

## Project Memorandum

**To:** Tysons Land Use Task Force

**From:** GB Arrington

**Date:** April 9, 2008

**Subject:** Consultant Draft Preferred Concept

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### Consultant Draft Preferred Concept Considerations

The accompanying intensity, land use and open space maps represent the Consultant Draft Preferred Concept for discussion with the Task Force on April 14 and 15. The Consultant Draft Preferred Concept builds on Prototype A and Prototype B, with modifications made based on community and Task Force member input and technical analysis conducted for the prototypes.

In addition to incorporating the input from the Task Force and public workshops, the Consultant Draft Preferred Concept is grounded in the Task Force Guiding Principles. It provides a future Tysons that:

- Provides for growth within the existing boundaries;
- Retains compatible transitions to adjacent neighborhoods by locating the greatest density at the transit stations and least density along the edges of Tysons;
- Provides a mix of uses to create an 18/7 urban center;
- Makes it convenient and affordable to access and move within Tysons by creating a walkable grid of streets and providing transportation options;
- Creates an urban environment including civic uses that reduces the suburban focus of the existing Tysons;
- Provides for TOD along the circulators and at the station areas; and
- Embraces the environment through green architecture and enhancing the natural features and topography of Tysons through the open space and park network.

### Key Elements of the Consultant Draft Preferred Concept

Based on the public input and guiding principles, the foundation for the Consultant Draft Preferred Concept includes:

- Creating a livable, walkable place;
- Providing environmental protection, enhancement and sustainability;

- Creating a grid of streets;
- Providing much more housing and affordable housing;
- Focusing development at the transit stations and along the circulators; and
- Protecting the edges to allow for a transition from Tysons to the adjacent neighborhoods.

The public input also confirmed the general visions for the station areas, as presented in the “Tysons Corner: Path to the 21<sup>st</sup> Century” document from the February public workshops.

## Creating the Consultant Draft Preferred Concept

The process to create the Consultant Draft Preferred Concept starts with the allocation of the intensity of development. After the intensity of development has been allocated, specific land uses (residential, office, retail, hotel and civic) are applied. The development allocation is then adjusted for the inclusion of parks and open space, street right-of-way (ROW) and public uses.

The allocation decision rules are guided by the Task Force's Guiding Planning Principles and vast research on transit oriented developments and travel behavior. The decision rules form the basis for allocating intensities and land uses in close proximity to transit and creating livable and economically vibrant places that are walkable and encourage use of transit. The decision rules are derived from the following analysis:

- a) In general, people choose transit when the trip origin and/or destination are within less than 5 or 10 minutes of walk distance from station.
- b) The closer the destination to a transit station, the higher the willingness to walk and use transit.
- c) People are willing to walk more at the residential end of their commute trip than at the work end.

The new street grid and block pattern is used as the primary geography to allocate intensities and land uses. In the areas where the blocks are too large or the street block pattern is not enough to provide sufficient basis, parcel boundaries can be used as a basis for allocation. If a block/parcel is very large and extends beyond more than one distance zone, it should be split along the zone and each portion should be allocated the corresponding density.

### Intensity Allocation Rules

The tool for allocating intensity within Tysons is FAR (Floor Area Ratio). The FAR numbers used in the concept are “gross” FAR, before accounting for the grid of streets, parks and open space. Gross FAR in broad terms includes 15 to 20% for streets and 10 to 15% for parks and open space. In other words, gross FAR underestimates net FAR by approximately 25 to 35%. The table that follows sets the general rules for allocating the gross FAR.

