

Transforming Tysons

Planning Commission and Staff
Recommendations on the
Comprehensive Plan and
Zoning Ordinance Amendments

June 8, 2010



Benefits of Re-Planning Tysons

- Linking land use policies to investment in Metrorail
- Regional growth management strategy to concentrate development in activity centers
- Vehicle trips generated by concentrated urban development will be significantly less than same uses located in suburban developments

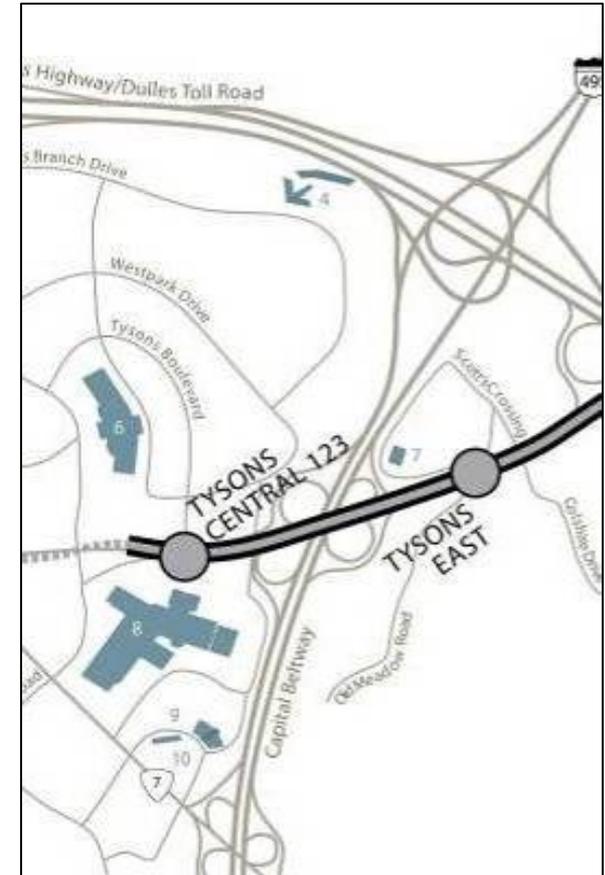


Image source: Dulles Corridor Metrorail Project

Benefits of Re-Planning Tysons

A **livable urban center** with

- 100,000 residents; 200,000 jobs
- More housing and less parking
- Grid of complete streets
- Built around transit and walking
- Parks, plazas, and open space
- High level of environmental stewardship
- Urban standards for buildings, services and infrastructure
- Affordable/workforce housing targets
- Arts, cultural, recreation opportunities



20 Year Planning Horizon

- First increment of growth to provide framework for achieving the vision for 2050 and beyond
- Initial Development Level of 45 million square feet of office space
 - 2030 GMU high forecast level
 - Currently 27m sq ft built (~ 23m occupied)
 - Additional 6m sq ft approved but not built
- Residential, hotel, and ground floor retail allowed above 2030 forecast level
- Criteria for increasing Initial Development Level

Districts: TOD and Non-TOD



Intensity Recommendations

- Within 1/4 mile of Metro stations (TOD Districts)
 - No maximum floor area ratio (FAR)
 - Office and high trip-generating uses require special exception (SE) above 2.5 FAR
 - Residential, hotel, neighborhood retail can be approved without SE
- 1/4 – 1/2 mile from Metro stations (TOD Districts)
 - 2.0 FAR + bonuses
 - 2.5 FAR + bonuses in 1/4 - 1/3 mile, if no office development



Image source: Georgelas Group

Intensity Recommendations

- Non-TOD Districts
 - Areas planned for redevelopment at intensities up to 1.8 FAR + bonuses
 - Areas at the edges generally not planned for redevelopment
- Affordable housing bonus
 - 20% FAR increase for residential portion of project
 - May be used for commercial if mixed use
- Public facility bonus
 - For exemplary contributions toward major facilities
 - Up to 2m sq ft office and 10m sq ft residential
Tysons-wide

