1. Transit Proximity

- Transit Proximity-define transit station and transit location
- Definition should provide for less density at transit locations other than Metro
- Define TOD areas, discourage TOD creep
- Protect existing neighborhoods
- 5. Transit proximity-"station area", 1/2 mile radius, include other modes (light rail, trolley, high capacity bus)
- Place more intense mixed-use development as close to transit station platform as possible
- Connect station platforms directly with parking areas, walkways, pedestrian system
- Transit Proximity-clear boundaries should be defined that limit where additional density will be considered. Highest intensity should be within 1/4 mile of platform and taper to pre-existing zoning at 1/2 mile
- Transit Proximity-density and intensity should decrease as distance from station increases, focus should be on walking time rather than distance; highest density should be within 10 minute walk at a reasonable pace
- Transit Proximity. "TOD should be focused and concentrated close to a metro transit station. This TOD area may be generally defined as a 1/2 mile radius from a metro transit station, which distance is proposed for general guidance based upon the ability of an average person to walk to a metro transit station within 30 minutes. TOD density and/or land use intensity should decrease as distance from a metro transit station increases, unless there are unique circumstances that warrant higher densities or intensities."
- Transit Proximity-1/2 mile, 10 minute walk as standard planning area; densities should taper, but it should be stated that highest densities should be in the first 1/4 mile radius; discussion of barriers could be changed or added to with a discussion of how creation of pleasant urban spaces can double the distance people are willing to walk (reference to Cervero, The Transit Metropolis, 1998)
- Agree with general idea of tapering off density with distance from transit stations
- Transit Proximity: Insert the words "above or" after the word "concentrated" in the 1st sentence. Reason: to support and not preclude air rights development
- Transit proximity: 1/4 mile = 5 min walk on average, not 10 mins, 1/2 mile = about 10 mins on average
- Add steep grades as possible limiting factor on size of TSAs
- Add 'generally' in the line 'should not decrease…"
- More inclusive definition of TOD so as not to preclude bus rapid transit, light rail or streetcar (TOD becomes more linear rather than circumferential); Route 1 and Arlington County examples of where transit service is headed
- Appropriate circumference for TOD-Tysons has 1000' and 1600'. GSA uses 2500' when build or lease a building, most in industry favor a 2-tiered system that allows for gradual reduction in density as you move away from the station; for Metrorail stations, 1/4 mile is good for TOD and 1/2 mile good for TAD (transit-adjacent development). In a linear corridor, the level of density may

approach what you may have in the TAD ring for a Metrorail station, and tapering off after about 200-400' depending on the area and the routing of transit

2. Walkability and Bicycle Access

- Connectivity-pedestrians and bicyclists
- Walkability and pedestrian access
- Access to retail/entertainment without needing a car
- Build pedestrian, bicycle, handicapped, internal circulation system
- 6. Walkability and Bicycle Access--include other modes
- Access and connectivity-pedestrian, bicycle, Fairfax Connector
- Provide bicycle racks/lockers in close proximity to transit stations (provide for at least 1000 bike commuters)
- Provide public shower and changing facilities for bikers and runners
- Include "on-road bicycle lanes" and "on-road bicycle routes" in the list
- Pedestrian and Bicycle Friendly-may need to lobby for more flexibility by VDOT so that doesn't always emphasize maximum car flow
- Walkability-full mix of uses, stores, office, parks, design of road grids to promote reduced auto usage and greater foot traffic
- 2. Walkability and Bicycle Access--Walksheds up to 1 mile and bicyclesheds up to 3 miles; guidelines should focus on creating a quality urban environment that fosters more walk and bicycle trips-along with addressing barriers and incomplete facilities.
- Street design-including street cross-sections and intersection geometry are critical determinants of pedestrian and bicycle environment and access. Suggestion to place 'street design'-regarding carriage way/travel lane width, on-street parking, intersection dimensions-in this section rather than design.
- Guidelines should incorporate the proposed practices from the Institute for Transportation Engineers draft manual ("Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities") Street design elements such as narrowed street widths/travel lanes, on-street parking, reduced crossing distances are key elements to improving pedestrian safety and convenience. Street dimensions are the main determinants of vehicle speeds and safety. Narrower streets and slower speeds are safer. In TOD areas where high pedestrian activity is encouraged, streets should be designed for 20 and 30 mph vehicle speeds. On-street bicycling facilities are also important features that should be identified in the guidelines.
- Add covered walkways and pedestrian aids, moving sidewalks, escalators

