

Planning Dialogue Series: Framing Question 1

Describe how planning and zoning decisions in your jurisdiction are made in the context of the actions of adjacent jurisdictions and/or the region. Is there a policy of formal or informal consultation and review and at what level?

COG Staff Summary

City of Alexandria, Virginia

Virginia jurisdictions are required by the Code of Virginia to notify border jurisdictions when a planning matter affects properties within one half mile of the bordering jurisdiction. Alexandria sends a letter and docket to the applicable jurisdiction highlighting those relevant items and invites the public official to speak at the public hearing or otherwise to make any concerns known to the City. Alexandria is in a dialogue with Arlington County regarding the development of a light rail system serving Potomac Yard and possibly other areas. Alexandria participates in the Northern Virginia Planning District Commission (NVPDC) Planning Directors meetings where common planning issues and current developments in planning are discussed

Arlington County, Virginia

Arlington County operates under the County Manager plan of government. The County Board, Arlington's legislative body, appoints the County Manager and a variety of citizen boards, commissions, and advisory groups to help develop and implement County Policies. The Board encourages citizen involvement in local government, especially in developing planning policy. The Planning Commission provides a forum for public discussion of planning issues. The Commission can only make recommendations to the County Board, however, members take active roles in facilitating the review of special exception development projects and the public review of proposed policy changes.

Arlington and other local jurisdiction in Virginia — a Dillon's Rule State — have all enabling authority and regulatory power granted by the State legislature. The political culture in Virginia is geared towards protecting property rights: localities have difficulty implementing land use policies that would be considered “down-zoning” properties or restricting development rights in an unreasonable manner.

District of Columbia

Many of the District's land use and transportation issues are inextricably linked to issues and/or challenges in adjacent jurisdictions. City Council members have played active roles in providing the District voice in regional decision-making. The Department of Public Works also plays a role in shaping transportation priorities for the District of Columbia and for the CLRP. The Director of the Office of Planning was recently appointed as a member of the National Capital Region Transportation Planning Board (TPB). The Office of Planning has embarked on a number of strategies to begin thinking regionally: leaders from the District's think tanks, environmental groups, trade groups, and others have met to discuss the District's role in affordable housing and linking land use with transportation planning.

City of Fairfax, Virginia

The City of Fairfax adheres to a formal process for referring all land use actions and site plan review activities to Fairfax County. For development applications for property immediately adjacent to existing County residences, City staff issues formal notice to individual property owners in the County, and with community representatives and County staff on significant land use actions. Long-range planning decisions are tied to the Comprehensive Plan and Capital Improvements Plan processes, which includes a thorough review of regional land use/transportation/environmental issues. Informal consultation and review exist at all levels: draft Comprehensive Plan language is exchanged among the staff of both Fairfax County and the City for review and comment. City staff and elected/appointed officials participate in committees on planning, transportation, demographics, and the environment including the Metropolitan Washington Council of Governments; the Northern Virginia Regional Commission, the Transportation Coordinating Council of Northern Virginia, the Northern Virginia Regional Park Authority, and the Washington Metropolitan Area Transit Authority.

Fairfax County, Virginia

Fairfax County is required under Virginia State Code to notify adjacent jurisdictions on all substantive site specific planning and zoning matters within one-half mile of their boundary. In addition to this legal requirement, there is informal and formal inter-jurisdictional coordination between planning staffs and elected officials. For major planning studies on the County's periphery, adjacent jurisdictions are asked to participate in the study. The Board of Supervisors has nine inter-jurisdictional committees, one for each abutting jurisdiction, which provide coordination on a wide-range of issues with Alexandria, Arlington, District of Columbia, Fairfax City, Falls Church, Fort Belvoir, Herndon, Loudoun County and Prince William County. County staff and elected officials participate in numerous regional and sub-regional planning committees, including: the Northern Virginia Regional Commission (NVRC), the Northern Virginia Transportation Commission (NVTC), the Transportation Coordinating Council of Northern Virginia (TCC), the Northern Virginia Regional Park Authority (NVRPA), the Washington Metropolitan Area Transit Authority (WMATA), and the National Capital Planning Commission (NCPC).

City of Falls Church, Virginia

Planning and zoning decisions in Falls Church often take into account actions of Arlington and Fairfax County, especially with regard to transportation issues. The City provides written notice in accordance with the Code of Virginia (Section 15.2-2204), when a proposed comprehensive plan amendment, proposed zoning change, or proposed special exception or variance involves land located within one-half mile of a boundary with either county. The City is notified of and analyzes land use applications within one-half mile of the City in Arlington and Fairfax Counties. Notices are sent to the City Manager and referred to the Planning Director. The informal policy is simply that the Planning Director would call the staff contact at the adjacent locality to seek further information. Based on that conversation, a written response may be provided.

Frederick County, Maryland

Frederick County maintains a “Memorandum of Understanding” between seven adjoining jurisdictions to share all relevant planning documents and major projects prior to approval. The Frederick Council of Governments was established to insure full coordination of planning and governmental activities among the County and twelve municipalities. Frederick County’s Comprehensive Plan requires interjurisdictional coordination.

City of Gaithersburg, Maryland

Most major planning and zoning decisions are sent to MNCPPC for review. These include Master Plan Amendments, Comprehensive Rezoning's, Zoning Text Amendments, Annexations Petitions, Abandonment's, etc. It is a formal policy in some cases, such as with Annexation Petitions and informal, such as with zoning text amendments.

