ADA and Accessibility in the Development Review Process

Presentation to the Planning Commission Tysons Committee
July 14, 2022
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.
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.
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

- Drop-Off
- ADA Parking
- Stormwater Management
- Pedestrian Access and High-Quality Pedestrian Realm
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

Rainwater harvesting at Mitre campus, also at Boro

Extensive green roof at Tysons Corner Center

Infiltration underneath park space at Nouvelle building
Bioretention basins in streetscape are essential but not only approach used.

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