3. Station-specific flexibility

- Station-specific flexibility-closer to end-of-the-line stations should have lower residential densities
- 7. Station-specific flexibility-Critical to successful implementation and esp. important in Tysons (include modes beyond Metro)
- a) Station specific flexibility: Each TSA needs to be defined individually to address topography, geography, character and existing use. Only consider extending TSA beyond 1/2 mile with community benefits and support established during TSA planning process
- Geographical factors and longstanding agreements with community can justify drawing a smaller TSA
- Once TSA is approved, no additional spot rezonings should be considered to extend those boundaries
- 3. Station-specific flexibility-depending on engineering and architectural aspects of building designs, developer may wish to build structures allowing for easy access to and from the station on to their adjoining property-this should be facilitated without any impact on FAR
- 3. Station-specific flexibility. "It is important to be flexible when determining "Transit Proximity" in order to allow for the unique character of different metro station areas in the County and in consideration of barriers (such as roads or existing development) and topography that may shorten or lengthen the walking distance to a metro transit station within which higher intensity may be appropriate. Station-specific flexibility is provided as noted in the land use text for specific properties."
- Allowing for some flexibility to any geographic formula due to site-specific characteristics

4. Mix of land uses

- Mix of land uses-define mixed-use development
- Primary use should be office, residential, retail and recreational uses within walking distance of project
- 8. Mix of land uses-24 hour is optimistic: suggested 'morning to night, not just rush hour'; Broad definition of sustainability included here
- Create mixed use development to attract and retain activity for at least 18 hours per day
- Mix of uses-office, retail, services, governmental, residential
- b) Mix of uses-All uses may not be appropriate at every TOD, in general the uses should reduce the need for auto use. Mix of housing, commercial, retail including grocery stores and other convenience shopping, park and recreation use. The mix should balance transit ridership to/from the development and create a '24 hour' community
- Mixed land uses to create ridership and street life during all hours of the day is critical to making TOD successful.
- Emphasize need for balanced TOD development in outlying stations, should not emphasize park and ride lot stations

- Mix of Land Uses-add a balance of flow in both directions as an objective of good balance of uses
- Add a balance of uses as a prime objective, with clear definitions; ideally there should be a balance of jobs and resident labor force in the combined area of the TOD and the immediately surrounding area; that is a prime way to reduce traffic in the peak period as well as in the off-peak

5. Housing affordability

- 9. Housing affordability: suggested text (appeal to wide variety of individuals and families)
- Include as much affordable (workforce) housing as possible
- High concern for public (along with traffic and public facility impact)
- c) Affordability-Component of affordable and workforce housing, senior housing, and guarantees or other techniques to enable 'mom and pop' shops to compete with chain retailers
- Affordable Housing-should be a significant component
- 5. Housing affordability-definition of 'affordability' can change with time, location, and economic conditions. Best to allow the market to determine prices. With significant density increases there will be a corresponding reduction in land/unit costs as well as more units on the market which should help bring prices within affordable reach of the workforce
- 5. Housing affordability-Creating housing for a full range of income levels should be the goal of this guideline, including low, moderate and middle income housing. For workforce (moderate and middle income) housing (HH earning 60-120% AMI), County should rely on bonus densities, parking reductions and more modestly-sized units and other non-monetary cost-reducing techniques as key ways to increase affordability. For HH earning below 60% AMI, assistance through partnerships with non-profit housing developers and public financial support is needed to reach these lower income households. Scarce public financial resources should be conserved to serve HH below 60% AMI.
- Encouraging more modestly-sized units is a good way to provide more housing opportunities, and more affordable housing opportunities near transit. The current market is building larger and larger units while HH size continues to decrease. Convenience of compact, walkable communities near transit can offer benefits to compensate for more modest sized homes and less parking. Reduced parking requirements for below market, affordable and senior housing is also important to give residents the full cost-saving benefits of mixed-use and transit-oriented communities. Separating the cost of the parking from the unit is the most effective and fairest way to ensure that residents only pay for as much parking as they need (reference included).
- 5. Housing Affordability: After the word "costs" add "comparable to the percentage of Fairfax County household income brackets." The present text doesn't define "mix" and will lead to abuse.

