

TYSONS & THE PTC: TRAINING

Planned Tysons Corner Urban District

Fairfax County Zoning District

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Tysons and the PTC training

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- Purpose: to update industry about the new PTC District, recent Tysons development and lessons already learned about implementing these developments.
- Sequence of topics
 - ▣ Recap history of Tysons design expectations
 - ▣ Describe Tysons related Plan and Zoning amendments
 - ▣ Focus on “new” features of Tysons PTC District
 - ▣ Describe infrastructure related challenges to incorporating public facilities, streetscape, and stormwater.

Tysons Planning Background

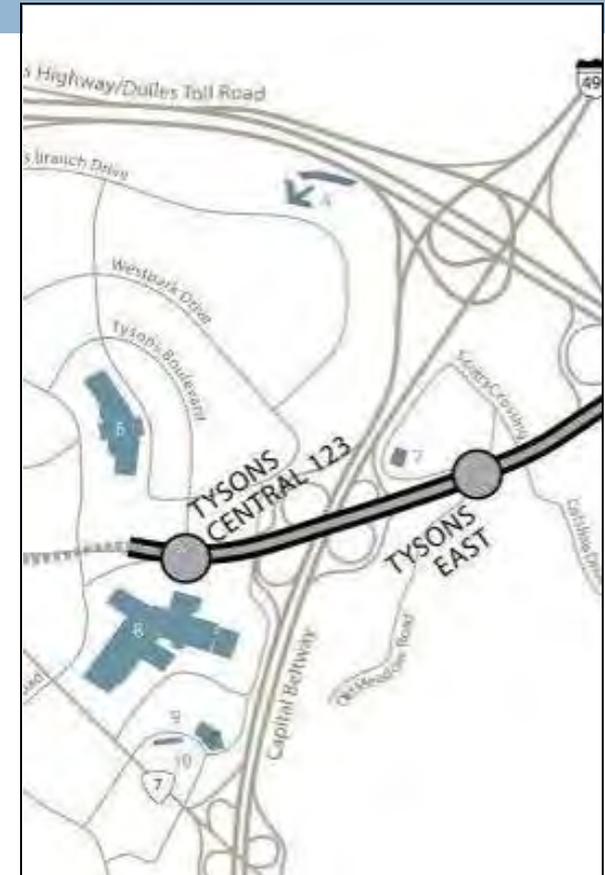
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- Task Force & Community Workshops (2005-2008)
- Planning Commission Committee & Staff (2009-2010)
- Demonstration Project authorized (Summer 2009)
Georgelas / Spring Hill Station
- Comprehensive Plan, adopted June 22, 2010
- Zoning Ordinance, adopted June 22, 2010
Planned Tysons Corner Urban District (PTC)

Benefits of Re-Planning Tysons

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- 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



Tysons Corner Urban Center Districts

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The Vision for Tysons Corner

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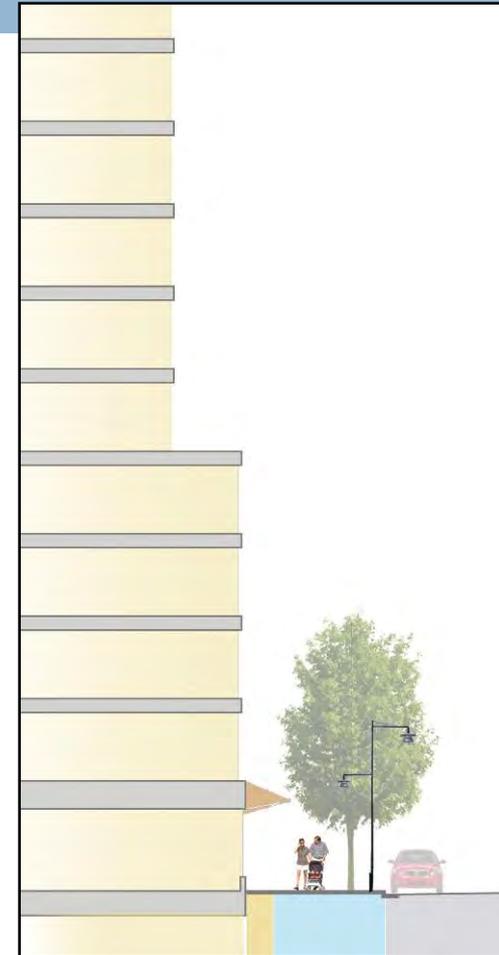
- A livable urban center with
 - ▣ 100,000 residents; 200,000 jobs
 - ▣ More housing and less parking
 - ▣ Grid of complete streets
 - ▣ Built around transit and walking
 - ▣ Parks, plazas, and open space
 - ▣ High level of environmental stewardship
 - ▣ Urban standards for buildings, services and infrastructure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



Urban Design Features

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- Street grid and block size guidance
- Streetscape recommendations based on street type and adjacent land use
- Build-to lines and building step-backs
- Building heights up to 400 feet allowed near Metro, gradually stepping down to surrounding neighborhoods



Purpose and Intent of PTC District

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- Allows for the implementation of the redevelopment option under the Tysons Comprehensive Plan amendment
- Available only in the Tysons Corner Urban Center
- Promotes development that provides high intensity development in an integrated, urban form

Features of the PTC District

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- A Planned or “P” District:
 - zoning approval is a two-step process
 - ▣ Conceptual Development Plan
 - ▣ Final Development Plan
- Approved Development Plans, proffers and conditions set the rules for a development
 - “what you see is what you get”*

Features of the PTC

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- New Zoning Ordinance Section (6-500) includes:
 - Permitted Uses
 - *No distinction between primary and secondary uses*
 - Use Limitations
 - *Often related to being shown on an FDP*
 - Lot Size Requirements
 - *Only regulates District size, not individual lots*

Features of the PTC

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- ▣ Open Space
 - *No specific percentage, based on Comprehensive Plan recommendations for streetscape and urban parks*

- ▣ Bulk Regulations
 - *Floor Area Ratio (FAR) limitations vary by use and distance from Metro; provisions for public facility bonus*
 - *Within 1/4 mile of station, no maximum on some uses*
 - *No maximum height or minimum yards (set with rezoning)*

Features of the PTC

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- ▣ Landscaping and Screening Regulations
 - *Applicable only at the edge of the Tysons Corner Urban Center, only generally applicable*

- ▣ Parking & Loading (in 6-509)
 - *Maximums and minimums, based on use and distance from Metro; cannot park some ground floor retail*
 - *Minimum parking is ZERO for most uses adjacent to Metro*
 - *Parking & loading regulations only generally applicable*

Features of the PTC

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- New Special Exception (SE) for increase in parking in the PTC
- New SE for increase in FAR in the PTC
- Allow Tysons-wide wayfinding signs in the Tysons Corner Urban Center (not just in PTC zones)
(with sign plan, as already allowed in PRC District)
- By-right development under existing zoning categories will not change --
by-right development may be permitted to use new parking, sign and PFM regulations

Look out!