Intensity Concept Map



Affordable/Workforce Housing

- 20% of new housing units affordable to incomes ranging from 50% - 120% of area median income
- Flexibility allowed to facilitate achievement
 - Ability to provide units off-site (within Tysons)
 - Policy Plan's size restrictions on bonus units do not apply
 - Consideration of equivalent proposals that meet additional housing needs
 - Creative strategies, such as a "housing bank"

Affordable/Workforce Housing

- Non-residential contribution toward creating affordable/workforce housing opportunities in Tysons
 - \$3.00 upfront or \$0.25 annually per non-residential square foot
 - Recommendation for Countywide policy



Image sources: Torti Gallas & Goody Clancy

Coordinated Development and Parcel Consolidation

- 20 acre goal at Metro stations
 - Smaller goals in other areas
 - Flexibility based on performance objectives
- Performance objectives
 - Functioning street grid, on and off site
 - Parks and open space
 - Land or building space for public facilities
 - Conformance to urban design guidance
 - Demonstration of how adjacent parcels could redevelop consistent with the Plan

Transportation: Grid

- Focuses on accommodating pedestrians, bicycles, and transit over automobiles
- Urban street grid
 - Plan map is conceptual
 - Criteria for refining grid through development proposals
 - Official map of streets



Existing



Future Concept

Transportation: Transit

- Circulator system
 - Phase II (expanded bus service) is included in Transit Development Plan and will be operational when Metro opens in 2013
 - Study of Phase III (longer term Circulator) complete in early 2011
- Expanded local and regional bus service and additional high quality transit corridors

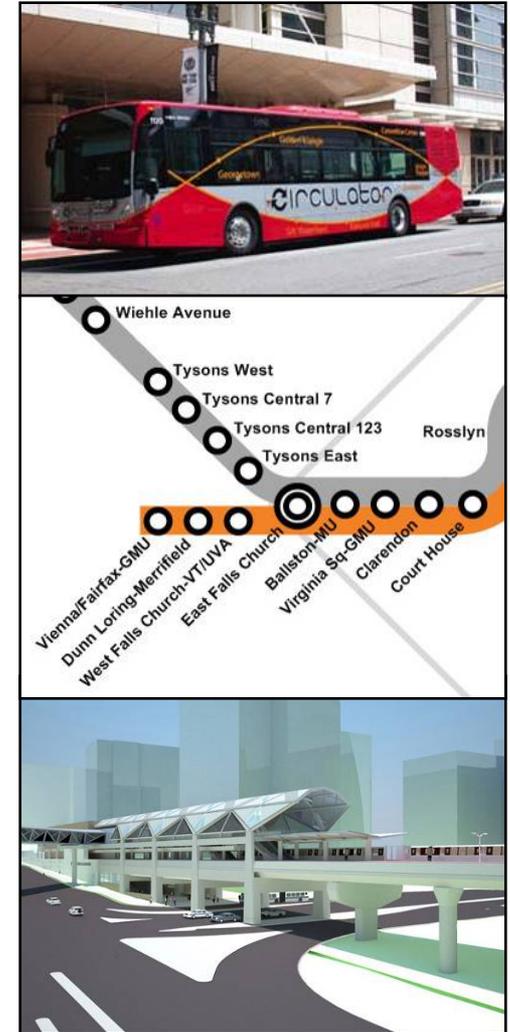
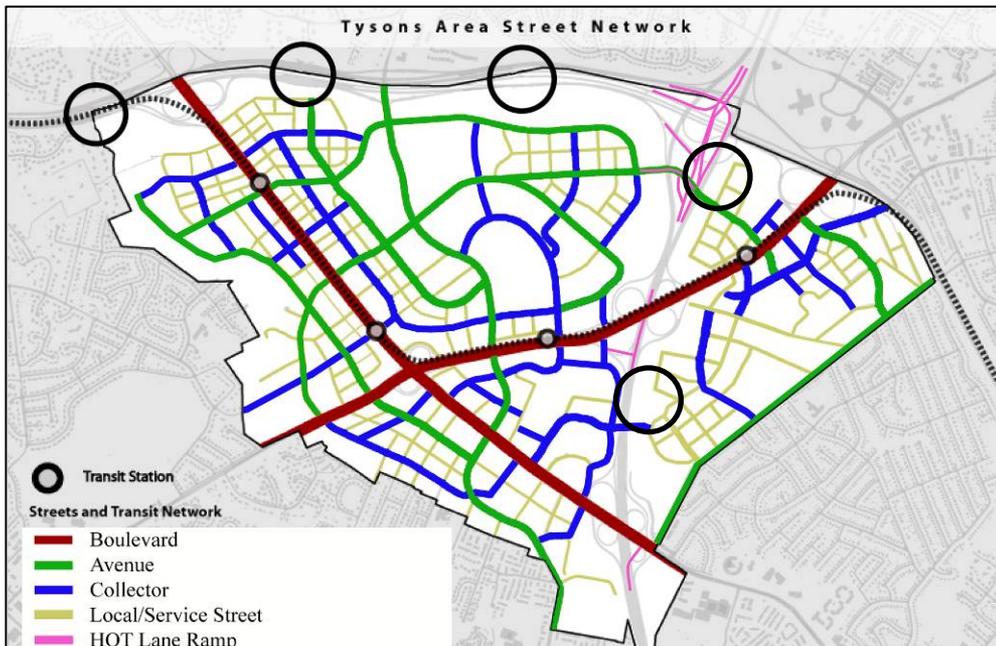


