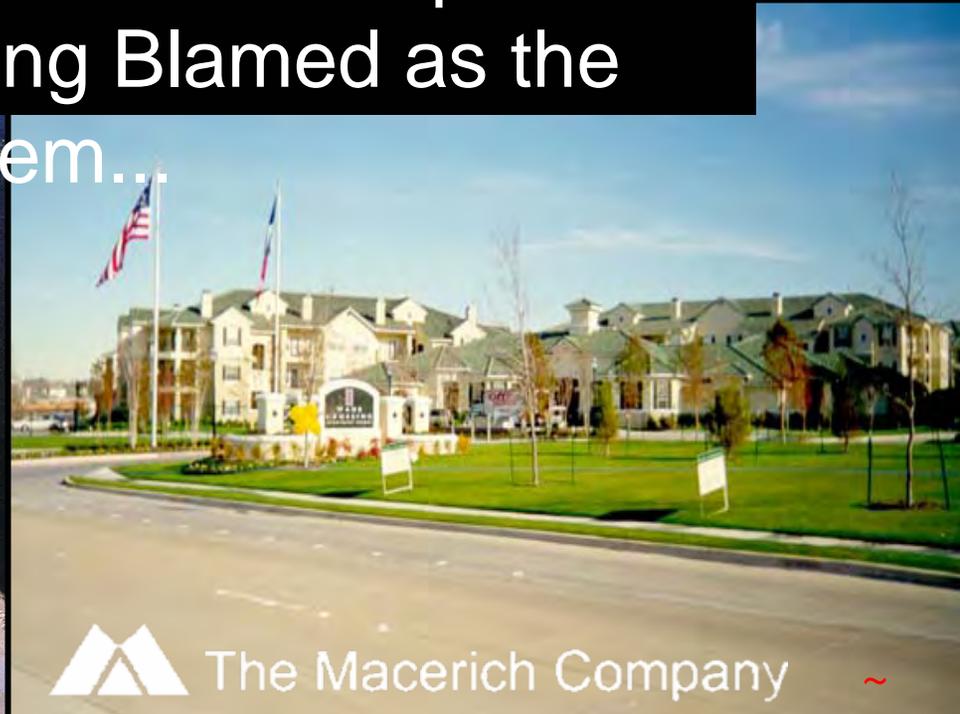


The homogeneous environment found in every American city is being criticized.





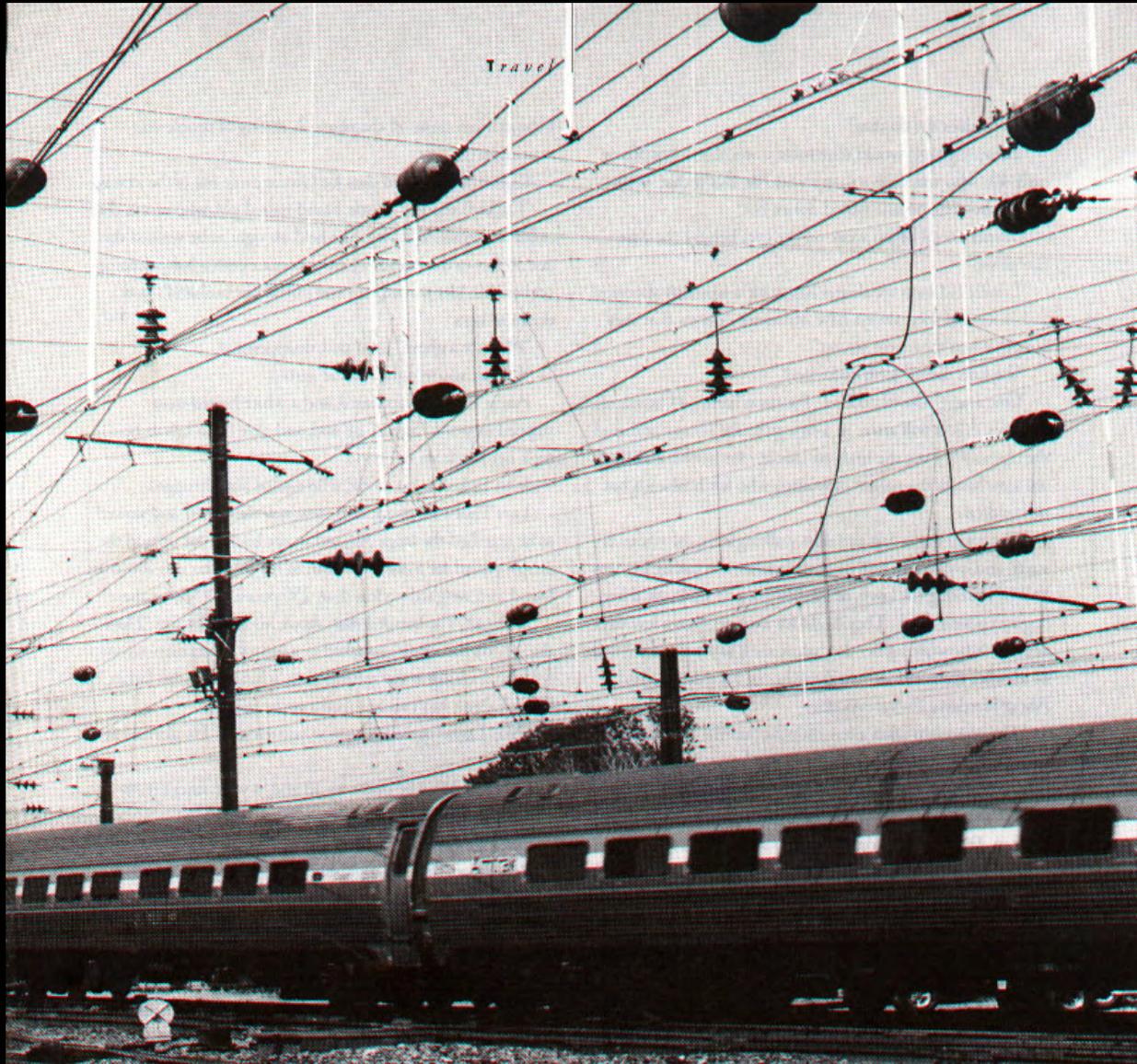
“Conventional Suburban Development”  
(CSD) is Being Blamed as the  
Problem...



# ***SPRAWL...***



# What Rail was...



# What Rail has become...



CAUTION  
STAND AWAY FROM  
PLATFORM EDGE



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*Integrated...*  
*Accepted...*  
*Anticipated...*



*Participant...not deterrent*



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# *And part of the Community's Identity...*



A photograph of three people sitting on a grassy hill. One person is lying on their back on the left, another is sitting cross-legged in the middle, and a third is sitting on the right. The background shows rolling green hills under a clear sky.