- Housing affordability-add 'low and moderate income' in the definition and reference generally accepted definitions of these terms as well as workforce housing

6. Design/Street Design

- 10. Design-add 'open space preservation'
- Street Design-suggested text (street design encouraged to support additional modes…)
- WMATA design standards
- Design-exceed standards of architecture elsewhere in Washington region
- Well-landscaped public spaces that encourage pedestrian use and assembly, including water features and green spaces as prominent elements of an urban community
- Memorable, well-designed public spaces and buildings that will attract substantial community use
- Consider vertical mixing of uses within structures
- 4. Village Concept: Design should be based on village concept and include balance of housing, retail, commercial, park, recreation and open space. Project should be people-oriented.
- Design-Techniques to encourage pedestrian and bicycle travel/integrated pedestrian system plan, trails and sidewalks, bicycle storage facilities, a mix of uses that encourage walking and biking, pedestrian friendly street network and appropriate sidewalk width
- Workable Street Systems-grid systems that allow traffic flow and are pedestrian-friendly and allow people to move freely to destination on foot
- 6. Design-Attention should be given to keep the overall theme "urban"; side streets in a grid system should be narrow and pedestrian friendly; streets should be truncated to allow for cars to drop off riders without holding up traffic
- 6. Design--street-oriented building forms, short blocks and street grids are essential elements. Concepts of Form Based Coding can be presented here.
- Form-based zoning--allows citizens to participate directly in shaping how communities should look; zone by form rather than use. Current planning and zoning process is highly technical, and citizens and other stakeholders tend to get bogged down in arcane details; form-based zoning enables all stakeholders to actually see what they are discussing, in the form of detailed visual renderings put together in design charrettes. The county commissioned a study of form-based codes last year, and results of that study should be integrated into the committee's deliberations.
- These guidelines, even after being further refined, represent only the first step in implementing good TOD. Good design requires specific rules and standards. While flexibility is important, developers must be held to clear, measurable standards and these must be vigorously enforced.
- Design-use more general term of 'traffic calming' and add 'on-street parking' as an example

7. Parking

- Parking-more parking at end-of-the line stations
- Ordinance changes to encourage maximum usage of shared use parking, recognizing that TOD requires less parking
- Contracting with adjacent property owners who have surplus parking
- Parking and commuter drop off facilities should be distributed on both sides of transit stations
- Encourage parking below grade
- 6. Parking-Ultimate goal is to reduce auto dependency--restricted parking and pricing mechanisms should be incorporated to increase the cost of owning and parking more than one car
- 7. Parking-to the extent developers wish to provide their own tenants with space beyond code they should be permitted to do so as long as it is sub-surface and meets safety requirements. Any maximum set should be fair so as not to disadvantage the properties
- 7. Parking--Reduce and share parking, effective management programs, support transit use and increase walk, bike and bus trips. Pricing and management techniques include: selling parking separately from housing and commercial spaces, using market pricing to match supply with demand, residential parking permit programs that graduate prices, sell excess daytime curbspace to other users and use revenue for local streetscape improvements; allowing parking reductions with qualified TDM measures such as transit passes, bicycle parking/showers for workers, carsharing services, parking cashout, etc.
- New parking standards that encourage less space given over to parking and less automobile usage are also needed.
- separate parking structures from stations by a few minutes walking distance
- allow for maximum mixed-use TOD-type development within 5 minute walking distance of the station
- less costly development of parking when located within 5 min walk
- increased walk-in use of retail and services between parking and station
- Guidelines should suggest that parking structures for transit riders be located at periphery of the 1/4 mile (or walking distance); this would maximize the mixed use within the TOD, provide more appealing pedestrian route, reduce pedestrian/automobile conflicts in the vicinity of the station, reduce the size of roadways nearest the station, and reduce automobile/bus conflicts
- Vienna has heavy traffic right at the entrance to the station-this should be avoided (wide roadways immediately adjacent to the station, unappealing approach, limited opportunities for mixed uses adjacent to the station)

8. Transportation and Traffic

- Transportation and Traffic-improvements to roads, transit facilities, schools and parks
- Address traffic patterns and impact on surrounding routes
- Transportation impact study needed (as done in Vienna)

