

ADA and Accessibility in the Development Review Process

Presentation to the Planning Commission Tysons Committee
July 14, 2022



FAIRFAX COUNTY
LAND DEVELOPMENT
SERVICES



PLANNING & DEVELOPMENT

Presentation Overview

Discuss issues identified with development in Tysons:

- ADA compliance concerns: on-street parking and steep sidewalks
- Drop-off and loading spaces for residents and retail uses

Discuss staff's recommendation for incorporating lessons learned:

- Verifying on-street ADA parking and pedestrian routes
- Accounting for loading spaces near building entrances
- Accommodating other streetscape elements

Summarize Key Takeaways

Factors affecting sidewalk slope: Silver Hill Drive example

To meet ADA, sidewalk slopes should not exceed slopes of the adjacent traffic lanes.

- Flat sidewalk plateau required for building entrances
- Utility manholes requiring flat spots on sidewalk

Localized flat spots steepen slopes of sidewalks that connect flat spots.

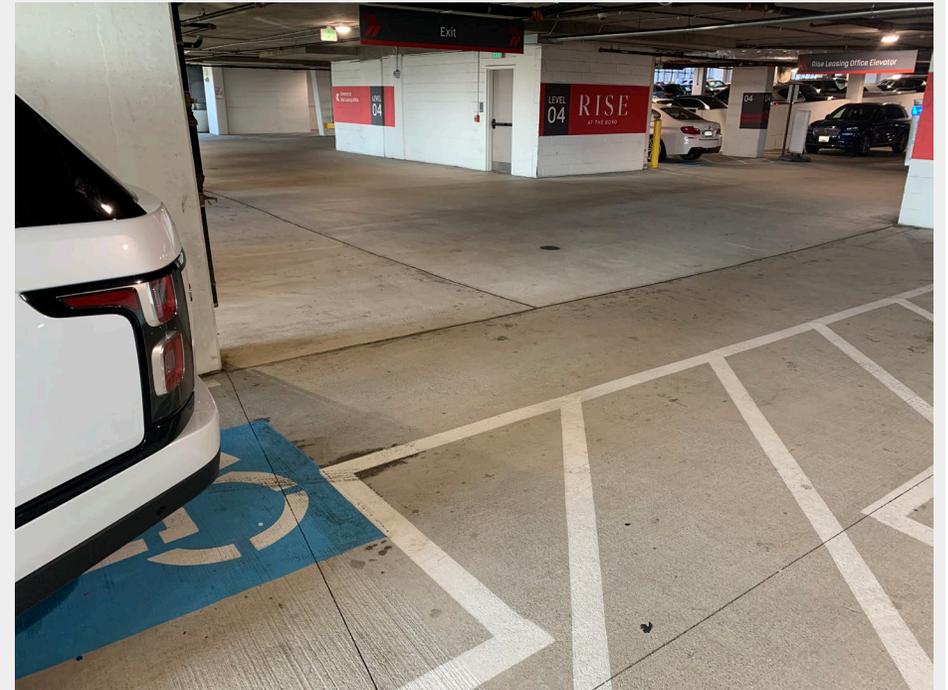
This does not meet ADA, but alternative design options could.



The Boro Block A, sidewalk along Silver Hill Drive

ADA parking at The Boro

- Site Plan provides 31 ADA parking spaces, however all ADA parking spaces are inside structured parking
- Additional ADA parking spaces must be on-street per Tysons Design Standards
- On-street ADA parking spaces within the ROW are counted separately
- Staff confirms accessibility between on-street ADA spaces and building entrances.



The Boro Block A

On-Street ADA Parking Spaces

Ensuring equitable access

Considerations:

1. On-Street ADA Parking per Transportation Design Standards for general public
 - Required ADA parking spaces include spaces within the garages for site uses
2. Proximity to entry points is important
 - May be difficult along retail streets
3. ADA spaces require modifications to standard landscape panel
4. Enforcement mechanisms are necessary to ensure appropriate use and turnover



The Mile Block B FDP

On-Street ADA Parking Spaces

Ensuring equitable access

Staff Review Considerations:

1. Provide ADA parking per Design Standards
2. Access to a primary sidewalk should be prioritized
3. Spaces should be located proximate to entrances
 - Drop-off spaces should be even closer



The Mile Block B FDP

Drop-Off

Providing places for short-term loading



Serving Many Uses

1. Passenger pick-up and drop-off
2. Package and food delivery
3. Avoiding need for double-parking
4. Providing clear access to building
5. Ensuring access for passengers with mobility challenges
6. Encouraging and prioritizing non-auto modes

Drop-Off

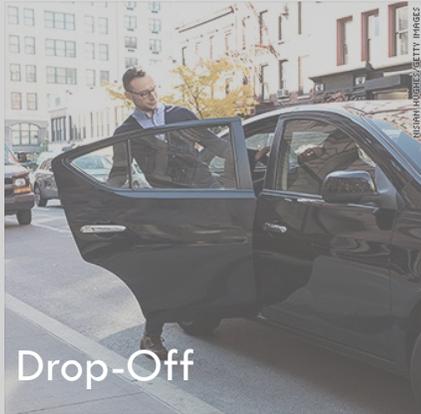
Providing places for short-term loading



Staff efforts moving forward/approach

1. Staff will continue to work with applicants to provide appropriately-sized drop-off zones adjacent to building entrances with development
2. Staff will coordinate with developers to balance the competing interests for limited space along buildings

Balancing Competing Interests



Importance of SWM

Comprehensive Plan 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.