Loudoun County, Virginia

State statute requires notification of adjoining jurisdictions for land development applications within ½ mile of the boundaries of the application. As a courtesy, the County advises other County jurisdictions of those new rezoning or special exception applications outside of the ½ - mile radius, and the County may ask for a referral and engage the other jurisdiction in the development review process,. Loudoun County formally notifies adjacent jurisdictions of its Comprehensive Plan reviews, and uses “cross-boundary data”, such as transportation and watershed data, in the development of the Comprehensive Plan. The County consults with local towns for planning and development issues: subdivision applications within ½ mile of the towns are sent to the County for a referral prior to final approval or denial by the Town. Development proposals in an Urban Growth Area around a town are sent to the town for a referral prior to final approval or denial by the County. The County solicits input from the towns on the development of the Comprehensive Plan, and works with the Towns in coordinating the provision of transportation facilities.

Montgomery County, Maryland

Montgomery County places a high priority on ensuring that planning and zoning decisions are made in coordination with the region as a whole and neighboring jurisdictions within and outside of Maryland. Issues and mechanisms of coordination include through regional agencies such as MWCOG, WMATA, etc.; through memoranda of understanding (MOUs) with neighboring (Maryland) jurisdictions; for zoning and special exceptions, through a state referral requirement (any zoning issue within one mile is referred to locality for review and comment) and through State coordinating committees. Common issues for coordination and discussion with localities within Montgomery County with planning and zoning authority are: zoning changes and proposed development projects near boundaries (referral for comment), and annexation issues such as zoning changes on annexed land and maximum expansion limits (MELs). Other examples of cross-jurisdictional cooperation and coordination include the Friendship Heights Interjurisdictional Task Force, the South Silver Spring Gateway Coalition (both in partnership with the District of Columbia), cooperative planning efforts with City of Takoma Park, and issue-specific coordination efforts with Prince George’s County.

Prince George's County, Maryland

A Memorandum of Understanding has been executed with Anne Arundel, Howard, Montgomery, Carroll and Frederick Counties as well as the City of Laurel. Draft plans and major planning studies are shared between jurisdictions, and the MOU provides for regular meetings of the jurisdictions' planning directors to share and coordinate planning activities. The County participates in Maryland's Economic Development and Growth Commission as well as its subcommittees. Preliminary subdivision plats adjacent to the District of Columbia and Charles, Calvert, Anne Arundel, Howard and Montgomery Counties are referred to those jurisdictions for their review and comment. Of the 27 municipalities within the County, only the City of Laurel has independent planning and zoning authority. Coordination efforts with municipalities include: municipalities are represented on the advisory committees that help develop plan recommendations for their portion of the County. College Park, Greenbelt and Bowie have authority to approve or deny departures (for signs, landscaping, number and design of parking spaces), and to grant certain variances within their boundaries.

The Prince George's County Zoning Ordinance requires a super-majority of the District Council to approve a zoning map amendment or special exception if the municipality opposes approval. Municipalities are notified for development review cases within, or close to, their jurisdiction. Municipalities request and receive planning technical assistance from the Prince George's County Planning Department. These studies have included commercial facade design and transportation demand management and traffic calming studies, and historic district evaluations. Municipalities may also request that a Town Center Development Plan be prepared to establish and guide a Mixed Use Town Center Zone.

Prince William County, Virginia

Prince William County provides copies of land planning applications (including Rezoning, Special Use Permits, Public Facility Reviews, and Comprehensive Plan Amendments) to adjacent jurisdictions and/or regional for consideration at the earliest possible time. Virginia State Law requires that adjacent jurisdictions within ½ mile be notified 10 days in advance of the hearing date. Both the Planning Commission and Board of County Supervisors have emphasized the importance of incorporating the concerns of area jurisdictions, and have deferred action on some cases in the event that the adjoining jurisdiction requested an opportunity for fuller comment or information. The county staff frequently consults with staff from adjacent jurisdictions, particularly on items involving public facilities or infrastructure, such as water, sewer, and transportation issues. The opportunity to comment is afforded to other localities (adjacent towns, cities, and counties), as well as federal or state agencies that manage land within the area.

Planning Dialogue Series: Framing Question 2

Does your jurisdiction define activity centers or special planning areas in its comprehensive land use plan? If so, how and using what criteria?

COG Staff Summary

City of Alexandria, Virginia

The City's Master Plan identifies areas for high-density development, and those areas are effectively the same as activity centers. Most tend to be in locations well served by Metro and/or limited access highways.

Arlington County, Virginia

The Arlington County Board has endorsed a land use policy that concentrates high-density development within the Metro-rail corridors and preserves lower density residential areas throughout the County. The General Land Use Plan (GLUP) designates the Rosslyn-Ballston Corridor and the Jefferson-Davis Corridor as the County's commercial and retail activity centers. A variety of overlay districts appear on the General Land Use Plan to encourage and facilitate development of commercial and retail activity centers, including the Clarendon Revitalization District, the Rosslyn Coordinated Redevelopment District, and the Pentagon City Coordinated Development District.

District of Columbia

The District's Comprehensive Plan, updated in 1998, defines a series special planning areas, including Housing Opportunity Areas, Special Treatment Areas and Development Opportunity Areas and three tiers of activity centers. (1) Neighborhood Commercial Center: A center dependant on customers who live or work within walking distance. (2) Neighborhood Center: A center that serves a greater geographic area and number of people. Such centers contain a large grocery store and other stores providing a variety of goods and services. (3) Regional Centers: Activity Centers deemed to be of regional significance – well beyond both Neighborhood and Multi-Neighborhood Centers. The criteria includes proximity to metro stations, areas in need of redevelopment, and are viewed to be of either regional or local significance. Activity Centers are designated by the City Council, with community and Office of Planning input in some instances.

City of Fairfax, Virginia

The City defines and identifies gateways, corridors, and development nodes and focal points (such as Old Town Fairfax) in the Comprehensive Plan. Rather than criteria-based establishment of special planning areas, the City concentrates its planning efforts in locations that present unique opportunities to achieve Comprehensive Plan goals and objectives.

