

Tyson's Corner
Planning Horizon and Intensity:
Staff Recommendations

Presentation to
Planning Commission Tyson's Committee
July 22, 2009

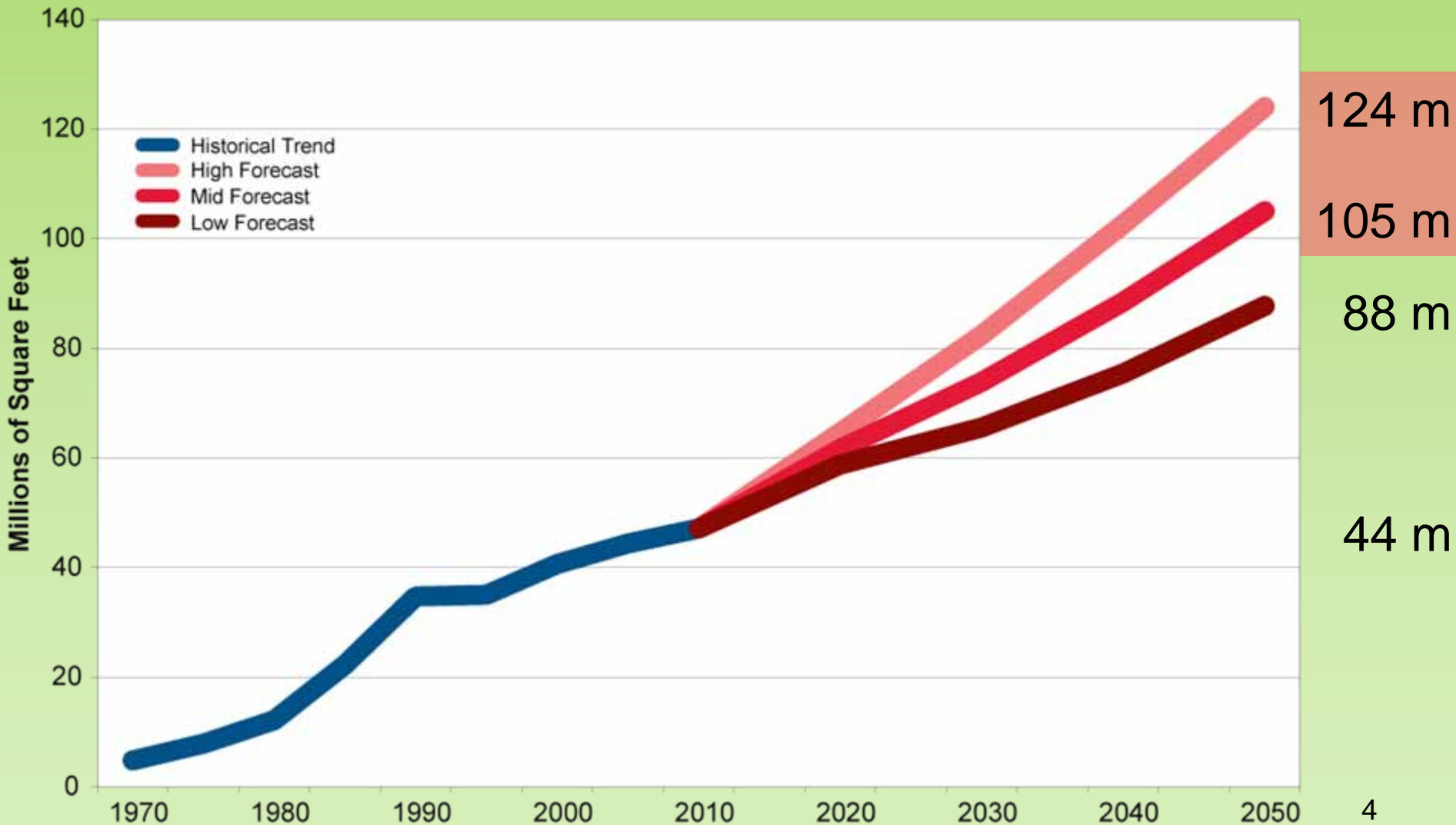
Board Motion on Task Force Reports

- Board of Supervisors directed Planning Commission and Staff to develop detailed Comprehensive Plan text, guided by
 - Task Force recommendations
 - GMU population and employment forecasts
 - Transportation and public facility impact analyses
 - Economic and fiscal impact analyses

