Tysons Corner
Planning Horizon and Intensity: Preliminary Discussion

Presentation to

Planning Commission Tysons Committee

July 1, 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

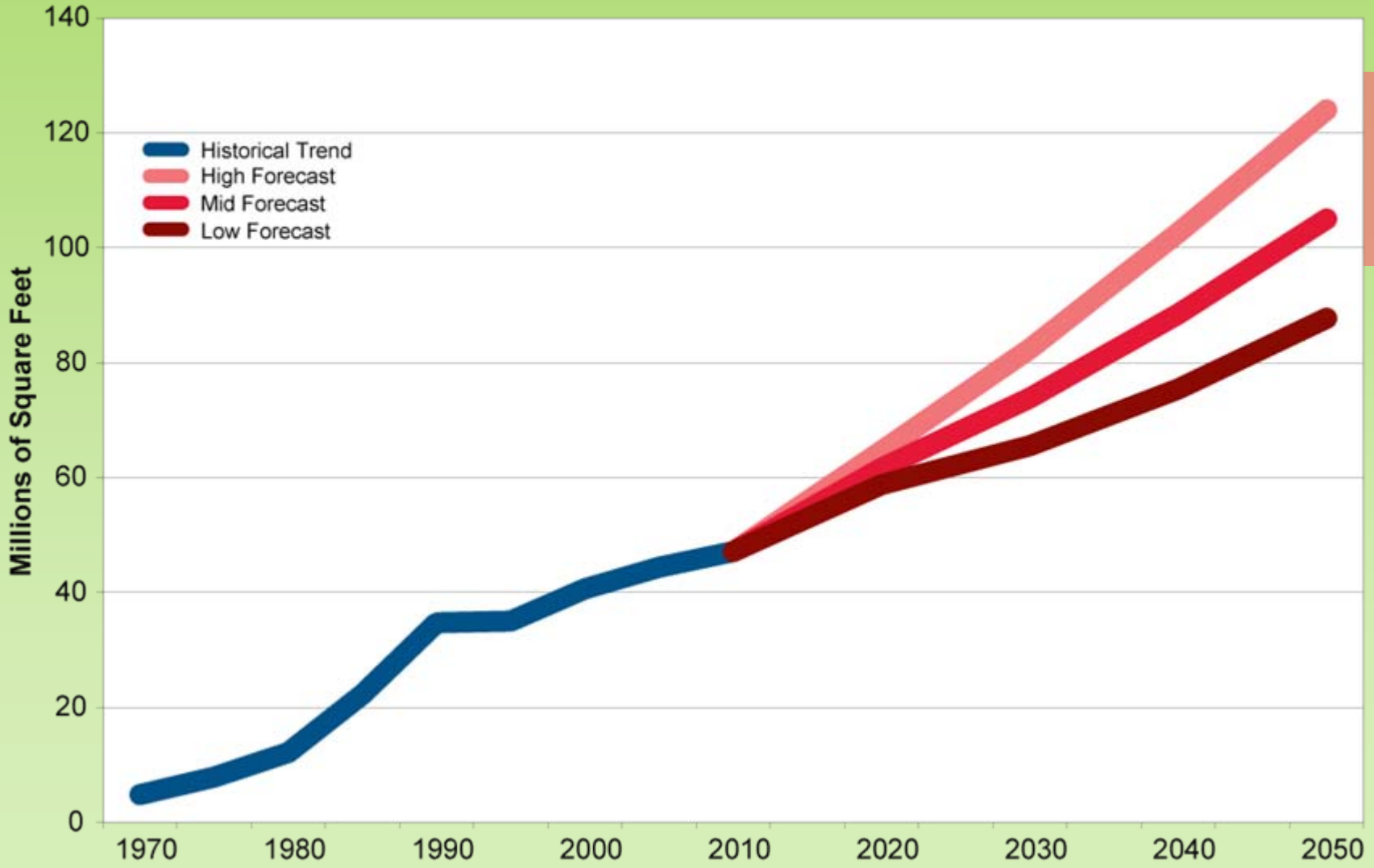
Presentation Outline

- Planning Horizon
- Transportation Infrastructure Requirements
- “What If” Scenarios
- Case Study
- Visualizations
- Considerations for Allocating Growth