Fairfax County, Virginia

The Comprehensive Plan's Concept for Future Development established six types of activity centers: the Tysons Corner Urban Center, Suburban Centers, Community Business Centers, Transit Station Areas, Industrial Areas, and Large Institutional Areas. This typology of Centers, established during the County's major Plan Review approximately ten years ago, places each of

the County's employment concentrations into a category based on the area's size, character, intensity and function. These areas: encompass 17% of the County's land area (when excluding the large institutional uses the centers encompass only 10% of the County); have 80% of today's employment, and are expected to have 85% of the County's employment in the year 2025 by gaining almost 200,000 jobs; this is over ninety-five percent of the County's employment growth; in addition, these centers have much of the County's high density housing, accounting for 15% of today's total housing supply, and approaching 20% in the year 2025 by gaining 23,000 housing units, capturing 25% of the County's housing growth. What is important to emphasize about this Concept is how it focuses development in a relatively small portion of the County, primarily along major transportation corridors and future rail line extensions.

City of Falls Church, Virginia

The City contains eight geographic Planning and Economic Development Opportunity Areas identified in the 1997 Comprehensive Plan. These eight areas located along existing commercial corridors, have the potential to allow new commercial development or redevelopment without changes in zoning. These areas are also served by appropriate transportation, utilities, and other public services. Within these areas, development is encouraged at a greater density than the existing "strip commercial" development pattern. For each Opportunity Area, specific land use goals and design guidelines are set out in the Comprehensive Plan that will help to guide development while protecting adjacent residential neighborhoods. Additionally, the City has recently adopted a Mixed-Use Redevelopment ("MUR") overlay-zoning district as a development option within its zoning ordinance. The MUR areas are also designated on Comprehensive Plan. The designation of MUR areas was based on proximity to major transit facilities and higher density redevelopment potential.

Frederick County, Maryland

Frederick County has eight separate planning regions. Each region is the subject of its own regional plan. Plans are scheduled for review on a five-year cycle. Each region identifies different levels of community growth activity from rural hamlet to regional centers. A previous WASHCOG regional employment study identified seven separate mixed-use activity centers throughout Frederick. These areas lie within current planned growth areas.

City of Gaithersburg, Maryland

Gaithersburg does not have specifically defined "activity centers" but has defined four distinct Town Centers in the Master Plan for the City: Olde Towne, Washingtonian Center, Market Square and the future town center in the Metropolitan Grove Road area. We also have 6 "special planning areas" that each have a separate land use plan. The town centers and planning areas have no real criteria for their establishment and we are beginning to move away from the planning area concept toward the town center concept. A new process for updating the City Master Plan was to be developed in October 2000 with the assistance of the Urban Land Institute

Loudoun County, Virginia

The Toll Road Plan encourages nodes of high-density, mixed-use development along and fronting the Dulles Greenway. The first two nodes will occur west of the Route 606 interchange and between Route 607 and Route 772. Development is planned to be phased and use intensities may increase as alternative transportation becomes available. The table below identifies how densities and FAR are linked to available transportation in these nodes.

Transportation Available	Net Density (Residential)	FAR (Non-Residential)
Roads Only*	16	0.6
Bus Service**	16 - 32	0.6 – 1.0
Rail**	32 - 50	1.0 – 2.0

*Contingent upon the availability of utilities, pedestrian and bicycle travelways, public conformance of community design and growth management policies of the General Plan and TRP.

**When service and facilities are planned, scheduled, designed and fully funded to serve the node.

In addition to these nodes, Loudoun County submitted to COG, as part of COG’s Planning Directors Technical Advisory Committee and Metropolitan Development Policy Committee effort to “define and identify existing and proposed regional activity centers,” proposed regional activity centers including the following: Route 28 North; Corporate Dulles; Washington Dulles International Airport; Downtown Leesburg; Leesburg East.

Montgomery County, Maryland

Montgomery County defines different types of “activity centers” or special planning areas for different purposes. These include the General Plan Areas (Wedges and Corridors geographic components), our seven geographic planning areas, Master Plan areas, Sector Plan areas, Central Business Districts (Bethesda, Silver Spring), Policy Areas, Town Centers (Germantown, Clarksburg), Special Study Areas (Hyattstown, Norbeck Road, Tobeytown), and other special areas (Silver Spring Urban Renewal Area, Shady Grove Life Science Center, Rock Spring Park, etc.). The General Plan designates five areas of the County for planning purposes: Urban ring, I-270 Corridor, Suburban Communities, Residential Wedge, and Agricultural Wedge.

Seven “Community-Based” geographic areas were established by Department of Park and Planning as part of our re-organization to focus on a “community-based” planning program. Master Plan Areas are original planning areas boundaries established by legislation, master plans may use different boundaries to reflect community issues. Sector Plan Areas are smaller than Master Plan Areas, typically the compact area around Metro Stations. Central Business Districts are a Sector Plan Area with a high level of economic activity. Policy Areas are designated to administer the transportation test of the adequate public facilities ordinance. Metro Station Policy Areas are designated around Metro Stations in order to concentrate development near transit. Town Centers are concentrations of economic activity at much lower level of economic activity than a CBD. Typically not yet well-served by transit, though may have commuter rail station. established residential neighborhoods that are not within easy walking distance of the station and are not planned for redevelopment.

Prince George’s County, Maryland

The General Plan, as well as the County’s area and subregional plans, have designated different levels of activity centers, for the most part oriented to retail commercial uses. They also are intended to include a mix of employment, public/quasi-public and residential uses. The size and purpose of these centers vary from Neighborhood Activity Centers to Town Centers. The plans provide guidance as to size, square footage, number of dwellings and types of uses for each center. The County has also been active in identifying mixed use centers Transit District Development Plans (TDDPs) around a number of its existing and planned Metro stations. Town centers have also been identified within the County’s developed areas. The *Planning Area 68*

Master Plan identifies and provides guidance for future development and redevelopment of the town center areas of Hyattsville, Mount Rainier and Riverdale. The County's plans and policies also identify unique centers such as the National Harbor project, which will be a regionally oriented mixed use, entertainment complex. While not necessarily examples of mixed use developments, the plans also recognize significant concentrations of planned employment uses such as the Goddard Space Flight Center, Andrews Air Force Base and the University of Maryland Science and Technology Center. The County recognizes the importance of development within centers. The center designation is based on location and function rather than quantified, pre-set criteria.