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- Parking maximums, not minimums
Available to entire Tysons Corner Urban Center
- Additional parking on a site is not required if a change in use would require more parking
- Cellar space for new buildings is included in GFA
- Buildings have build-to-lines along streets (i.e., maximum setbacks) rather than minimum setback requirements
- Zoning Ordinance requires new PTC District for redevelopment – *last paragraph of Sect. 6-501*

Look out!

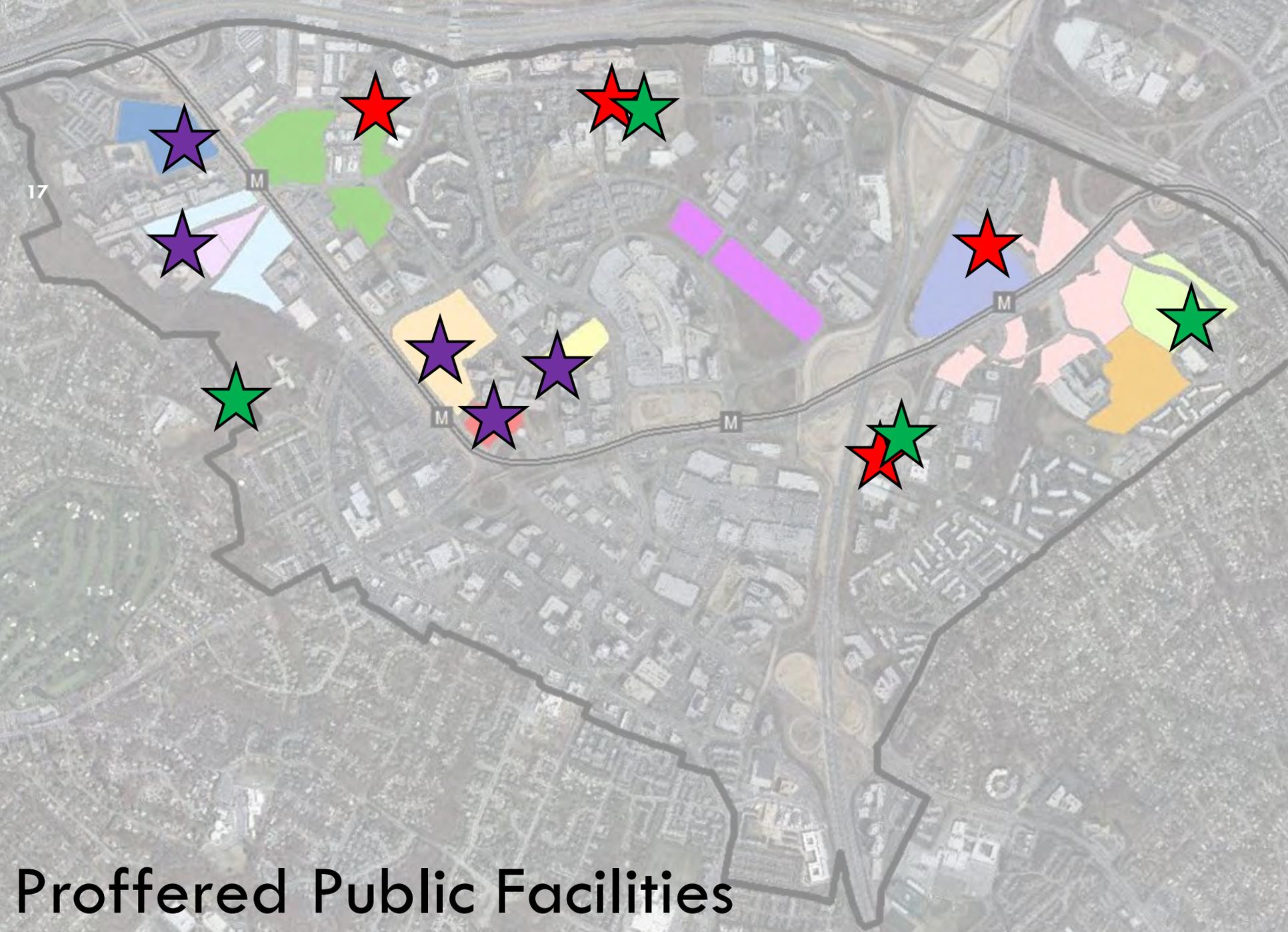
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- ❑ Interim structures and uses may be located on the site prior to full redevelopment (as approved in CDP/FDP)
- ❑ Legally existing uses at the time of rezoning are permitted (not grandfathered)
- ❑ Expedited hearing dates & concurrent filing of Site Plans is automatic
- ❑ Disaggregated CDPs and FDPs -- *Zoning Ordinance encourages FDPs to be submitted with CDP*
- ❑ Requests for waiver of a Final Development Plan

Public Facilities Manual amendment for Tysons, Section 2-1 200, effective 5/1/2013

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- Site plans may list design alternatives for PFM requirements, in conformance with CDP/FDP, in lieu of submitting waiver requests
- Encourage creative design in constrained, urban setting
- Director can impose conditions
- Compliance with code, other regulations, mandatory
- Available for “by-right” development in Tysons



Public facilities embedded in multi-use buildings

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- Site location:
 - ▣ Public safety may need proximity to major roads
 - ▣ Differing need for visibility
 - ▣ Ingress/egress – public safety may need separate entries; some facilities need two entrances (some don't)
- If part of a multi-use building:
 - ▣ Backup power generation
 - ▣ Functional adjacencies & security concerns
 - ▣ Higher building code requirements for “essential” functions

Public facilities -- Parks

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□ Park expectations

▣ Provide active and/or passive park space on-site

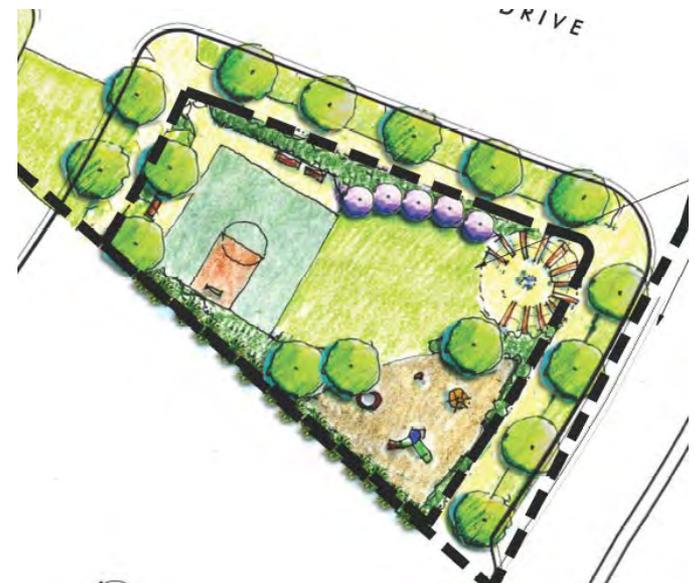
- *Location and design of open space should not be an afterthought*

