

Taming Tysons Corner – Transforming the Quintessential Edge City



Transit is the greatest catalyst for change at Tysons, but how do we take advantage of this billion-dollar investment?

If transit is built correctly, it will stimulate property values in the surrounding areas and by adding density and developing under-utilized land, that value can be double or triple. Taking advantage of this increased value can create enough revenue to pay for the entire community infrastructure improvements as well as help fund the transit system.

To achieve the maximum benefits from a new transit system, the community first needs to create a “**shared vision**”. The vision consists of a physical and economic plan as well as an implementation document.



Tysons 123 and Rt. 7 Interchange has the potential to be the new central park of Tysons Corner and the 100 percent downtown corner

The physical plan must be informed by the strengths and weaknesses of Tysons

Tysons Strong Points:

- Strong employment base
- Existing commercial density
- Regionally accessible location by airports and freeways
- Large quantities of developable land and currently underutilized land for parking and cloverleaves

Tysons Weaknesses:

- Only reachable by car
- Built at “auto-scale”
- Poor pedestrian environment
- Lack of housing and unbalanced land use
- Empty streets after-hours



This cloverleaf at 123 and Route 7 connects two 35 MPH roads and is within the ¼ mile walking distance of two Metro Stations. By overlaying a grid system in the area traffic can be distributed and this cloverleaf can be redeveloped into a city park and 25 areas can be developed into housing and commercial space. This can become the 100% corner at Tysons.

Taming Tysons capitalizes on existing strong points and seizes opportunities

- Adjusting the urban scale to people through a careful weaving of a walkable street network
- Locating and shaping a hierarchy of public outdoor spaces that together make a uniquely “Tysons” public realm, useful and attractive to residents, workers and visitors alike
- Creating a grand boulevard along Rt. 7 within the existing ROW with large sidewalks and trees defined by mixed-use development
- Capitalizing on existing commercial density and underutilized land by adding significant new residential development
- Balancing the flow of traffic by balancing the number of residence and the number of jobs
- Under grounding the heavy rail transit structure and making entrances convenient, safe and welcoming to walkers

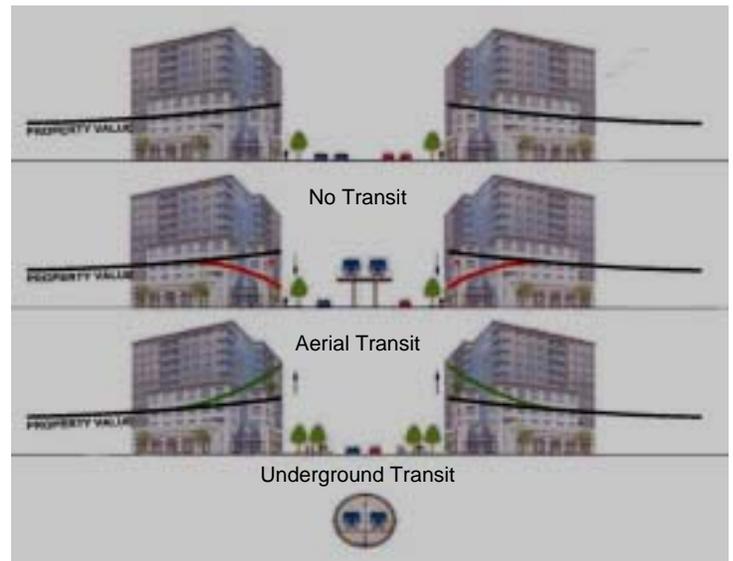


By weaving a grid into Tysons the east west traffic lanes can increase from today's 6 lanes (Rt. 7) to 30 east west lanes. Using one-way pair's traffic lights can be timed for rush-hour flow. There are currently 26 north-south lanes across Rt. 7. With a new grid there can be 84 lanes in the north-south direction. This will solve a lot of existing traffic problems. The grid can also provide up to 14,000 on street parking spaces during non-rush hour periods.

Taming Tysons Planning and Design Principles

Successful transit systems take people to places for people. Urban design creates an environment that is pedestrian friendly and enhances the overall quality of life. Transit and urban design must work together to establish a community that is aesthetically pleasing, convenient and efficient for pedestrians, which in turn will, produces much higher property values. The principles of urban design are:

- Design Transit to Enhance A Walking Environment
- Create a Framework for Public Realm
- Overlay a Grid of Streets at a Pedestrian Scale
- Increase Density – Specifically Residential
- Define Public Space and Scale



Transit supports increased density in a community and works best at a pedestrian scale which helps reduce the number of auto trips and traffic congestion. To create a pedestrian environment the best place to locate transit is underground. Studies show increased property values in areas where transit is below grade while aerial structures will ultimately reduce property values.

Design transit to enhance a walking environment



Day or night, people like to avoid large dark places, the undersides of bridges and unrelieved expanses of unlit wall. People are more likely to take transit if the station entrance is fitted into an active streetscape, adjacent to occupied shops and housing, maximizing convenience, comfort and safety. In this way transit investment stimulates additional development and increases property values.

Taming Tysons Economic Plan

Economic analysis shows that introducing high levels of residences into the heart of Edge Cities can create balanced, lively communities that actually experience reduced traffic congestion. The community can generate added wealth that supports a wide variety of amenities, and activities, including an upgraded, more sensitively designed transit system.



*Edge Cities typically have good auto access and a large employment base but few residents. To **balance the flow** in and out of a community, the proportion of residential units should be increased. This will add more transit riders and ultimately reduce dependence on the automobile*

Good local examples of development that has occurred around underground transit include Clarendon and Bethesda. Both these communities have used transit and urban design to stimulate mixed-use development that has paid for public improvements

The real economic benefits from introducing transit to Tysons are captured by:

- Increasing the FAR on sites near transit to increase land value and related revenue
- Selling or leasing underutilized public land (such as the arterial cloverleaf within walking distance of two Metro station entrances) to create additional value and related revenue
- Allocating a portion (15%) of the tax increment realized from added development to issue bonds

<ul style="list-style-type: none"> ■ Recover 10% of added land value from increased FAR for community benefits 	\$360 million
<ul style="list-style-type: none"> ■ Sale or lease of reclaimed public land (e.g. the interchange area alone) 	\$540 million
<ul style="list-style-type: none"> ■ Allocation of a portion of the tax increment from added development to support bonds - 15% of the tax increment could support about 	\$300 million in
<p>TOTAL AVAILABLE FOR EXTRA INFRASTRUCTURE</p> <p>(west side of Tysons' only – more if east added)</p>	\$1.2 Billion!

Taming Tysons offers an opportunity to create a unique community by using good design and a portion of revenues from transit development – the total revenue produced from this plan can create \$1.2 billion in capitol that can basically pay for the plan and more!!



A view of Tysons looking west down a new boulevard along Rt. 7 with 123 split into to two one-way pairs crossing at grade at the 100% urban core of Tysons Corner. Parallel streets in both directions distribute traffic and create a pedestrian scale defined by buildings, parks and plazas. A Metro entrance is located in Tysons Park, right at the heart of the new downtown where performance space and cultural centers are mixed with restaurants, outdoor cafés and retail space. The nearby buildings have ground floor retail and a mix of offices and residences on the upper floors.

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