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



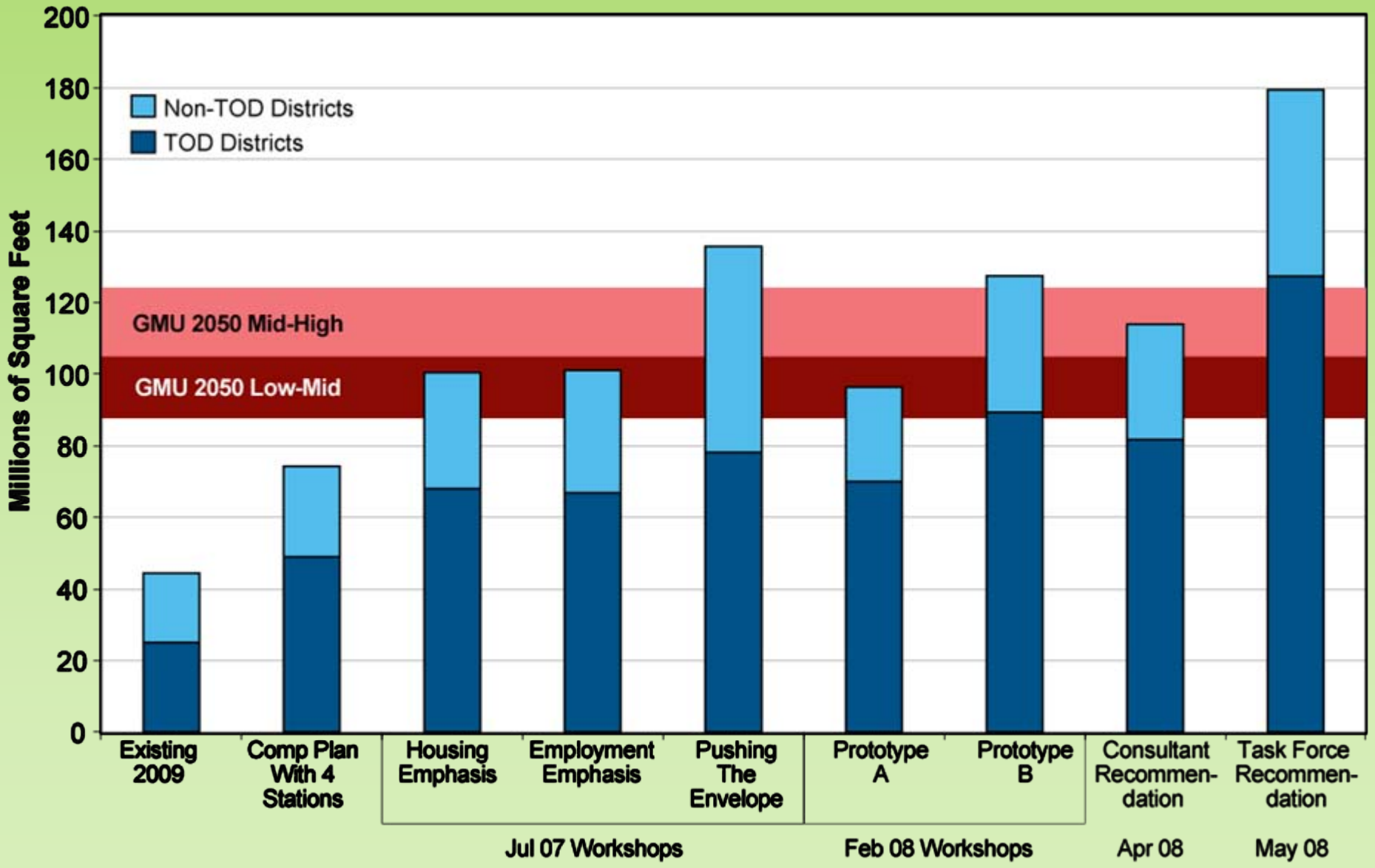
124 m

105 m

88 m

44 m

Development Levels



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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