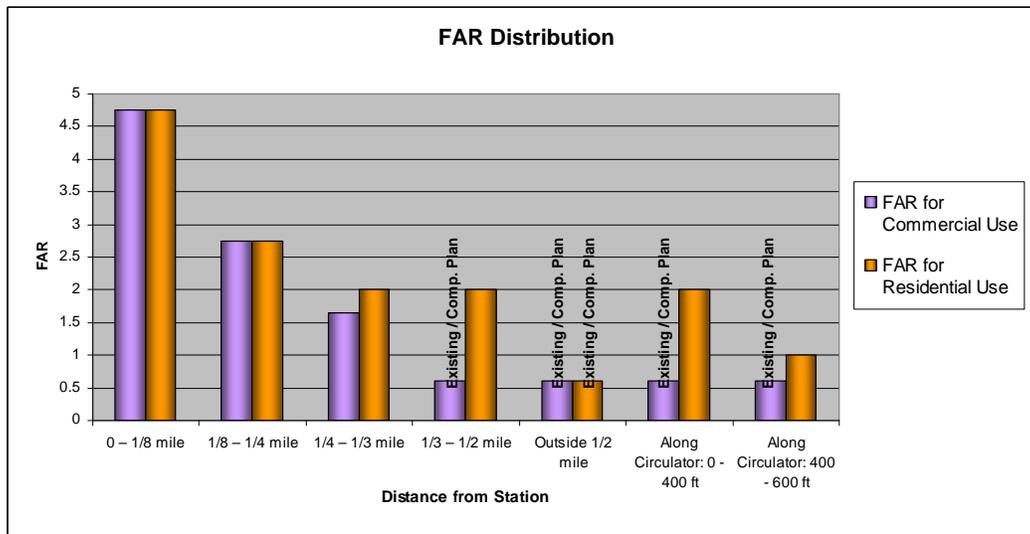
Table 1: Gross FAR allocation around the stations

Distance zone	Distance from station	FAR for Commercial Use	FAR for Residential Use
1	0 - 1/8 mile	4.75	4.75
2	1/8 - 1/4 mile	2.75	2.75
3	1/4 - 1/3 mile	1.65	2.0
4	1/3 - 1/2 mile	Existing / Comp Plan	2.0
0	Outside 1/2 mile	Existing / Comp Plan	Existing / Comp Plan

Table 2: Gross FAR allocation along circulator routes

	Distance from Circulator Route (for developments outside 1/3 mile of a station)	FAR for Commercial Use	FAR for Residential Use
5	0 - 400 ft	Existing / Comp Plan	2.0
6	400 - 600 ft	Existing / Comp Plan	1.0

Note: All existing and approved developments with intensities higher than those indicated in the table are allowed to continue with their existing or approved intensities.



All the blocks within their identified distance zones are allowed the same FAR, as illustrated in table 1 & 2. If a block extends beyond any particular distance zone, it is considered part of the zone that contains the majority of its area. For example, if 40% area of a block is within 1/4 - 1/8 mile of a station and 60% of it in 1/4 - 1/3 mile zone, it should be considered part of 1/4 - 1/3 zone and should be allocated 2.0 FAR for residential use or 1.65 FAR for commercial use. All existing and approved developments with intensities higher than those indicated on table 1 & 2 override the proposed intensities and are allowed to continue with

their existing or approved intensity. All publicly owned land within intensity zones 1 and 2 is allocated the same intensity as privately owned land.

In general, FAR allocations do not make any assumptions about whether specific parcels will redevelop or not. All parcels within a given distance zone are allowed the same FAR without any parcel specific assumptions about their redevelopability. However, some of the parcels may not redevelop to their full capacity due to various reasons. The allocation takes care of this by making a general assumption that only 85% of the total allocation potential will be achieved. There are two exceptions to this redevelopment rule:

1. In order to ensure a transition zone, parcels/blocks on the edges of Tysons are not expected to redevelop, regardless of what distance zone they fall within. Examples of edge areas include
  - a. The area west of Gosnell Road;
  - b. The blocks south/west of Old Court House Road between Gallows Rd. and Chain Bridge Rd.; and
  - c. The blocks/parcels northwest of Magarity Road.
2. The Rotonda is not expected to redevelop.

Density bonuses, for the provision of community benefits such as parks and affordable housing, are already assumed in the gross FAR allocations. In other words, the intensity allocation shown on the concept map is the maximum gross FAR possible.

The actual FAR a site is ultimately developed at could be higher than the maximum allocation for a number of reasons, depending upon how the plan is implemented. The intensity allocation does not account for a transfer of development rights that could occur. For example, the location of a park on one parcel could transfer the FAR to the adjacent properties, providing a higher net FAR on the adjacent sites. More explanation is provided under the gross to net reallocation rules.

### Land Use Allocation Rules

The land use allocation aims to achieve the station area character and create desirable places around stations and along circulators that are consistent with the overall vision for Tysons. The land use allocations were based on the following rules:

1. 0 -1/8 mile: highest concentration of development with focus on office commercial with street level retail and some vertical mixed use with residential above.
2. 1/8 - 1/4 mile: high intensity development with focus on office commercial with better mix of residential; street level retail on major streets and pedestrian connections.
3. 1/4 - 1/3 mile: mixed use with increased focus on residential.
4. 1/3 - 1/2 mile: primarily residential focus, with commercial and retail as existing or approved.
5. Outside 1/2 mile: primarily residential with commercial and retail as existing or approved.

