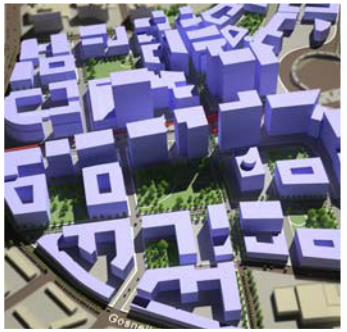
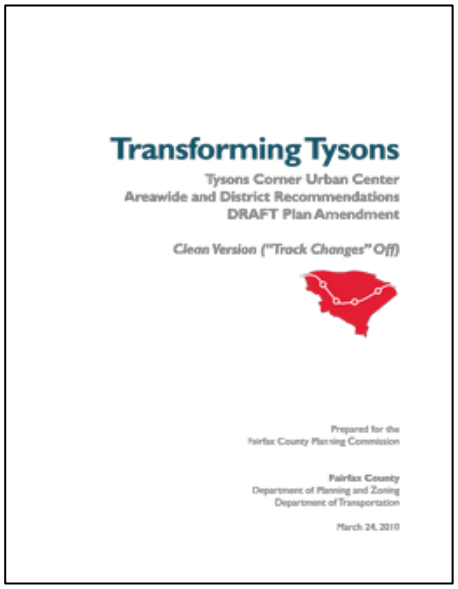
Transforming Tysons

Planning Commission Workshop
March 24, 2010



Draft Plan Amendment

- Available at www.fairfaxcounty.gov/tysons
- “Markup” and “Clean” versions
- Staff notes and background information in text boxes and italics
- Alternatives suggested by staff, Task Force, and PC Tysons Committee included in boxes (or clearly identified as alternatives)


Transforming Tysons

Tysons Corner Urban Center
Areawide and District Recommendations
DRAFT Plan Amendment

Clean Version ("Track Changes" Off)

Prepared for the
Fairfax County Planning Commission

Fairfax County
Department of Planning and Zoning
Department of Transportation

March 24, 2010

Why Re-Plan Tysons?

- Metrorail expansion to Dulles with four Tysons stations
- Regional growth management strategy to concentrate development in activity centers
- Tysons is not sustainable (economically or environmentally) as a suburban office park

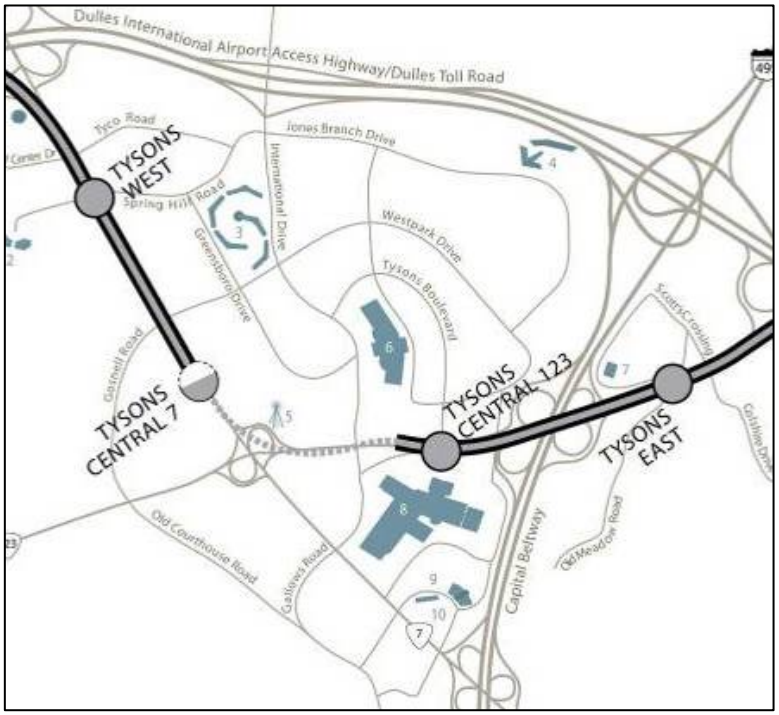


Image source: Dulles Corridor Metrorail Project

Task Force Guiding Principles

- **Move Tysons forward** within its existing boundaries
- Retain compatible **transitions at the edges** to adjacent neighborhoods
- Transform Tysons from a suburban office park and activity center into a **24 / 7 urban center**
- Reduce the time, cost, and inconvenience of **accessing and moving within Tysons**
- **Reduce the suburban focus** on isolated buildings, surface parking and moving vehicles through Tysons
- Attract **mixed-use, transit-oriented development** and private investment
- **Engage** people, communities, institutions, and the private sector with government