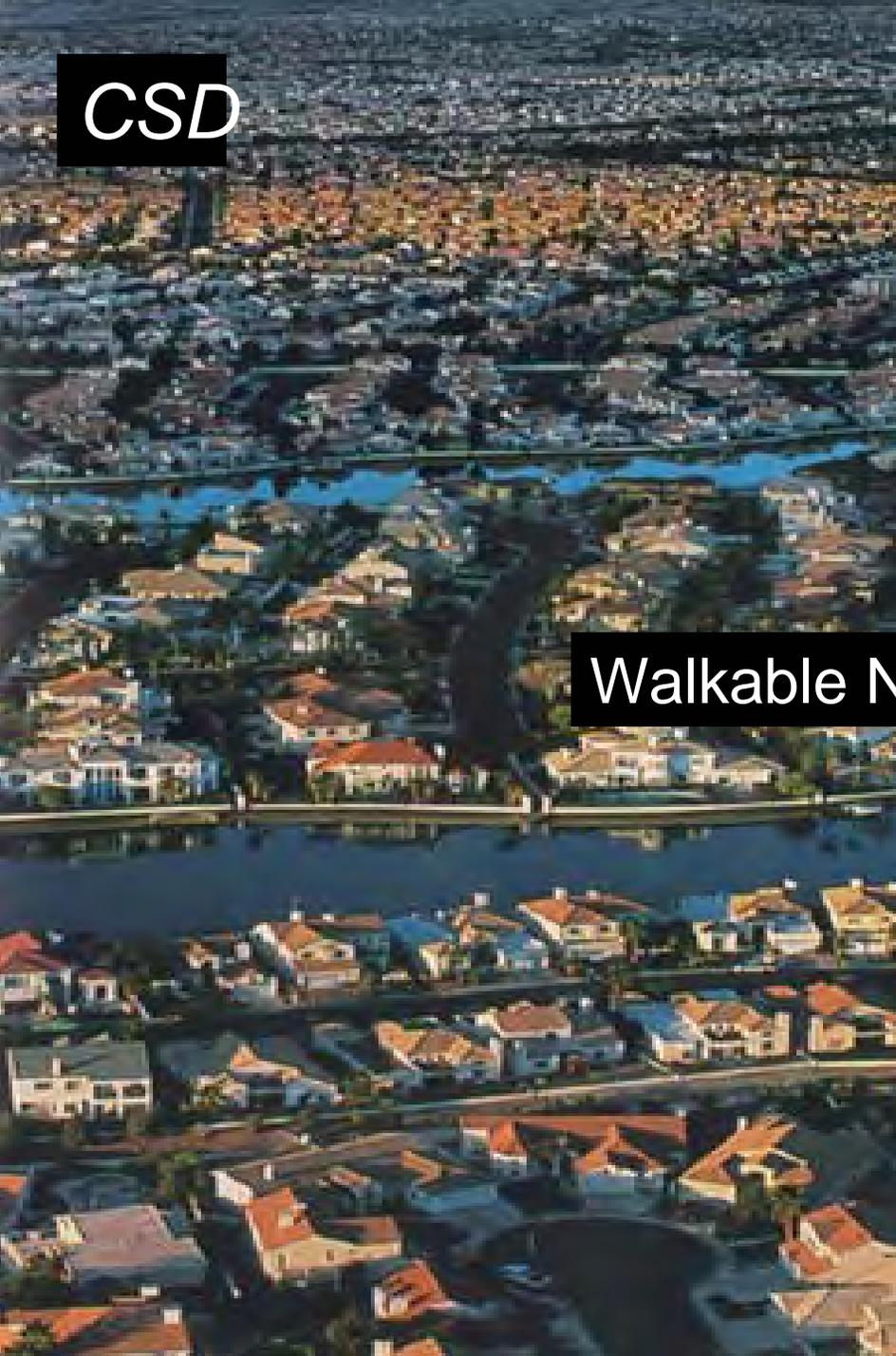
# *From Our Vantage Point...*

Transit-oriented development has become a political poster-child for change...

The New Urbanism has become its vehicle...

And Mixed-Use *Design* forms its

*CSD*



*Alternative*



Walkable Neighborhoods

*CSD*



*Alternative*



**A Strong Public Realm**



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CSD



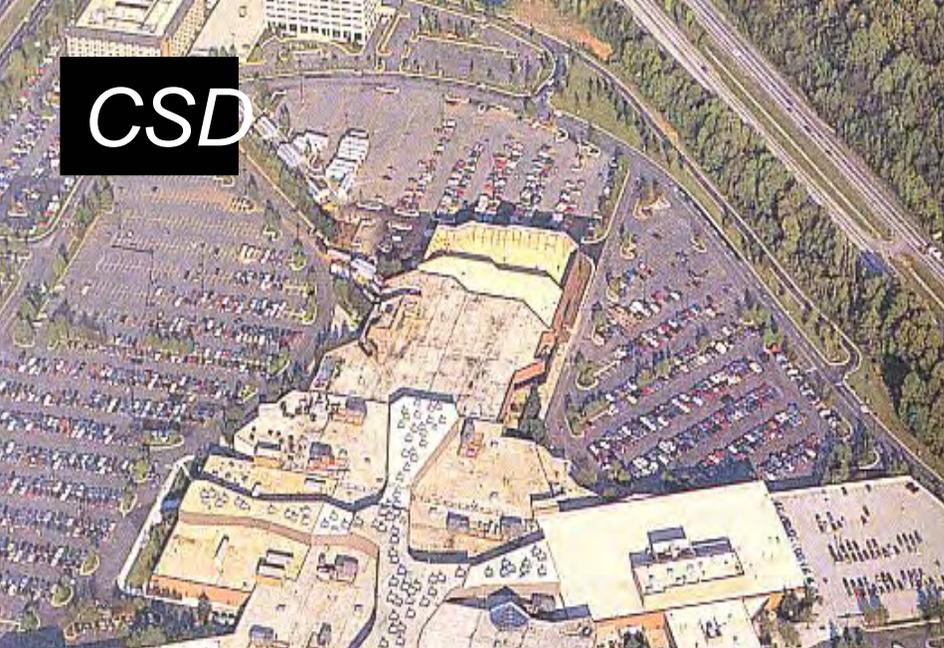
Alternative



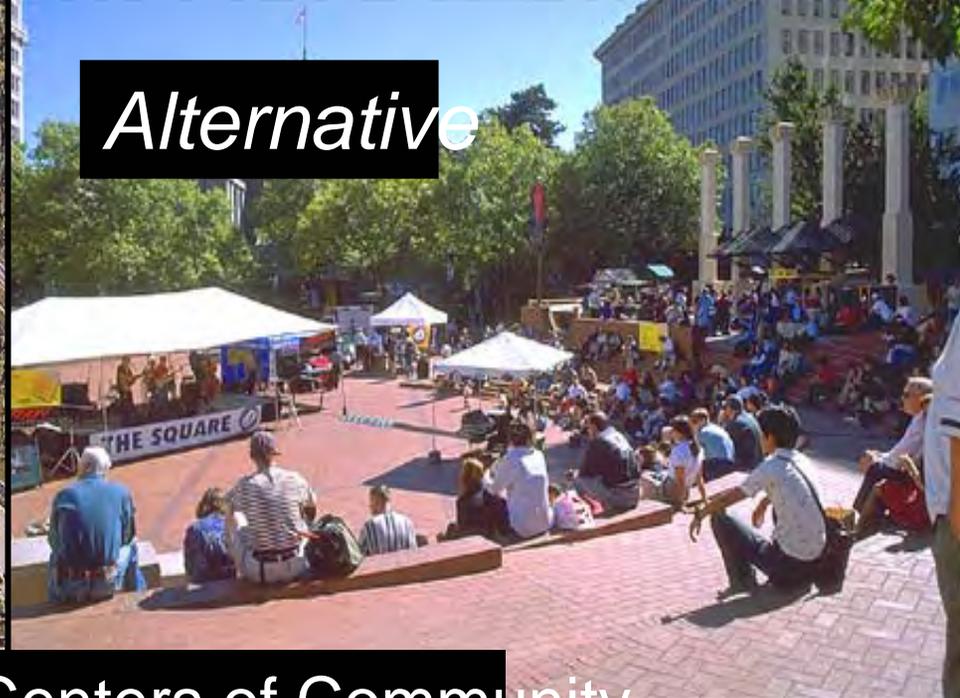
Engaging Shopping



CSD



Alternative



Meaningful Centers of Community



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CSD



Alternative



And Smart Workplaces



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It is changing development  
patte

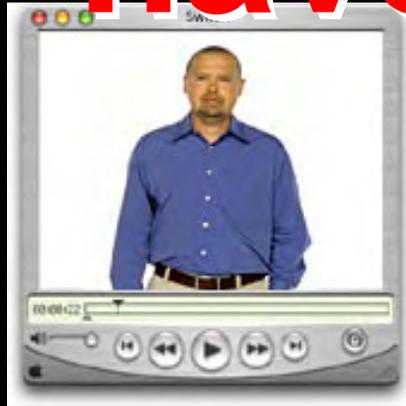




**Because we**



**have changed**





All Served by Transit

Mixed-Use Programming

Synergy of Use & Activities

Daytime & Nighttime Activity

= Increased Ridership



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This isn't a cookie-cutter  
process...





# TOD principles

- Create a compelling “Vision” and a sense of place to support community identity
- Plan comprehensively - create a true mixed-use environment, that can support neighborhood services and an energized public realm
- Connect pedestrian and bike links into neighborhoods and reduce need for auto access
- Plan for a range of market supported housing types
- Calm the traffic – Minimize impact of parking



# Station Planning

Functional

Bus Facilities

Adjacent Parking

- Lacks Land Use Synergy
- Sterile Appearance
- Engineering-Driven

Use Creative Land  
Banking Strategy



Land-banked Approach  
Develop over Parking  
Encourage Mixed-Use  
Station within Street  
Focus on Streetscape  
and...  
Utilize Shared Parking

Solution:

Land Banking and  
Shared Parking



# Urban Retail

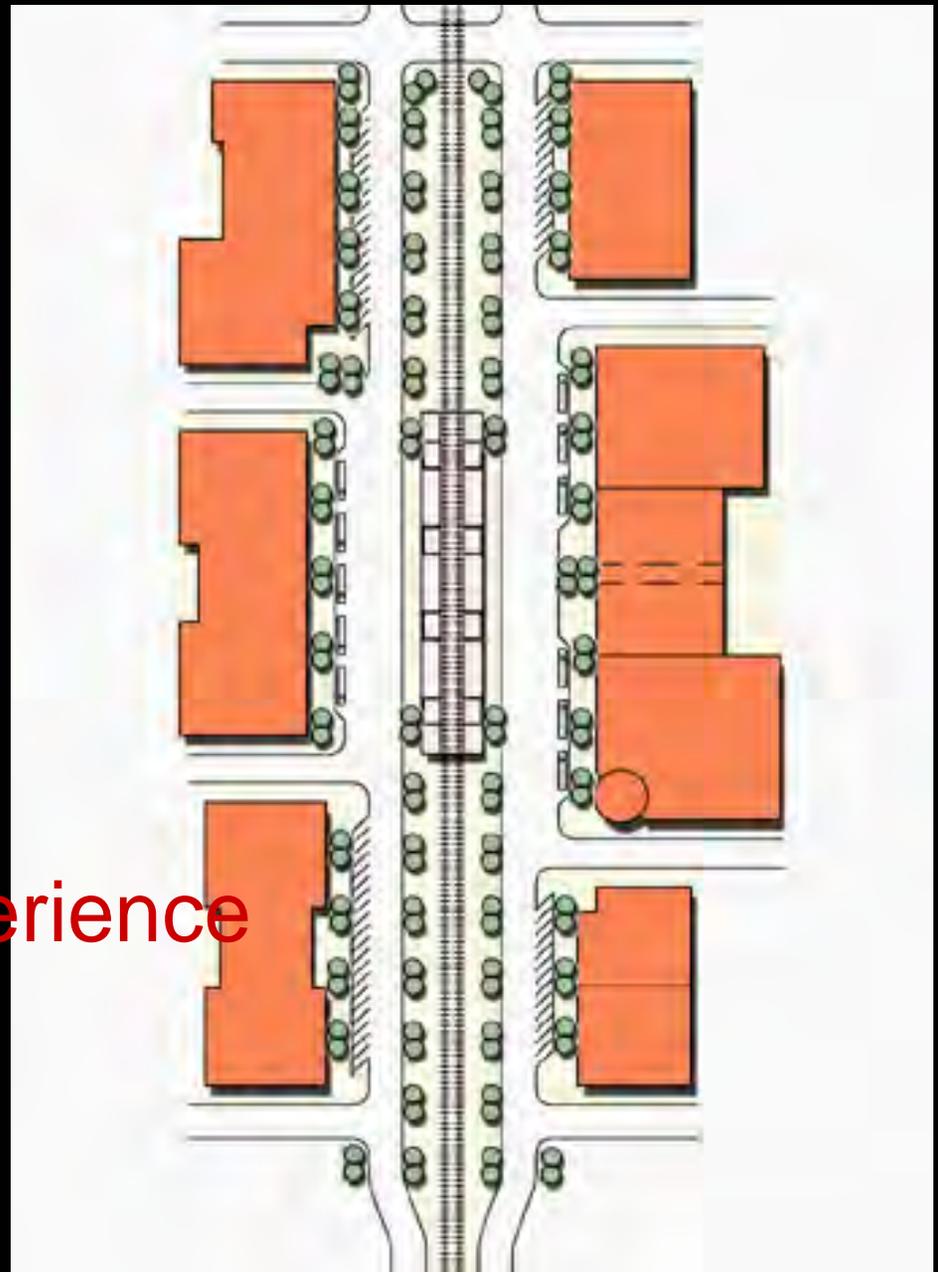
“Main Street”

“New Urbanism”

“Live/Work”

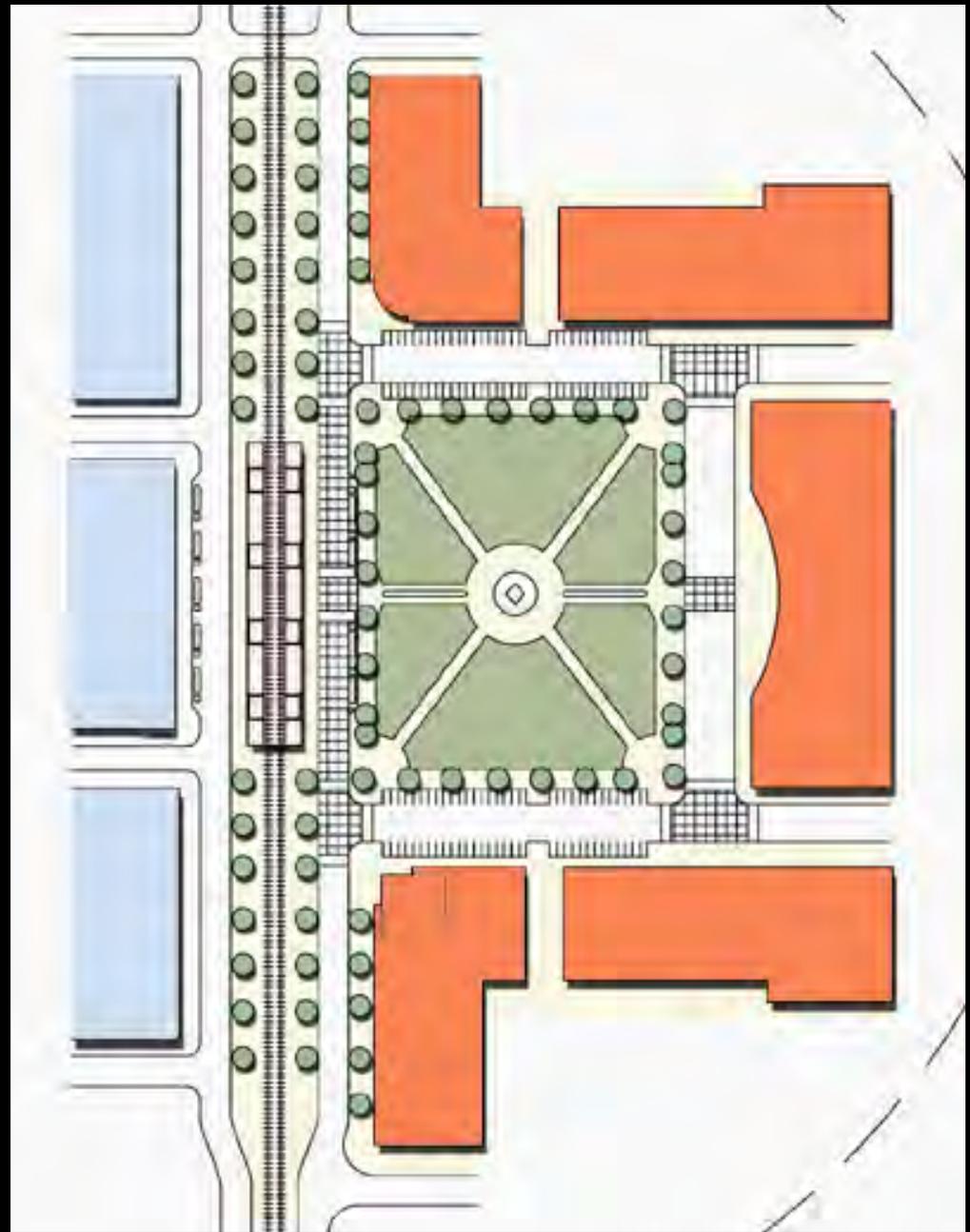
- Storefront Visibility
- Cross Shopping
- Merchandized Experience

Don't Parallel



Identity Space  
Restaurant-Driven  
Integrated Station  
Buses at Perimeter

Solution:  
(side-loaded)