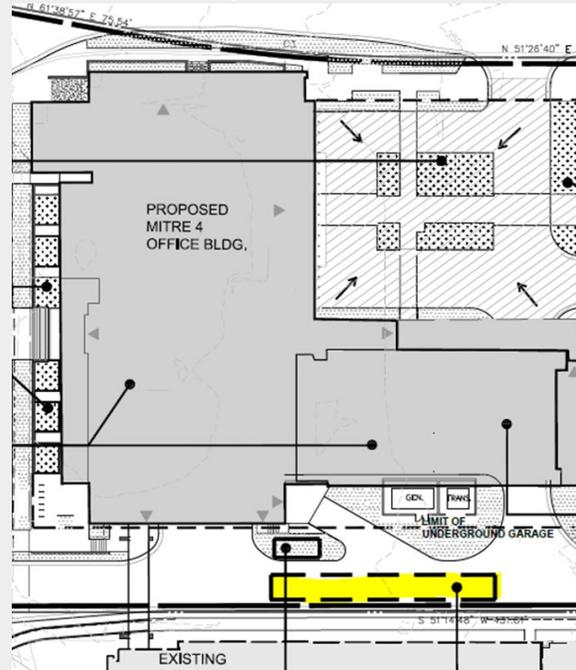


Bioretention basins in streetscape are essential but not only approach used



Extensive green roof at Tysons Corner Center

Rainwater harvesting at Mitre campus, also at Boro



Infiltration underneath park space at Nouvelle building

Bioretention basins in streetscape are essential but not only approach used

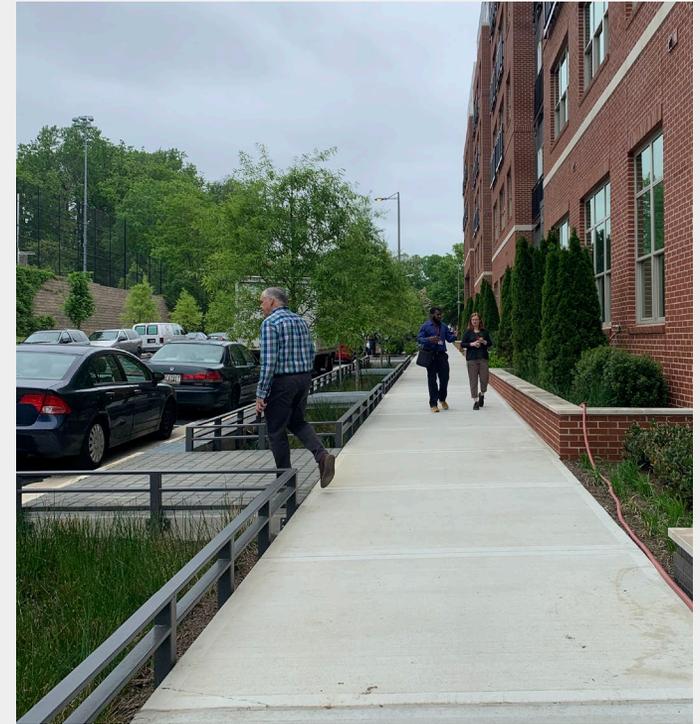


Adaire

No other best management practice can capture storm runoff from sidewalks and streets.



Capital One



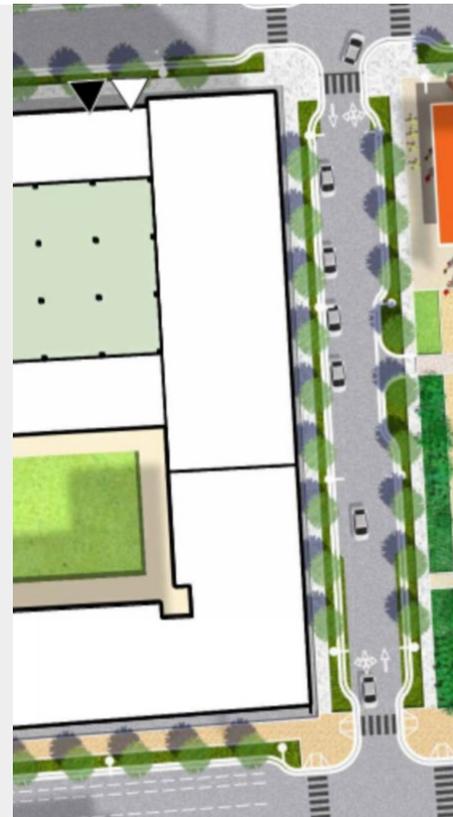
Hanover

Pedestrian Access

Landscape Amenity Panel Crossings

Changes during the plan review process

- Review the distance between pedestrian access points
- Achieve soil volume needs for street trees and maintain consistent tree spacing
- Review the recommended step-off area dimension



The Mile CDP



The Mile B FDP

Key Takeaways

Multimodal Accessibility

Accessibility Takes Many Forms

- ADA Parking on-street is needed to further equity goals and meet standards
- Drop-off zones provide access for riders and non-SOV travel
- Accessibility goes beyond ADA

Pedestrian Safety and Access is Paramount

- Improved pedestrian access from on-street parking to sidewalks
- High quality pedestrian spaces should not suffer to accomplish other goals

Key Takeaways

Challenges and Priorities

Context Challenges

- Tysons is not flat
- Utilities, entrances, and stormwater management need to be coordinated with accessibility
- Development occurs in phases and is market-driven

Many Priorities

- Creative solutions are needed to address all concerns and meet County goals
- Staff and developers should coordinate to achieve policies and improve the public realm

Key Takeaways

Staff's Ongoing Efforts

ADA Parking

Ensure ADA parking is provided in accordance with the design guidelines

Drop-Off and Loading

Work with applicants to provide appropriately-sized drop-off zones adjacent to building entrances with development

Prioritize Pedestrians

Elevate the pedestrian realm and safety for all modes

Balancing Needs

Coordinate with developers to balance the competing interests for limited space along buildings while meeting county goals and policies

Questions / Comments

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