The Vision

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

People-Focused Urban Setting

- A place people want to live
- Urban standards for buildings, services and infrastructure
- Affordable/workforce housing targets
- Urban design guidelines
- Arts, cultural, recreation opportunities

Image source: PB PlaceMaking

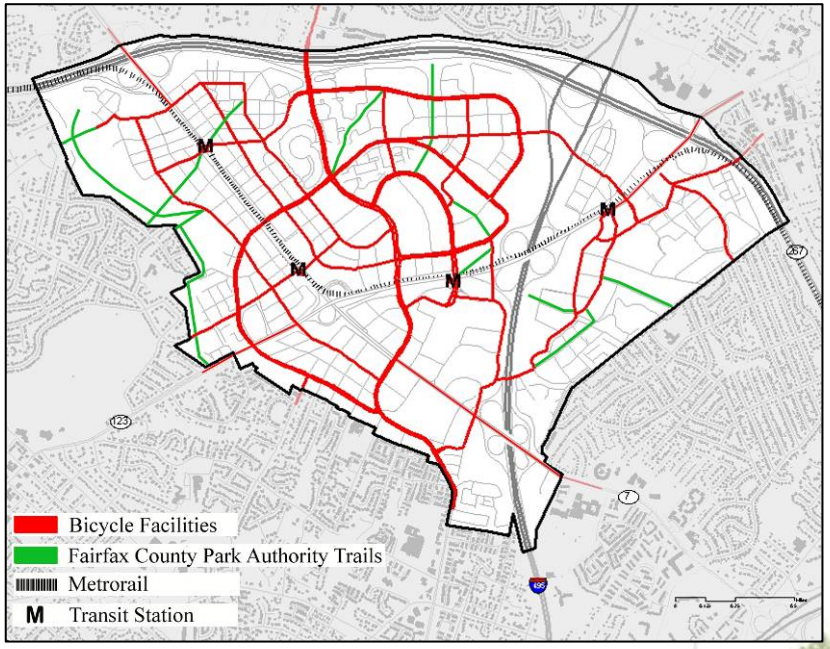
Transit-Oriented Densities

Urban Street Grid

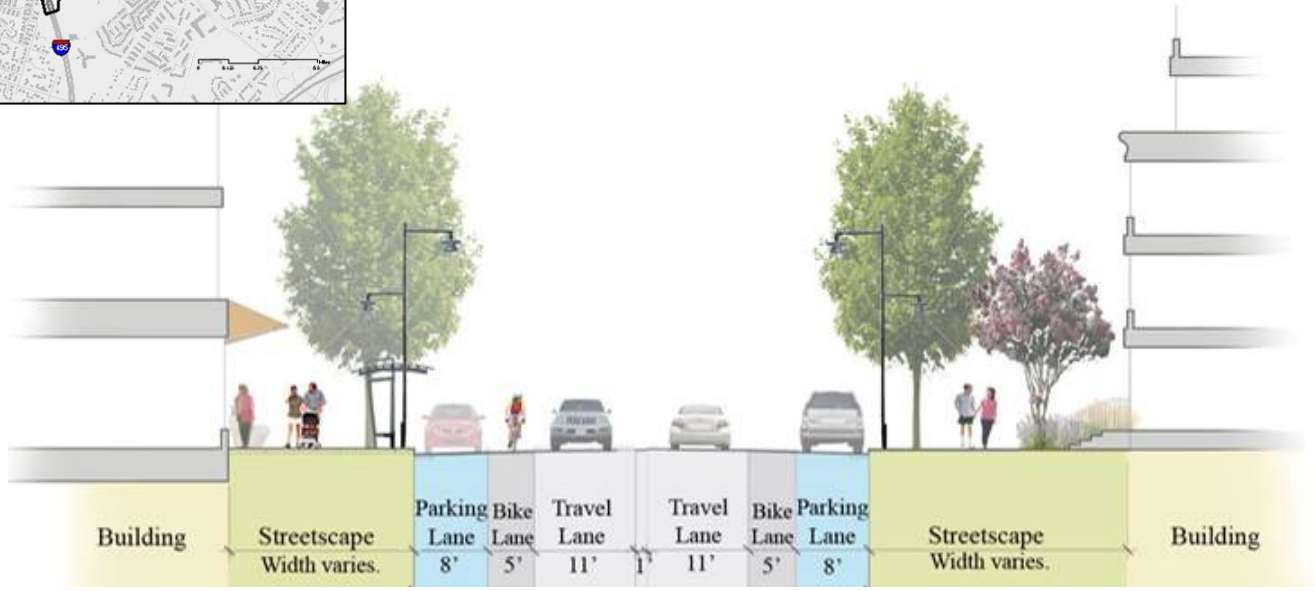
Tysons “super-blocks” today

- Potential for smaller, walkable blocks
- New ramps and Beltway crossings

Complete Streets



- Facilities for pedestrians, bikes, transit vehicles, and cars
- Expanded bicycle network and bicycle parking requirements



