

## 5: LAND USE

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### Creating a people-focused urban Tysons requires:

- Transit oriented development
- A balance of jobs and housing
- Defined neighborhoods
- Protection of the edges
- Well-integrated community benefits

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## OVERALL LAND USE PATTERN

The pattern of land use in Tysons focuses growth within walking distance of transit (1/2 mile of rail, 600 feet of the circulator), as shown on Map 3. Points of highest density will occur at the Metrorail stations and transit nodes, and taper down to levels that will be compatible with surrounding neighborhoods.

The area within 1/2 mile of Metrorail and 600 feet of the circulator will be expected to capture over 95 percent of all development in Tysons. All areas within Tysons will include a mix of uses, with retail and office uses generally located in closer proximity to the Metrorail stations than residential uses. Within the residential land uses, a variety of housing choice will provide different types of places and levels of affordability for people to live in Tysons.

The land use pattern also will provide a transition between the higher densities at the Metrorail stations and the lower density adjacent communities. The areas on the edge of Tysons will capture less than five percent of all development in Tysons.

As previously mentioned in Chapter 1, the character of each district will be unique. The mix of land uses within each district will complement the other districts. The application of urban design guidelines (Chapter 9) and the specific development within each district will create a distinct sense of place for each district.

Unifying and connecting the districts will be the application of the same land uses throughout Tysons as well as a connected grid of streets (Chapter 6). In addition, a parks and open space network (Chapter 7) will be integrated into the land use fabric to provide public gathering spaces within an easy walk of jobs and houses. Recommended community services and facilities (Chapter 8) will be located throughout Tysons to create a full service community.