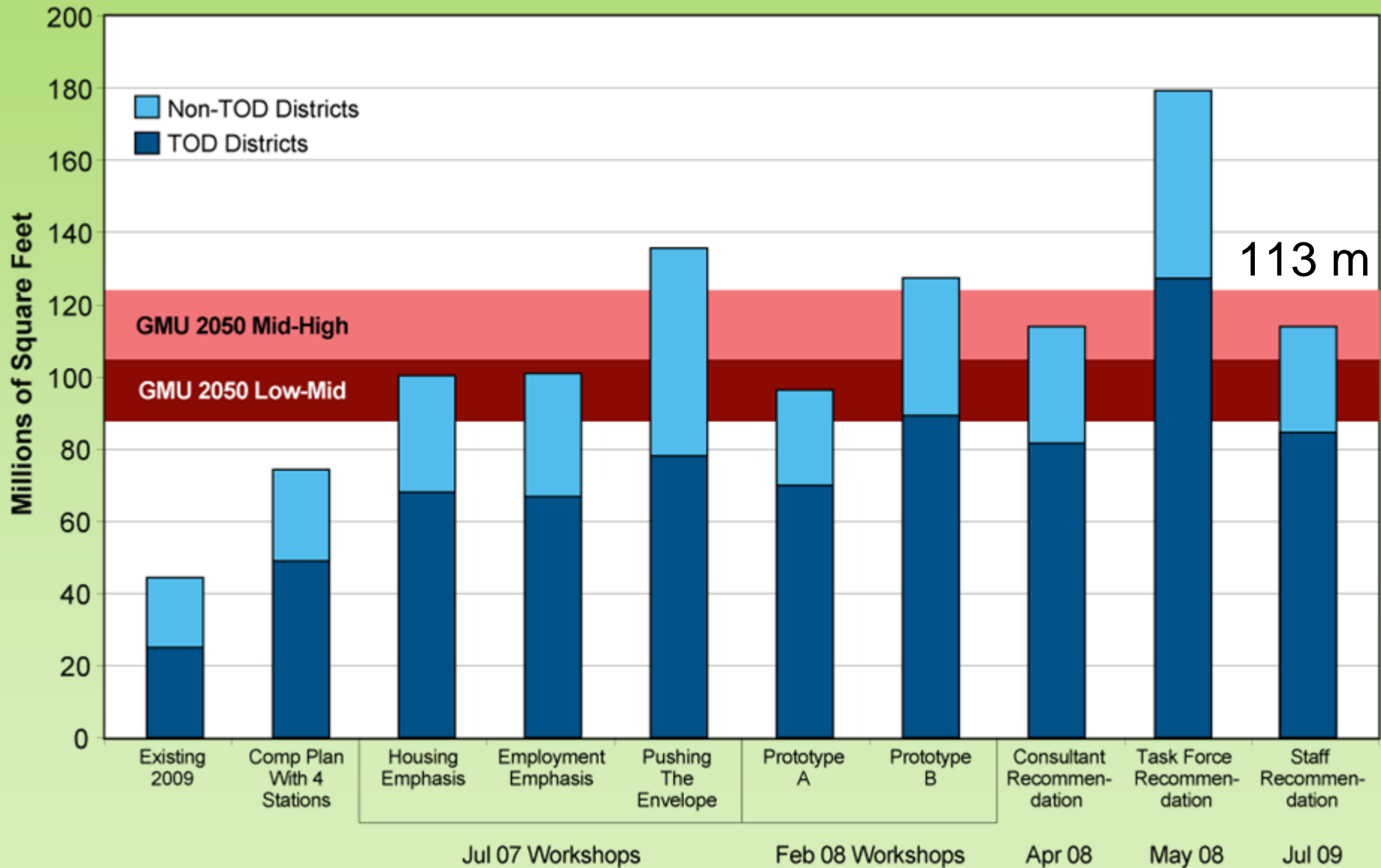
Planning Horizon

- Areas of Agreement
 - Vision is to accommodate up to **100,000 residents** and **200,000 employees** in Tysons
 - Horizon year for the Plan should be **2050**
 - Create walkable urban environments throughout the eight districts
 - Encourage residential development to improve jobs/housing balance
 - Growth must be balanced with the provision of infrastructure and community facilities