Transit Improvements

- Four Silver Line stations to open in 2013
- 72% of estimated new transportation costs are for transit projects
  - Circulation system within Tysons
  - Expanded local and regional bus service
  - Additional high quality transit corridors in the long term

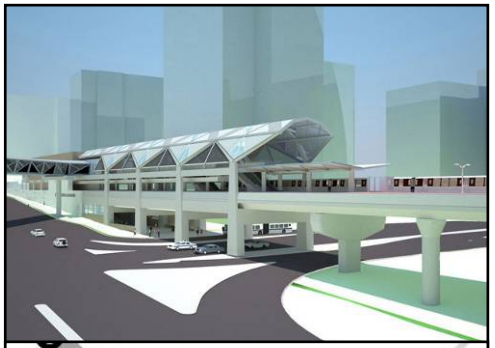


Image sources: Dulles Corridor Metrorail Project, Greater Great Washington, & DDOT

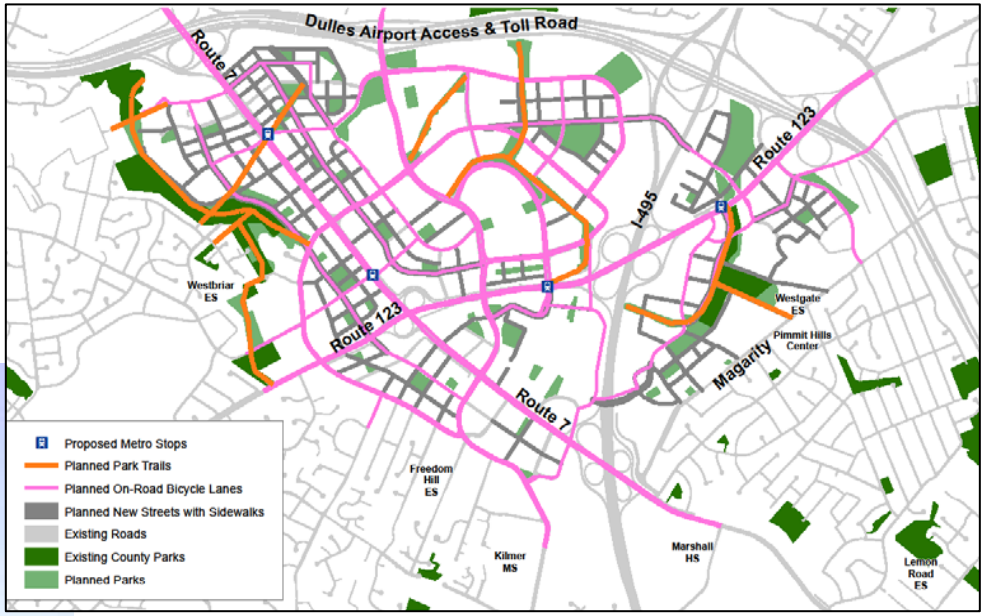
TDM and Parking Maximums

- Long term vehicle trip reduction goals of 45% - 65%, based on distance from Metro **(pp. 77 – 79)**
- Philosophy shift from parking minimums to parking maximums
- No minimum parking requirement for offices in TODs **(pp. 79 – 82)**

Image source: Bing Maps

Focus on the Environment

Green building requirements and incentives



Network of parks, plazas, and open space areas

Team of Consultants

National and international experience and expertise in:

- Transit-oriented planning and development
- Transportation modeling and analysis
- Urban design
- Urban development economics
- Public outreach

Task Force Community Outreach

- Task Force held 45 public workshops and outreach sessions from 2006 - 2008
- Hundreds of citizens participated in three rounds of workshops focusing on planning alternatives and scenarios
- Web site provided information and opportunities for input: www.fairfaxcounty.gov/tysons