Image sources: DDOT, Greater
Greater Washington, Dulles
Corridor Metrorail Project

Transportation: Improvements

Dulles Toll Road ramps

- 3 new ramps in Plan
- Prelim. analysis indicates that only 2 inbound and 2 outbound ramps may be needed; further study is necessary



Beltway crossings

- 2 new crossings in Plan
- Will increase ped, bike, and transit connectivity within Tysons and disperse vehicle traffic

Transportation: TDM

- Long term vehicle trip reduction goals of 45% - 65%, based on distance from Metro
- Philosophy shift from parking minimums to parking maximums



Image source: Bing Maps

Transportation: Phasing

- Development phased to a funding mechanism for 2030 improvements (14 projects in Table 7)
 - Tysons-wide CDA (or similar) providing private sector's share of improvements
 - Smaller CDA (or similar) providing portion of private sector's share of improvements
 - Other binding commitments to phase to funding or construction of one or more improvements
- Development also phased to achievement of trip reduction objectives

Information Technology

- Intelligent Transportation Systems
 - Traffic management
 - Traveler information
 - Emergency response
- Telemedicine
 - Direct interaction with healthcare providers through the web
 - Allows physicians to consult with off-site specialists



Image sources: NextBusDC,
Kaiser Permanente

Environmental Stewardship

Benefits of transit-oriented development (TOD)

- Increased transit ridership
- Lower annual household rates of driving
- Automobile ownership ½ of the national average
- Lower rates of air pollution and energy consumption
- Reduced rates of greenhouse gas emissions
- Supports Cool Counties goal of 80% greenhouse gas reductions regionally by 2050

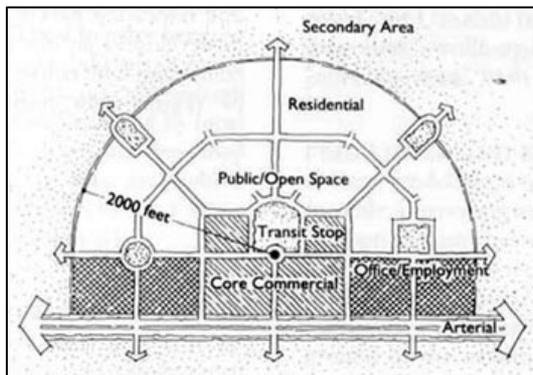


Image sources: Calthorpe Associates, Arlington County

Green Building Practices

- Expectation of LEED Certification (or equiv.) for residential buildings (same as Policy Plan objectives)
- Expectation of LEED Silver (or equiv.) for non-residential buildings
- Tax abatement or other financial incentives recommended for LEED Gold and Platinum achievement