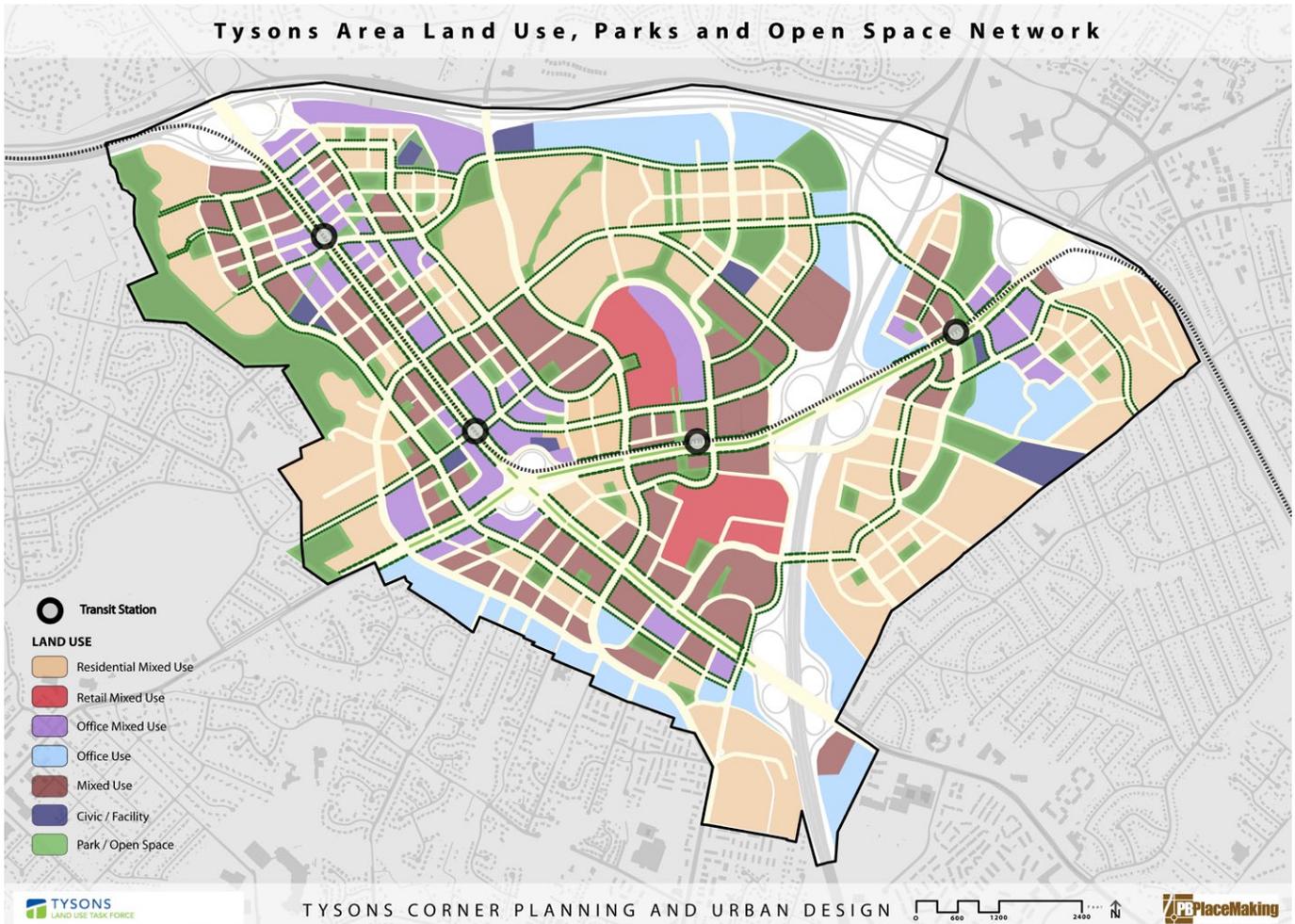


## Density & Distance Matter

Every transit trip starts or ends with walking. It is well understood distance and the quality of the walk environment impacts how many people will use transit. When it comes to transit ridership the impact of walking distance from the station entrance to your destination is more important for jobs than housing. Experience with other transit systems tracks well with a 2005 survey of riders on the Washington Metro:

- Office workers are less willing to walk farther from a station than residents
- For every 100' from the station the share of office workers using transit drops by about 1%

The density tier for Tysons reflects this research by clustering the highest density office and retail uses closest to Metrorail stations.



**CONCEPTUAL MAP 1 -** The plan envisions a new Tysons transformed into a compact walkable urban center with a balance of jobs and housing focused around transit.

## TIERED DENSITY

A key ingredient of TOD for Tysons will be to strategically increase densities to maximize the benefits of Metrorail and transit, and create sustainable, walkable urban environments. Density can also be an important economic tool by allowing sufficient development to encourage the redevelopment of auto-dependent uses and to strengthen Tysons' status as the economic engine of Northern Virginia. Importantly, density can help achieve plan objectives for urban design, environmental stewardship, housing choice, and contributions to infrastructure by allowing sufficient development in order to require that all redevelopment contribute to these objectives.

The land use concept for Tysons links density to transit accessibility based on a careful analysis of how far most people are willing to walk to and from transit. Expressed as floor area ratio (FAR), the level of intensity is based on land use (residential and non-residential) and distance from transit, including both Metrorail and the proposed circulator routes. Development will be most intense in the areas near the stations and least intense at the edges.