Planning Commission's Tysons Committee

- Solicited comments from stakeholders
- Reviewed three "straw man" drafts of Plan text
- Received recommendations from County staff and Task Force's Draft Review Committee on a variety of issues
  - Green buildings
  - Affordable/workforce housing
  - Transportation improvements & costs
  - TDM & parking
  - Parcel consolidation
  - Urban design & building heights
  - Planning horizon & intensity
  - Phasing strategies
  - Parks & athletic fields
  - Stormwater management

Demonstration Project

- Conceived by Planning Commission Committee and authorized by Board
  - Allows development to occur with Metro construction
  - Informs the drafting of Plan and Zoning Ordinance Amendments
  - Advances consideration of implementation strategies
  - Provides a base of development commitments for future projects
- Georgelas Group project at Tysons West selected

Image source: Georgelas Group

Draft Plan: Areas of Consensus

- Transforming Tysons into mixed-use, walkable districts
- Urban street grid
- New transit options, including circulators
- Vehicle trip reduction goals
- More residents and housing choices
- Parks, open spaces, art spaces, and recreation opportunities
- Environmental stewardship goals
- Urban design principles

Draft Plan: Issues to Resolve

- Green Building Practices
- Affordable/Workforce Housing
- Building Heights
- Coordinated Development and Parcel Consolidation
- Intensity and Total Development Level
- Phasing to Transportation Improvements
- Implementation and Transportation Funding

Green Building Practices (p. 46)

LEED Level	Staff Proposal	Draft Review Committee Proposal	Staff Alternative
Certification	--	--	Expectation for Residential
Silver	Expectation	Expectation; 2% bonus until 2013	Expectation for Non-Residential
Gold	4% bonus	5% bonus	4% bonus
Platinum	10% bonus	10% bonus	10% bonus

Image source: EPA

Affordable/Workforce Housing

- 20% increase in floor area allowed for providing 20% affordable/workforce housing **(pp. 43 – 45)**

101 - 120% of AMI	5% of total units
81 - 100% of AMI	5% of total units
71 - 80% of AMI	5% of total units
61 - 70% of AMI	3% of total units
< 50 - 60% of AMI	2% of total units

- Income tiers are consistent with Task Force recommendation (20% unit goal; 2% of units for incomes below 60% of Area Median Income)
- Income tiers are also consistent with County's ADU program (5% of units for incomes below 70% of Area Median Income)

Affordable/Workforce Housing

- Non-residential contribution toward creating affordable/workforce housing opportunities in Tysons **(p. 45)**
  - $3.00 per non-residential square foot
  - Amount is similar to Arlington County's policy

Image sources: Torti Gallas & Goody Clancy

Building Heights (pp. 145 – 147)

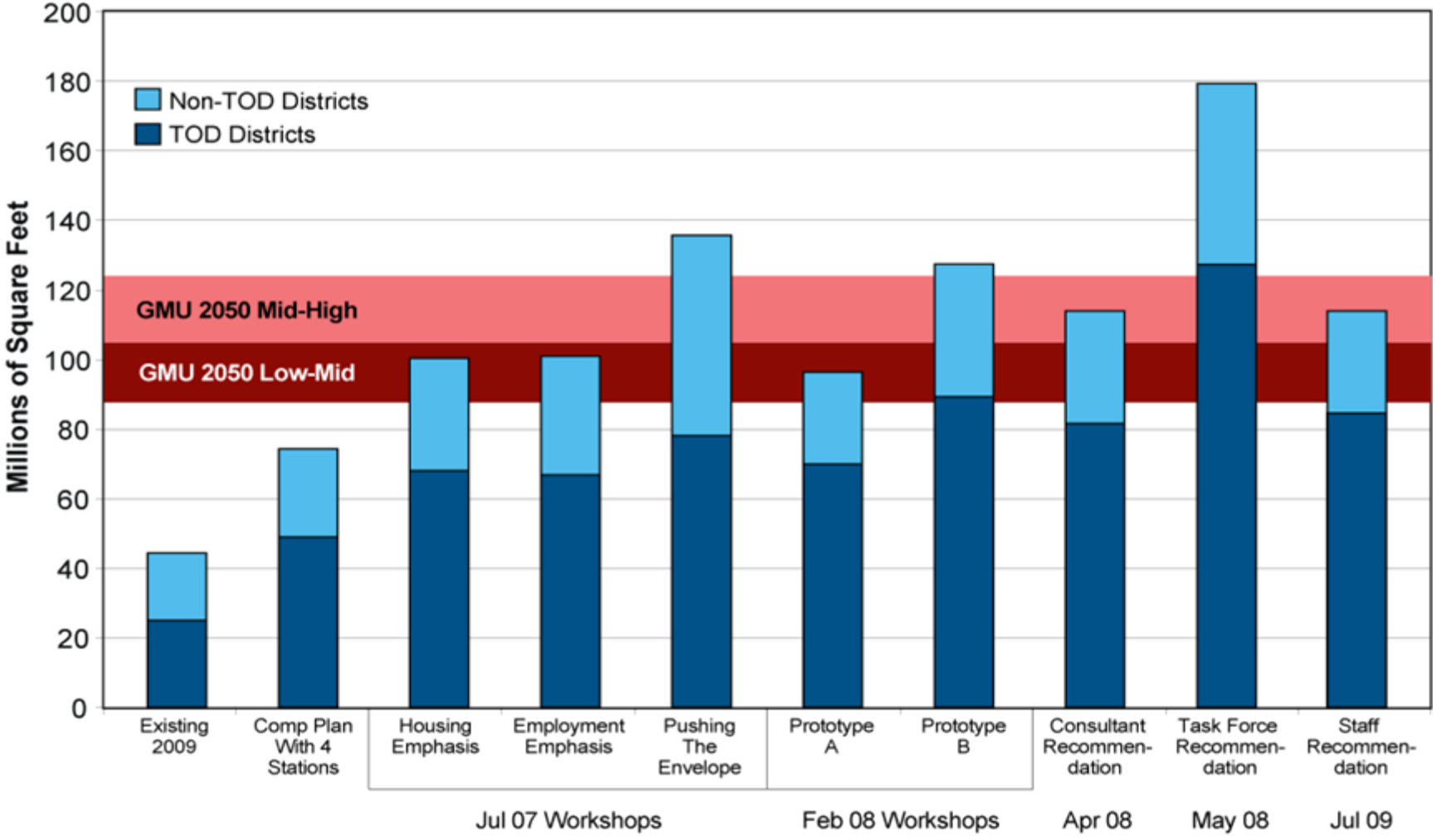
- Staff recommended heights are similar to other high intensity TODs in the region
- Height map revised based on comments received on 3rd Draft