- *Public park space includes publicly owned and privately owned, publicly accessible*

▣ Active recreation opportunities

- *Athletic fields*

- *“Smaller footprint” facilities such as basketball courts*



Current Tysons road network

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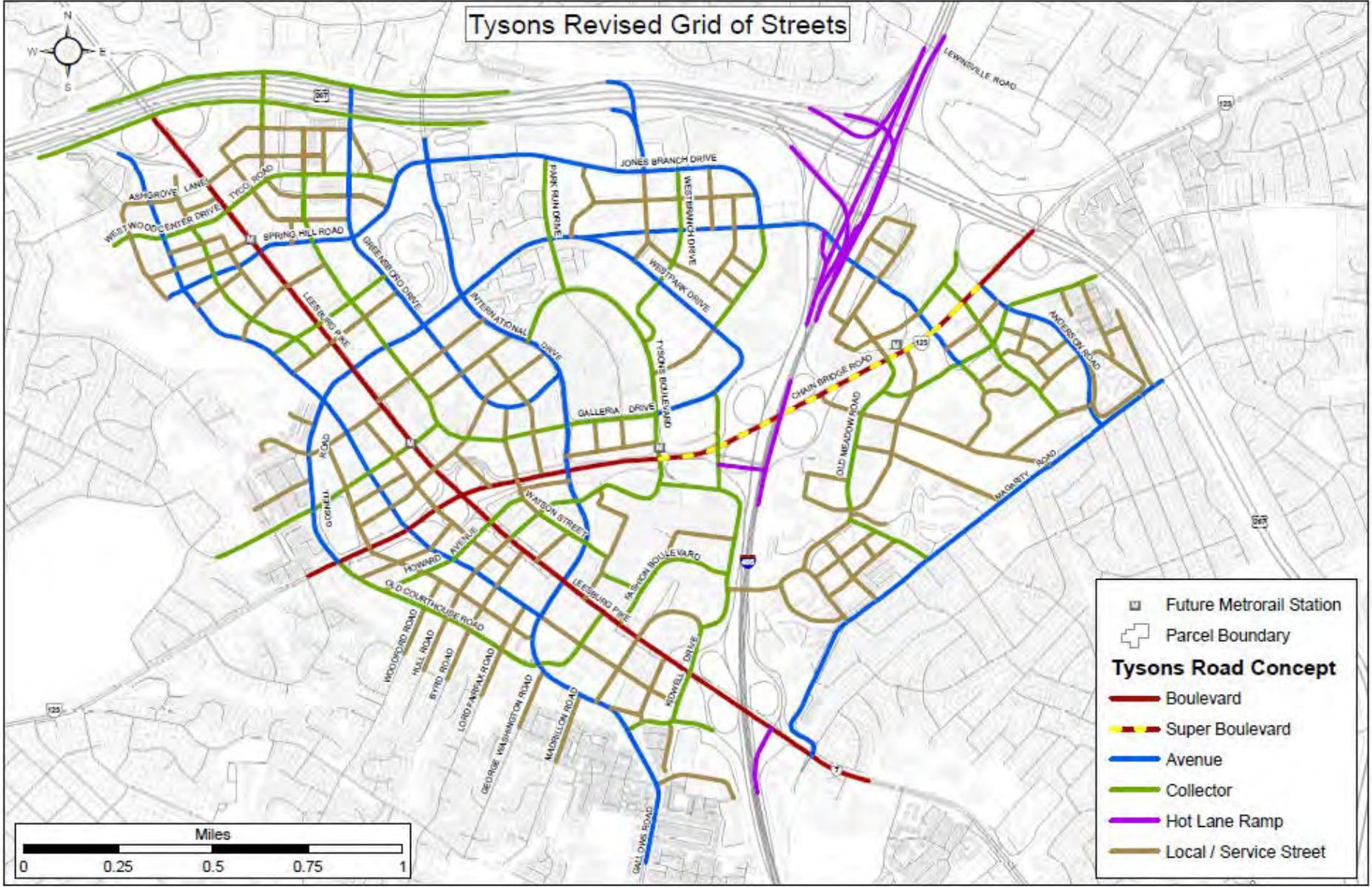


Ultimate Tysons road network

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Tyson's Revised Grid of Streets



- Future Metrorail Station
- Parcel Boundary
- Tyson's Road Concept**
- Boulevard
- Super Boulevard
- Avenue
- Collector
- Hot Lane Ramp
- Local / Service Street

Street & Streetscape

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- Urban Streets, pedestrian friendly design
 - ▣ VDOT Memorandum of agreement on urban standards for Tysons
 - ▣ Narrower pedestrian crossings
 - ▣ Dedicated bike lanes
- Urban Streetscapes
 - ▣ Transportation network for pedestrians, bikes
 - ▣ Activity space relating to buildings
 - ▣ Most Tysons trees will be street trees
 - ▣ Focus on ground-floor architecture

Streetscape design and performance

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- Elements in the right of way, mix of public and private maintenance
 - ▣ Stormwater BMPs: private maintenance, future Letter to Industry
 - ▣ Trees, amenities, special surfaces, private maintenance
 - ▣ Streetlights: public maintenance if standard lights, private if non-standard
- VDOT memorandum of agreement
 - ▣ Enhanced streetscapes eligible for street acceptance
 - ▣ Phased and stubbed streets included if County ensures sufficient provisions and access rights
 - ▣ Specific design standards