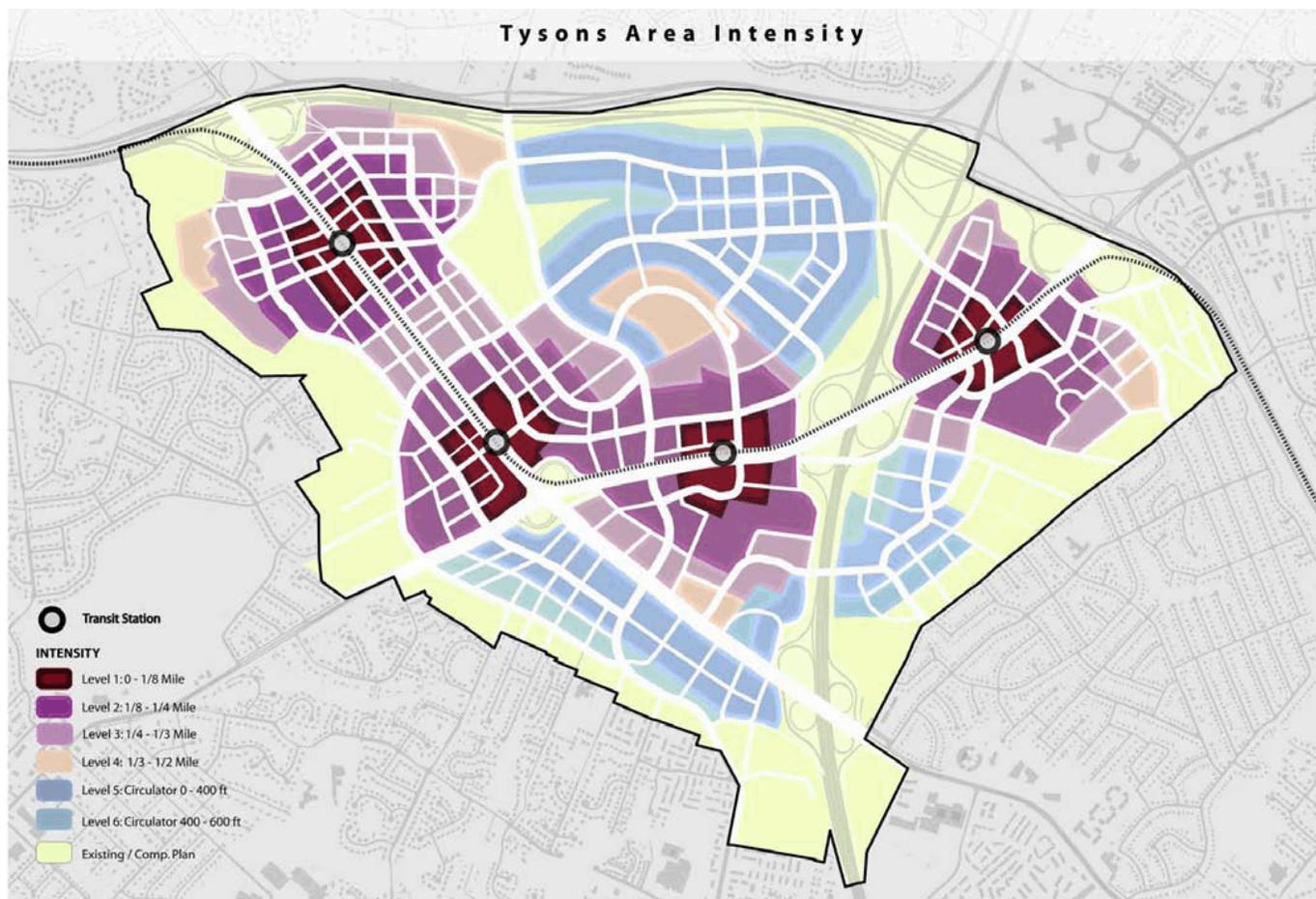
The highest FAR will be allowed in areas within 1/8 mile of a Metro station – a distance roughly equivalent to one city block or a three minute walk – and will be 6.0 before any bonus densities. Densities then decrease at distances of 1/4, 1/3, and 1/2 mile from each station. Within 400 and 600 feet of a circulator route, densities will be 2.5 and 1.5 FAR, respectively. In most areas the FAR for residential uses will be higher than that for non-residential uses. This distinction creates incentives for housing development and reflects the goal of improving the current imbalance of residents and jobs. Areas beyond these distances, as well as areas adjacent to the residential communities outside Tysons, will have densities consistent with the existing Comprehensive Plan with Rail Option. Table 1 shows the maximum allowable intensities for each tier.

This pattern is similar to that of a wedding cake: the greatest densities located in the rings within 1/8 mile of the Metro stations, and the intensity of development tiered down as the walking distance from stations increases. At an average walking speed of 4 feet per second, the highest intensity of development will be clustered within less than a three minute walk of the station entrance. Density will also be higher, although to a far lesser degree than at Metro stations, along the “form-giving” circulator routes, creating “ribbons” of density that extend to areas further away from the stations. Map 2 indicates where the various levels of intensity will be designated in Tysons.

To achieve the overarching goals for Tysons of requiring enhanced environmental stewardship through green buildings and providing a mix of affordable/workforce housing at 20% of the residential units, additional density will be provided for these two objectives only. The specific recommended bonuses will be:

- All new buildings must receive LEED basic certification or the equivalent. Buildings certified at higher levels will receive additional density as follows.
  - Buildings certified LEED Silver or the equivalent may achieve a 6% increase in total allowable FAR.
  - Buildings certified LEED Gold or the equivalent may achieve an 8% increase in total allowable FAR.
  - Buildings certified LEED Platinum or the equivalent may achieve a 10% increase in total allowable FAR.
- To meet the plan’s requirement that 20% of residential units are affordable and/or workforce units, an offset increase of 20% of the residential FAR (before bonuses) will be provided. This supports the county’s practice of allowing the construction of one additional unit of market rate housing for each unit of affordable/workforce housing provided.