- 5. Transportation and Traffic-encourage land uses that are more likely to create transit users. Transit service, capacity and transit alternatives must be coordinated with the proposed development. Shuttle services, TDM, traffic calming measures
- 8. Transportation and Traffic--Create Transportation Management Associations for major station areas to ensure development within TOD areas adopt and implement effective TDM programs. TDM standards for discretionary approvals should be established so that developers and residents will know what to expect.
- Need recognition that decently planned TOD will reduce areawide traffic and that well-done TOD will reduce local traffic
- Transportation and Traffic-change term at end of paragraph ('should be evaluated') to something like 'should be an essential part of TOD planning'

9. Efficient use of Transit

- 13. Efficient use of transit: Combine with guideline 8 (Mix of Land uses-encourage principles such as multi-purpose, single-trips (to work, shop, daycare, etc.)
- 8. Non-Metro Transit: Feeder systems to get communities to Metro; Bike and pedestrian trails to Metro
- 9. Efficient use of transit-a good mix of retail at street level with perhaps the County participating in providing some support such as skating rink, open air concerts, etc.
- 9. Efficient use of transit--Compact development at certain thresholds of units per acre or jobs per acre are standard factors for measuring the efficiency of providing transit services. Minimum densities and parking maximums might be considered as tools to ensure that transit and other public investments are not wasted.

10. Vision for the community

- Protect existing neighborhoods
- Sustainable communities (rename Vision for community and move to #1)
- 2. "Community-First" Visioning and Planning: TOD contingent on community willingness to accept greater densities in exchange for perceived community benefits
- Special study group open to all citizens should be convened before specific development proposals are considered
- Broadly inclusive planning and community visioning process, including the use of charrettes and other tools, prior to debate by PC and BOS
- Visualization-community planning process--visual aids to see how different proposals look, internally and in relation to surrounding communities
- Community Benefit is an Essential-alleviate densities elsewhere, reduce auto congestion, 'otherwise just digging a deeper and deeper hole for ourselves'
- Broader Vision-positive tradeoffs, such as increased protection for green belts, single-family neighborhoods, not just more development at TOD site and everywhere else

- 10. Vision for community-Safety and ease of mobility will enhance the street life of the area. The County will need to do its part by providing for police and fire stations nearby.
- 10. Vision for the community--Process for arriving at a community vision is crucial, as are the tools for ensuring it is implemented. Form-based coding offers one of the most effective approaches to capturing a community vision and translating it into implementation guidance. Charrettes and other small area planning process techniques should be highlighted as the approaches the County needs to take to form a shared community vision for creating great places.

11. Regional framework

- Infrastructure improvements should be regional
- List as #2 Principle
- 2. Regional framework (Arlington R-B corridor benefits)

12. Environmental benefits

- Environmental benefits of TOD
- Environmental benefits-'open space' should not be used b/c it can include rooftop plazas and indoor and outdoor pools--'green space' is a preferred term
- List as #3 Principle
- 3. Environmental benefits (Arlington R-B car ownership info/air quality)
- Preservation of open space: R-B corridor

13. Economic benefits

- List as #4 Principle
- 4. Economic benefits: R-B corridor data
- 13. Economic benefits-existing small businesses within Tysons West metro area; without appropriately zoned alternative locations, they will resist efforts for urban street grid and redevelopment; County needs to be proactive in identifying these businesses and working with them to relocate nearby or if possible within new developments.

14. Open Space

- Outdoor recreational space is often overlooked
- Publicly accessible, usable open space
- Active recreation
- Social gathering space/civic focal points
- Urban parks
- Trails
- Recreation should be within 1 mile of station
- Community recreation, open space, assembly and cultural activity spaces
- Open Space-add 'where appropriate' to the end of the paragraph; open space preservation of any significant land area should ideally be just beyond the boundaries of the TOD, and within the TOD should be kept in a balanced scale just like the other uses.; wording should recognize that if some open space has already been preserved through officially binding actions it must, except under

special circumstances, remain preserved, as distinct from being newly converted to officially preserved open space
- Concern about appropriateness of active recreation within TOD with limited space available (perhaps locate soccer fields, etc 1/4 mile away?)

