Transforming Tysons

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What’s happening in Tysons? A lot!

2005 – Planning for Tysons with Silver Line Begun
- Task Force representing full spectrum of stakeholders
- 100+ public workshops, outreach sessions and public hearings
- Over 4 years discussion about “what Tysons should be”
- Resulted in shared community plan for Tysons

2010 – Tysons Plan Amendment Adopted
- Moved into implementation phase
- Creating new ways to make the community vision for Tysons happen

2014 – Visual Transformation of Tysons Evident
- The Silver Line is open
- Developments have been approved
- Development activity is occurring
- The Plan is happening!
Vision for Tysons

◆ A Livable Urban Center
◆ Multi-modal transportation options
◆ Focus on urban design and the pedestrian realm
◆ Transportation infrastructure coordinated with development
◆ Improved jobs/housing balance
◆ 200,000 jobs; 100,000 residents
◆ Growth focused at Metro (75% of growth within 1/2 mile)
Tysons Today

- Economic engine of No. Va.
- 12th largest CBD in U.S.
- 49 million sq. ft. of development
  - 28 million sq. ft. of office
  - 12 million sq. ft. of residential
  - 6 million sq. ft. of retail
  - 3 million hotel, industrial, car dealerships, etc.
- Poor jobs/housing balance with 105,000 jobs/17,000 residents
- 167,000 parking spaces
- Lack of parks, public facilities
- Auto-oriented, single-use pattern

Image source: Fairfax County EDA
Tysons Today

- New development primarily a mix of residential and office
- Near term market appears to favor residential products
- Current residential focus is rental apartments
- Owner-occupied on horizon

Image source: Fairfax County EDA
19 rail-related development applications have been approved to date:

- 13 million sq. ft. of office
- 15 million sq. ft. of residential
- 2 million sq. ft. of retail and hotel

(in addition to what is existing and under construction today)

9 additional rail-related development applications under review

- ≈ 4 million sq. ft. of office
- ≈ 8 million sq. ft. of residential
- ≈ 1 million sq. ft. of retail and hotel

If all are built: ≈ 93M sq. ft. total development in Tysons

- An increase of over 23,600 residential units
- An increase in the ratio of non-residential to residential from 3:1 to 3:2
Vision: People-Focused Urban Setting

- A place people want to live, work and play
- A new grid of streets to break up superblocks into pedestrian scale
- Urban standards for buildings, services, roads, public facilities and infrastructure
- Incorporation of parks, public facilities, cultural and institutional uses
◆ TOD development pattern:
Focus density at metro stations
Vision: Quality Urban Design

- Tysons Corner Urban Design Guidelines; endorsed by BOS in 2011
  Integral part of all recent applications design

- Support the transition from an auto-oriented suburban place into a cohesive, functional, pedestrian-oriented and memorable urban destination
Vision: Parks and Active Rec

- Concept Parks Plan for Tysons; update to concept in Comprehensive Plan
- “Green network” will be public and private: small urban pocket parks, civic plazas and common greens, two large central parks
- 90 acres of parkland in Tysons today
- Additional 50 acres have been proffered via approved applications
- 3.5 new athletic fields have been proffered via approved applications

Image source: LCOR/WDG Architecture;
◆ 6 existing public facilities within Tysons

◆ Additional facilities needed to meet new demands resulting from development

◆ Fairfax has been aggressive in securing facilities with development applications

◆ Additional commitments for facilities include: a new fire station, a relocated fire station, a new elementary school site, a community center, and education and indoor recreation spaces
Fundamental to success of Tysons

- Multi-modal
- Urban Standards
- Multifaceted public/private funding plan
  - Construction with development
  - Road fund contributions
  - Tax District
  - Federal, State and Local funds
Metrorail Silver Line opened for service on July 26, 2014

Other transit options adjusted, including Fairfax Connector and Metrobus

Tysons Circulator

Pedestrian access improvements for key links to Metro
Tysons “super-blocks”

Smaller, walkable, human-scale blocks

- An urban street grid = pedestrian scale, more choices for vehicles, bicycles and pedestrians
- Intersection improvements in surrounding neighborhoods
Greater Accessibility in Tysons

- Facilities for pedestrians, bikes, transit vehicles, and cars
  - currently 2.7 mi of bike lanes and shared use paths
  - propose 57.7 mi by 2050

- Expanded bicycle network and bicycle parking requirements
  - Ashgrove Trail – complete
  - Vesper Trail – in design

- Sidewalks included in all new developments
  - currently 47mi of sidewalks
  - critical links of up to 7.5 mi to be added, plus new street sidewalks
In 2014, three major buildings were delivered:

- The Ascent at Spring Hill (404 unit, high-rise residential)
  - First building constructed under the new Plan and Zoning District
- Tysons Tower (526,000 sq. ft. office)
  - Largest in Tysons since 2002
- Ovation at Park Crest (231 unit, high-rise residential)
There are 7 buildings currently under construction:

- Two residential buildings with 890 units total (1M sq. ft. total)
- Retail expansion of the Tysons Corner Center (37M sq. ft. total)
- Hyatt Regency hotel at Tysons Corner Center (252M sq. ft. total)
- 3 additional office buildings (1M sq. ft. total)

Anticipate an additional 6 buildings will begin construction within 12 months.
Tysons Partnership: Partner in implementing the Vision