▲ **CONCEPTUAL MAP 2: The greatest densities are located within an easy walk of Metro stations.**

As Tysons redevelops, developers will consider the economics of individual projects carefully and choose to build at a range of intensity levels. Under certain market conditions, a developer may wish to build the maximum floor area allowed. However, in other circumstances, it may be preferable to build at a lower intensity. The FAR requirements for Tysons include a ceiling and a floor. A minimum FAR will be recommended to help assure development occurs in a manner consistent with the vision, and that future development in Tysons supports the transit investment of Metrorail and the proposed circulator routes.

Density alone will not be enough to create livable places: other elements, such as a mix of uses, urban infrastructure, and physical infrastructure must be in place. As a result, the recommended densities will be conditional: they will be contingent on other livability factors being in place at the time of the development.

The specific requirements, with the specific amount of provisions yet to be determined, will be:

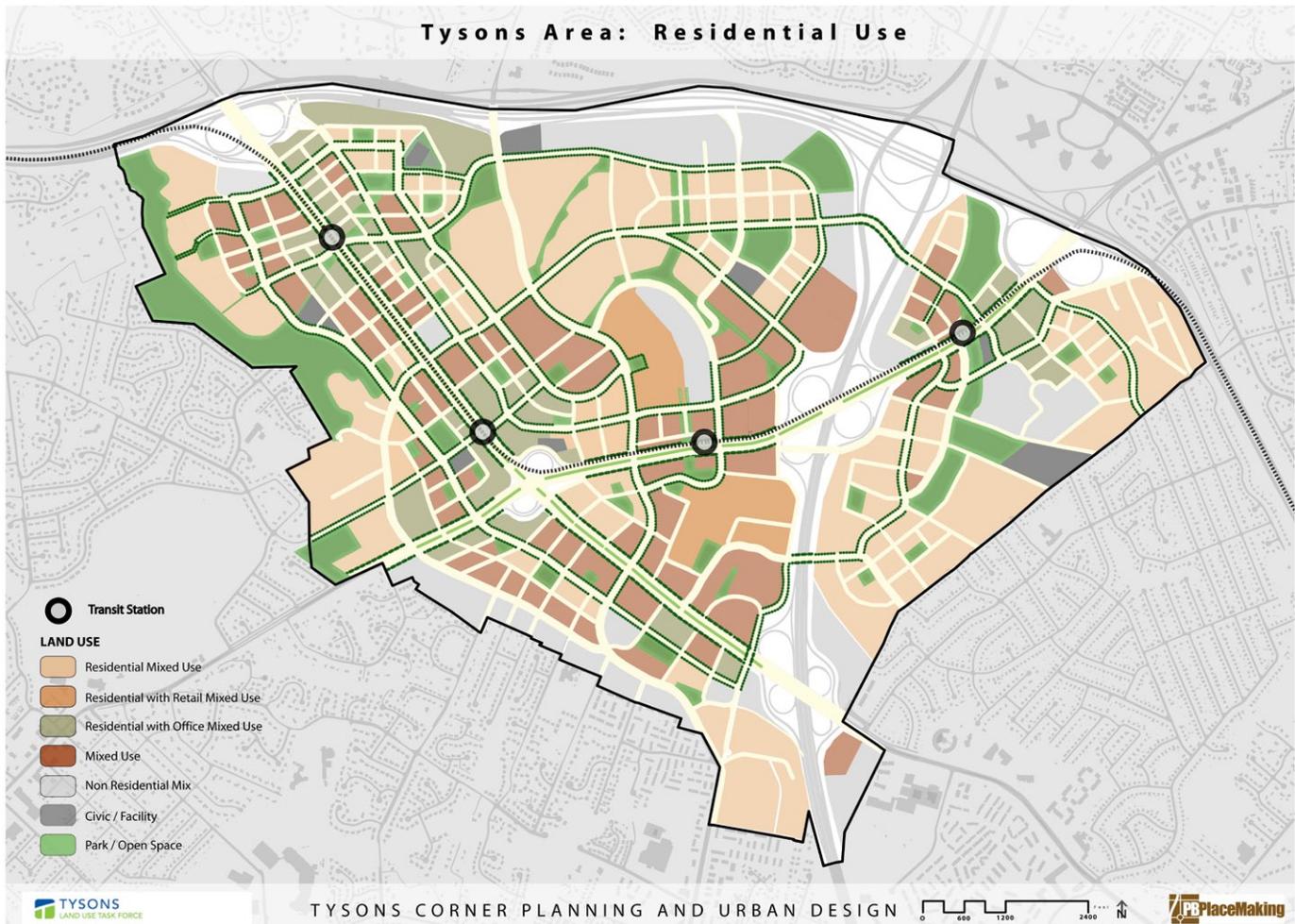
- An appropriate mix of uses, including residential, office, retail, arts/civic, and hotel uses, for the location within Tysons.
- Provision of urban infrastructure, including the grid of streets (Chapter 6), parks and open space (Chapter 7), environmental stewardship actions (Chapter 8) and urban design elements that create a walkable urban environment and a sense of place (Chapter 9).
- Provision of phased transportation improvements, particularly Metrorail and the transit circulator, that allow the site to be connected to the larger Tysons area.
- Provision of affordable and workforce housing units in residential developments (See Land Use Guidelines in this chapter).