Streetscape design and performance

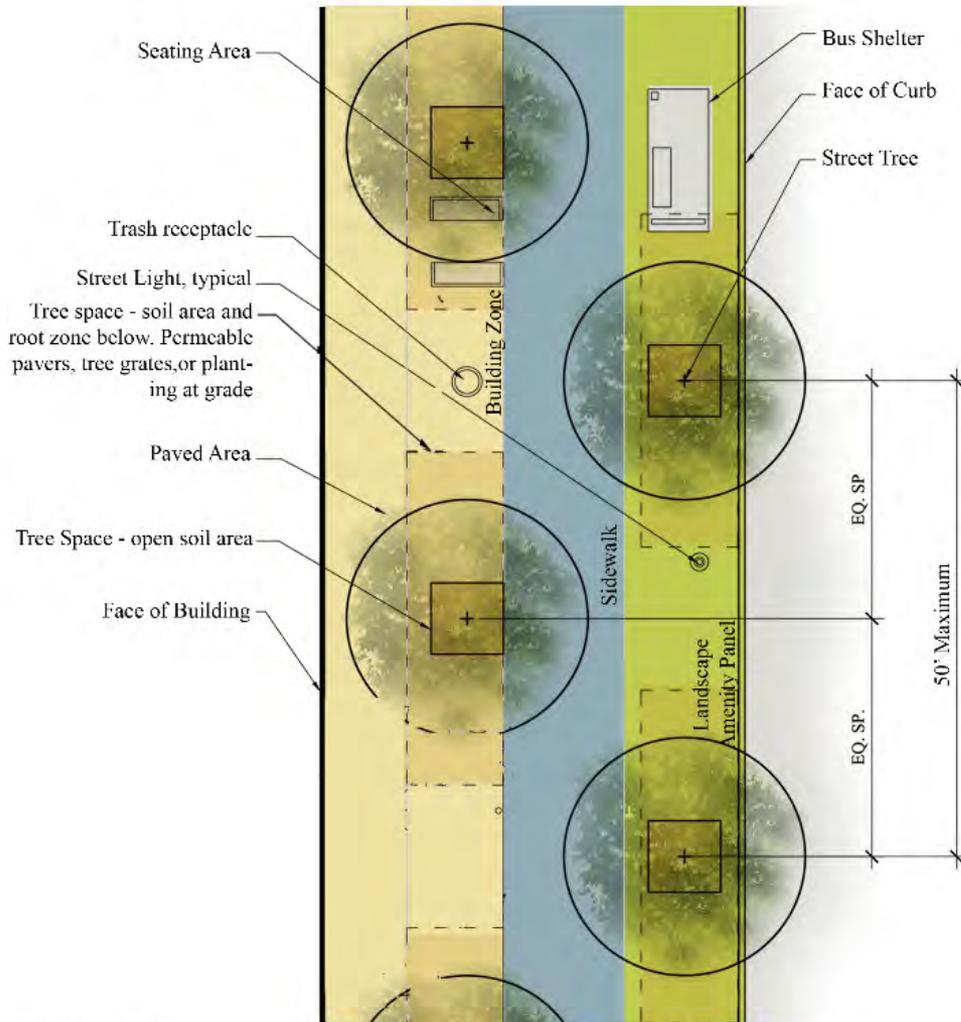
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□ **Attachment D: 15 tables**

- Recommended functional classifications, right of way limits
- Level of Service standards
- Design and operating speed
- Access management
- Lane widths, on-street parking
- Median islands, center turn lanes
- Turn lane lengths
- Horizontal radii
- Length of vertical curvature
- Design and Control vehicles for designing street intersections
- Driveway widths
- Intersection sight distance
- Multi-modal design characteristics
- Pedestrian facilities
- Bicycle facilities
- Utility placement

Streetscape: Boulevard example

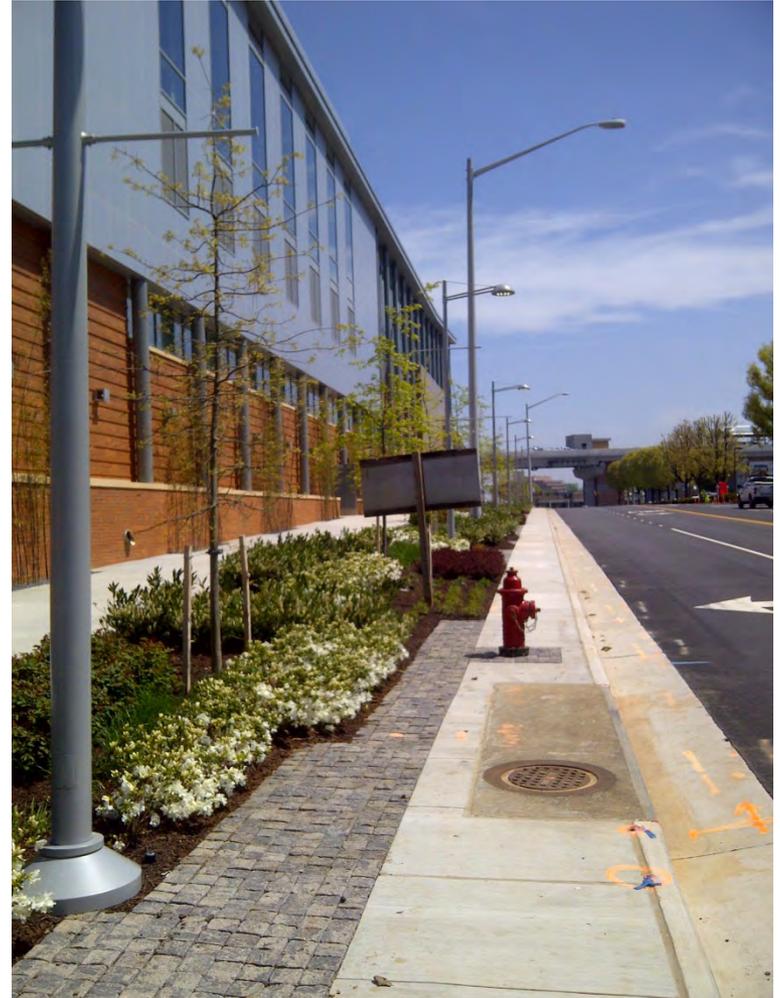
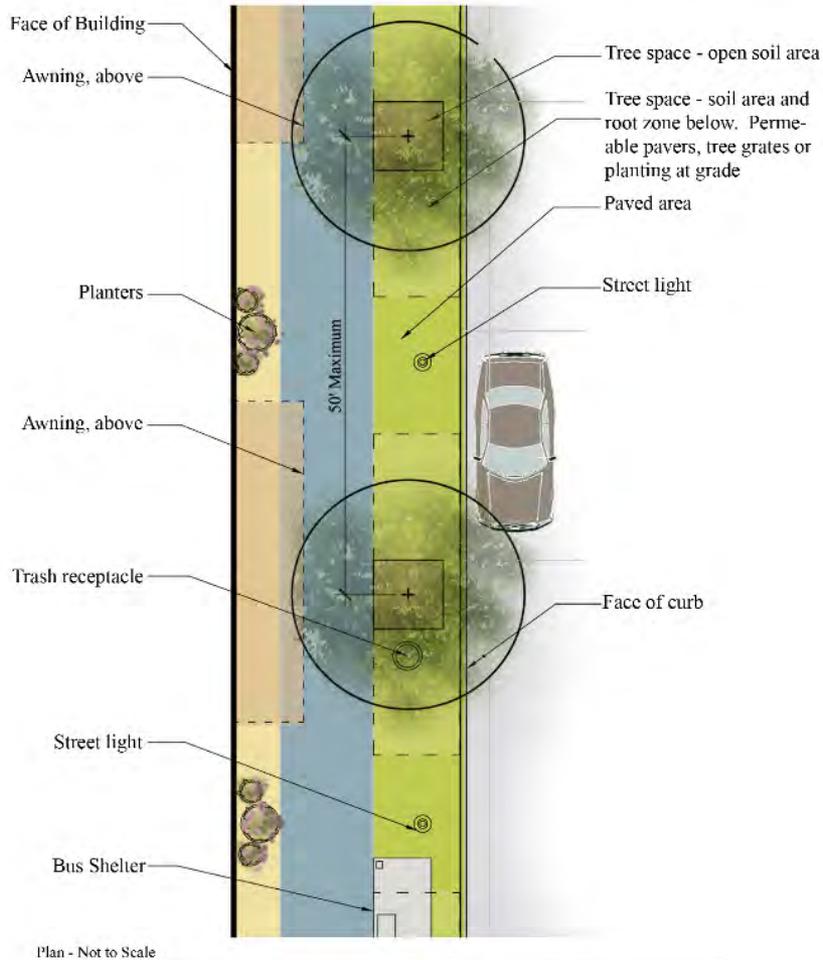
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- Pedestrian Realm includes:
 - Building zone (left)
 - Sidewalk (center)
 - Landscape amenity panel (right)
 - Sidewalk and landscape amenity panel are in public right of way
 - Dimensions will vary by street types