Tier	Staff Recommendation (Mar. 2010 Draft)	Previous Staff Recommendation (Sep. 2009 Draft)	Task Force's Draft Review Committee Recommendation
1	225 to 400 ft	200 to 360 ft	455 ft
2	175 to 225 ft	150 to 200 ft	360 ft
3	125 to 175 ft	100 to 150 ft	200 ft
4	75 to 125 ft	75 to 125 ft	150 ft
5	50 to 75 ft	25 to 75 ft	75 ft
6	35 to 50 ft	25 to 50 ft	50 ft

Coordinated Development and Parcel Consolidation (p. 47)

- Evaluation of Demonstration Project shows that consolidation is critical to achieve a functioning street grid and open space network
- Draft Plan sets minimum consolidation in TODs at 20 acres
- Task Force's Draft Review Committee recommends allowing redevelopment to occur on smaller land areas if certain conditions are met

Summary of Planning Alternatives Analyzed



TOD District Intensity

- Staff recommended intensities included in Draft Plan Amendment as Alternative 1 **(pp. 29-30)**
- Draft Plan increases FAR in 1/8 – 1/4 mile tier and provides flexibility for higher intensity

Distance from Metro	Staff Recommended FAR	Task Force Recommended FAR
0 - 1/8 mile	4.75	6.0
1/8 - 1/4 mile	~~2.75~~ 3.0	4.0 – 4.5
1/4 - 1/3 mile	2.0	2.0 – 3.0
1/3 - 1/2 mile	2.0	1.75 – 2.75