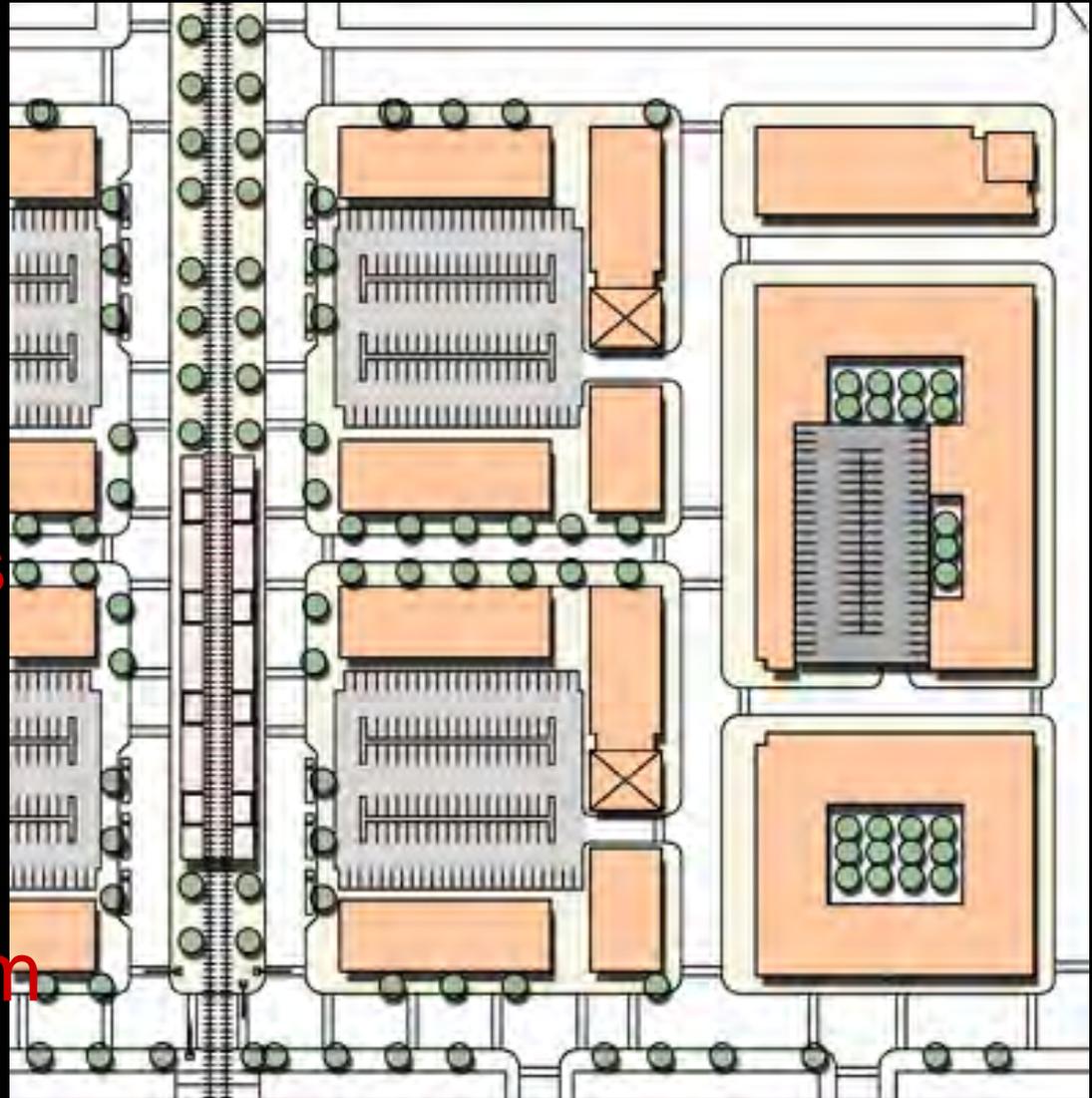
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# Housing near Rail

“Urban Lofts”

“Village Format”

- Parking Courts
- Rely on Street Environment
- Station part of Street System



Don't Avoid it...

Plan for it...



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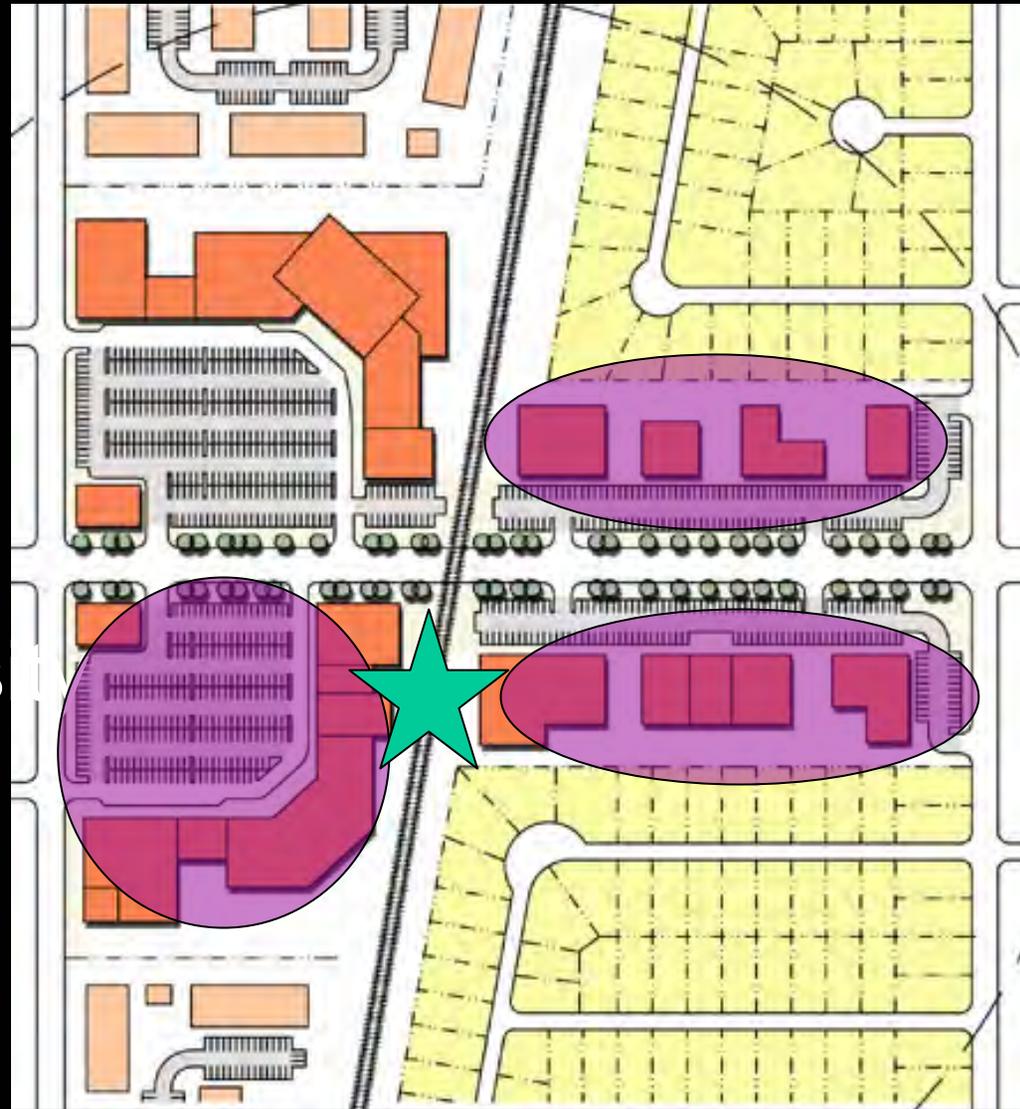
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# Stations and Redevelopment

## Traditional Design:

- Surface Parking Dominates
- Inappropriate Dens
- Expected...lacks visual interest



Anticipate Intensification



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Promote Intensity  
around Station

Encourage mixed-use

Approaches:

Live/work district

Loft above retail

Enhance Linkages

Redevelopment  
Solution:

**Intensification**



# Transit Connection as “Identity Generator”

- Station in area of  
High Visibility
- Appropriate  
Density
- Mixed-Use
- Integration of  
Transit



Showcase Station

into Development

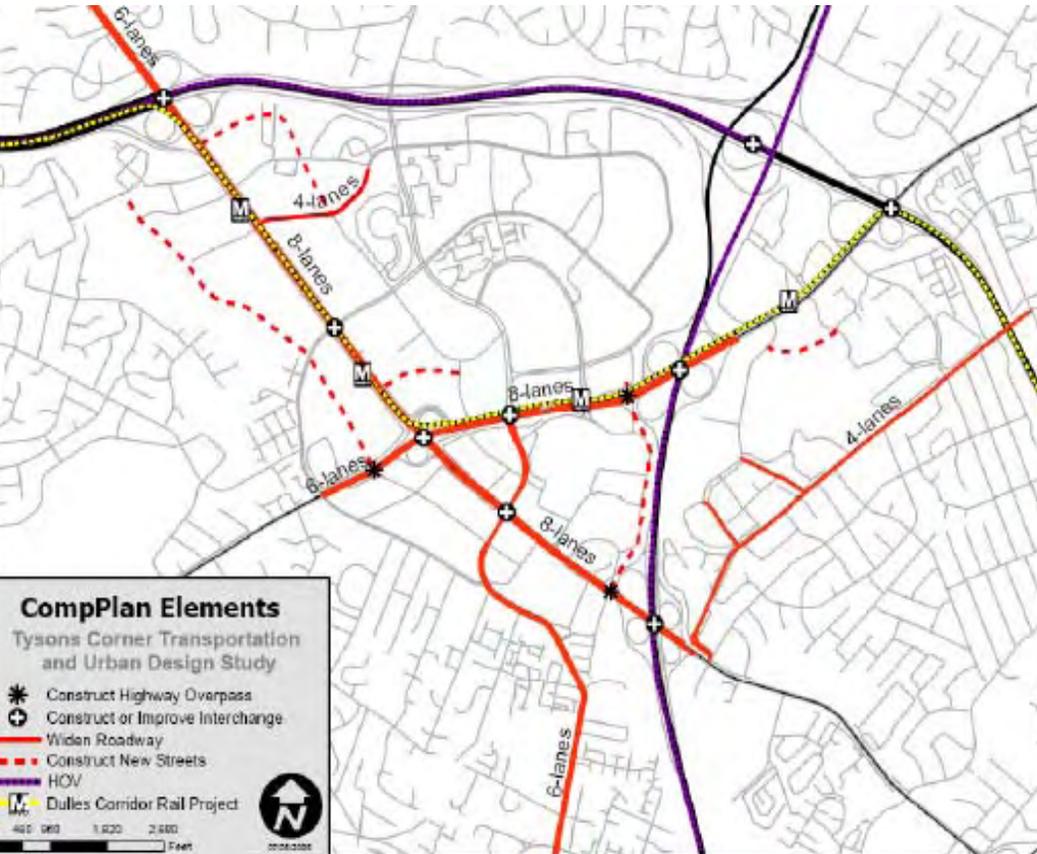


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# TOD projects

- Tysons Corner
- North Bethesda Town Center
- Bethesda Row
- Dulles Station
- Moorefield Station
- University Town Center
- Branch Avenue
- Pentagon Row
- Muirkirk Marc Station
- New Carrollton
- Columbia Heights
- Twinbrook
- Rockville



