# Refinement of Intensity Alternative 3A in the Draft Tysons Plan

The following is an approach to planning the initial phase of long term growth in Tysons. It is a refinement of Intensity Alternative 3A, which was described in the March 24, 2010, draft of the Tysons Plan and presented to the Planning Commission's Tysons Committee on April 15, 2010.

Under this proposal, the vision elements of the Tysons Plan would remain, including supporting a long term goal of 100,000 residents and 200,000 jobs in the year 2050. The initial phase of the Tysons Plan would focus on a 20 year period of redevelopment while providing a framework for growth beyond the year 2030.

This first phase of the transformation of Tysons would allow up to 45 million square feet of office development to be rezoned, 18 million more than exists today and 12 million more than is currently approved. Most of the new office development would be located within 1/4 mile of the four Metro stations. Recognizing the substantial place-making and transportation benefits of housing, neighborhood retail, hotels, and cultural/institutional space, these uses could be rezoned at levels beyond that forecasted for the next 20 years.

The Plan would encourage the above land use priorities and objectives for affordable/workforce housing and public facilities by not specifying a maximum floor area ratio (FAR) for sites located within 1/4 mile of the Metro stations. This proposal further encourages mixed-use development by managing a portion of new office growth through a special exception (SE) process. Areas more than 1/4 mile from Metro stations would have a tiered approach to intensity that transitions from urban residential densities within 1/2 mile of the stations to lower densities at the edges of the Tysons boundary.

## 1. Tysons-wide Phasing Guidance

a. As approved by the Board of Supervisors, individual rezoning cases will phase development to one of the following transportation funding mechanisms:
   i. A Tysons-wide CDA or a similar public-private partnership that provides the private sector's share of the 2030 Tysons-wide transportation improvements (approximately $210 million),
   ii. A smaller CDA or a similar public-private partnership that provides the private sector's share of one or more of the Tysons-wide improvements, or
   iii. Other binding commitments to phase development to the funding or construction of one or more of the Tysons-wide improvements.

b. Later phases of a multi-building development should be triggered by the achievement of trip reduction goals for phases that have been built.

c. Detailed plans for the provision of public facilities, parks, and athletic fields for a district (or subdistrict) should be in place prior to or concurrent with the first rezoning approval in that district (or subdistrict).

d. It is anticipated that the Board may adopt in concept a strategy to fund the public sector's share of the 2030 Tysons-wide transportation improvements and public facilities.

**2. Tysons-wide Intensity and Land Use Guidance**

a. All rezoning applications seeking a redevelopment option should address the elements of the Plan that are necessary to achieve the vision for Tysons. A list of **Major Plan Elements** is included as an attachment.

b. Instead of using the 20 year development level of 84 million square feet for all land uses, **an initial development level is set at 45 million square feet of office uses Tysons-wide**. This amount is the office component of the GMU high forecast for 2030 and the input to the 2030 transportation analysis.
   i. Existing office development in Tysons is approximately 27 million square feet, and an additional 6 million square feet have been approved through rezonings but not yet built. This allows **12 million square feet of office growth** to be rezoned above the level that is built and approved today. Some of this growth increment should be reserved as public facility bonus intensity (see **bullet 2e** below)
   ii. Office floor area that is counted toward the initial development level of 45 million square feet Tysons-wide will include all existing office buildings and any office development that is approved through a proffered rezoning, a special exception, or a by-right site plan.
   iii. The initial development level focuses on office uses because these uses represent the majority of existing uses and have high peak period trip generation characteristics.
   iv. Non-office uses that have a significant impact on peak period trips should also be managed carefully and may be counted toward the office development level.

c. To encourage new housing development in Tysons, **residential uses can be rezoned at levels above the 2030 forecast** for housing. Other uses, such as **neighborhood retail, hotels, and cultural/institutional space** can also be rezoned at levels above the 2030 forecast if they do not have a significant impact on peak period trips.

d. The Office Mixed Use land use category should be modified and renamed **Transit Station Mixed Use**. This new category should encourage a greater diversity of uses near the Metro Stations by setting a maximum of 60% office development for the area. This percentage could be applied as an overall land use mix within a district or subdistrict, meaning that some properties would have flexibility to build more than 60% office if neighboring properties are built or rezoned with a use mix that contains proportionately less office. The Transit

Station Mixed Use category would create synergies between uses to create active places where the highest intensities in Tysons can be achieved.

e. The Land Use section of the Plan allows development projects to receive **bonus intensity for providing substantial contributions toward public facilities**.
   i. 2 million square feet of office development and 5.5 million square feet of non-office (residential, hotel, etc.) development should be reserved for public facility bonuses.
   ii. It is anticipated that the non-office public facility bonuses will be applied in areas that are more than 1/4 mile from the Metro stations since the intensity of these uses within 1/4 mile would not be subject to a maximum FAR (see **bullets 3a and 3b** below). The office bonuses could be applied throughout Tysons (see **bullet 3f** below).

f. Progress toward meeting Plan objectives will be regularly monitored, as described in the Land Use section of the Plan. Development approvals, site plans, and building and occupancy permits will be continuously tracked to facilitate monitoring activities. Development plans should include a Tysons-wide summary of existing and approved development based on monitoring information provided by the County.

g. Periodic reviews of the Plan would provide **opportunities to increase the initial development level** for office space and **reconsider planning objectives**. Plan review could be initiated by the Planning Commission or Board of Supervisors at one or more of the following times:
   i. Prior to rezoning approvals that, when combined with existing development, would reach the initial development level of 45 million office square feet,
   ii. When the first 10 million square feet (of any land use) rezoned under the new Plan are built, or
   iii. As needed, based on events such as the completion of Phase 2 of the Silver Line or the implementation of other transit projects that serve Tysons.