Prince William County, Virginia

Prince William County's Comprehensive Plan has several sections which define activity centers or special planning areas. Certain designations have been created to provide flexible design characteristics for areas featuring a concentration of employment uses. These areas are typically near regional transportation corridors. These designations call for densities that are higher than other non-residential districts; but at the same time, also include performance standards and more flexibility of uses.

Prince William County's Comprehensive Plan calls for certain small areas which have additional planning criteria. These are called "sector plan" areas. These areas include special strategies that reflect the unique needs of the area. Sector plans have been incorporated into the Comprehensive Plan for the newly developing areas of Cherry Hill, along the environmentally sensitive eastern waterfront, as well as the Innovation area, where the County is experiencing some of its fastest technologically based employment growth.

Planning Dialogue Series: Framing Question 3

Is future growth in your jurisdiction directly or indirectly tied to the adequacy of public facilities to support growth? If so, how?

COG Staff Summary

City of Alexandria, Virginia

As a municipal subdivision in the State of Virginia, Alexandria does not have State authorization to locally enact an Adequate Public Facilities Ordinance. However, most development proposals require special use permit approval by the City Council. Those applications are reviewed to assess the adequacy of existing or planned transportation systems to accommodate increased traffic caused by the development. Through that review, developers are encouraged to make on-site improvements, or contributions to off site improvements.

Arlington County, Virginia

Virginia is a Dillon's Rule State; therefore Arlington only has regulatory powers that are granted by the state legislature. The County has not been given the authority to adopt an Adequate Public Facilities Ordinance. However, Arlington is in good shape as far as being able to provide adequate public facilities. In the designated growth areas of the County, Arlington rarely approves rezonings that are not supported by the General Land Use Plan. Therefore, the need for public facilities can be very accurately assessed and planned. Transportation improvements required for particular development proposals are considered in the context of that proposal. Improvements are usually required to be implemented by the developer.

District of Columbia

Since the District of Columbia is an exclusively urban jurisdiction, the vast majority of required or projected public facilities already exist. For this reason, outlying jurisdictions should work with the District to encourage growth downtown and take advantage of such infrastructure.

City of Fairfax, Virginia

Development proposals that require rezoning or special use permits must demonstrate that the public facilities are adequate to support the change of use. The criteria established for approval of land use actions in the zoning ordinance and policy guidance contained in the Comprehensive Plan are the principal mechanisms by which the City is able to ensure that public facility upgrades occur. Special tax districts may be established to provide enhanced streetscape, pedestrian amenities, or the underground placement of utilities.

Fairfax County, Virginia

The Policy Plan indicates that growth should be planned at a level consistent with the adequacy and accessibility of public facilities, and indicates that development should mitigate its impacts on public facilities and the transportation system. In addition, the Policy Plan includes public facility standards, which define what is an adequate service level for each facility.

The County's Approved Sewer Service Area (ASSA) defines areas where public sewer is either

available or planned, and equally important, where sewer is not planned to be provided. Proffers are another approach for acquiring public facility improvements through the rezoning process. Proffers have provided school sites, parkland, and road improvements. The Site Plan review process also identifies the need for and the provision of some right-of-way improvements as well as the provision of trails and sidewalks. In several areas of the County, there are established programs for developer contributions for off-site road improvements in addition to site related improvements.

City of Falls Church, Virginia

The City is geographically small, just 2.2 square miles, and nearly completely developed with all public facilities in place. However the future adequacy of existing transportation and schools facilities are of concern. The City is pursuing a citywide Transportation Management Plan and has appointed a special inter-disciplinary team to analyze interim traffic improvements. Future plans for Route 7 and Route 29 as envisioned by the Virginia Department of Transportation's 2020 Plan might dramatically impact the City. The School Board has commissioned a Facility Study to look at expansion opportunities at existing school sites, as there are not any future school sites designated within the City. Future growth in the residential and commercial markets in the City could also place a strain on other public services, such as human services, fire, and police.

Frederick County, Maryland

Frederick County has an adopted APFO (Adequate Public Facilities Ordinance) since 1991. The Ordinance tests for schools, roads, water and sewer. This Ordinance is considered by many to be the most rigorous APFO in the State.

City of Gaithersburg, Maryland

Future growth in the City is indirectly tied to the adequacy of public facilities. Annexations are required to demonstrate adequacy and our Master Plan includes development-staging requirements for many different areas of the City. The City has required staging plans for individual developments, case by case, through the subdivision and detailed site plan review process. The City has authority to require off site and on-site public improvements and the staging of development via our zoning and subdivision ordinances. Many times annexation agreements control the provision of school sites and various road improvements as well as public amenities, all of which are contained within a finite land contract, which travels with the land not the ownership.

Loudoun County, Virginia

In 1994, the Board of Supervisors initiated a multi-phased effort to link the County's Service Plans, Capital Improvement Plan (CIP), and land use policies to quantify and evaluate the impact of planned growth on County facilities, services, and financial health and to identify ways to manage growth more aggressively within the bounds of the Comprehensive Plan.