6. Along circulator: mixed-use with higher focus on residential

As indicated on the map, land use is categorized in seven categories for the allocation at the broad level. These categories include: Office Focus, Residential Focus, Retail Focus, Mixed-Use, Hotel Focus, Civic / Facility, Open Space.

The Office, Residential, Retail, Hotel and Civic Focus categories are not purely single use categories, but they are assumed to be a mix with 70% or more in their primary land use and 30% or less of other uses. The Mixed-Use category has more or less equal mix of land uses. The overall land use mix (by square feet) is 45% residential, 45% office, 5% retail, and 5% hotel. The jobs/housing ratio is 4.4.

Retail uses are primarily assumed to be located at street level and are allocated on the blocks nearest to the stations, along major and medium arterials, around major urban plazas and pedestrian connections. All of the other uses including hotel, civic and others are allocated either at the existing locations or at locations reasonably justifiable for the use.

Some civic uses have been conceptually located on the land use map. It is assumed that most civic uses are co-located with other uses in mixed-use developments. The proposed civic uses include:

- New fire station - located at the current bus facility at International and Jones Branch;
- New elementary school with access to the large park to the north - located in the WestPark area;
- New fire station incorporated in to an office building - located along Colshire Meadow Dr.; and
- New civic building incorporating a library, government offices, and other public uses south of the Tysons Central 7 station.

The land use mix is as follows:

	Sq Ft	Units	Population
Residential	51.3 million	43,000	85,000

	Sq Ft.		Employees
Office	51.3 million		171,000
Retail	5.7 million		13,000
Hotel	5.7 million		4,000
Total Non-Res	62.7 million		188,000

	Sq. Ft.	Residents	Employees
Total	114 million	85,000	188,000

**Gross to Net Reallocation Rules**

Once all of the allocations are done, intensities from street rights of way, public facilities, and parks and open spaces will be reallocated. The Land Use map illustrates desirable

locations to create a green space network within Tysons. The parks and open space allocations include publicly owned and privately owned publicly accessible spaces.

As noted earlier, the reallocation of FAR from parks, open space, public facilities and newly created street rights-of-way parcels, where development will not occur, is done by reallocating the FAR from these parcels to adjacent parcels. For example, a three-acre park is proposed in Tysons Central 7. Based on the intensity and land use allocation rules, this parcel would have a gross FAR of 4.75 under the concept. In reality, the FAR would be 0 because it is a park. The 4.75 FAR allocated to the park parcel could be sold or transferred to the adjacent properties to create a higher FAR on those properties. The adjusted net FAR for the adjacent parcels is not known because it is dependent on which parcels receive the transfer of development rights.