Historical Trends and GMU Forecasts



Development Levels



2030 Transportation Analysis Results

- The 2030 GMU High land use can be accommodated with
 - Transportation improvements in the current Comprehensive Plan
 - New connections to the Dulles Toll Road
 - Grid of streets
 - Enhanced bus service
 - **Two collector-distributor lanes on each side of the Dulles Toll Road**
 - **An additional lane on the Beltway between Leesburg Pike and I-66**
- Further highway capacity improvements are limited

Beyond 2030 Analysis - Rationale

Accommodating Growth Beyond 2030:

- Total vehicle trips to and from Tysons are kept constant at 2030 level by:
 - Increased transit use
 - Increased efficiencies due to improved traffic management

Beyond 2030 Analysis

Required Percentage Transit Use To Keep Vehicle Trips Constant for Alternative Intensities of Development

Land Use Alternative	Intensity (total GFA, sq. feet)	Required Transit Mode Share (evening pk., all purposes)
GMU 2030 High	84 million	22%
GMU 2050 Mid-Range (i.e. Prototype A)	96 million	27%
GMU 2050 High (i.e. Prototype B)	128 million	42%

Beyond 2030 Analysis

Required Percentage Transit Use To Keep Vehicle Trips Constant for Alternative Intensities of Development **With Enhanced TDM**

Land Use Alternative	Intensity (total GFA, sq. feet)	Required Transit Mode Share (evening pk., all purposes)
GMU 2030 High	84 million	22%
GMU 2050 Mid-Range (i.e. Prototype A)	96 million	25%
GMU 2050 High (i.e. Prototype B)	128 million	36%

Beyond 2030 Analysis

- Staff recommendation of 113 million sq ft can be interpolated to require transit mode split of 35% with TDM or 31% with enhanced TDM
- These mode splits are Tysons-wide, would need to be much higher in TOD districts
- e.g. 45% for TOD districts and 12% for non-TOD districts achieves a weighted average of 35%

Beyond 2030 Analysis

Reference TOD Mode Shares in the Washington, D.C. Area (Suburban and Urban Employment Centers)

Location	Mode Share (work trips, daily)
Tysons, 2005	5%
Bethesda	19%
Rosslyn-Ballston Corridor	26%
K-Street, Downtown Washington, D.C.	51%

Source: 2000 CTPP with MWCOG adjustments

“What If” Scenario #1

- Allocate growth in areas closest to Metro stations
 - 6.0 FAR within 1/8 mile plus bonuses
 - 4.5 FAR within 1/4 mile plus bonuses
- Result would be additional 50 million sq ft above current Plan within 1/4 mile of stations (equivalent to 2050 high forecast)
- Areas more than 1/4 mile could not have intensity above current Plan
- 80% of total development (124 million sq. ft.) located in TOD districts