It is imperative that these other factors be part of the development plans for Tysons. Only with a mix of uses, improved connectivity, parks, arts, and other urban amenities, application of sustainable best practices, and housing affordability can Tysons become a place that people want to come to and choose to live. These urban living infrastructure characteristics will be essential to realizing the vision and key to making Tysons marketable in the global economy.

**TABLE 1: Maximum Allowable Floor Area Ratios**

Distance Category	Non-Residential Development FAR		Residential Development FARs		
	Allowable Maximum Before Bonus	With green building bonus: LEED Silver 6% LEED Gold 8% LEED Platinum 10%	Allowable Maximum Before Bonus	With offset for required affordable/workforce housing	With offset and green bonus: LEED Silver 6% LEED Gold 8% LEED Platinum 10%
0 – 1/8 mile from Metro	6.0	6.36 6.48 6.6	6.0	7.2	7.56 7.68 7.8
1/8 – 1/4 mile from Metro	4.0	4.24 4.32 4.4	4.5	5.4	5.67 5.76 5.85
1/4 – 1/3 mile from Metro	2.0	2.12 2.16 2.2	3.0	3.6	3.78 3.84 3.9
1/3 – 1/2 mile from Metro	1.75	1.86 1.89 1.93	2.75	3.3	3.47 3.52 3.58
0 – 400 feet from circulator	2.5	2.65 2.7 2.75	2.5	3.0	3.15 3.2 3.25
400 – 600 feet from circulator	1.5	1.59 1.62 1.65	1.5	1.8	1.85 1.92 1.95

Note: In the case of residential FAR, the bonus and offset will be each applied to the allowable maximum before bonuses; they will not be compounded. For mixed-use development, the allowable intensity will blend the residential and non-residential FARs proportionally.



▲ **CONCEPTUAL MAP 3 - Residential will be encouraged throughout Tysons to help create an active vital 24-7 community.**

## MIX OF USES

Overall, the transformed Tysons will have much more residential development than currently exists. Up to 100,000 residents will live in Tysons compared to 17,000 today. Jobs could increase from 105,000 today to as much as 200,000 at the end of the planning horizon. Ultimately, the land use mix in Tysons will provide a ratio of four jobs for every household – a significant improvement over the existing ratio of approximately 13 jobs for every household living in Tysons today. This greater mix of uses throughout Tysons will promote walking by enabling more people to live near where they work.

The mix of uses includes the same land uses that exist in Tysons today (residential, office, retail, and hotel). However, the land use concept will require redevelopment of land hungry uses (such as car dealerships or surface parking lots) into more efficient, higher density land uses. It also will require that all land uses, but not all projects, be mixed.

Providing a mix of uses, either vertically (in the same building) or horizontally (within 2 to 3 urban blocks), will reduce the distance between residents and services, enabling and encouraging people to walk rather than drive to fulfill many of their daily needs. People will be able to engage in routine errands, find restaurants,

entertainment, and shopping all within walking distance of their homes, offices and transit. Ground floor retail and convenience services will be essential for residential neighborhoods. Housing can also be successfully co-located with public facilities, such as schools, libraries, and fire stations. More detail regarding how the land uses will be implemented is included in Chapter 9, Urban Design Guidelines.