Hypothetical Example of the Required Change in Transit Mode Share To Keep Vehicle Trips Constant

Intensity (total GFA, sq. feet)	Total Peak Period Person Trips	Peak Period Vehicle (auto, truck) Person Trips	Peak Period Transit Person Trips	Mode Share	
				Vehicle (autos, trucks)	Transit
10 million	10,000	8,000	2,000	80%	20%
11 million	11,000	8,000	3,000	73%	27%

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

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

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 (similar to Prototype A)	96 million	**27%**
GMU 2050 High (similar to Prototype B)	128 million	**42%**

Beyond 2030 Analysis

Next Steps:

- Determine additional transit services to Tysons to increase transit mode share

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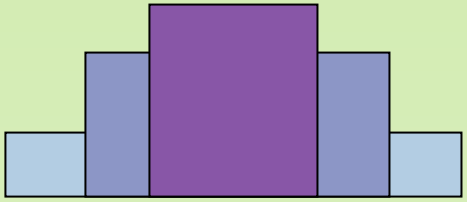
How Much Growth By 2050?

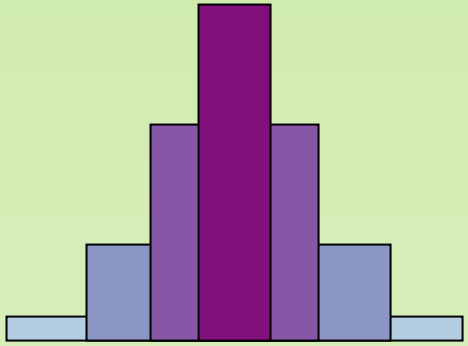
Existing Tysons Development	44 million sq. ft.
Current Comprehensive Plan with 4 Stations	74 million sq. ft.
GMU 2050 Mid - High Forecast	105 -124 million sq. ft.

- GMU mid and high forecasts predict additional 61 to 80 million sq. ft. by 2050
- **31 - 50 million sq. ft.** above current Plan by 2050

Where Does The Growth Go?

- How much should be allocated to **TOD** districts versus **Non-TOD**?
- What should the “wedding cake” gradient be (i.e. intensity at Metro stations versus 1/2 mile walk)?





