

**Discussion Document for Steering Sub-Committee Meeting
Wednesday May 25, 2011**

Current Thinking re: Zoning Target Development Level

- GMU 2030 “High” Forecast + additional 20%
 - Recognizes that not all property owners will choose to rezone
 - For those who do rezone, adjustments over time may result in less than full zoning potential being achieved
 - For example, proposal may include multiple high-rise residential buildings
 - Over time may adjust to be mix of high-rise and mid-rise buildings, resulting in lower amount of actual development as compared to zoned development
- Total Numbers for 3 station areas + Town Center North area:
 - 46.5 million s.f. non-residential
 - 24 million s.f. residential
- Staff still working through how to allocate GMU forecast numbers

Projected Plan format -

- Example: H-2 (Wiehle TOD Area South)
 - Retain Baseline Recommendation
 - Office use at .5 FAR or 30 dus/acre
 - New Rail Option:
 - Current Plan option for Rail – Up to 1.25 FAR for 10 acres closest to station platform
 - SAMPLE New Option - Specify FAR range – e.g. 1.5-2.5 – for larger property owners, applies over full extent of property
 - At least some existing office development along Toll Road expected to remain
 - Retention of existing buildings increases net FAR for balance of property – for example, likely can achieve 3.5+ FAR for new individual building sites
 - To achieve transit option range proposals would need to meet performance measures
 - Examples of elements to be addressed by performance measures (not full list) -
 - Mix of uses (working to retain mixes proposed by sub-committees)
 - Urban Form – relationship of buildings to street, building heights
 - Open space –provide plazas, recreational facilities
 - Connectivity – High-quality interface with/access to station platform
 - Transportation – Contribute to grid (as needed)
 - High-quality site layout