Other

- Development around metro is appropriate
- Access Funds to serve major urbanizing clusters in Fairfax County for bicycles/pedestrian/handicap internal circulation
- Tax District/matching general capital budget fund
- Fairfax County needs overall plan for growth in future
- Adequate Public Facilities
- Streamlined review process (perhaps if more affordable housing provided)
- Process section should be included, with clarity as to how the specific station area guidelines will be developed and applied
- Develop partnerships with community-based and non-profit organizations to access resources to meet development principles (affordable housing, bike facilities, etc.)
- Provide dependent care (child and/or senior) opportunities
- Explore options for air rights development
- 3. Infrastructure: Public facility capacity (roads, transit, schools, parks) analysis should be accomplished as a condition of development; cumulative impact of proposed developments in the surrounding area; analysis should define needs and mitigation
- 7. Enforcement-TDM targets, promised mix of uses, ongoing public vigilance, verifiable data accessible to citizens, Plan and rezoning must specify benchmarks and consequences, performance-based phasing; protect community vision. County adhere to long-term strategic vision and give market time to fulfill goals for TOD site
- 9. Review Broader Impact-interrelationships, synergies and impacts examined over broad area; analysis should occur within framework of enforceable county-wide plan that identifies areas of protection (single-family neighborhoods) and high-intensity development nodes
- Data (metrics)-probably transcends TOD; trustworthy data on costs and benefits before deciding on station sector plans, so that realistic tradeoffs and strategies can be devised
- Get Out in Front-target areas and initiate planning process before a proposal is on the table
- Acknowledgment of Tradeoffs-should be accepted that TOD will cause significant local traffic; will also yield significant local amenities and more efficient use of land than sprawl development; community visioning process should include a clear cost-benefit assessment of impacts and benefits
- Clear Administrative Procedures-time for informed public comment, following federal model of allowing certain time periods following public hearings

- Systems Approach-Each TOD station should be part of a broader look at countywide needs and capacities. Commercial corridors such as Route 1, get ahead and community process, strive for design-oriented plans
- Broader Impact Assessment-look beyond immediate area at cumulative impact (not necessarily limited to TOD)
- Phasing, TDMs, Mixed Use-County needs to sticks to vision instead of allowing developers to revise plan the moment market shifts
- Tree Zones, Storm Water Management
- Proposed Intro: "TOD is a development that is able to generate a significantly less amount of vehicular traffic than would otherwise be generated by conventional development. This reduction in vehicular traffic is achieved via the provision of mixed uses within the TOD, and the provision of convenient accessibility to a metro transit station. TOD includes development that is in immediate proximity to a metro transit station, or that is in general proximity to a metro transit station and is able to demonstrate and provide a high percentage of metro users via safe and convenient alternate mass transit methods (such as shuttle buses, metro buses, water taxi or other mass transit means.)
- Need more explicit principles for structuring the process of planning and approving development around transit stations.
- Form-based zoning--allows citizens to participate directly in shaping how communities should look; zone by form rather than use. Current planning and zoning process is highly technical, and citizens and other stakeholders tend to get bogged down in arcane details; form-based zoning enables all stakeholders to actually see what they are discussing, in the form of detailed visual renderings put together in design charrettes. The county commissioned a study of form-based codes last year, and results of that study should be integrated into the committee's deliberations.
- These guidelines, even after being further refined, represent only the first step in implementing good TOD. Good design requires specific rules and standards. While flexibility is important, developers must be held to clear, measurable standards and these must be vigorously enforced.
- TOD Policy Statement too 'suburban'--should strive for balanced flow in both directions during peak and off-peak periods
- Introduction: add can reduce traffic and reduce dependency on motor vehicles
- Need material on funding plan for public amenities-public, private and mixed positive examples of good ways of using value capture to achieve funding
- Implementation-Process/Motion section: add material on funding, protecting stable neighborhoods, mix of uses and services, why single out preservation of single-family neighborhoods and not other neighborhoods (mixed use, etc)
- include rules and standards that may be recommended by creative, innovative developers
- Use of the guidelines-are they included in Comp Plan or used in some other form? Perhaps guidebook for TOD would be more appropriate-10-15 pages, with 16 items noted in strawman, filled in with some specifics from Comp Plan about density, parking, TDM, etc and visuals.

- Work should be reviewed by the Tysons Urban Design consultants and the Tysons Task Force prior to adoption by the PC.