## The Tysons Challenge Change the DNA – Transportation

- Civilize Route 123/Route 7 – Urban Boulevards. We are in the big city now...(Connecticut Avenue 40,000 VPD – Route 123 37,000 VPD)
- Add secondary at-grade transit circulator system.

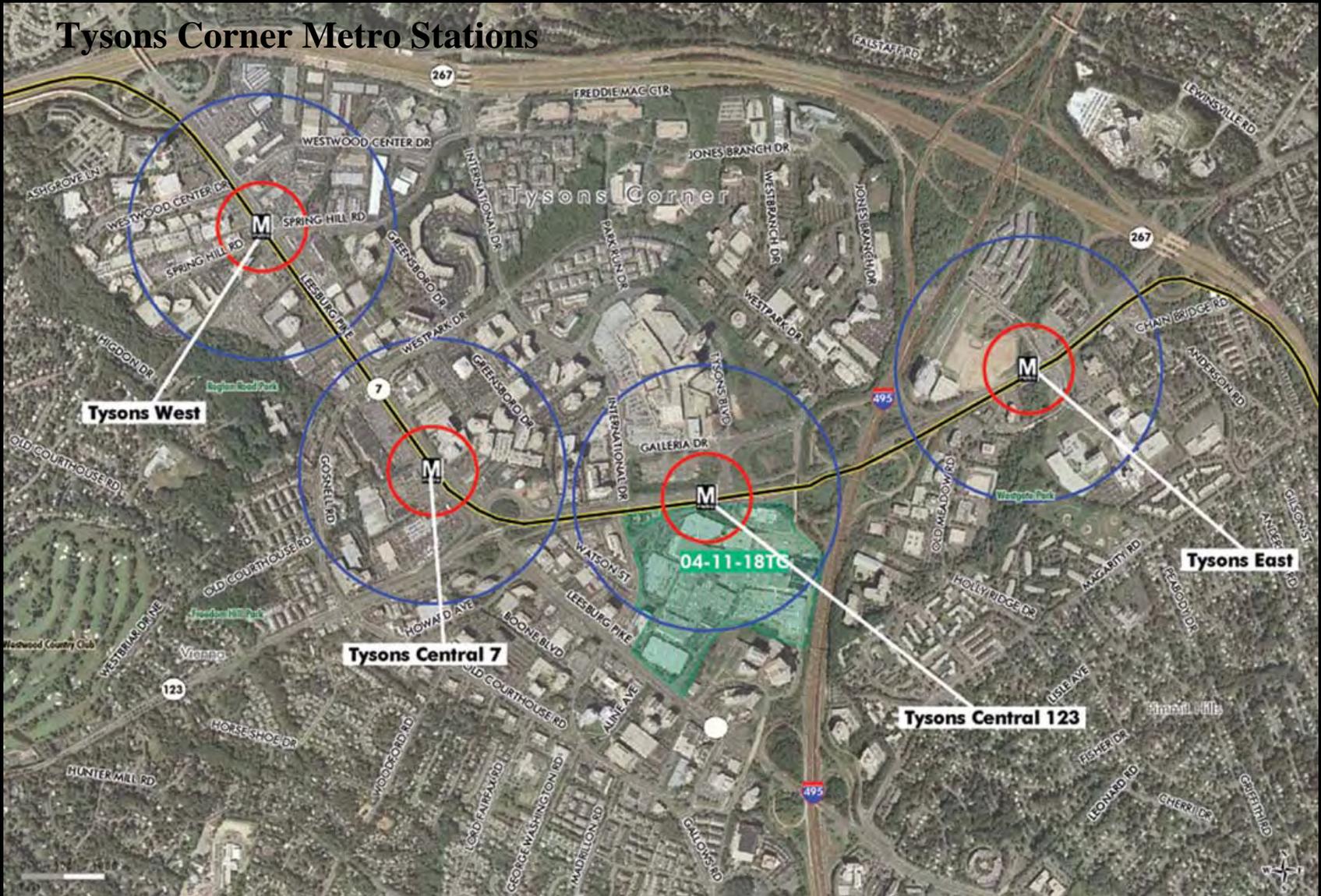


## The Tysons Challenge

### Change the DNA – Land Use

- Promote Sustainable Mixed-Use.
- Create residential options to balance employment.
- Reduce block sizes. Introduce a finer grain of connected streets.
- Create Civic infrastructure – Walkable Streets, Plazas, Parks, Trails, Public Art, Water Features, etc.
- Enhance connectivity.
- Create sensitive transitions.

# Tysons Corner Metro Stations





# Site Context





**LEGEND**

- .....EXISTING MALL
- .....NEW RESIDENTIAL
- .....NEW OFFICE
- .....NEW RETAIL
- .....NEW HOTEL

### PHASE 2

<b>GROSS FLOOR AREA OF EACH USE:</b>	
OFFICE	520,400± SF
RETAIL/COMMERCIAL	48,500± SF
RESIDENTIAL	498,000± SF
<b>TOTAL</b>	<b>1,066,900± SF</b>

### PHASE 1

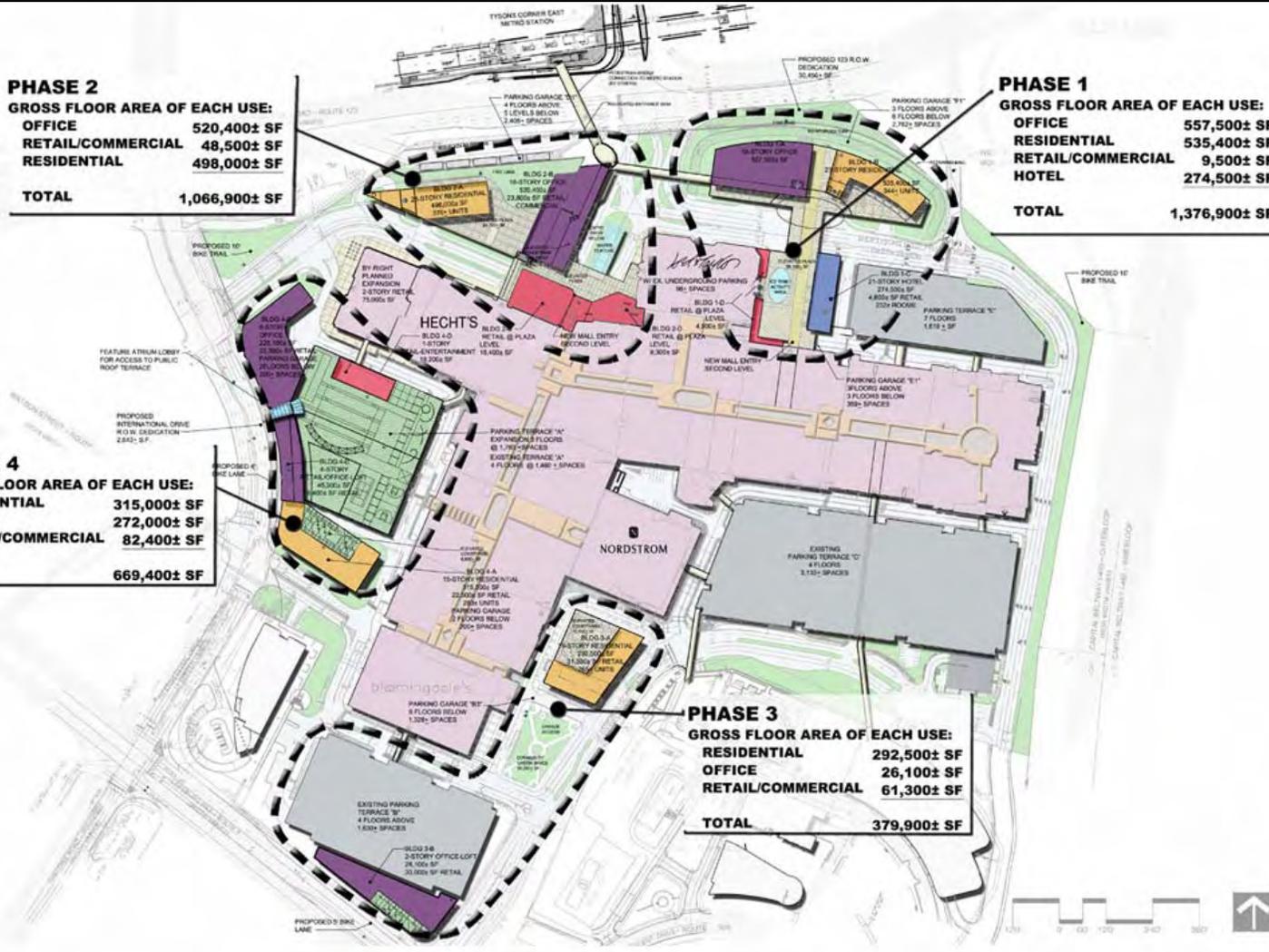
<b>GROSS FLOOR AREA OF EACH USE:</b>	
OFFICE	557,500± SF
RESIDENTIAL	535,400± SF
RETAIL/COMMERCIAL	9,500± SF
HOTEL	274,500± SF
<b>TOTAL</b>	<b>1,376,900± SF</b>