Concept Map for “What If” Scenarios

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

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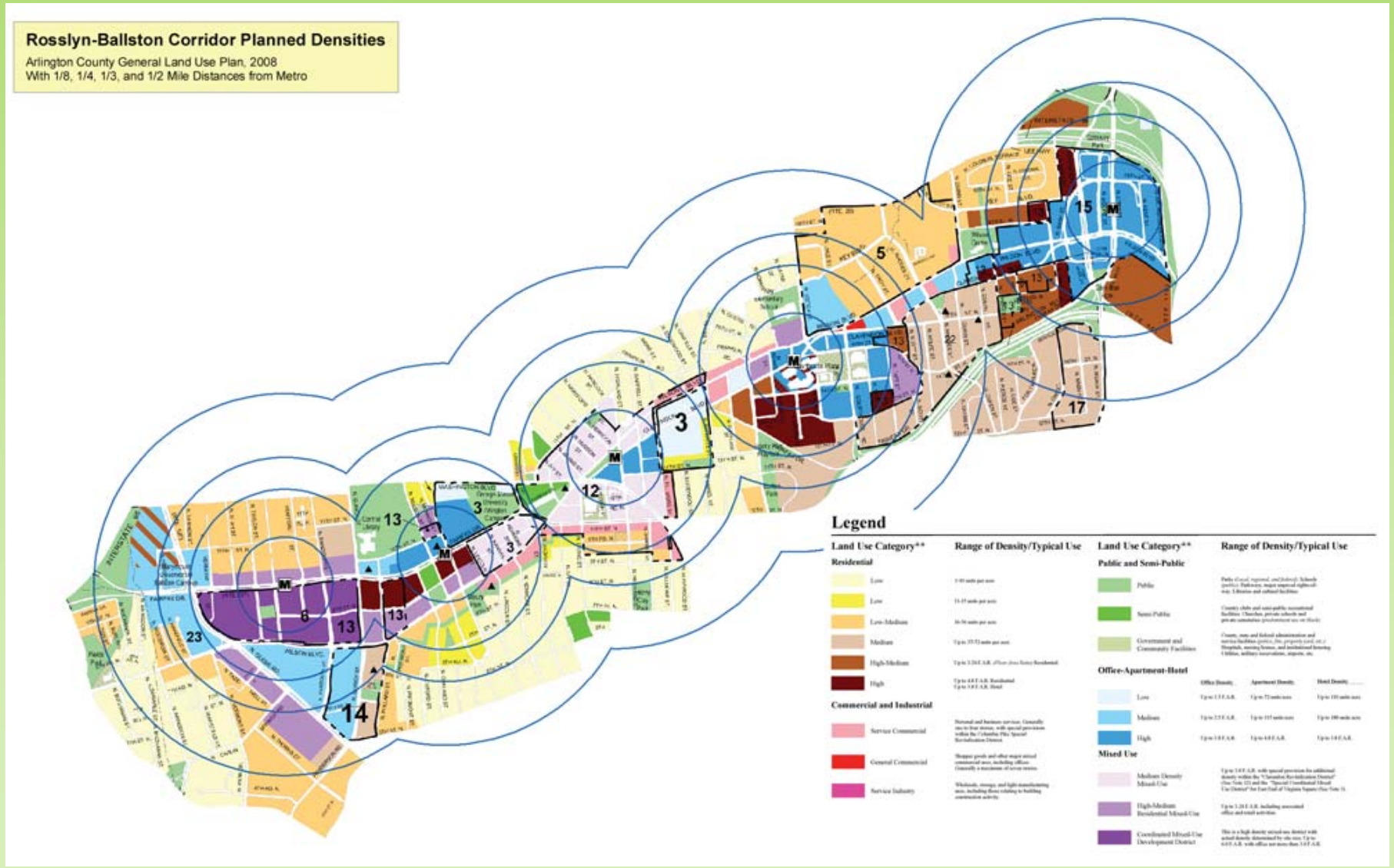
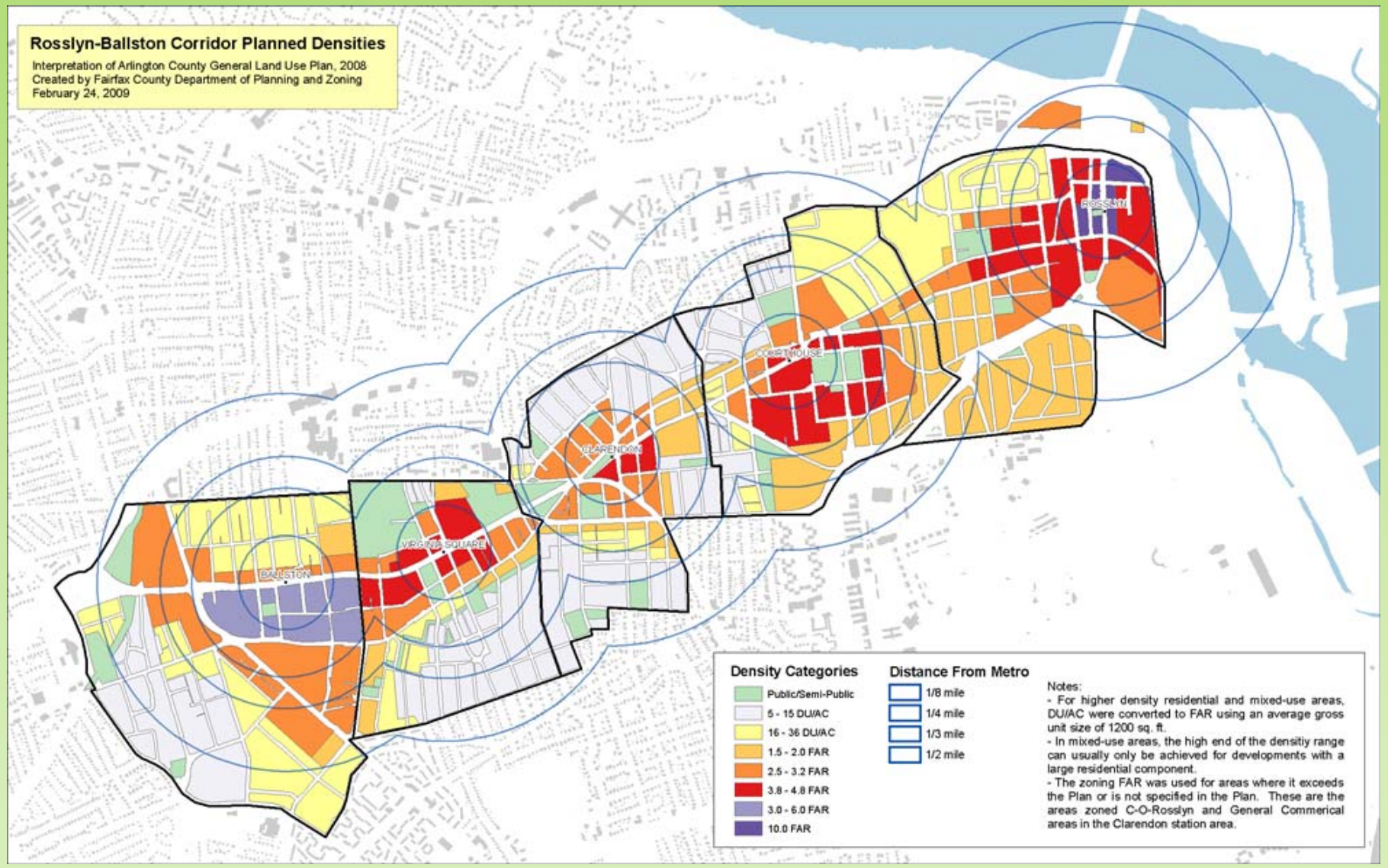
Case Study: Rosslyn-Ballston