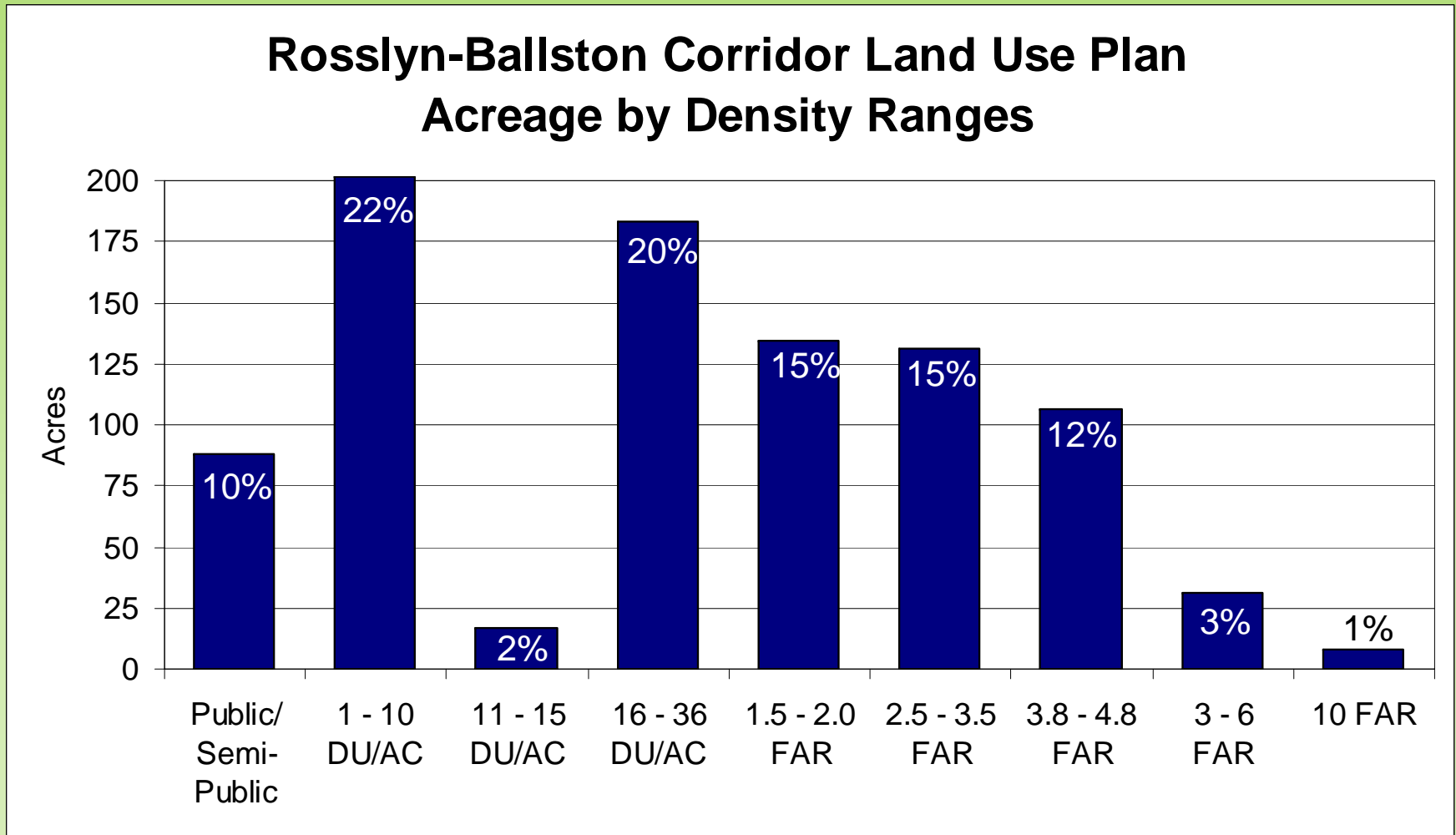
“What If” Scenario #2

- Allocate “form-giving” Circulator intensities in Non-TOD districts
 - 2.5 FAR plus bonuses within 400 ft. of routes
 - 1.5 FAR plus bonuses within 600 ft. of routes
- Result would be additional 27 million sq. ft. above current Plan along Circulators
- Remaining 4 to 23 million sq. ft. (2050 mid-high range) allocated to TOD districts
 - 1 to 6 million per station if allocated equally to all four
- 50% to 60% of total development (105 to 124 million sq. ft.) located in TOD districts

“What If” Scenario #3

- Allocate growth to allow increased intensities in both TOD and Non-TOD districts, but favoring TOD
 - Could range from 5.0 to 2.0 FAR (plus bonuses) in TOD districts
 - Could range from 2.0 to 1.0 FAR (plus bonuses) in the Non-TOD Urban Character areas
- Intensity highest at stations but gradient less steep than Scenario 1
- 70% of total development (105 to 124 million sq. ft.) located in TOD districts

Case Study: Rosslyn-Ballston



Note: 36 DU/AC is roughly equivalent to 1.0 FAR.