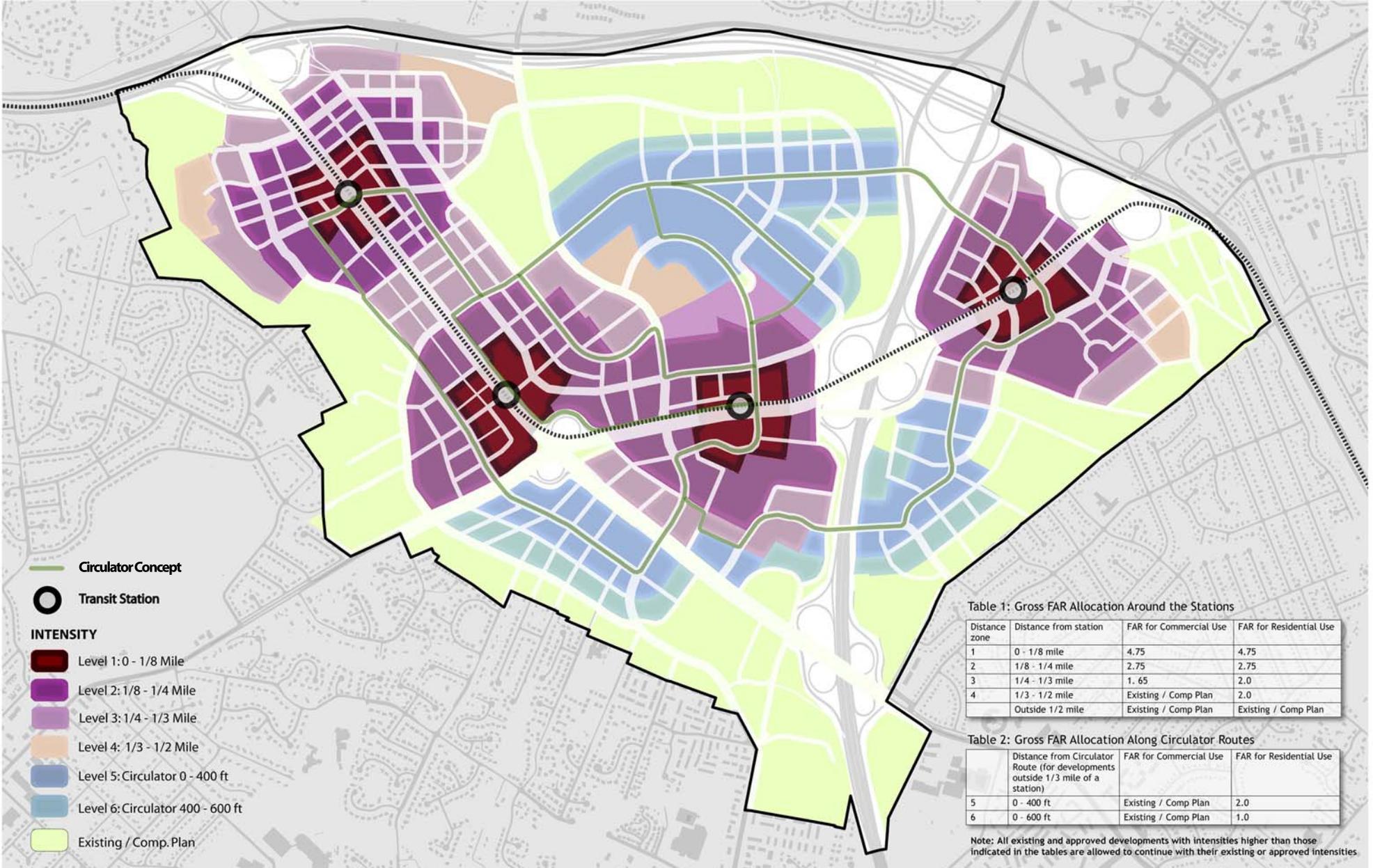
Another example can be provided in Tysons West where many of the proposed streets in the grid of streets do not currently exist. The gross FAR on the parcels with the new street right-of-way is transferred to adjacent parcels, creating a higher net FAR on the adjacent parcels and an FAR of 0 on the street right-of-way parcels. Specific examples of how the transfer of development rights could work will be presented at the workshop.

## Task Force Input on the Preferred Concept

At the workshops on April 14 and 15, we will be seeking Task Force consensus agreement on a series of issues that will help us to move forward from the Consultant Draft Preferred Concept to the Task Force Preferred Concept, including the following statements:

1. The station areas should have the greatest intensity in Tysons.
2. The edges of Tysons should have the least intensity in Tysons.
3. All station areas should be mixed-use TODs.
4. All station areas should have the same intensity of development, provided that new street grids are implemented that allow a similar degree of walkability.
5. The land uses in the Consultant Draft Preferred Concept are appropriate.
6. The land use mix in the Consultant Draft Preferred Concept is appropriate.
7. The open space and park network should be distributed throughout all neighborhoods in Tysons.
8. The development of Tysons should emphasize environmental best practice including green architecture, enhancement of natural corridors, and green streets to integrate sustainable drainage with the role of the street.
9. Form giving circulators should be part of the Preferred Concept.
10. The circulator route(s) as depicted in the Consultant Draft Preferred Concept is conceptual and needs more study before a final route is identified.
11. The general vision for Tysons, as described in the "Tysons Corner: Path to the 21<sup>st</sup> Century" document is appropriate.
12. The general character of each district, as described in the "Tysons Corner: Path to the 21<sup>st</sup> Century" document is appropriate.
13. The location of the large signature park in Tysons Central 7 is appropriate.