- Nationally recognized model of TOD and smart growth principles
- Comparable in size to Tysons' 4 TOD districts (R-B: 1,300 acres; Tysons: 1,000 acres)
- 30 years of redevelopment; not done yet
  - Have 60 million sq. ft. built or under construction out of 80 million allowed in Land Use Plan

Rosslyn-Ballston Land Use Plan



Rosslyn-Ballston Planned Intensities



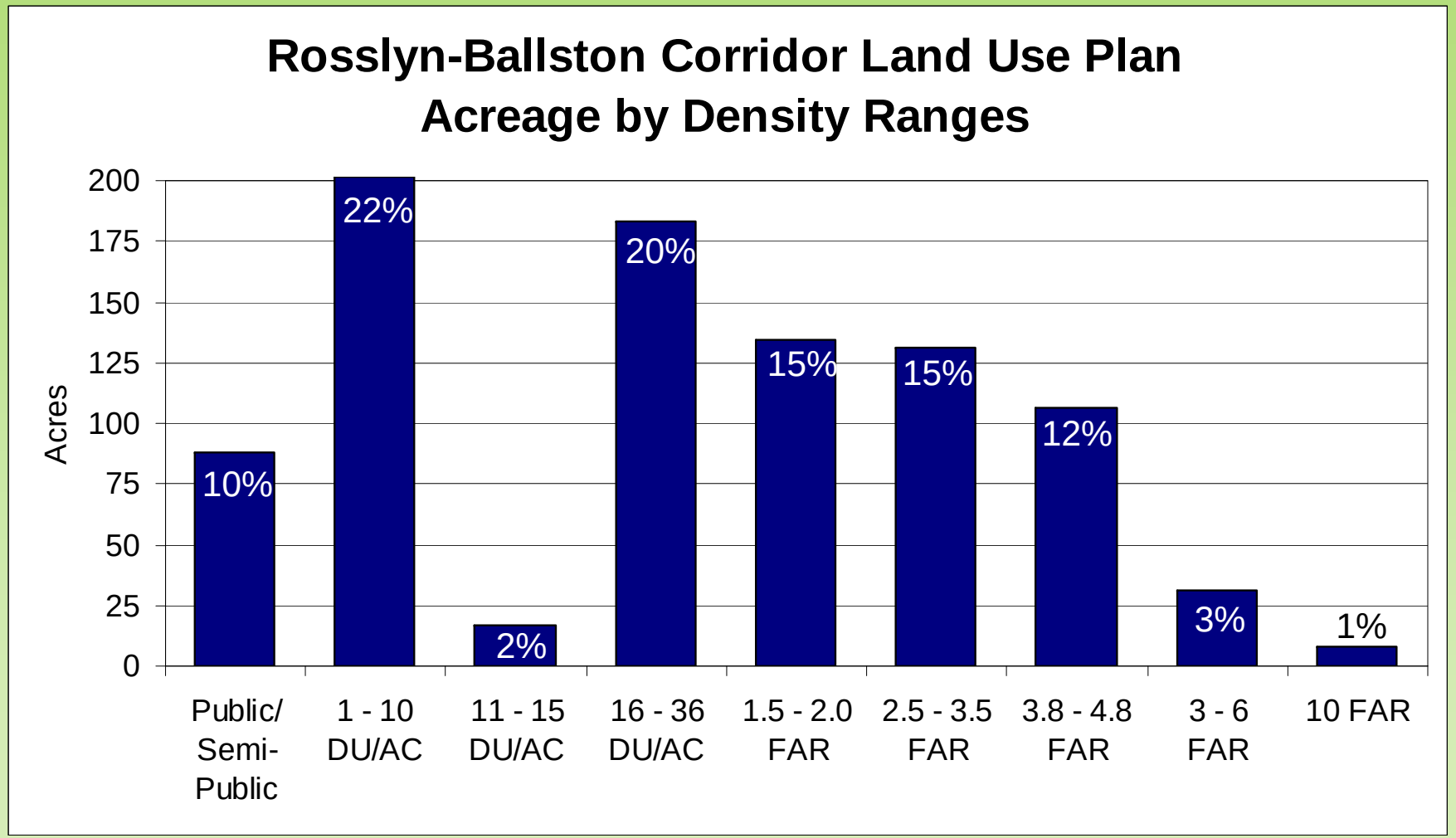
Case Study: Rosslyn-Ballston

- Originally built in a “suburban downtown” pattern with a walkable street grid
- Focuses high density (2.5 FAR +) within 1/4 mile of Metro stations
  - Due to close proximity of low density neighborhoods
  - Generally low- and mid-density housing beyond 1/4 mile
  - Five stations areas have different density allocations

Case Study: Rosslyn-Ballston

- Highest intensities usually only achievable with significant residential component
  - “Coordinated Mixed Use” category allows up to 6.0 FAR, but limits office portion to 3.0

Case Study: Rosslyn-Ballston



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

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Urban Character of 2050

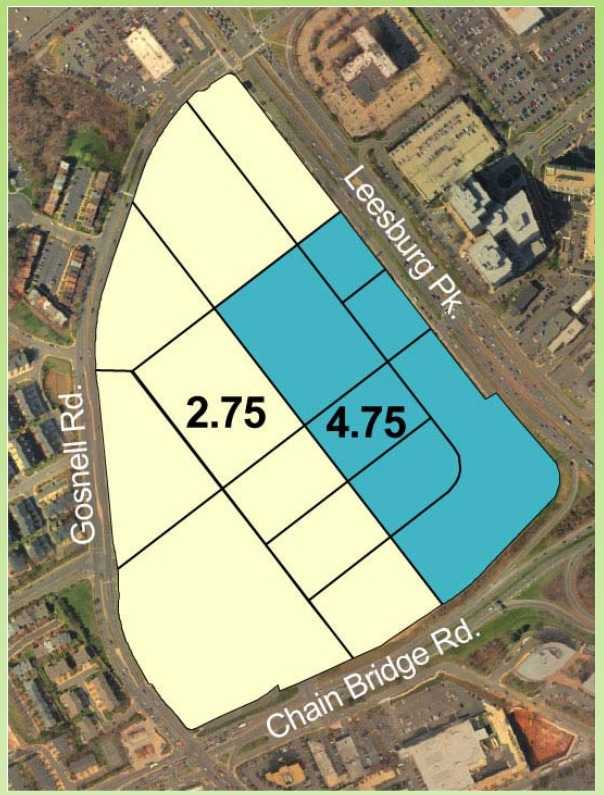
- 3-D massing models created for February 2008 workshops
- Illustrate FARs from 4.5 at stations tapered down to 1.0 at 1/2 mile from stations