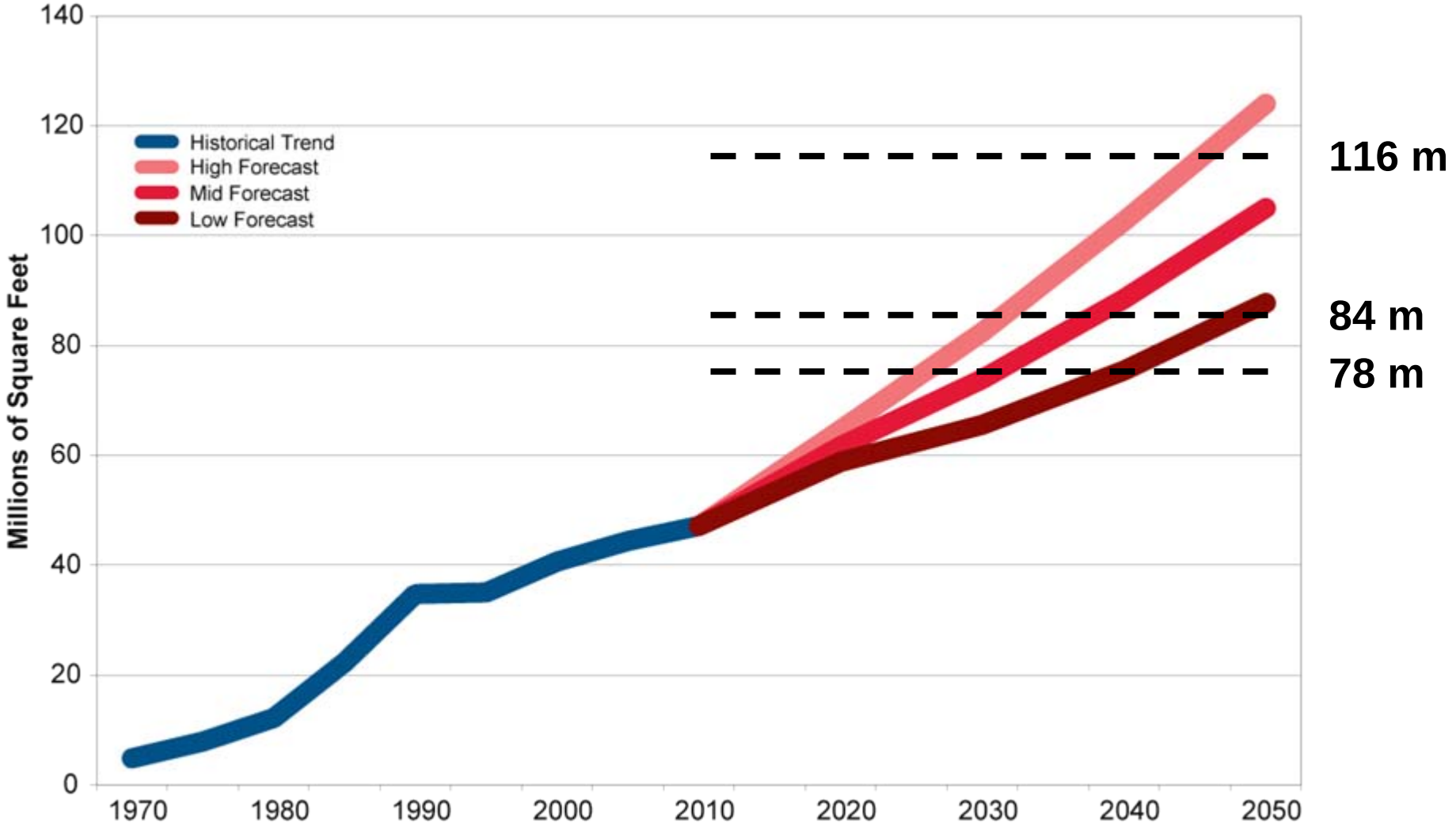
TOD District Intensity

- Staff intensity levels based on consultant's recommendation to the Task Force
- Similar to scenarios presented at final community workshops held by Task Force
- Staff intensities would result in walkable urban environments
- Overall intensity level planned for TOD Districts is 25% greater than the planned build out of the Rosslyn-Ballston Corridor in Arlington

Intensity Alternatives (pp. 28 – 35)

Alternative	Areas of Redevelopment	Sq. Ft. Allocated
Staff Recommendation	Tysons-wide	116 million
Task Force Recommendation	Tysons-wide	175 million
No Max FAR in ¼ mile	Within ¼ mile of Metro	Capped at 84 million
No Max FAR in TODs	TOD Districts (generally within ½ mile of Metro)	Capped at 84 million
No Max FAR Tysons-wide	Tysons-wide	Capped at 84 million
Phase 1 of 2050: FAR Allocation	Within ¼ mile of Metro	78 million
Phase 1 of 2050: GFA Allocation	TOD Districts	78 million

GMU Growth Forecast to 2050



Development Levels and Projected Time Frames (p. 24)

Alternative	Development Level	Anticipated Build-Out Time Frame (GMU Forecast)
Existing Development	46 million	2010
1994 Plan (3 Stations)	73 million	2030 Mid
Modified 1994 Plan (4 Stations)	76 million	2030 Mid - High
No Max FAR Alternatives	84 million	2030 High
Consultant Recommendation	114 million	2050 Mid- High
Staff Recommendation	116 million	2050 Mid - High
Task Force Recommendation	175 million	Beyond 2050 High