As a jurisdiction in a Dillon Rule state, Loudoun County does not have the authority to implement a full adequate public facilities ordinance (APFO). The County does model the fiscal impact of future population growth on the County Government, quantifying the need for services and projecting the related expenditures for providing these services offset by the revenues the County is expected to receive as a result of the development. While the fiscal impact model has

been used to test alternative patterns of development as part of the General Plan update, it cannot be used in itself to regulate development. In partnership with other high-growth localities in the state, the County has pursued legislative changes that would permit the implementation of an APFO. At present, passage of this legislation does not look promising.

The Loudoun County General Plan (1999-2010) identified three phases of development (1990-93, 1993-95, and post 1995). In the mid-1990s, Plan Amendments were passed to reinstitute phasing in order to encourage concurrency between the timing of development activities and the provision of central utilities- water and sewer, where planned. This was intended to prevent leapfrog development.

Montgomery County, Maryland

Montgomery County's land use policies, principles, and practices fully support the State of Maryland's Smart Growth initiatives. Future growth is directly tied to the adequacy of public facilities, through the Adequate Public Facilities Ordinance, which has been in place since 1973.

The APFO does more than tie the pace of development to the pace at which public facilities are provided. It is also crafted to support the County's larger planning objectives: preservation of rural agricultural and open space, the channeling of growth toward areas best served by transit, the provision of affordable housing, and the job/housing balance. Staging amendments in master and sector plans supplement the APFO by requiring programs and facilities to be in place before the next stage of development can occur. Examples in Bethesda CBD include establishing a transportation management organization, increasing the non-driver mode share, and building planned pedestrian/bike connections.

Prince George's County, Maryland

Future growth is directly tied to the adequacy of public facilities. There is a balance between the recommended land uses and public facilities recommended in the master plans prepared within the County. Either proposed land use is limited or additional facilities are recommended in order to attain that balance. This balance is implemented through the adequate public facilities (APF) provisions of the County's subdivision regulations. Each proposed subdivision is evaluated for its impacts on transportation, schools, police and fire and rescue facilities. Some older, undeveloped recorded lots may also be subject to a schools APF test at the time of building permit application.

Prince William County, Virginia

Approval of development applications involving unzoned land is directly tied to the availability/adequacy of public facilities to support the anticipated growth. Prince William County's Comprehensive Plan calls for each application to be evaluated based on its impact on the Level of Service (LOS) on infrastructure needs such as transportation, utilities, and schools. The Comprehensive Plan discourages approval of new proposed growth unless the applicant demonstrates that the new development will not erode LOS, or in the alternative, the applicant proposes to mitigate such negative impact through voluntary proffer of cash and/or property donation. Prince William County's Comprehensive Plan sets forth the formula for how LOS is calculated.

The County's Comprehensive Plan map identifies a "development" and a "rural" area. Extension of public sewer is prohibited in the rural area.

Planning Dialogue Series: Framing Question 4

Describe if and how your jurisdiction provides incentives for concentration of commercial and residential development along transportation corridors and or in identified activity centers. What opportunities and or obstacles exist to high-density development surrounding existing or proposed metro stations?

COG Staff Summary

City of Alexandria, Virginia

Higher density development is permitted at locations served by Metro and/or limited access highways. In addition, several of those sites have access to a more flexible form of zoning (Coordinated Development Districts). Further, the City has promoted development through such measures as reduced parking requirements or sale of land near stations for commercial development.

The principal obstacles to high density development at metro stations are the limited availability of land for development at those sites and the protection provided to low density residential development near areas at King Street and Braddock Road. The City policy to preserve and to protect existing residential areas proximate to metro stations meant that high density development would be restricted to commercial and industrial areas on one side of the tracks. Building heights must also be tempered to be compatible with nearby lower scaled and historic residential neighborhoods.

Arlington County, Virginia

The overarching policy of the General Land Use Plan (GLUP) is to concentrate high-density residential, commercial and office development within designated Metro Station Areas in the Rosslyn-Ballston and Jefferson Davis Metro-rail transit corridors. The base incentive is increased density available through the special exception process. For instance, FARs as high as 10.0 can occur in Rosslyn with County Board approval. The key to the success of the Site Plan process in Arlington is that additional development rights serve as an incentive to seek a special exception and participate in the process. The "by-right" zoning is usually a low-density district that has a GLUP designation that allows much higher density. Since Arlington's base zoning rights are relatively low, it is easy to guide the location of high-density development and to ensure that this type of development meets the goals of the County.

District of Columbia

The District is targeting new housing, commercial development, employment centers or a mixture of uses in Development Opportunity Areas. In such areas, the Zoning Commission is more apt to approve plans proposing higher density development than what is currently zoned. In some areas of the city, the District has agreed to pay for parking structures to support new development that will require parking. The District is preparing to build a parking structure through Tax Incremental Financing near the Columbia Heights metro stop and will float a revenue bond for a new garage in Adams Morgan that will be paid off by parking revenues.

Housing Opportunity Areas are identified in the Comprehensive Plan, as locations where new or rehabilitated housing is encouraged by permitting higher density development. The District also has a linkage policy, which requires developers, who receive bonus office density through street or alley closings or zoning actions, to construct affordable housing. An incentive is provided to encourage the developer to place the housing in HOAs by slightly reducing the housing requirement from 1/2 the amount of bonus office density to 1/3.

The District has a number of metro stations where surrounding parcels are either vacant or are underutilized and key areas where development opportunities remain untapped. The DC Office of Planning is anticipating future work with WMATA to participate in the planning and redevelopment of many WMATA-owned parcels near stations. Office of Planning is in the process of hiring a Project Manager to work exclusively on transit stop development. While market forces are helping lead a new resurgence of development, many of the surrounding communities are alarmed by proposals for higher density development. Perhaps the greatest challenge will be to achieve community buy-in and support for high-density development around Metro stations. OP is looking to partner with think tanks or NGOs that can help illustrate other national and international examples of successful developments near transit that did not adversely impact the existing community fabric.