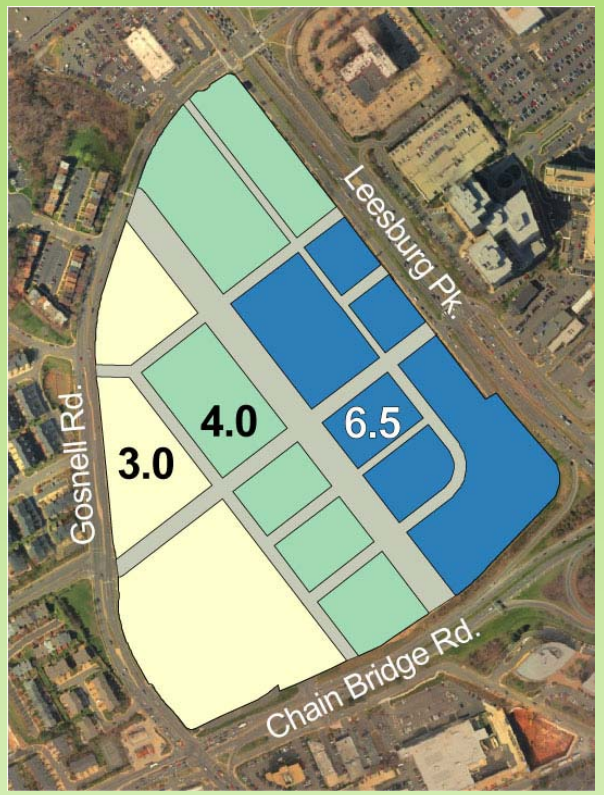
Urban Character of 2050

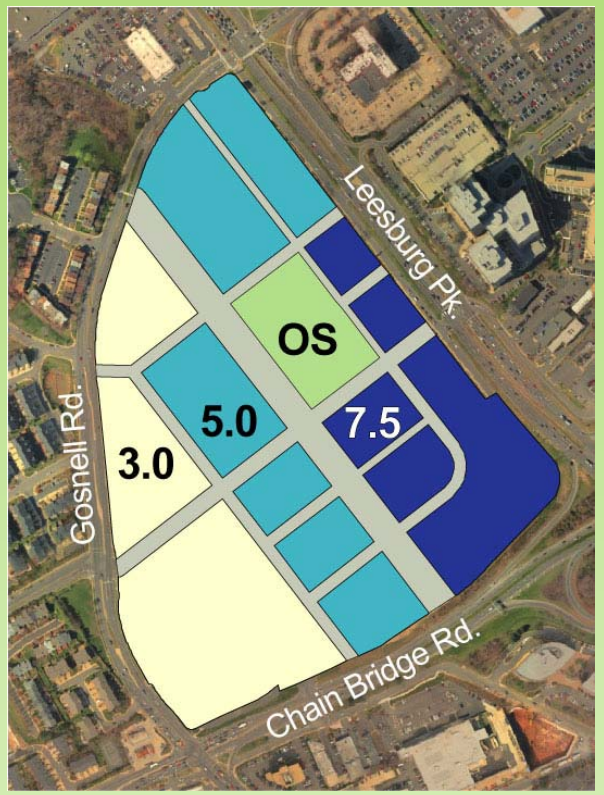
Visualization of Tysons Central 7 district at 4.5 FAR

Visualization of Tysons East district at 1.0 – 2.0 FAR

Effective FAR







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

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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