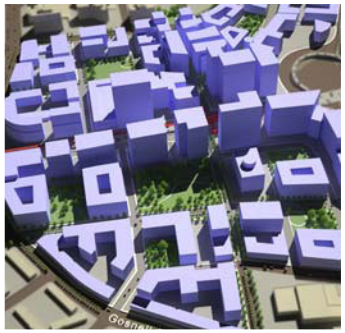
Tysons Corner Urban Center



Comprehensive Plan and Zoning Ordinance Amendments

Fairfax County Planning Commission Public Hearing April 21, 2010

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: Areas of Alternatives

Staff supported alternatives are highlighted

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

Green Building Practices (p. 46)

LEED Level (or equiv.)	Staff Proposal	Draft Review Committee Proposal	Staff Alternative
Certification	--	--	Expectation for Residential
Silver	Expectation	Expectation; 2% bonus until 2013	Expectation for Non-Residential
Gold	3 - 5% bonus	5% bonus	4% bonus
Platinum	10% bonus	10% bonus	10% bonus

Affordable/Workforce Housing (pp. 43-45)

- Proposed Plan provides 20% FAR bonus for achieving 20% affordable/workforce housing

Housing Alternative 1	Bonus intensity should be used for residential purposes
Housing Alternative 2	Bonus intensity may be used for commercial purposes, proportionate to project's land use mix

Coordinated Development and Parcel Consolidation (p. 47)

Consolidation Alternative 1	Minimum 20 acres in TODs
Consolidation Alternative 2	Substantial acreage, may be less than 20 acres based on performance objectives: • vehicle and pedestrian access and circulation • grid of streets • parks and open space • public facilities

Stormwater Design (pp. 105-107)

Draft Plan Alternative	Control should mimic erosive potential of runoff under good forested conditions
Staff Report Recommend-ation	Quantity and quality control consistent with LEED or equivalent standard
Staff/ Work Group Revision	LEED standard (or equiv.) plus on-site retention of first inch of rainfall • This approach would mimic runoff under good forested conditions for most rainfall events

Building Heights (pp. 145 – 147)

- Proposed Plan includes flexibility for architectural features, the provision of affordable housing or public uses, and sites that are split between tiers

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

Intensity Alternatives (pp. 28 – 35)

	Alternative	Areas of Redevelopment	Sq. Ft. Allocated
1	Staff Recommendation	Tysons-wide	116 million
2	Task Force Recommendation	Tysons-wide	175 million
3A	No Max FAR in ¼ mile	Within ¼ mile of Metro	84 million
3B	No Max FAR in TODs	TOD Districts (generally within ½ mile of Metro)	84 million
3C	No Max FAR Tysons-wide	Tysons-wide	84 million
4A	Phase 1 of 2050: FAR Allocation	Within ¼ mile of Metro	78 million
4B	Phase 1 of 2050: GFA Allocation	TOD Districts	78 million

Intensity Alternatives

- Handout from April 15 PC Tysons Committee meeting describes 3 intensity alternatives recommended for further consideration by staff
- **Alternative 1**: “Staff Recommendation” with modifications to Jan. 15 draft
  - Intensity in Tier 1 (0 - 1/8 mile from Metro) allowed 4.75 FAR; could achieve 6.0 or more with bonuses
  - Intensity in Tier 2 (1/8 - 1/4 mile from Metro) **increased from 2.75 to 3.0 FAR**
  - Projects in Tier 2 could achieve 4.0 FAR or more depending on bonuses and land use flexibility
  - 7.5 million sq. ft. reserved for **public facility bonuses**

Intensity Alternatives

- **Alternative 3A**: Summary of staff proposal
  - **No maximum FAR** within 1/4 mile of Metro
  - Interim development target of 45 million square feet for **office uses** (2030 high forecast)
  - Residential and other uses allowed to rezone above 2030 forecast level
  - Tier 3 areas (1/4 - 1/2 mile from Metro) allowed 1:3 commercial to residential conversion in current Plan, up to 2.0 FAR, plus bonuses
  - Non-TOD districts intensities same as Alternative 1

Intensity Alternatives

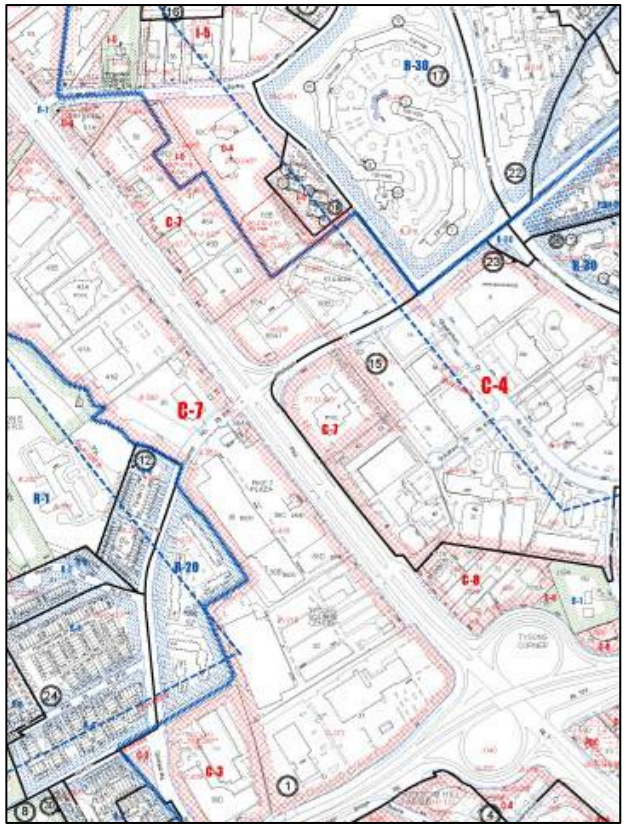
- **Alternative 4A**: Summary of staff proposal
  - Tier 1 (0 - 1/8 mile rings) and Tier 2 (1/8 - 1/4 mile rings) sites allowed to rezone at Alternative 1 levels
  - First phase of development
    - 3.0 FAR in Tier 1; 2.0 FAR in Tier 2
    - Totals 78 million sq. ft., plus 6 million sq. ft. reserved for public facility bonuses
  - Later phases built when funding plan is in place for transportation improvements beyond 2030
  - Projects outside 1/4 mile rings can redevelop with **public facility bonus intensity** or through **concurrent Plan amendment and rezoning**

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

Preliminary Analysis of Dulles Toll Road Ramps

- Proposed Plan includes 3 new westbound ramps and 2 new eastbound ramps (total of 5 WB and 4 EB ramps in Tysons)
- Preliminary operational analysis completed last week
  - 1 new WB ramp (total of 3 WB ramps) and 1 new EB ramp (total of 3 EB ramps) could work with spot improvements and aggressive traffic management (includes peak period pricing)
  - 2 new WB ramps (total of 4 WB ramps), 2 new EB ramps (total of 4 EB ramps), spot improvements, and 1 additional WB lane on the DTR required if aggressive traffic management is not applied
- Full operational analysis will take 6 months; staff recommends keeping all options open until the full analysis is complete

Zoning Ordinance Amendment

- Establishes Planned Tysons Corner Urban District (PTC)
- Amends other articles to accommodate PTC District regulations
- Allows for implementation of the redevelopment options in the Plan Amendment