City of Fairfax, Virginia

There are no existing or proposed Metro stations within the City of Fairfax, although incentives for concentration of development along corridors and in designated areas do exist. The City is at the crossroads of major transportation routes throughout Northern Virginia, including Rts. 123, 236, 50 and Rt. 66. The Future Land Use Map promotes the designation of commercial/mixed use centers with increased intensity of development in identified nodes. Zoning mechanisms allow an increased height/F.A.R for structured parking with the inclusion of residential development within the Highway Corridor Overlay District and Old Town Fairfax Redevelopment Overlay Option. The City offers tax incentives for redevelopment of older commercial areas and participates in infrastructure/streetscape improvements in designated areas

Fairfax County, Virginia

The Concept for Future Development indicates that employment uses and mixed-use development should be concentrated in centers along the major transportation corridors, and that the highest intensities of development should be focused in nodes on the transportation system. The Area Plans provide incentives for residential and mixed-use development within most of the County's Centers. For example, mixed use is encouraged within most portions of Tysons Corner. To encourage additional housing, any planned office use intensity can be converted to housing at a ratio of 1 to 3 (one square foot of office can convert to three square feet of housing). This incentive, to date, has resulted in the construction of about 1,500 new residential units.

The opportunities and obstacles for achieving high density and mixed use at Metro Stations are influenced by five factors. In order they are: the market, an area's access and roadway capacity, infrastructure capacity, land use compatibility and the station's location (above vs. below grade stations and a station's distance from development sites). Based on these factors the County's existing transit areas are planned with varying levels of intensification. Another zoning tool used to encourage development within Centers are the Commercial Revitalization Zoning Districts which have been created for five of the County's older business centers.

City of Falls Church, Virginia

Within identified activity centers, Planning and Economic Development Opportunity Areas and MUR zoning areas, high-density mixed-use development is strongly encouraged. The City plans to introduce a new pilot electric bus providing service to the activity centers, between the East and West Falls Church Metro Stations, and along the City's commercial corridors.

The City owns land in close proximity to the West Falls Church Metro Station; however, the Station is within Fairfax County. Potential opportunities may exist to develop this land with a high density, mixed-use project, however, Fairfax County currently designates this area for low-density residential development. Other obstacles include the presence of both the City's middle and high schools and the Northern Virginia Graduate Center on a portion of this land.

Frederick County, Maryland

The County has zoned to provide a concentration of commercial development along Rt. 85/355 adjacent to major transportation corridors and a suburban MARC transit station. Existing APFO (Adequate Public Facilities Ordinance) and available road capacity could slow or stop desired commercial development.

City of Gaithersburg, Maryland

The City has provided incentives for concentration of development in town centers and along corridors in many different ways. The most basic way is the zoning of all of town centers in the Mixed Use Development Zone or the Central Business District Zone, which allow for greater density and require development concentrated in a more pedestrian-oriented way to reduce automobile use. The City also created a new zone called the Corridor Development Zone (CD Zone) which has a streamlined review process and allows for greater density and mixed-use development along a transportation corridor, such as Route 355. The City has created development partnerships using development agreements with developers in our Olde Towne District (CBD Zone) to provide incentives for redevelopment, such as the donation of land, loan guarantees, tenant fit-up reimbursement, low interest loans, resident relocation assistance, etc. The City has no Metro Stations, but does have 2 MARC stations and many future Transitway Stations, identified in the Master Plan as higher density nodes and for Mixed Use Development (MXD) or Central Business District (CBD).

Loudoun County, Virginia

The General Plan and the Toll Road Plan promote areas of high-density, mixed-use development along transportation corridors and areas slated for rail transit. There are some obstacles to the fruition of these types of developments including the fact that those areas are not currently zoned for high-density development. If by-right development occurs at lower densities, then residents of those areas may protest the coming of higher densities. Staff will consider this issue during the annual review of the Zoning Ordinance and consider "up-zoning" those areas of the Plan slated for Transit-related development.

Another obstacle is that Loudoun County's primary high-tech area – the Route 28 Corridor, is governed by the *1972 Loudoun County Zoning Ordinance*, which cannot change. Upon the creation of the Route 28 Taxing District, state law decreed that the 1972 Zoning Ordinance, as it existed on the date the District was established, shall remain in full force and effect with respect

to all commercially and industrially zoned properties in that District. Therefore, changes in the Comprehensive Plan meant to enhance these districts cannot be implemented; however, these properties may voluntarily “opt in” to the 1993 Zoning Ordinance and staff will examine making the 1993 Ordinance more inviting to encourage this option.

Montgomery County, Maryland

The growth management system is used to concentrate available development capacity (“staging ceiling”) in activity centers. Intersection congestion standards are less stringent in areas well served by transit. Since the 1960s, Montgomery County has planned and designated Metro station locations with the expectation that activity centers would grow around them. The County developed the zoning and other tools needed to allow the to happen at the same time. The Central Business District Zones concept encourages concentrated density around the core areas of the Metro rail system to maximize its benefits, in exchange for greater review, requirements for amenities that support pedestrian/transit-friendly environment.

Other activity center zones include the TSR (Transit Station Residential) and TSM (Transit Station Mixed) zones. The TSM zone allows a variety of uses up to a FAR of 3.0. For large-scale projects that require a maximum of flexibility, the Town Sector zone allows a variety of alternative land uses to be proposed and is controlled by an approved development plan. This zone is only applied to parcels with a minimum of 500 acres.

Prince George’s County, Maryland

Comprehensive Design Zones (CDZs) are floating plan implementation zones that permit flexibility in design and use and permit density and intensity bonuses if certain public benefit features (such as provision of recreational facilities, public space or pedestrian trails) are provided. CDZs that are specifically identified for activity center implementation include the L-A-C (Local Activity Center) and M-A-C (Major Activity Center) Zones.