Phasing to Transportation Improvements (pp. 37 – 40)

Phasing Alternative	Description
Phase development to infrastructure	Developments phased to provision of transportation improvements
Tysons-wide CDA with self tax	Tysons-wide CDA funds private sector share of transportation improvements; CDA to be established prior to any rezoning approval
Combined Sub-District CDA with self tax	Same as above; except that CDA could cover a smaller area if it generates sufficient revenue to fund private sector share
Residential Un-phased	All or a portion of residential development not phased to transportation improvements
1994 Plan Development Level Un-phased	Development up to 73 million square feet not phased to transportation improvements

Implementation

Tysons Partnership

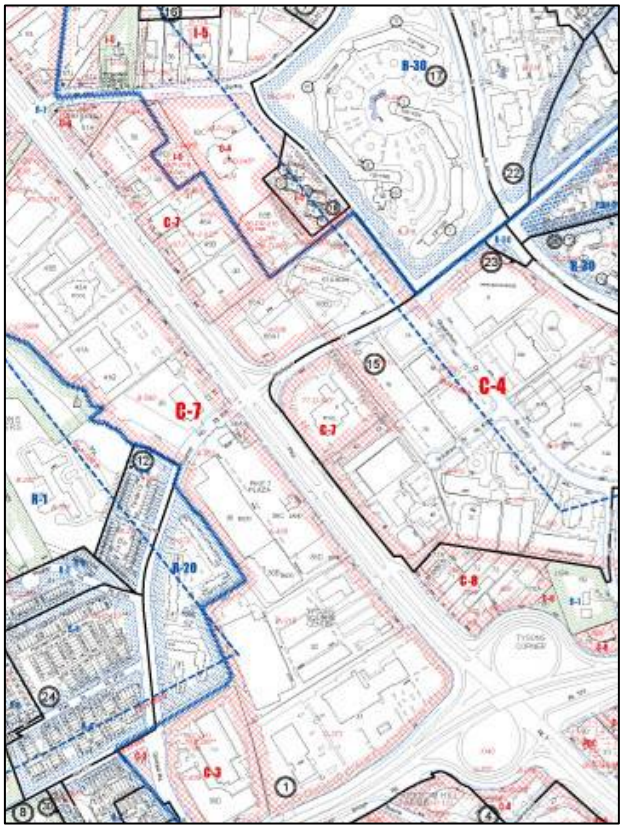
- Collaboration among the County, land owners, businesses, and residents of Tysons
- Membership group to facilitate the transformation of Tysons as envisioned in the Plan

Funding

- Elements of a funding plan are still under discussion
- Staff will provide a status update to PC in April or May

Zoning Ordinance Amendment

- Board authorized advertisement on Mar. 23
- 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

Modifications to Draft presented to PC Tysons Committee on Feb. 24

- Maximum FAR: Advertised options range from 3.0 to 10.0, or no specified maximum
- Parking
  - Parking reductions allowed as part of approved parking plan
  - Parking increase allowed by special exception
  - Allows existing uses not in the PTC District to reduce spaces to the PTC minimum

Zoning Ordinance Amendment

Modifications to Draft presented to PC Tysons Committee on Feb. 24

- Minimum district size
  - Staff recommendation: 10 acres, may be waived by BOS
  - Advertised range: 0 to 25 acres
- Eliminates concurrent CDP/FDP processing requirement
- Cellar space counted as GFA, with 2 options for exceptions

8 Unique Districts

"This is going to be the model of how we transform King of Prussia, Perimeter Center, Costa Mesa down in Orange County, California. But you're going first."