# Draft Preferred Concept: Intensity



-  Circulator Concept
-  Transit Station
- INTENSITY**
-  Level 1: 0 - 1/8 Mile
-  Level 2: 1/8 - 1/4 Mile
-  Level 3: 1/4 - 1/3 Mile
-  Level 4: 1/3 - 1/2 Mile
-  Level 5: Circulator 0 - 400 ft
-  Level 6: Circulator 400 - 600 ft
-  Existing / Comp. Plan

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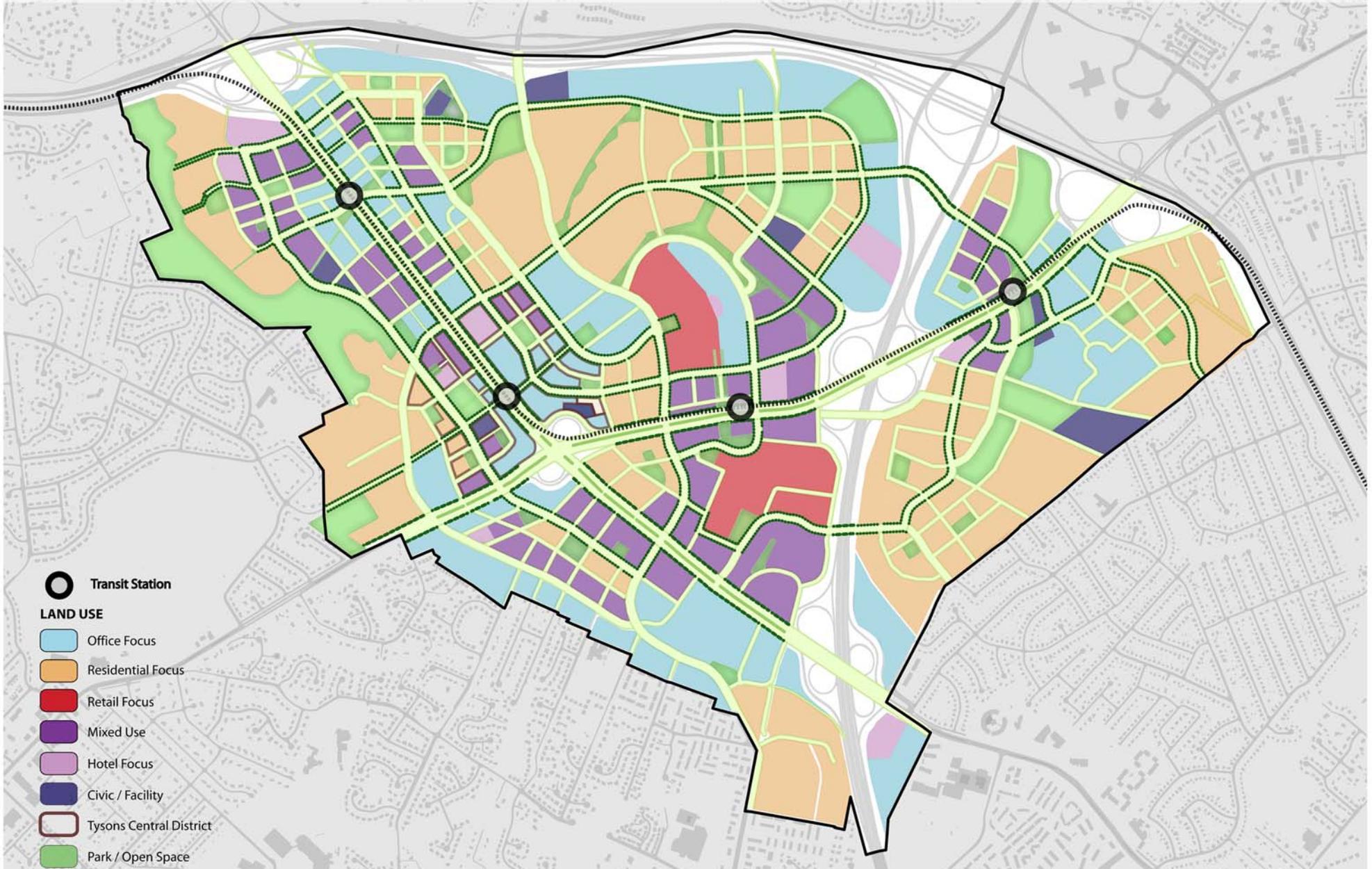
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# Draft Preferred Concept: Land Use, Parks and Open Space Network



- Transit Station
- LAND USE**
- Office Focus
- Residential Focus
- Retail Focus
- Mixed Use
- Hotel Focus
- Civic / Facility
- Tysons Central District
- Park / Open Space