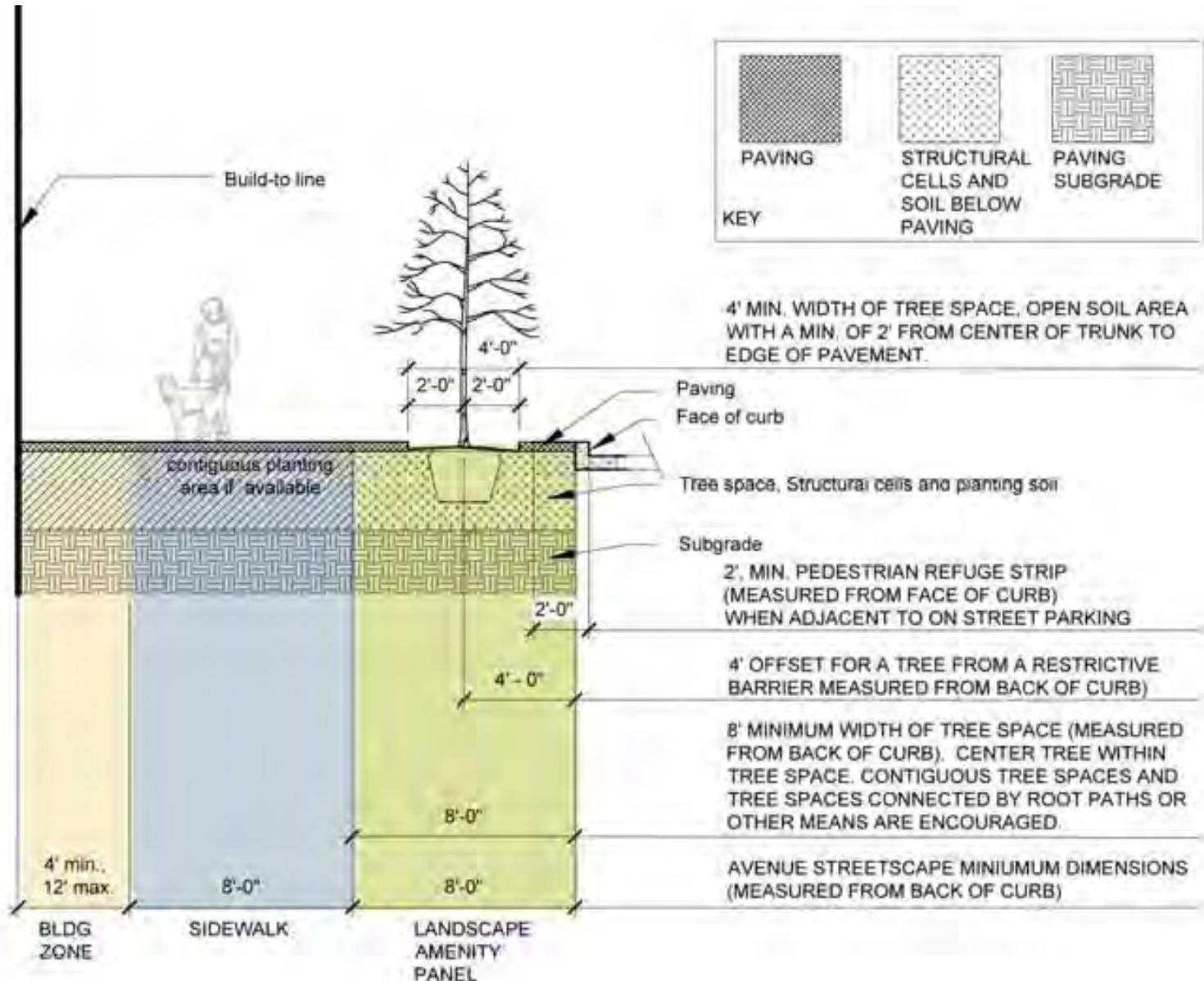
Streetscape: Avenue example

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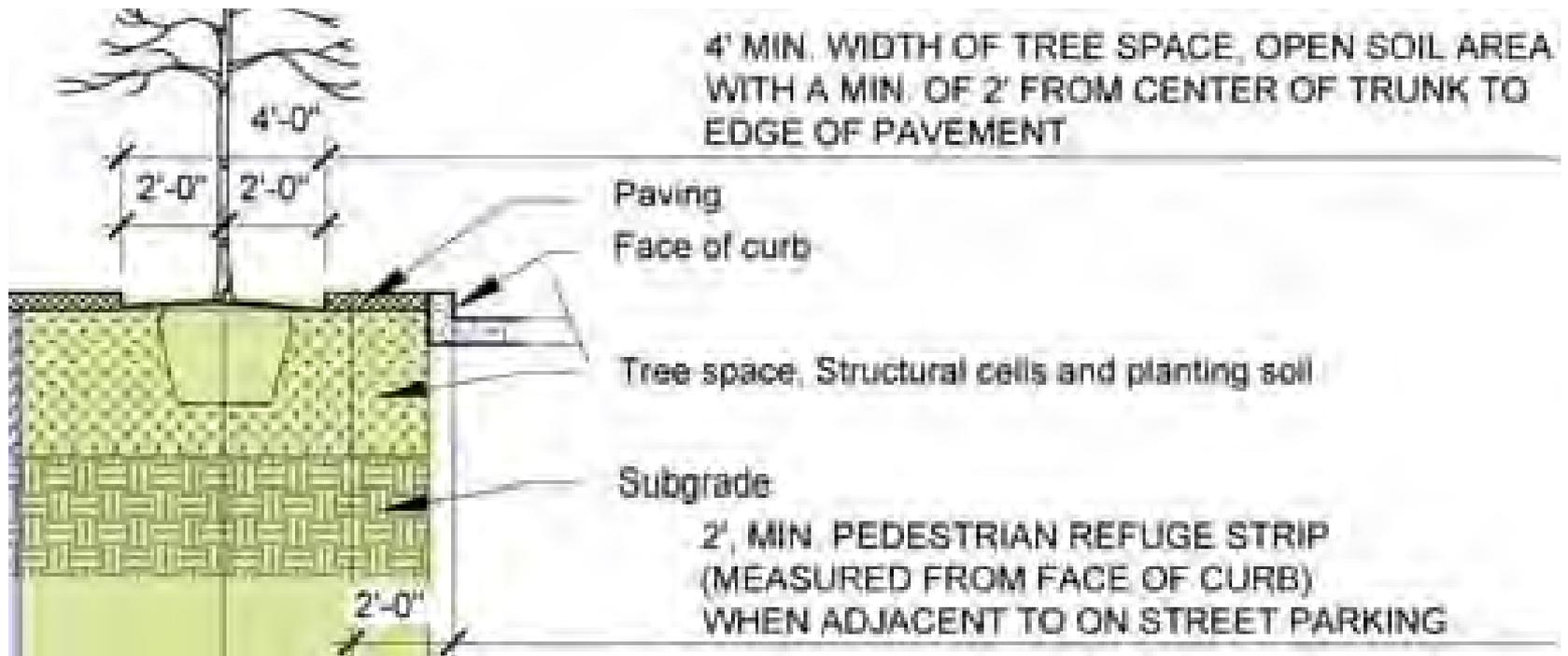
Trees in streetscape (local street example)