The Transit District Overlay Zones, intended to implement the Transit District Development Plans, provides incentives (such as higher densities and intensities and transportation APF incentives) for intensive use around specific Metro station areas. There are two Mixed Use/Planned Community Zones that provide for an intensive mix of commercial, residential and employment uses. The major opportunity for development around Metro stations in Prince George’s County is the availability of undeveloped and, in some cases, under-developed land around Metro stations. Obstacles that have been cited for development around several stations include difficulties in providing access, market perceptions that affect development decisions in Prince George’s County.

Prince William County, Virginia

Prince William County’s Comprehensive Plan Map has located the highest intensity designations adjacent to major transportation corridors. These include the designations of REC, Regional Employment Center and RCC, Regional Commercial Center, and include provision for high residential development density (16-30 residential units per gross acre) as part of a mixed-use project. These designations allow for additional flexibility and a mix of uses. Prince William County also strives to locate “commuter parking lots” and multipurpose transit centers near highly concentrated residential and non-residential developments. The County also is planning and promoting a variety of transit mechanisms including VRE (Virginia Railway Express), commuter buses, and public /private partnerships to promote access to and from regional airports and other employment centers within Northern Virginia and the Metropolitan area.

Planning Dialogue Series: Framing Question 5

Describe any partnerships with major employers or incentives to encourage commercial development in transportation corridors or other planning areas.

COG Staff Summary

City of Alexandria, Virginia

The King Street Task Force composed of land owners, developers, retail merchants, citizens and neighborhood associations, WMATA, the Chamber of Commerce and the City was formed to encourage redevelopment around the King Street Metro Station. This private/public partnership established a marketing strategy for the area, designed streetscape guidelines that became mandatory for all new developments within the designated development area, spurred the city to fast forward needed street improvements and formed committees on parking and pedestrian circulation and safety.

Arlington County, Virginia

Arlington has established several public-private partnerships for the areas surrounding three Metro Stations in the Rosslyn-Ballston Corridor and for the Columbia Pike corridor. These partnerships create a forum for businesses, the community, and the county government with regard to issues such as new development, traffic, and parking. The partnerships also sponsor special events to promote their areas as active and vital places where people want to come and businesses want to locate. Participation in these partnerships from both major employers and small businesses is welcomed.

The County recently instituted an economic incentive program that limits Business Professional Operational License (BPOL) taxes to \$40,000 for new businesses in the tax year in which they began business in the County. Furthermore, the County established technology zones in the Rosslyn-Ballston Corridor, the Jefferson Davis Corridor and the Shirlington area. This offers qualifying technology businesses who commence business in those technology zones after February 2000 a nearly 50 percent reduction in BPOL taxes (\$.18 per \$100 versus \$.35) for a period of 10 years effective for tax years on or after January 1, 2001.

District of Columbia

The District is currently in partnership with a number of Federal agencies (including GSA, Department of Transportation, National Parks Service, the US Navy, and the Department of Labor) to develop and revitalize the Anacostia waterfront. The District of Columbia and respective Federal government agencies signed a Memorandum of Understanding to cooperatively plan and develop or preserve open space the areas banking the Anacostia River. A charrette was recently conducted along the southwest waterfront, where the public played a large role in shaping the land use and transportation vision for the Southwest waterfront area.

The Action 29 group – a group of property and business owners in the NOMA area – will be financially contributing to the development of the New York Avenue Metro stop. District and Federal monies will pay for the remaining sum. Collectively, these funds will increase the economic development potential along the corridor, as well as improve overall accessibility and mobility.

City of Fairfax, Virginia

The City has entered into a development partnership with a local developer and nationally known downtown redeveloper to implement a redevelopment plan that will expand Old Town Fairfax from the historic activity focal point to a vibrant downtown Town Center that will be a destination for residents and visitors. Streetscape and pedestrian amenities will be key to supporting new and existing uses in Old Town Fairfax. A mix of uses, including residential, commercial, cultural events, and public places is envisioned. In its downtown redevelopment efforts, the City has and will continue to work closely with Fairfax County to coordinate transportation and access issues, including shared parking.

Fairfax County, Virginia

Fairfax County has established several public-private partnerships to promote economic development in commercial revitalization areas. Each Revitalization Area has an organization composed of business people, residents, County staff and other interested parties. These groups meet to discuss revitalization issues, the evaluation of Comprehensive Plan amendments, zoning and site plan applications. They also identify approaches for revitalization improvements, such as burying utilities and streetscape improvements. In addition, the County has worked with the revitalization organizations to create more flexible zoning for these areas.

Another partnership involves transportation associations, which promote transportation improvements and transit use within some of the County's Centers. DATA addresses transportation issues in the Dulles and Route 28 Corridors, TYTRAN in Tysons Corners, LINK in Reston and TAGS in Springfield. In addition, the County will become increasingly involved in public-private development ventures. A current example is the South County Center.

City of Falls Church, Virginia

The City has recently entered into a partnership with a developer to financially contribute to the construction of a structured parking facility for a new 125,000 square foot office building on Route 7. The site is being developed under the MUR zoning option. The MUR zoning option offers parking reductions, increased height and density, and more flexible landscaping requirements as incentives to create mixed-use redevelopment sites in targeted areas within the transportation corridors. Finally, the City is a Technology Zone as authorized by Section 58.1-3850 of the Code of Virginia, providing tax-free status for three years for technology businesses locating in the City. Through this program, 17 businesses have located in the City within targeted commercial areas.

Frederick County, Maryland

The County utilizes a "fast track" development process to assist in attracting major employers such as Bechtel, Westview Commercial, Frederick Crossing. The County has also used Tax Increment Financing to attract major employers such as ToysRUs and Georgia Pacific.

City of Gaithersburg, Maryland

The City has development agreements with Danac and The Magruder Company.