Image source: USGBC

Stormwater Design

- LEED stormwater quantity and quality controls credits should be attained
- Minimum of first inch of rainfall should be retained on-site
- Standard will mimic good forested conditions for most rainfall events

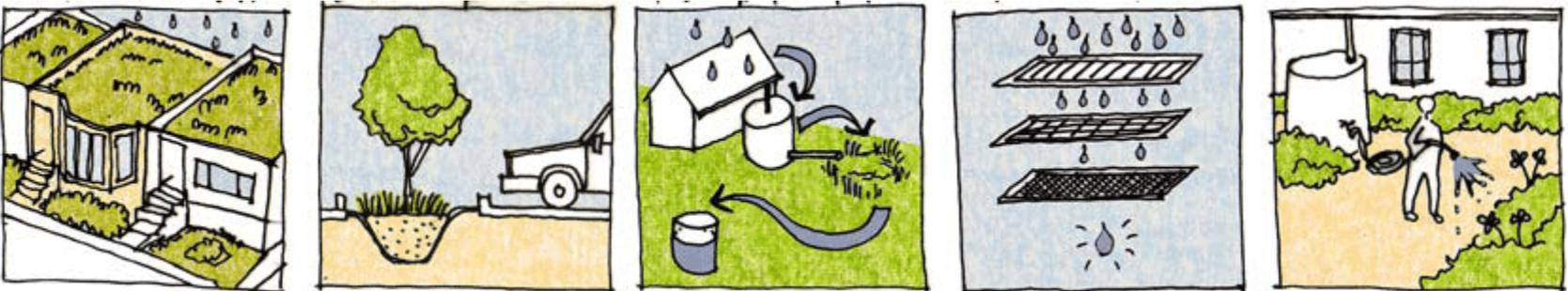


Image source: City of San Francisco

Urban Parks and Open Space

- Park Authority urban parks framework and standards
 - 1.5 acres per 1,000 residents
 - 1 acre per 10,000 employees
- Goal of 20 athletic fields to serve Tysons
 - 4.5 million sq ft of redevelopment generate need for 1 athletic field
 - Indoor and rooftop facilities to be considered
 - Lighting and synthetic turf to increase field capacity



Image source: PB PlaceMaking

Public Facilities

- Land or building space to be dedicated; similar to dedications received from greenfield developments in the past
- Bonus intensity for constructing major facilities
- Public facility plans for districts or subdistricts
 - Coordination between applicant, County, and other land owners
 - Facility locations on official map