### PHASE 4

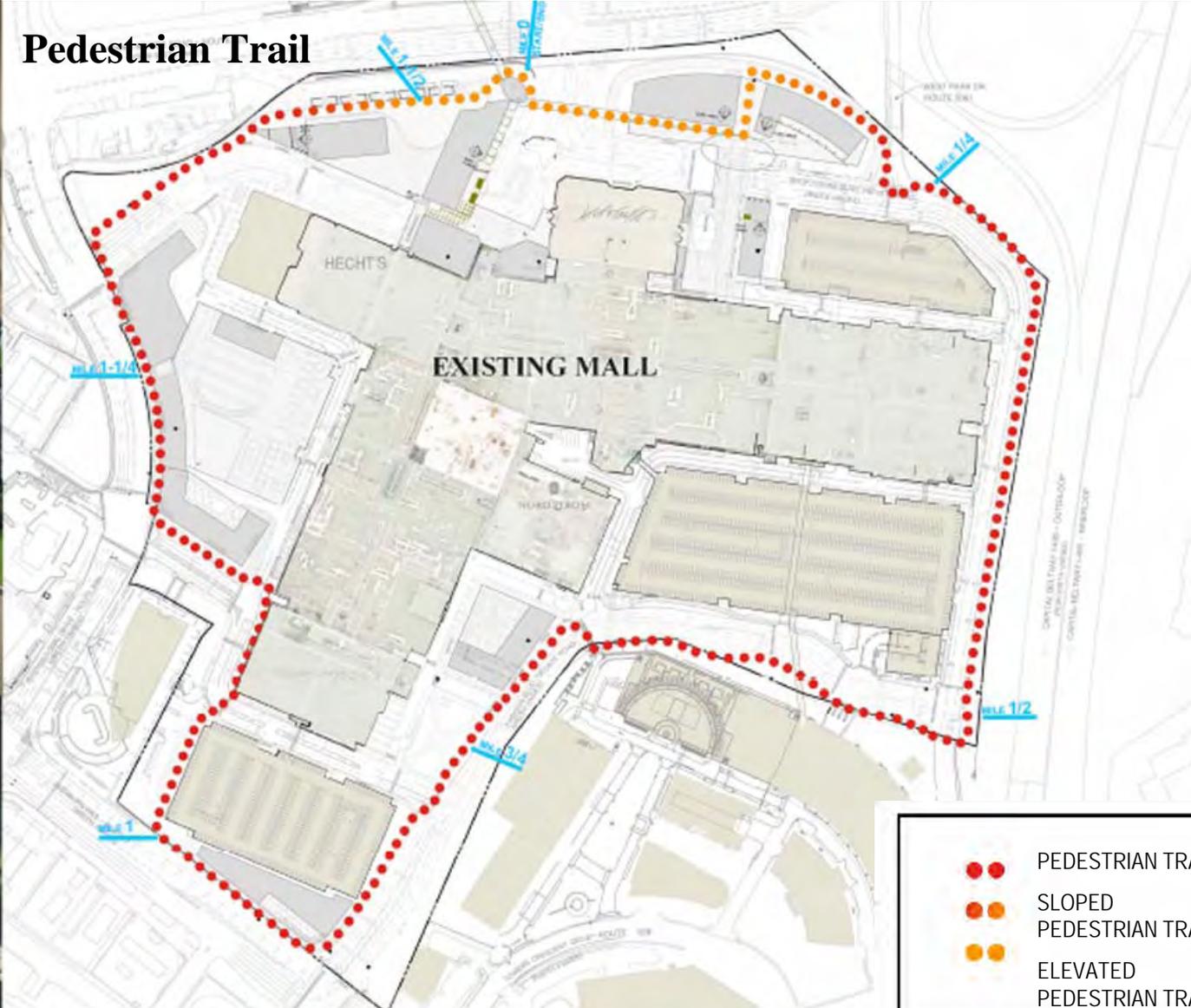
<b>GROSS FLOOR AREA OF EACH USE:</b>	
RESIDENTIAL	315,000± SF
OFFICE	272,000± SF
RETAIL/COMMERCIAL	82,400± SF
<b>TOTAL</b>	<b>669,400± SF</b>

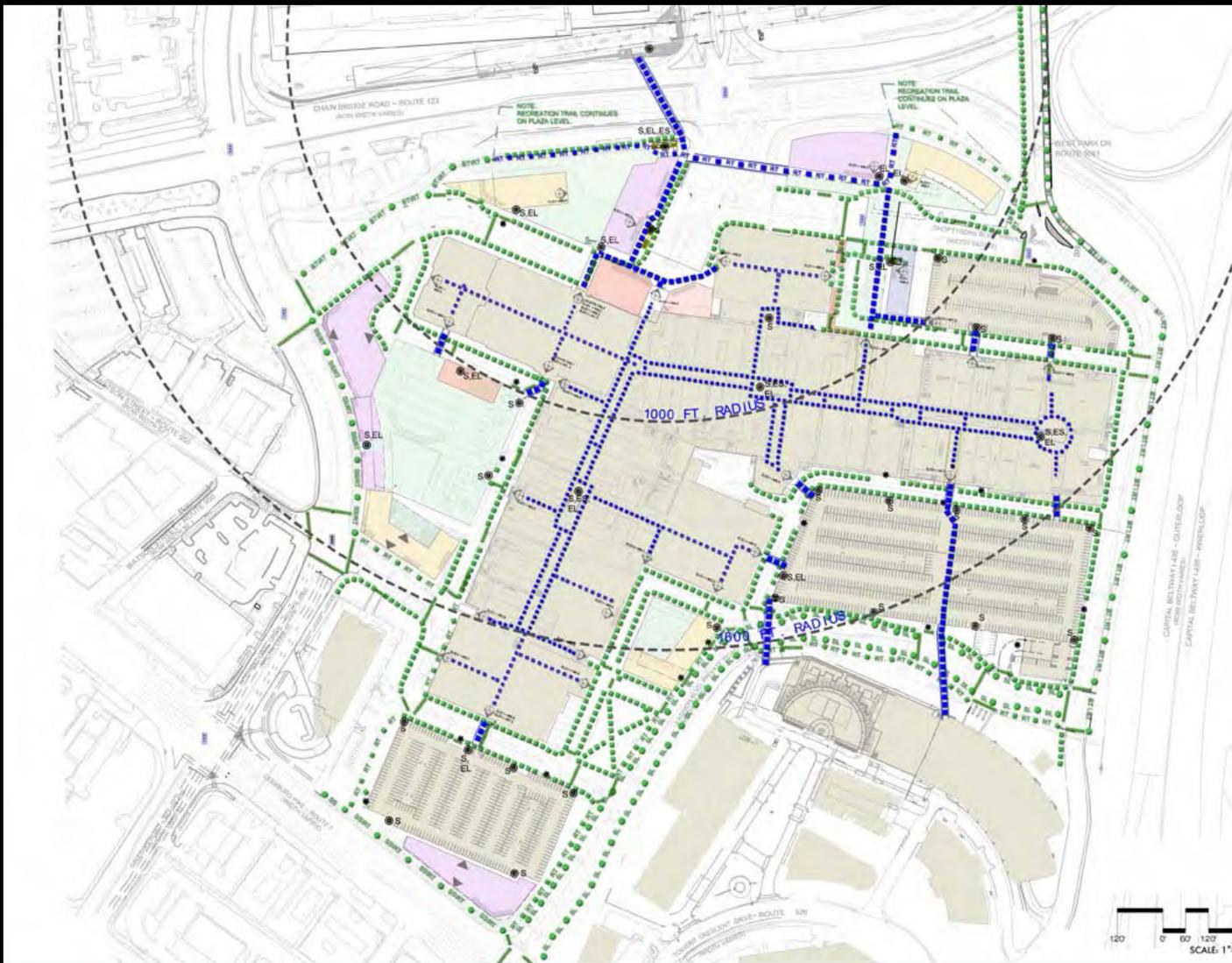
### PHASE 3

<b>GROSS FLOOR AREA OF EACH USE:</b>	
RESIDENTIAL	292,500± SF
OFFICE	26,100± SF
RETAIL/COMMERCIAL	61,300± SF
<b>TOTAL</b>	<b>379,900± SF</b>