**3. Guidance for Tiers 1 and 2 (0 - 1/4 mile from stations in TOD Districts)**

a. The Plan will not specify a maximum floor area ratio (FAR) for developments located within 1/4 mile of Metro stations.

b. Residential, hotel, neighborhood-serving retail, and other uses that generate significantly fewer peak period trips than offices can be approved through a rezoning without requiring a special exception (SE).

c. Offices and uses with trip generation characteristics that are similar to offices can be approved through a rezoning up to an intensity of 2.0 FAR. Intensity above 2.0 FAR for these uses may be approved with a SE that either accompanies or follows a rezoning. For example, a 6.0 FAR project that is 50% office and 50%

residential/retail/hotel could have 5.0 FAR approved by rezoning (2.0 FAR office plus 3.0 FAR residential) and an additional 1.0 FAR office approved by SE.

d. Additional guidance on SE for office and high peak period trip generating uses:
   i. Rezoning applications that seek additional intensity through a SE should include two development plans, one at the rezoning intensity level and one at the higher SE level.
   ii. The floor area approved by SE would have a time limit set by the Board, with additional time granted if it is determined that adequate progress is being made toward completing the project and meeting performance objectives.
   iii. SE applications should submit a market study that forecasts how development will be phased and when the project will be completed. This market study could be used by the Board to determine if adequate progress is being achieved toward completion of the development.
   iv. Intensity associated with a SE is generally expected to be distributed among all of the applicable buildings (e.g. office buildings) on a multi-building site, rather than in a single building.
   v. If SE intensity that is tied to a specific building is not built, the unused intensity is forfeited and may not be transferred to other buildings on the site without a Proffered Condition Amendment (PCA) and a Special Exception Amendment (SEA).
   vi. Public benefits proposed by the rezoning applicant should not be contingent on the development approval associated with the SE.

e. Because development within 1/4 mile of the Metro stations would not subject to a maximum FAR, the proposed FAR in a rezoning application in these areas would be considered to include any bonus intensity for affordable housing and green buildings. Expectations for affordable housing and green buildings set forth in the Plan should be met.

f. Bonus floor area for substantial contributions to public facilities in Tiers 1 and 2 could increase the amount of office development that may be rezoned without requiring a SE.

g. The proposed Plan's guidance on re-allocating intensity between tiers should be modified so that intensity cannot be shifted from an area with no maximum FAR to an area located more than 1/4 mile from a Metro station.

**4. Guidance for Tier 3 (1/4 - 1/2 mile from stations in TOD Districts)**

a. These areas should be planned primarily for residential uses. The land use concept map should be modified to reflect this.

b. The base plan recommendation would be the same as in the proposed Plan.

c. The redevelopment option for Tier 3 areas within TOD districts should be an intensity of 2.0 FAR, plus bonuses for affordable housing, green buildings, and public facilities as described in the Plan. With these bonuses, it would be possible for a residential project to achieve intensities in the range of 2.5 - 3.0 FAR.

**5. Guidance for Non-TOD Districts**

a. Non-TOD areas with redevelopment options should be planned primarily for residential uses. The land use concept map should be modified to reflect this.

b. The base plan recommendation would be the same as in the proposed Plan.

c. Non-TOD areas with redevelopment options should be allowed to develop at the intensities set forth in the District Recommendations of the proposed Plan, plus bonuses for affordable housing, green buildings, and public facilities as described in the Plan.

d. As described in the proposed Plan, Non-TOD areas within 1/2 mile of a Metro station that can demonstrate a safe and attractive walk to the station may be allowed the Tier 3 intensity of 2.0 FAR, plus bonuses.

## Major Elements of the Tysons Plan

Redevelopment proposals will be evaluated for conformance with all of the guidance provided in the Comprehensive Plan. The following are major elements of the Plan that are necessary to achieve the vision for Tysons:

a. Mix and arrangement of uses
b. Affordable and workforce housing
c. Green building expectations
d. Stormwater management
e. Consolidation performance objectives
f. Transportation
    i. Grid of streets on and off-site
    ii. Vehicle trip reduction objectives
    iii. Parking management
    iv. Phasing to transportation improvements and programs
    v. Traffic impact analysis evaluating three time periods: first phase, interim phase, and Plan build-out
g. Urban design
    i. Achievement of the building, site design, and public realm design guidelines to achieve the urban aesthetic vision for Tysons
    ii. A variety of buildings heights with the tallest buildings in the ranges specified by the building height map
    iii. Shadow and wind studies demonstrating that the design creates an inviting environment and does not cause a canyon effect
h. Urban park standards
i. Active recreation facilities
j. Public facilities
k. Demonstrating how other properties in the subdistrict and in the general vicinity of the proposal can develop in conformance with the Plan