National Public Radio, 12.10.08

Tysons Central 7

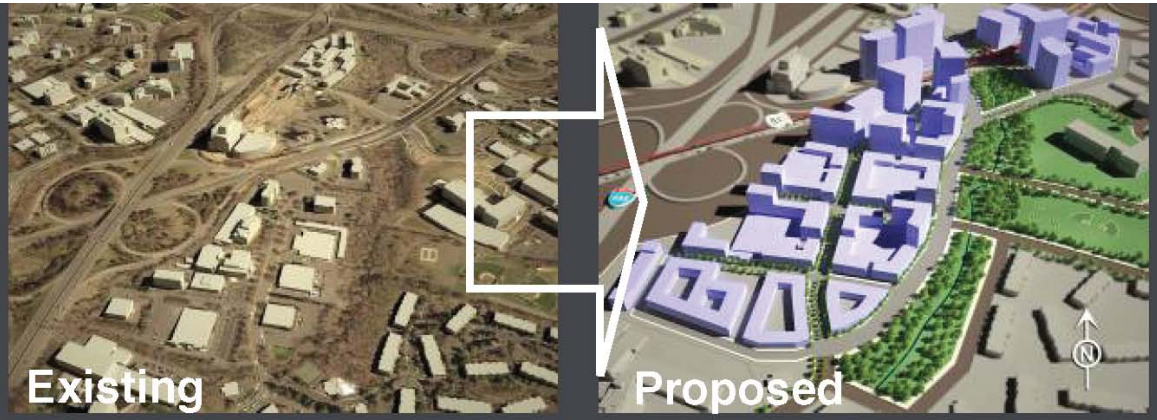
8 Unique Districts

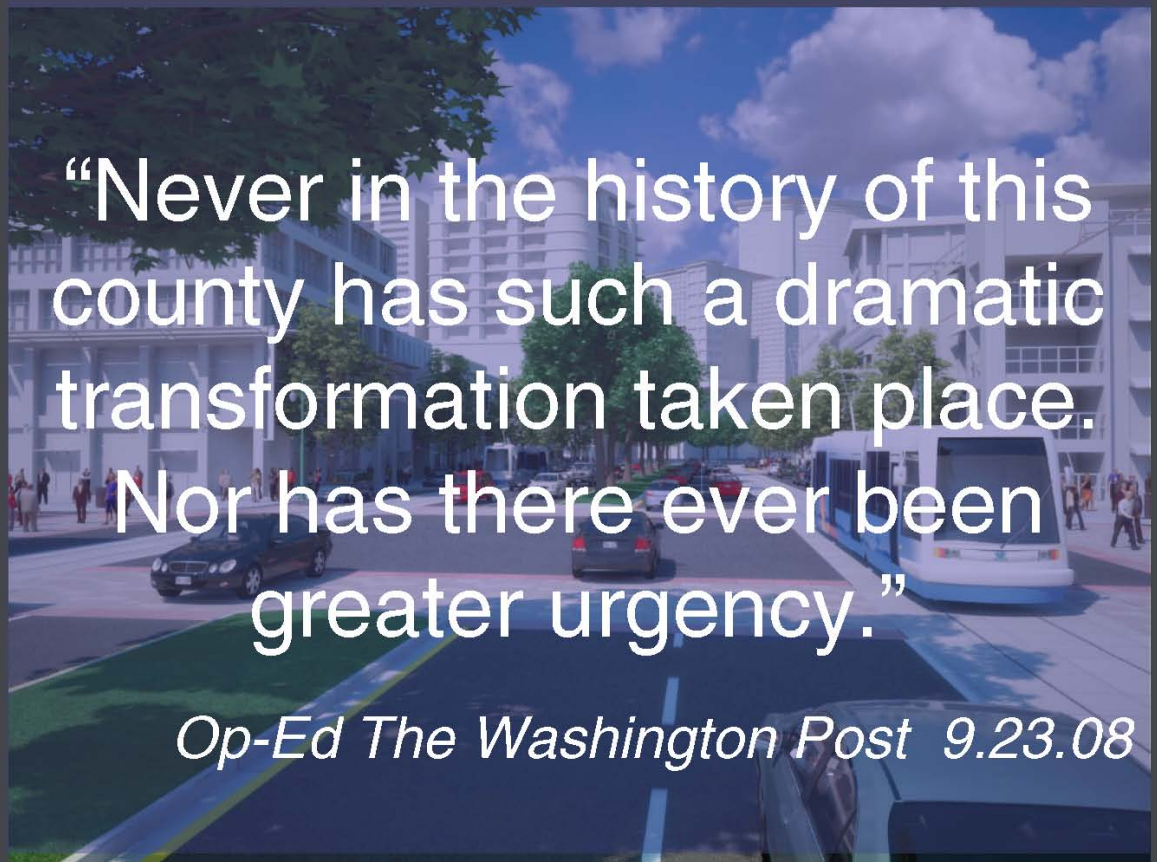
"The plan has been widely applauded as a forward-thinking blueprint to convert this 'edge city'… into the epitome of 'Smart Growth' "

- New York Times 12.17.08

Tysons West

8 Unique Districts





Tysons East

The implications of this redevelopment project stretch far beyond Fairfax County, as suburbs and exurbs across the country look for ways to repair the damage from five decades of outward, rather than upward, expansion.

Time Magazine June 11, 2009

Make no little plans; they have no magic to stir men's blood... Make big plans; aim high in hope and work. – Daniel H. Burnham, 1910