Each of the land use categories within Tysons will include a mix of uses. Some areas will be closer to a 50/50 split of residential to commercial uses, while others will have a majority of one use supported by other uses, such as residential with ground floor retail. Map 2 indicates all the areas where residential will be allowed. The categories of land uses within Tysons will be broken down as follows:

- **Mixed-Use** – includes a more balanced mix of retail, office, arts/civic, hotel, and residential uses that provide local residents with shopping and employment opportunities. The mix will be more in the 40 percent to 60 percent range of residential or hotel, and/or office with street level retail.
- **Retail Mixed-Use** – includes the existing retail core of Tysons. Primarily retail with supporting office and residential uses. The retail component will likely be 20 percent to 40 percent of total development.
- **Office Mixed-Use** – office uses with street level retail and/or residential uses. The office component will likely be 65 percent to 85 percent of total development.
- **Office** – almost exclusively office (80 percent to 95 percent) with supporting retail and service uses, such as hotels and coffee shops.
- **Residential Mixed-Use** – primarily residential uses with office uses, supporting retail and service uses that provide for the residents’ daily needs such as basic shopping and services, recreation, schools and community interaction. The residential component will likely be 65 percent to 85 percent of total development.
- **Arts/Civic/Public Facility** – public service uses, such as a library, school, arts center, community center, government offices, etc.
- **Parks/Open Space** – passive and active park land, including land that cannot be built on because it is in a floodplain or wetland. This land may be privately or publicly owned. Regardless of ownership, it must be accessed by all residents and employees of Tysons.

Map 3 illustrates the conceptual location of the various land uses. As district level master plans are created for all of Tysons, the specific locations of the land uses will be determined.





▲ **CONCEPTUAL MAP 4 - The Tysons of tomorrow features an integrated transportation and land use strategy. The two are planned to shape, enhance, and complement each other.**

## URBAN LIVING INFRASTRUCTURE ELEMENTS

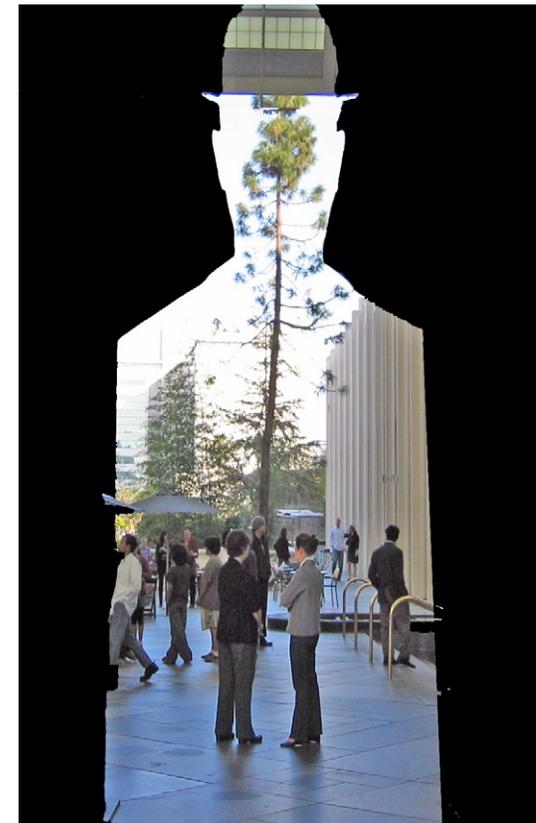
In addition to the intensity and specific land use types, several other elements will be required to create a livable vibrant Tysons, such as civic places, theaters and galleries, public service facilities, parks and open spaces, and affordable housing, to create a complete community. The availability of these amenities will make Tysons a self-sufficient center: a place that will draw people to live because it will have all the components of a healthy community.

In some cases, only one “place” will be needed to serve all of Tysons, such as a Civic Center. In other cases, multiple “places” will be desired, such as open space. The generalized location of parks/open space and civic/public facilities are identified on the land use map (Map 1), but the specific location of each land use will need more study.