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Trees in streetscape (local street example)

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Trees in streetscape

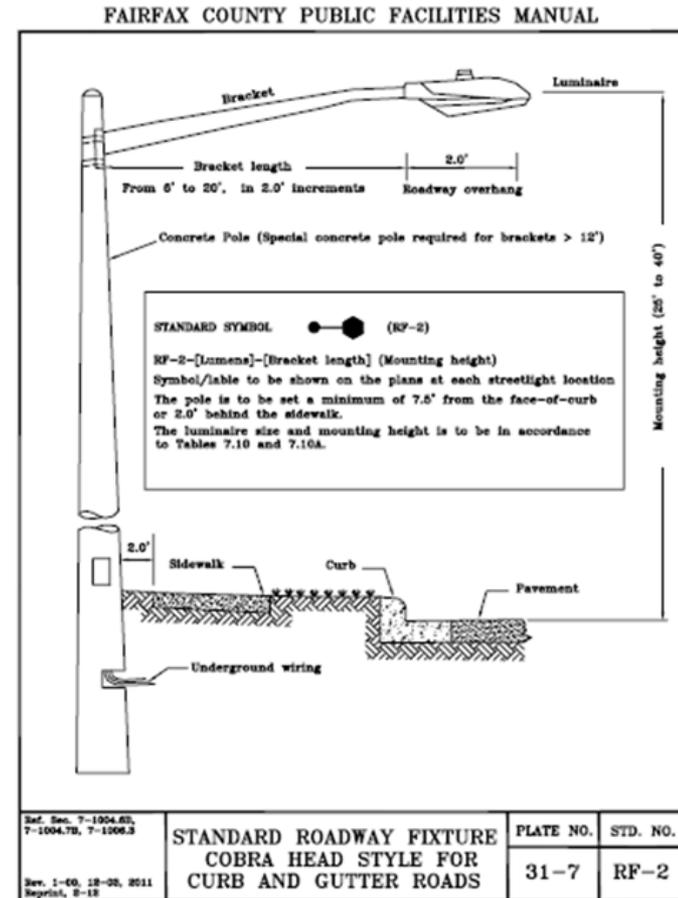
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- Adequate root areas are required in PFM, dimensions recommended in Urban Design Guidelines, and negotiated during rezoning reviews and FDP
- Required 10% canopy accounting for trees at 10 years of growth
- Streetscape trees often part of Low Impact Design best management practice
- Number, location of trees in streetscape affected by Fire Marshal office review
 - ▣ Fire access plan sheets included in CDPs/FDPs

Streetlights as required by PFM

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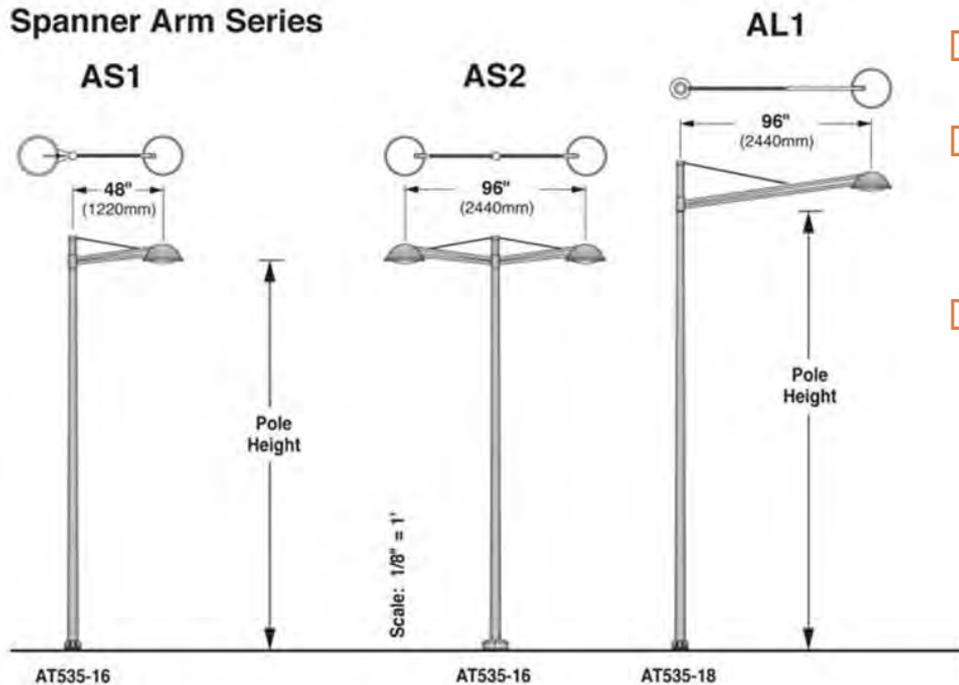
- ❑ PFM requirements based on land use and roadway classification
- ❑ Installation cost typically paid by developers
- ❑ County responsible for monthly O&M costs from Dominion Virginia Power



PFM figure for “cobrahead”