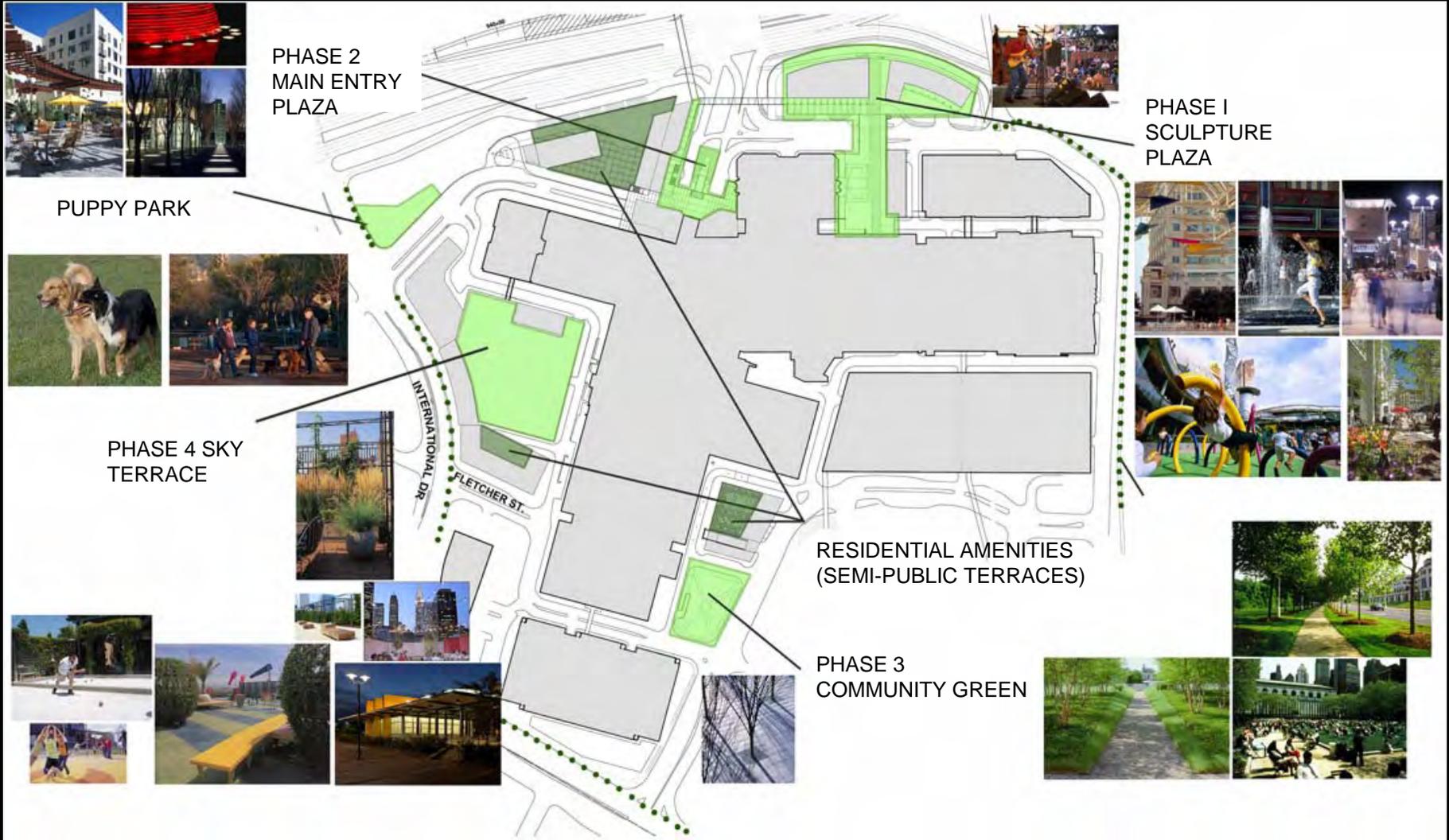
# Pedestrian Trail





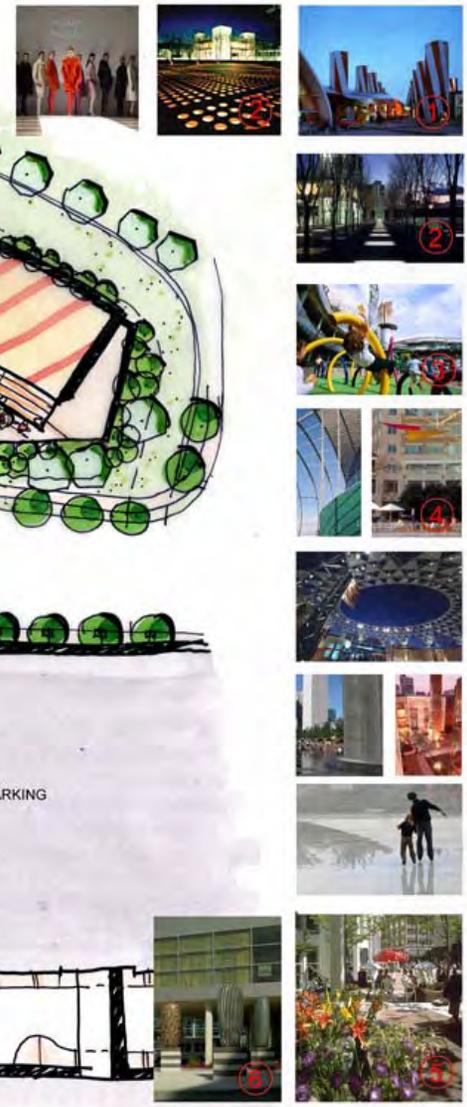
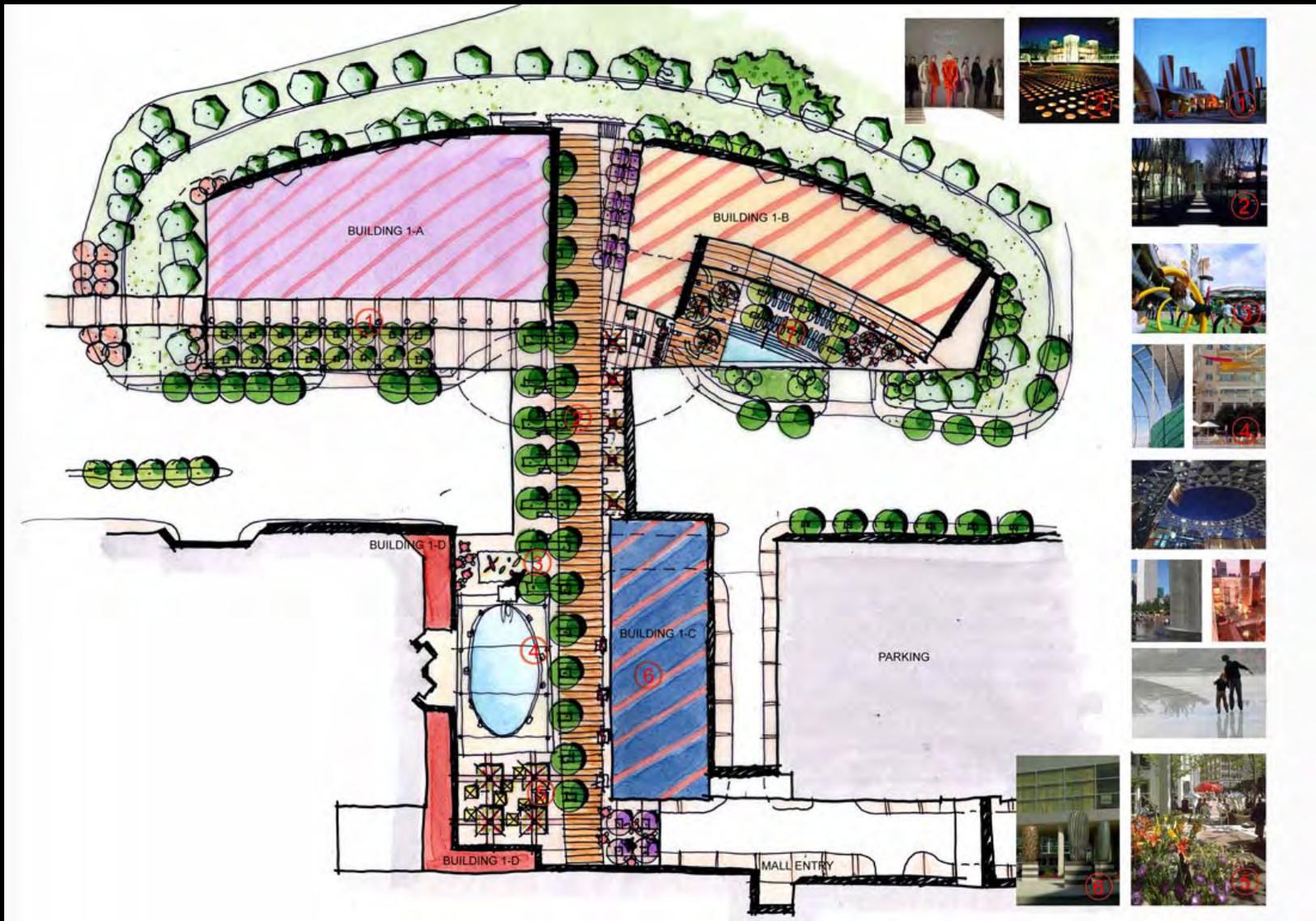
### LEGEND

