Preliminary Thinking on Planning Horizon and Intensity

Vision and Planning Horizon Year

1. **Task Force Recommendations**
   a. The vision for Tysons is to accommodate up to 100,000 residents and 200,000 employees by the year 2050.
2. **Staff Perspectives**
   a. Staff supports the Task Force's housing and employment targets and agrees that the horizon year for the Tysons Plan should be 2050.
      i. A planning horizon year indicates the time when a long-range plan is expected to be implemented. Planning horizons are normally 20 to 30 years into the future. For example, the Council of Governments' (COG) regional transportation and land use planning efforts are targeting 2040, and its visioning efforts are focused on 2050. The Virginia Department of Transportation uses a 20 year horizon in its 527 review of local plan amendments.
      ii. A horizon year of 2050 is appropriate for this Plan because reinventing Tysons as multiple connected urban districts will require decades of redevelopment and infrastructure improvements to implement.
      iii. According to the George Mason University (GMU) forecast for Tysons, the vision of 100,000 residents and 200,000 employees could occur by the year 2050 if market conditions are favorable over that time period.
   b. Defining a horizon year does not mean that growth in Tysons will or should stop in the year 2050. However, additional development beyond the forecast for 2050 should be determined by future Plan review efforts.
   c. The GMU forecast and the Task Force vision have similar growth by the year 2050. The preliminary transportation analyses suggest that managing these development levels will be challenging but feasible if critical infrastructure is provided in a timely manner and the non-SOV (single-occupancy vehicle) mode split increases significantly over this planning timeframe.

TOD District Intensity

1. **Task Force Recommendations**
   a. The highest intensities should be allowed within 1/8 mile of Metro stations, tapering down as the distance from stations increases.
   b. Metrorail-related FARs should range from 6.0 at the stations to 1.75 within 1/2 mile (before bonuses). Residential uses should be allowed higher intensities than non-residential uses.
2. **Staff Perspectives**
   a. Additional discussion and deliberation is warranted before staff recommends an allocation of intensity within the TOD Districts.
   b. Staff supports the concept of tiering intensity to the Metro stations to create walkable urban environments.
   c. The GMU forecast for 2050 could result in a walkable urban environment in all areas planned for redevelopment. The 3-D renderings and massing models that were presented

at the February 2008 community workshops illustrate the urban form that can be achieved under scenarios called Prototype A and B. The GMU intermediate forecast for 2050 is similar to Prototype A, and the high 2050 forecast is similar to Prototype B. This visualization work can be found on the Tysons website: http://www.fairfaxcounty.gov/dpz/tysonscorner/outreach/feb08visualization.pdf

Non-TOD District Intensity

1. **Task Force Recommendations**
   a. Intensity in the Non-TOD districts should be linked to a system of "form-giving" Circulators operating primarily in dedicated rights-of-way. Intensities within 600 feet of the Circulator routes should range from 2.5 to 1.5 FAR (before bonuses).
   b. The conceptual Circulator routes developed by the Task Force would allow increased intensity in nearly all of the portions of the Non-TOD districts that are not planned as transitions at the edges of Tysons.
2. **Staff Perspectives**
   a. Additional discussion and deliberation is warranted before staff recommends an allocation of intensity within the Non-TOD Districts.
   b. Staff supports increasing the current Plan's intensities for portions of the Non-TOD districts to encourage the creation urban residential neighborhoods.
   c. While intensities to be planned for the Non-TOD districts should be high enough to create walkable urban neighborhoods, allowing intensities as high as the Metro-related FARs may undercut the goals of transit-oriented development.
      i. Because transit mode shares are much lower in areas beyond a reasonable walking distance from Metro, high intensity developments in these areas would have significant traffic impacts.
      ii. High intensity developments located more than 1/2 mile from the stations would also compete for market share with similar developments in the TOD districts, which would have much higher transit usage.
   d. A detailed study of the proposed Circulator system is planned and funded by the Board of Supervisors and is expected to be completed by spring 2010.
      i. The study will determine the appropriate routes and characteristics of a longer term internal transit system operating mostly within a dedicated right-of-way. The routes and projected ridership will be used to determine the appropriate Circulator-related intensities.
      ii. As the Comprehensive Plan for Tysons is scheduled to be adopted prior to the completion of the Circulator study, the Plan will likely need to be amended after the completion of the Circulator study to reflect its recommendations on routes and intensity.
      iii. In addition to the Circulator study, a shorter term study of bus service and routes to be in operation when the Metro stations open will be completed in December 2009. This study will include recommendations for both internal and feeder bus services. Neither the Task Force nor staff recommends assigning additional intensity based on this interim study.