Streetlight recommendations in Urban Design Guidelines

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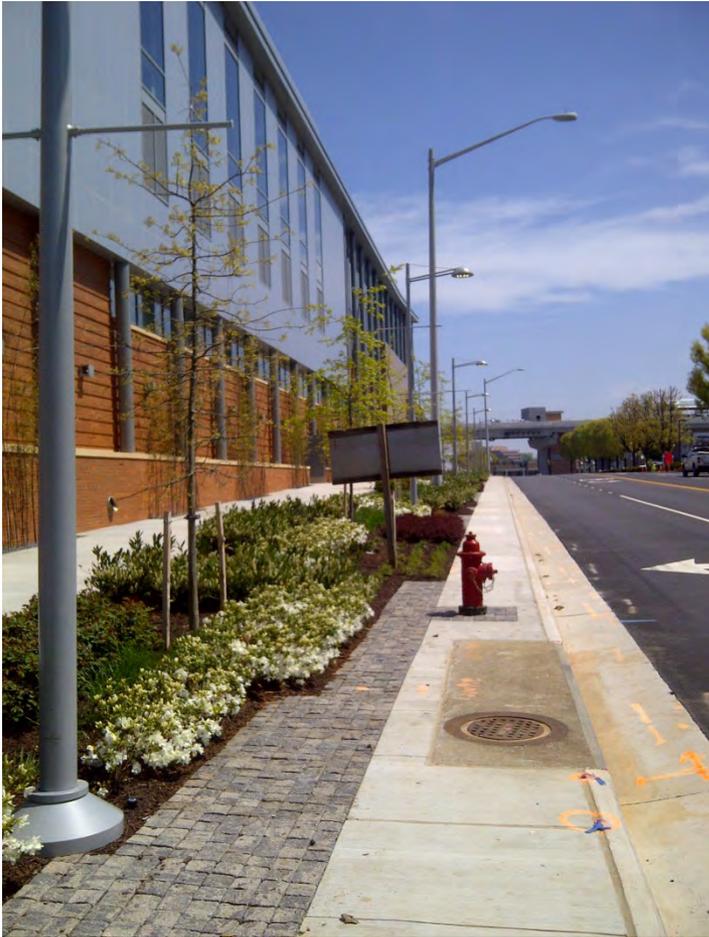


From Tysons UDG

- Pole mounted streetlights
- Lighting for motorists and pedestrians
- Different monthly operation bill based on fixture type
 - High pressure sodium
 - LED cobrahead
 - Non-standard LED light

Streetlight comparison

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Westwood Center Drive

- Approved site plan near Sheraton hotel
 - ▣ High pressure sodium cobraheads installed first
 - ▣ LED lights installed with site plan revision
 - ▣ Different height and spacing

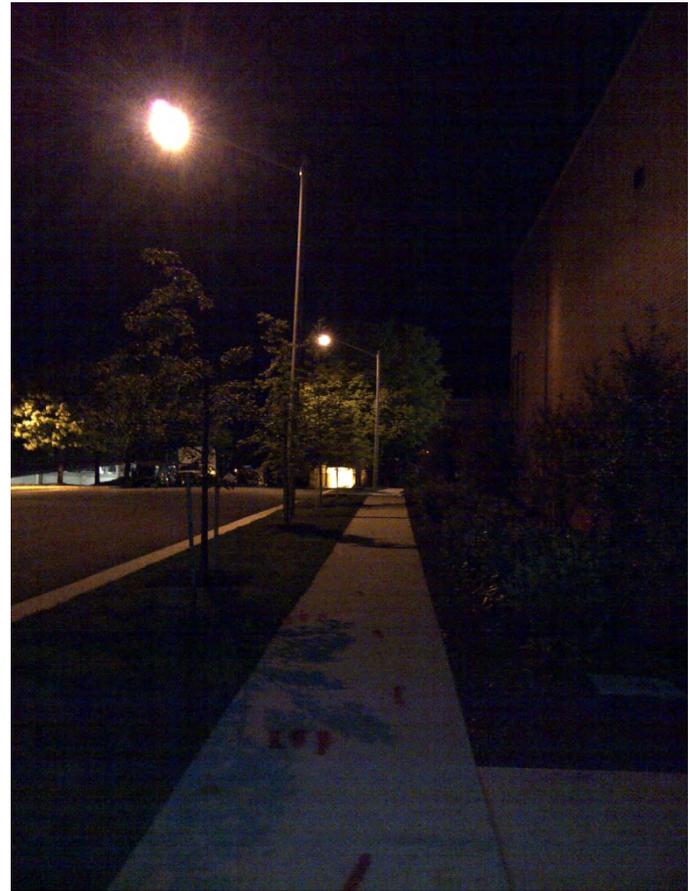
Street comparison

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Westwood Center Drive

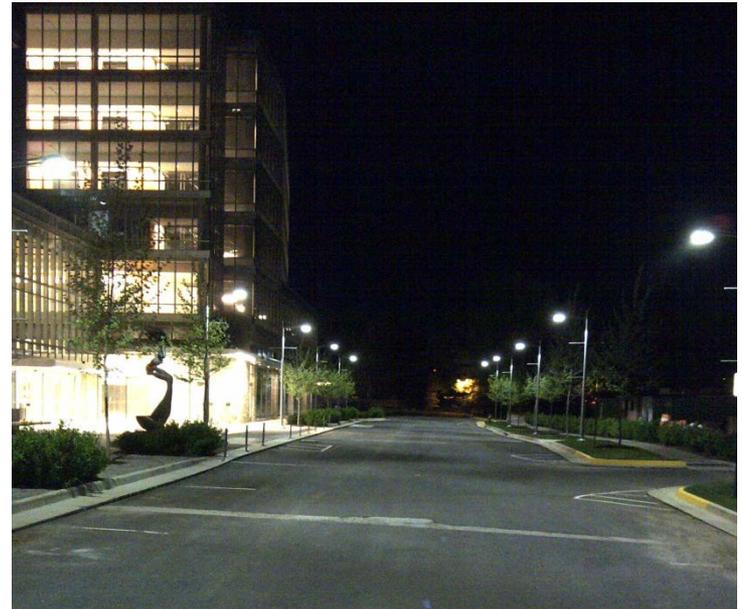
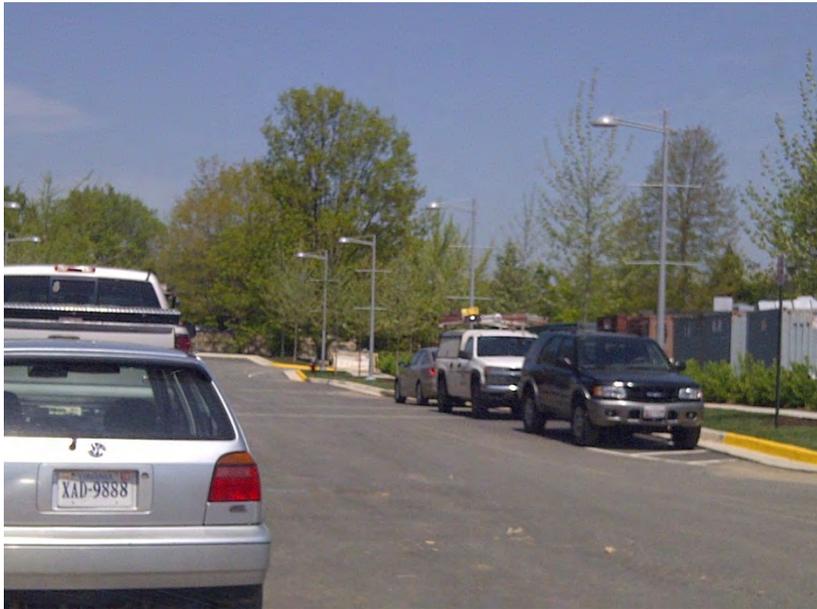