The urban living infrastructure addressed in this plan include:

- **Civic/Facility** – The amount of necessary civic uses, such as a library, arts center, school, community center, government office, etc. are identified in Chapter 8, Public Facilities. Their conceptual locations are identified on the land use map. Two or more of these civic uses could be co-located in a Civic Center.
- **Large Civic Gathering Plaza** – Designed to be a signature place in Tysons, a large civic gathering plaza could support public, civic and cultural events such as a weekend craft or farmers market, summer concerts or weekend festivals.
- **Parks/Open Space** – An integrated network of park land and open space, including land that cannot be developed because it is in a floodplain or wetland, is described in Chapter 7, Environmental Stewardship. This land may be private or publicly owned. Regardless of ownership, it must be accessible to all residents and employees of Tysons.
- **Affordable and Workforce Housing** – Much of the current workforce at Tysons cannot afford to live there, resulting in long and expensive commutes. Land use guidelines (next page) and implementation strategies (Chapter 10) provide recommendations to require that 20 percent of the housing constructed be affordable and workforce housing.

The provision of this civic infrastructure will be the responsibility of both the private and public sectors. In some cases, such as affordable housing, the benefit will be tied directly to development approval. In others, such as the creation of a large arts and/or civic gathering place, it may require a public-private partnership, or be fully publicly funded.



## LAND USE GUIDELINES

The following land use guidelines will be requirements that must be addressed in order to create a people-focused urban setting.

### Affordable and Workforce Housing

In order to provide housing choice and ensure that a diversity of income levels have the ability to live in Tysons, the following affordable housing guidelines will be recommended.

1. Affordable housing policies should provide sufficient incentives to meet the requirement of 20 percent of total residential development affordable to households from 60 percent of Area Median Income (AMI) up to 120 percent AMI. Numbers of units should be tiered to address the needs of each income level but no less than 10 percent of all affordable and workforce units provided shall be available for households earning 60 percent or less of the AMI. These incentives should include:
  - Density bonus, flexibility on regulatory issues such as processing, parking, setback, height, and bulk requirements, and unit sizes which might add unnecessary costs to residential development. It should be expected that the size and amenities of affordable and workforce units will not be the same as market-rate units. Flexibility on these issues should not compromise overall design principles of urban form for Tysons.
  - Programs that capitalize either the development of housing or the incomes of households, such as low income housing tax credits, tax-exempt housing bonds, tax increment financing, tax abatement, and the County's One Penny Fund should be considered.
2. Landowners and developers should be permitted to aggregate land for affordable and workforce housing and/or transfer to others the responsibility for creating such units in building structures that are less expensive than steel and masonry structures, and where other advantages of financing and operating affordable and workforce housing can be realized – provided that the units be located within the Tysons redevelopment area.
3. Affordable and workforce housing development in commercial and industrial areas should be considered where appropriate, as well as co-location of housing with public facilities such as schools, libraries, and fire stations.
4. Consideration should be given to the creation of a community land trust or other quasi-public or nonprofit entity which could accept land that will be proffered for affordable/workforce housing, thereby facilitating the financing of housing in Tysons.



## Parcel Consolidation & Coordinated Development Plans

Because Tysons is already developed, parcelization could be a barrier to implementation. Extensive parcelization will make it difficult to redevelop Tysons in a coordinated way, especially as it relates to the grid of streets. In some cases, parcel consolidation may be necessary to allow for redevelopment to occur in a coordinated way and for the planning objectives to be achieved. Such consolidation is now occurring in several key districts of Tysons. Parcel consolidation should be logical and of sufficient size to allow projects to function in a well-designed, efficient manner. Through parcel consolidation, parcels can be replatted and a grid of streets can be planned in a way that enhances the value of the land, provides greater connectivity and consistency with the Tysons plan.

If parcels cannot be consolidated, development plans of adjacent parcels should be coordinated to ensure that the projects function in a well-designed, efficient manner and do not preclude development on adjacent parcels from developing in conformance with the Plan.

## Existing Uses and Buildings

In many instances, the existing development in Tysons is not consistent with the long-term vision for Tysons. The intent of the plan will be to not interfere with the continued use of these existing land uses or buildings. However, any redevelopment of the site or adaptive reuse or expansion of the buildings must be consistent with the overall vision for Tysons. A tiered approach to match the magnitude of improvement with an appropriate level of compliance should be considered.