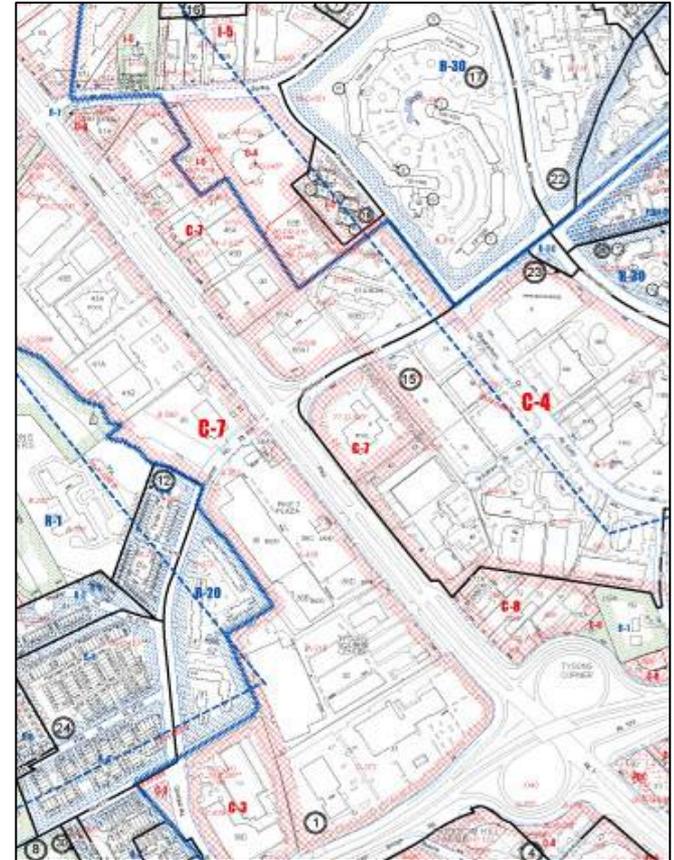
Image source: DC DMPED

Plan Monitoring

- Development approvals, construction, and performance to be continuously tracked
- Plan to be reviewed regularly to determine whether development levels and performance objectives should be adjusted
- Criteria for increasing Initial Development Level
 - Progress toward the vision
 - Market demand for office space
 - Balance between land use and transportation
 - Funding for transportation improvements

Zoning Ordinance Amendment

- Public hearings concurrent with Plan
- Establishes Planned Tysons Corner Urban District (PTC)
- Allows for implementation of the redevelopment options in the Plan Amendment



Zoning Ordinance Amendment

- PC recommended modifications to draft authorized on March 23, including
 - Maximum FAR section changed to reflect intensity recommendations
 - Special exception (SE) for increased intensity within 1/4 mile of Metro stations
 - Cellar space to count toward gross floor area (GFA), except space for mechanical equipment, storage, and data centers

Next Steps: BOS Actions

- In the coming weeks, the Board will vote on:
 - Comprehensive Plan amendment for Tysons
 - Zoning Ordinance Amendment for Tysons
 - Follow-on motions to address Plan implementation
 - Administrative guidelines on vehicle trip generation analysis and affordable/workforce housing
- At this time, the Board will NOT be asked to make decisions on:
 - Funding for transportation improvements or public facilities
 - Tysons Partnership (implementation entity)

Next Steps

- One-on-one meetings prior to public hearing
- Public hearing on Plan and Zoning Ordinance amendments – June 22 at 4:30 p.m.
- Decision on the Plan and Zoning Ordinance amendments
- After Plan adoption
 - Continued work on a funding plan for transportation improvements
 - Continued work on the relationship between the County and Tysons Partnership

Balanced Plan

- PC recommendation is the first increment of the longer term Task Force vision
- PC Tysons Committee worked with Task Force, staff, and other stakeholders over 18 months
- Compromises reached with stakeholders
 - TOD District intensity
 - Consolidation performance objectives
 - Green building bonuses
 - Public facility bonuses
 - Phasing to transportation and public facilities
 - Stormwater design

PC Follow-On Motions

- Recommendations to the Board
 - Public and private reinvestment in Tysons
 - Develop funding plan for infrastructure
 - Tysons Partnership (implementation entity)
 - Legislative agenda items
 - Green building incentives (e.g. tax abatement)
 - Adequate public facilities for urban areas
 - Plan monitoring and expedited re-planning
 - Continued Metrorail and transit funding
 - Plan for transit beyond 2030
 - Address traffic congestion in surrounding communities

PC Follow-On Motions

- Recommendations to the Board (cont'd)
 - Continued analysis/design of of transportation improvements
 - Official map of future streets and public facilities
 - Policy Plan items
 - Countywide non-residential contributions for affordable housing
 - Update TOD Policy to be consistent with Tysons
 - Consideration of desirable redevelopment proposals that are not consistent with Plan