Sheraton Tysons Drive



LED streetscapes

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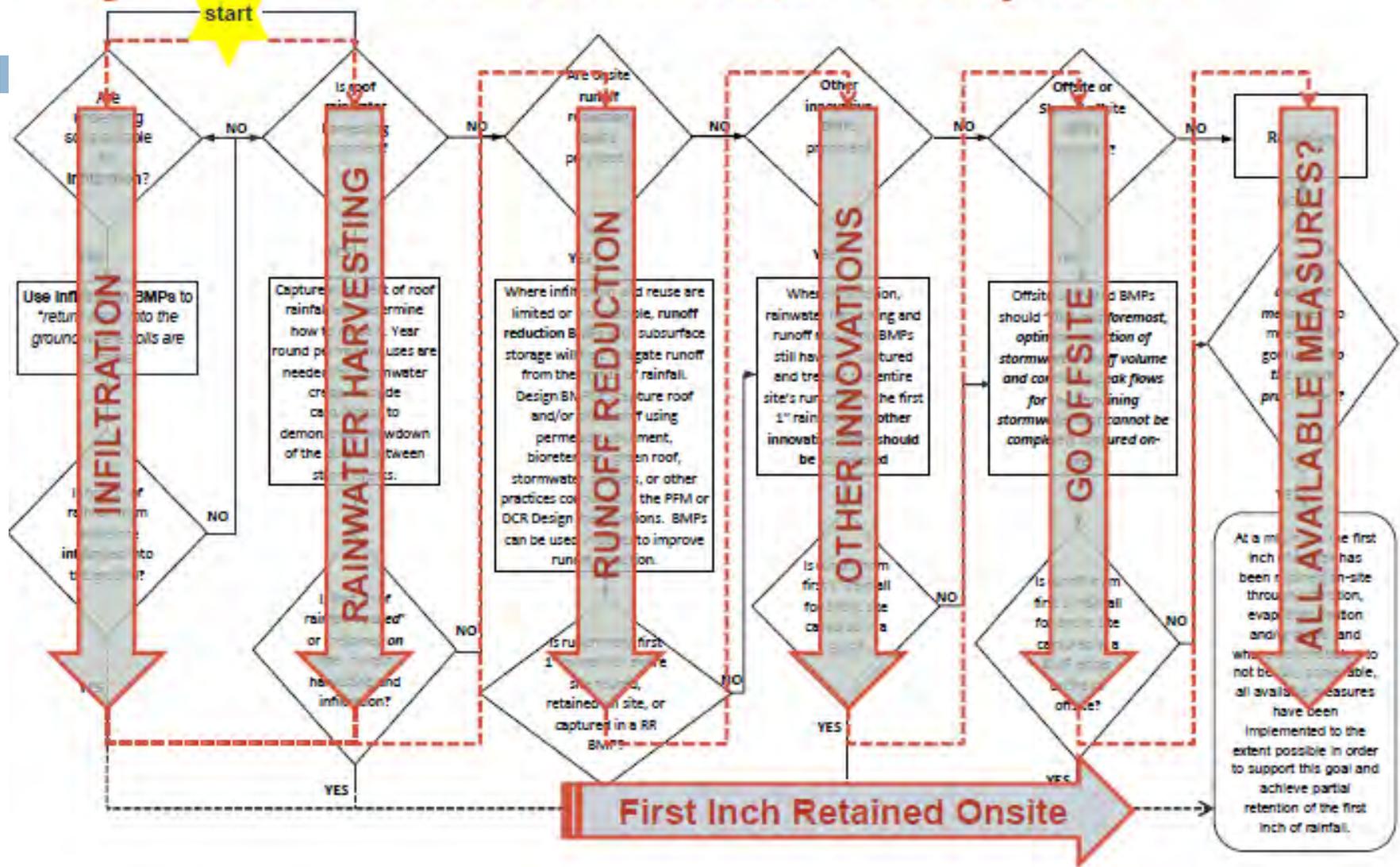
- Issues being investigated:
 - ▣ Do LED photo metrics work for wide streets?
 - ▣ Cost impact of more expensive, non-standard fixtures.

Tyson's Corner Stormwater Concepts

Tyson's Corner Comprehensive Plan Stormwater Goals:

- ✓ "At a minimum, the **first inch of rainfall should be retained on-site** through infiltration, evapotranspiration and/or reuse ..."
- ✓ "**Reduction of runoff volume** is the single most important stormwater design objective for Tysons"
- ✓ "... all available measures should be implemented **to the extent possible.**"
- ✓ "... attain **LEED credit** for stormwater quality / quantity"
- ✓ "... **return water into the ground** where soils are suitable or reuse it, where allowed"
- ✓ "... incorporate **Low Impact Development into streets**"
- ✓ *must also meet PFM requirements for quality, quantity, flooding, stream protection, etc.*

Tyson's Corner Stormwater Compliance



BMP approaches proposed so far

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- Green roof
- Bioretention
 - ▣ Rooftop, stormwater planters
 - ▣ As part of streetscape, tree pits
 - ▣ Treatment of adjacent, offsite locations
- Rainwater harvesting in commercial buildings for air conditioning load

Proffered commitments

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Case	LEED credits 6.1 & 6.2	Estimated treatment depth
Capitol One	X	1.0
Arbor Row	X	1.0 (blocks E & F)
Georgelas	X	0.98 (part D) 0.77 (part E)
Scotts Run South	X	0.98
Commons	X	0.94

Stormwater implementation issues

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- Calculating offsite treatment areas in spreadsheet
- Verifying infiltration rates, sizing of vaults
- Volume reduction using storage in vaults with slow release of runoff, mimicking forested condition
- Where are proposed vaults located? Entry access?
- Determining predictable compliance path for rainwater harvesting
- Judging innovative BMPs as Tier 2 (accepted in other jurisdictions) or Tier 3

Building Code & fire separation issues

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- Per building code, buildings built closer than 30 feet from a property line may require higher fire wall ratings and allow fewer openings
- Impact on proffered elevations and pedestrian realm (provision of doors and windows)
- Range of impacts from:
 - ▣ No openings (doors or windows) at 0-3 feet from PL
 - ▣ Potential for unlimited openings at 20-30 feet from PL
 - ▣ Building construction (fire rating, sprinklers, etc.) has impact
- No-build easements or property line agreements may be used to meet Code requirements

Other points of discussion

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- Noise standards in urban areas
- Evolving “green building” certifications
- Electric vehicle installation standards
- Public safety technology infrastructure needs

Implementation procedures

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- Team approach to case review
- Additional input during zoning review to identify and address potential issues
 - ▣ Fire Marshal
 - ▣ DPWES Site Plan reviewers
- Additional input during site/building plan review to identify problems up front and improve conformance
 - ▣ Zoning team initial review of site plan submission
 - ▣ Comments from zoning team
- Site/building plan review produces feedback to zoning review process

Questions?