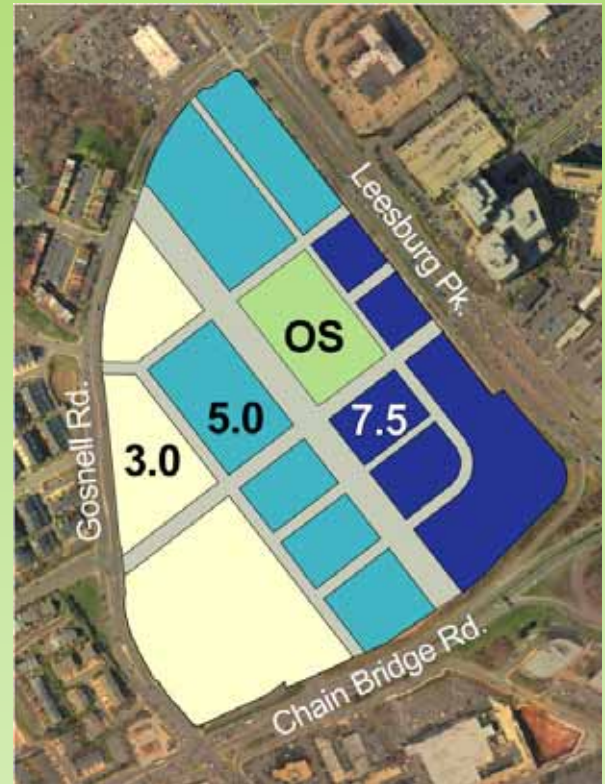
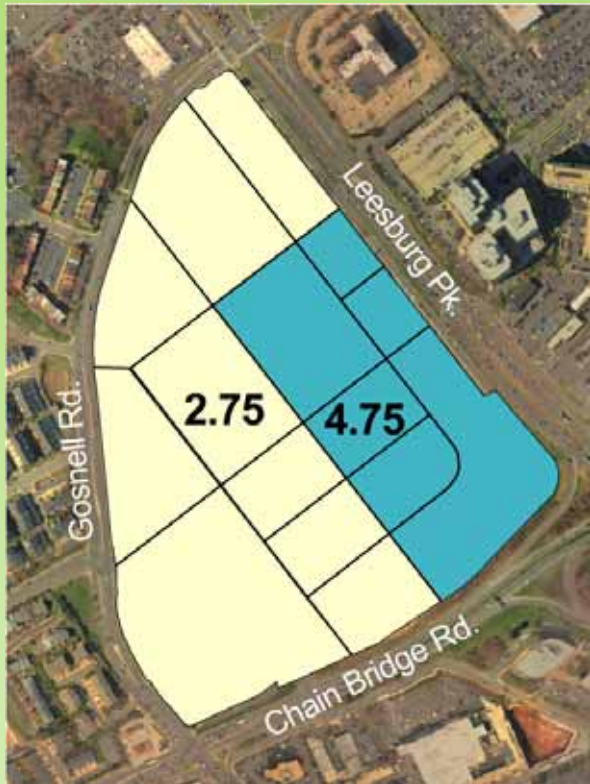
Urban Character of 2050



- 3-D massing models created for February 2008 workshops
- Illustrate FARs from 4.5 at stations tapered down to 1.0 at 1/2 mile from stations



Effective FAR



- Used to determine building heights for visualizations
- Resulting intensity after dedicating streets and open space

Important Considerations in Allocating Growth to 2050

- Where should growth be allocated?
- How should the desired mix of uses be encouraged?
 - Jobs/housing balance
 - Neighborhood retail
 - Parks and open space

Important Considerations in Allocating Growth to 2050

- Should some density be “set aside” for the future?
 - Circulator study will recommend routes and appropriate increase in intensity
 - Plan could allow flexibility to respond to highly desirable proposals by allowing additional intensity

Important Considerations in Allocating Growth to 2050

- How should growth be phased to infrastructure/ facilities and performance measures?
 - Grid of Streets
 - Transportation infrastructure (highway ramps, beltway crossings, additional transit)
 - Vehicle trip reduction
 - Public facilities
 - Parks and Open Space