Additional Intensity Issues

1. **Intensity Bonuses**
   a. **Task Force Recommendations:** Intensity bonuses should be provided for achieving green building and affordable housing objectives.
   b. **Staff Perspective:** The consultant's recommendations on intensity from April 2008 were contingent upon achievement of all planning objectives; that is, they were inclusive of any FAR bonuses. However, staff supports the concept of providing intensity bonuses for meeting green building and affordable housing objectives. At its June 18 meeting, the Planning Commission's Tysons Committee made preliminary recommendations on incentives for achieving these objectives, which will be incorporated into the second Strawman Draft of the Plan. A summary of these recommendations is included as an attachment.
2. **Minimum FAR**
   a. **Task Force Recommendations:** Minimum FARs should be instituted to help assure that development occurs in a manner consistent with the vision.
   b. **Staff Perspective:** Staff supports the concept of requiring minimum FARs for development plans.
3. **Livability Goals**
   a. **Task Force Recommendations:** The recommended intensities are contingent on the provision of livability factors, such as a mix of uses, urban infrastructure, phased transportation improvements, and affordable housing.
   b. **Staff Perspective:** Staff supports the livability goals of the Task Force.
4. **Method Of Allocating TOD Intensity**
   a. **Task Force Recommendations:** The Draft Review Committee recommends that intensity levels be determined by distance to a Metro station entrance. The Committee further recommends that such determinations should be flexible and refined at the district level.
   b. **Staff Perspective:** The current policy for allocating intensity based on distance to transit is to measure the walk distance from the station *platform* to the primary entrance of a building. Staff supports the Draft Review Committee's recommendations to measure the distance from station *entrances*. Staff would support the recommendation to allocate intensity levels for specific parcels in the District Recommendations, but because pedestrian access to the stations will change over time, the Plan cannot anticipate which sidewalks or other connections will be built prior to redevelopment projects. In cases where the walk distance to Metro will improve as the Plan is implemented, development should be phased to those improvements.

Planning Commission's Tysons Committee
Summary of Preliminary Recommendations from June 18, 2009, Meeting

The committee directed staff to utilize the following recommendations when developing the second draft of the Strawman Plan for Tysons.

Green Buildings

- LEED Silver (or equivalent) is the minimum expectation for development.
- Rating system used should be LEED-NC (New Construction), LEED-CS (Core & Shell) or an equivalent system. LEED-ND (Neighborhood Development) is not appropriate for Tysons.
- Plan language should identify areas of emphasis for green building credits.

INCENTIVE OPTION 1:

- Intensity bonus of up to 3% should be provided for achieving LEED Gold (or equivalent).
- Intensity bonus of up to 10% should be provided for achieving LEED Platinum (or equivalent).
- Intensity bonuses should be revisited periodically to gauge effectiveness and adjust for changes in market conditions and rating systems.

INCENTIVE OPTION 2:

- Developments that achieve LEED Gold or Platinum status (or their equivalents) should be eligible for some type of cost recovery.
- This option would not include bonus intensity, but could include tax credits, abatements, or other financial incentives.

Affordable Housing

TOD DISTRICTS:

- 20% of the residential units in new developments should be affordable.
- A 20% increase in residential floor area should be allowed for achieving the affordable housing objective.
- Four tiers of affordable units should be provided:

100 – 120% of AMI	5% of total units
80 – 100% of AMI	6% of total units
60 – 80% of AMI	6% of total units
> 60% of AMI	3% of total units

NON-TOD DISTRICTS:

- The workforce housing provisions in the Policy Plan should apply to new developments in the Non-TOD districts.

GENERAL GUIDELINES:

- Affordable units can be provided off-site as long as they are located within Tysons.
- Affordable units should be provided concurrently with market rate units or with some form of surety that they will be built.
- Cash contributions in lieu of providing affordable units should not be allowed.
- Non-residential developments should contribute land or money to a housing trust fund that will create affordable and workforce housing opportunities in Tysons.