

**Planning Commission Tysons Committee  
June 29, 2011**

**Initial Development Level: Preliminary Staff Recommendation**

1. It is recommended that office uses and other uses that generate more peak hour trips than hotels be counted toward the Initial Development Level (IDL) upon approval of a FDP for such use, provided that, with the rezoning of the property, there is a proffered commitment for additional county review of the development at such time as FDP(s) filed subsequent to the initial re-zoning of the property are considered.
2. Approval of such a Final Development Plan (FDP) or Amendment thereto (FDPA) would be by the Planning Commission and the Board of Supervisors through the public hearing process.
3. The County's review of the FDP/FDPA would be based, among other things, on an analysis of the Comprehensive Plan recommendations in effect at the time of the FDP; how well the developed portions of the property are achieving proffered TDM goals; and proposed mitigation measures that address such things as transportation improvements, trails and transportation demand management. Scoping and submission of an updated traffic analysis evaluating the impact of the development may also be necessary.
4. The number of phases, how the gross floor area will be allocated, the mix of uses and the layout and design, among other things, would be reviewed as part of the review and approval of the FDP/FDPA.
5. The amount of gross floor area for the property subject to the rezoning is not intended to be reduced below the amount approved with the rezoning, unless a lesser amount is requested by the Applicant.
6. Residential uses and ground floor neighborhood-serving retail uses located within a residential, hotel or office building would not be counted toward the Initial Development Level. These uses would follow the processes for the review and approval of a FDP as set forth in the Zoning Ordinance.

to a station. Each Metro station in Tysons has two primary entrances, one on either side of Route 7 or Route 123. The point of measurement from an entrance should generally be the base of the escalator, as established during the initial construction of the station.

In order to achieve the recommended intensity, the walk to and from the closest station entrance to all of the buildings within a development proposal should be convenient, safe, and pleasant. As used here, *convenient* means direct, easy, and not overly long. *Safe* means protected from motorized traffic, well lit, and activated by the presence of other people. *Pleasant* means the walking experience is in an interesting, high quality environment.

Projects that include areas of different intensity recommendations should have an overall intensity that is based on the proportion of land area associated with each intensity recommendation. The resulting development pattern should generally conform to the goal of locating the highest intensities closest to transit. In addition, proposed intensities should be consistent with the urban scale and character that is envisioned for the area.

To encourage public-private partnerships, when building space is provided for a public facility, the floor area of the facility should not be counted toward a development's allowable FAR.

Intensity alone will not create a livable, vibrant Tysons; a mix of land uses, public facilities, civic uses, parks, and infrastructure must also be in place. The recommended intensities are conditional and contingent upon these livability factors being provided in a manner that is phased appropriately with development. These components of a healthy community will help attract new residents to Tysons and enhance the quality of life for residents. The provision of this civic infrastructure will be the responsibility of both the private and public sectors. Specific needs for Tysons are addressed in the sections on Transportation, Environmental Stewardship, Public Facilities, and Urban Design, as well as the District Recommendations.

Rezoning applications seeking a redevelopment option will be evaluated for conformance with all of the guidance provided in the Comprehensive Plan, including the Major Elements of the Plan. These elements are listed in the Vision for Tysons section, and detailed guidance on each element are located in the Areawide Recommendations.

### Initial Development Level

To implement the first 20 year increment of the ultimate vision for Tysons, the total amount of office uses built and approved in the entire urban center should not exceed an initial development level of 45 million square feet. This amount is the office component of the high forecast for the year 2030 prepared for Fairfax County in 2008 by George Mason University's Center for Regional Analysis. Office floor area that should be counted toward the initial development level includes all existing office buildings and any office development that is approved through a proffered rezoning, a special exception, or a by-right site plan. Office floor area reserved for public facility bonuses should also be counted toward the initial development level.

The initial development level focuses on office uses because they represent the majority of existing uses and have high peak period vehicle trip generation characteristics. New uses other than offices that have a significant impact on peak period trips should also be managed carefully and may be counted toward the initial office development level.

To encourage new housing development in Tysons, residential uses may be rezoned at levels above the 2030 forecast for housing. Uses such as neighborhood retail, hotels, and arts/civic space may also be rezoned at levels above the 2030 forecast if they do not have a significant impact on peak period vehicle trips.

The Land Use and Transportation sections of the Areawide Recommendations provide guidance on monitoring activities that will be necessary to track development performance. Monitoring will also be essential to future planning efforts. A particular condition to be monitored is the achievement of transportation improvements needed to mitigate the impacts of new development. If a reliable mechanism for funding these improvements needed beyond the year 2030 is established, then the initial development level of 45 million square feet of office uses may be increased through a Tysons-wide or area-specific Plan amendment.