-  INTERIOR PRIVATE PEDESTRIAN CIRCULATION ROUTE
-  EX TERIOR PEDESTRIAN CIRCULATION ROUTE
-  INTERIOR PUBLIC PEDESTRIAN CIRCULATION ROUTE
-  CROSSWALK LOCATIONS
-  BT BICYCLE TRAIL (10' WIDE ASPHALT)
-  BL BICYCLE LANE (4' - 5' LANES)
-  SL CAR/BICYCLE SHARED LANE (15' WIDE)
-  PEDESTRIAN ACCESS LOCATION
-  VERTICAL CIRCULATION  
EL- ELEVATOR  
S- STAIRS  
ES- ESCALATOR
-  \* PARKING ACCESS LOCATION
-  EXISTING TRAFFIC SIGNAL
-  ANIMATED FACADE AREAS (SEE NOT #23 SHEET 2)
-  GROUND LEVEL CIRCULATION
-  PLAZA LEVEL CIRCULATION



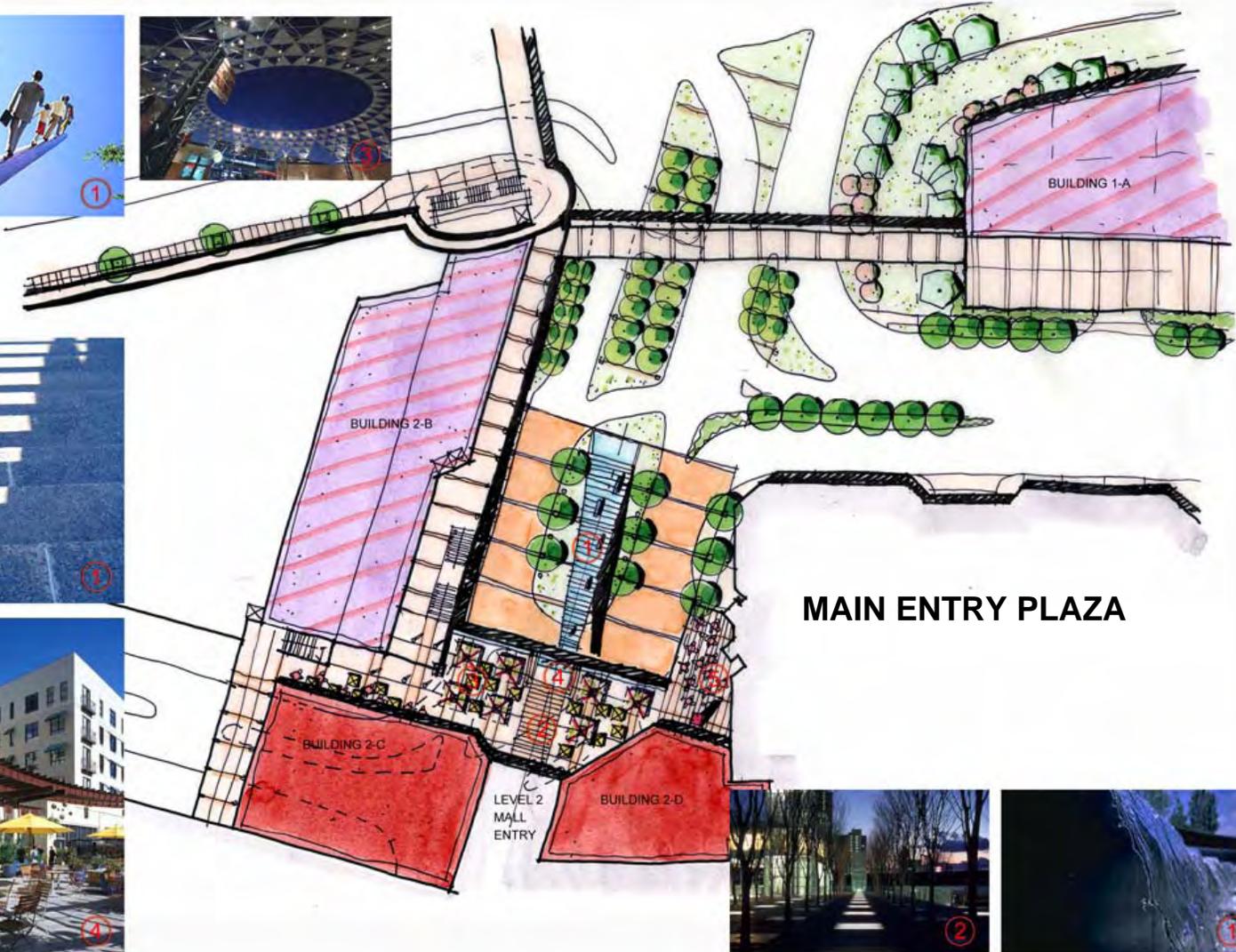
**View toward Main Entry Plaza and Metro Bus Plaza**





## View of Sculpture Plaza





# TERRACE PLAZA

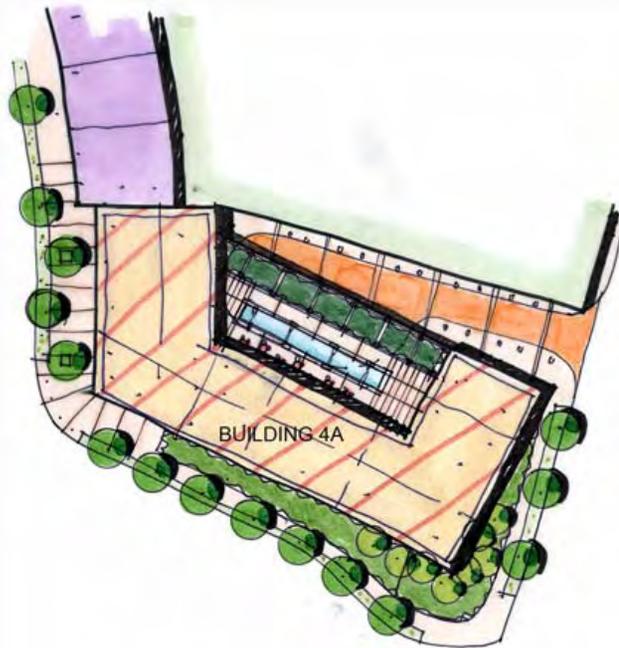


**View of Metro Bus Plaza**



**View of Main Entry Plaza**





**SEMI-PUBLIC TERRACES**

**View toward International Drive and Fletcher Street**







**COMMUNITY GREEN**



# View toward Community Green and Bloomingdales



# ULI's ten principles for Transit-Oriented Development

- 1. Make it Better with a Vision*
- 2. Apply the Power of Partnerships*
- 3. Think Development When Thinking About Transit*
- 4. Get the Parking Right*
- 5. Build a Place, Not a Project*
- 6. Make Retail Development Market Driven, Not Transit*
- 7. Mix Uses, But Not Necessarily in the Same Place*
- 8. Make Buses a Great Idea*
- 9. Encourage Every Price Point to Live Around Transit*
- 10. Engage Corporate Attention*

*Questions...Comments...*

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