The following criteria should be considered when determining an increase in the initial development level for office uses:

- Progress achieved toward the realization of the vision for Tysons;
- Market demand for office space, as demonstrated by new building construction, vacancy rates, and revised forecasts;
- Balance between land use and transportation, including the provision of infrastructure and achievement of vehicle trip reduction levels identified for the year 2030 and TDM performance that exceeds the targets outlined in Table 5 in the Transportation section; and
- Funding arrangements for transportation improvements and programs, so that timely completion of improvements identified for the period beyond 2030 can confidently be expected.

A Tysons-wide summary of existing and approved development based on information provided by the County should be included with all rezoning applications in Tysons.

### TOD District Intensity

The highest intensities in Tysons should be built in areas closest to the Metro station entrance. Intensities should decrease as the walking distance from the stations increases. This reflects evidence from other urban areas that transit ridership is correlated with walking distance to rail stations. Following this pattern, the intensity of redevelopment projects within 1/4 mile of the Metro stations should be determined through the rezoning process; in other words, no individual site within these areas should be subject to a maximum FAR.

To manage growth in Tysons effectively and encourage complete developments, a portion of the intensity proposed for a project within 1/4 mile of a Metro station may be approved through a special exception (SE). The SE will apply mostly to office uses, which have a high degree of peak period vehicle trips. In areas within 1/4 mile of the Metro stations, non-office uses that generate similar or fewer peak period trips than hotels, such as housing and neighborhood-serving retail, may be approved through a rezoning without an SE.

Offices and uses that generate more trips than hotels may be approved through a rezoning up to an intensity of 2.5 FAR. Intensity above 2.5 FAR for these uses may be approved with an SE that accompanies a rezoning. For example, a 6.0 FAR project that is 50% office and 50% residential could have 5.5 FAR approved by rezoning (2.5 FAR office plus 3.0 FAR residential) and an additional 0.5 FAR office approved by SE.

Summary of Built, Approved, and Proposed Office Development in Tysons  
 Prepared by the Department of Planning and Zoning for the Planning Commission Tysons Committee  
 June 22, 2011

**Built Office Gross Floor Area (GFA) in Tysons: 26,594,202 sq. ft.**

**Unbuilt Office GFA Approved Through Rezoning Process**

Project Name	Developer	District	Unbuilt Office GFA (sq. ft.)	
			CDP/GDP	FDP/GDP
Tysons Corner Center	Macerich	Tysons Central 123	1,379,438	1,072,038
Tysons II	Lerner	Tysons Central 123	3,407,781	3,407,781
Capital One	Capital One	Tysons East	596,000	596,000
WestGate (now Scotts Run Station)	WestGroup	Tysons East	300,000	300,000
MITRE	MITRE	Tysons East	157,351	157,351
MRP Tysons	Mid-Atlantic Realty	North Central	537,519	537,519
<b>TOTAL</b>			<b>6,378,089</b>	<b>6,070,689</b>

**Proposed Net New Office GFA (Rezoning Submissions as of June 2011)**

Project Name	Developer	District	Net New Office GFA (sq. ft.)	
			CDP	FDP
Spring Hill Station	Georgelas	Tysons West	2,467,241	557,000
Dominion Square	CARS DB1	Tysons West	2,140,000	0
Solutions Plaza	SAIC/Dittmar	Tysons Central 7	1,671,000	0
Tysons Central	NV Commerical/Clyde's	Tysons Central 7	510,000	0
WestPark	Cityline Partners	Tysons Central 123	650,785	0
Scotts Run Station (North and South)	Cityline Partners	Tysons East	4,089,528	0
Capital One	Capital One	Tysons East	2,088,080	0
The Commons	LCOR	Tysons East	0	0
MITRE	MITRE	Tysons East	334,311	334,311
<b>TOTAL</b>			<b>13,950,945</b>	<b>891,311</b>

**Sum of Built Office GFA and CDP/GDP Approvals and Submissions: 46,923,236**

**Sum of Built Office GFA and FDP/GDP Approvals and Submissions: 33,556,202**

Notes:

- 1) GFA estimates are based on County tax records and rezoning applications.
- 2) "Net New Office GFA" is the maximum office GFA proposed in Rezoning Submissions minus all existing and previously approved office on the site.
- 3) Nearly all of the Rezoning Submissions include a mix of uses with significant residential components, as recommended by the Comprehensive Plan. The only exception is MITRE, which proposes and is planned for office use. Some of the Rezoning Submissions have multiple land use options that would result in less office development than shown above.
- 4) Based on pre-application meetings with land owners, staff anticipates that 2-3 additional rezoning applications with office components will be submitted in the near future.