Loudoun County, Virginia

The Toll Road Plan encourages public-private partnerships in the development of transit-oriented development nodes along the Dulles Greenway. Although there are no parcels currently mapped for transit-related development, the current Zoning Ordinance provides the PD-TRC (Planned Development B Transit Related Center) district for high-density, mixed-use development on a rail line. Thus, these nodes will develop through an owner/developer initiated rezoning to PD-TRC on 50 to 175 acres with an FAR of up to 2.0 when certain criteria are met. Currently, the County is reviewing the Plan and Ordinances and considering a remapping of these transit-nodes to avoid potential conflicts with existing lower-density developments and to prevent developments from occurring by-right at lower than desired densities.

Montgomery County, Maryland

The Silver Spring Central Business District is a good example of how a wide variety to regulatory tools, incentives, and partnerships are yielding positive results. Made up of County staff, the Silver Spring Redevelopment Office is dedicated to that one project. The Redevelopment program itself involves considerable public funds in assembling, acquiring and clearing land for the project, as well as a financial commitment to provide supporting facilities such as parking and streetscape improvements. Zoning and other regulatory barriers to redevelopment of obsolete buildings were eliminated. This initiative included providing builders with the ability to transfer density and APF approvals within the CBD. The Redevelopment is also very much a partnership with the state, which has committed substantial funds for project and designated it an Enterprise Zone. The private sector partners include the developer of the retail portion, the Discovery Channel, and the American Film Institute, which will use the historic Silver Theatre for many programs.

Similar to the Silver Spring approach, a Wheaton Redevelopment Office has been established, and the County has hired the National Main Street Center to conduct a visioning process with the community to develop a comprehensive strategy for revitalization. Park & Planning will be developing a consensus plan to address planning and urban design issues. The County is continuing to bury utilities and in 1999 Wheaton was designated the County's second Enterprise Zone.

Prince George's County, Maryland

An example of an emerging public-private partnership is in the area near the proposed Largo Town Center Metrorail station. This station is to be the new terminal station once the Blue line is extended from Addison Road. To the north of the proposed station location is US Air Arena, a privately developed facility located on M-NCPPC-owned property. The County is currently in negotiations to permit a retail entertainment complex on the public property. This complex, in conjunction with existing and future private development in the Largo Town Center and employment parks to the north, would help create a regional destination center in central Prince George's County. For the National Harbor and the Greenbelt Metro station areas, the County has changed provisions of the Zoning Ordinance to permit a greater degree of flexibility and a more efficient review process.

Prince William County, Virginia

Prince William County has established a number of public/private relationships which encourage commercial development in transportation corridors or activity centers. Some are informal, featuring groups such as the Chamber of Commerce, as well as the I-66 and the I-95 partnerships. Other relationships are more formalized, involving co-ownership, Community Development Authorities (CDAs), and transportation improvement districts.

In an attempt to promote commercial development in one area labeled Innovation, Prince William County purchased land with the intent of developing and reselling the land for high-technological commercial development. Prince William's direct investment included planning and funding transportation infrastructure for the area. This investment in effect "jump started" early development for high technology development, and a number of private employers have now made substantial investments in the area. Infrastructure along other transportation corridors has been funded through transportation improvement districts. Such districts have successfully been used in the Innovation and Parkway Crossing area, and served to insure funding was available even in the recession years of the early 1990s, when some funding of infrastructure was necessarily reduced. Community Development Authorities have also been used successfully to encourage transportation improvements at the Virginia Gateway and Heritage Hunt developments in the Gainesville area.

Planning Dialogue Series: Framing Question 6

Describe policy, land use or zoning tools used to encourage mixed-use development. Has your jurisdiction set a target to greater balance between employment and residential development in activity centers or other planning areas?

COG Staff Summary

City of Alexandria, Virginia

Coordinated Development Districts (CDDs) require mixed use development in order to qualify for the density and height bonuses allowable under the discretionary Special Use Permit (SUP) process.

The principal incentive is the higher densities of development that are permitted at locations served by Metro and/or limited access highways. Mixed-use development continues to be a goal for most of the high density development areas.

Arlington County, Virginia

The General Land Use Plan lists one of the County's development and growth goals as: Promote mixed-use development in Metro Station Areas to provide a balance of residential, shopping, and employment opportunities.

The GLUP also designates mixed-use areas by striping Residential and Office-Apartment-Hotel land use categories. This is largely done in the Jefferson-Davis corridor.

The Zoning Ordinance includes zone districts that specifically facilitate mixed-use development in the Metro-rail corridors. The "R-C" Apartment Dwelling and Commercial District is intended to encourage high-medium density residential development while also providing for a mixed-use transitional area between high-density office development and lower density residential uses. The "C-O-A" Commercial, Office and Apartment is used to encourage coordinated mixed-use development of office, apartment and hotel use in the vicinity of Metro-rail stations.

District of Columbia

Development Opportunity Areas: In Development Opportunity Areas, the District is targeting new growth and development. These areas are more flexible in nature than Housing Opportunity Areas, in that they may be designated for housing, commercial development, employment centers or a mixture of uses. In such areas, the Zoning Commission is more apt to approve plans proposing higher density development than what is currently zoned.

TDRs: In the downtown area, developers can Transfer Development Rights for sale when they rehabilitate historic properties or provide preferred uses, such as high-density housing, retail and the arts.

Special Treatment Areas are one of the best strategies for attempting to reach a job/housing balance. Special Treatment Areas are targeted areas in the District that first undergo planning, which is then followed by map and text amendments to the zoning regulations. Such exercises allow the District to achieve a greater job/housing balance because the zoning is modified after

large-scale planning to accommodate such a balance.

City of Fairfax, Virginia

No specific target has been set for greater balance between employment and housing in identified areas. The City has a high ratio of built-out commercial space to residential dwelling units. The Comprehensive Plan and zoning ordinance encourage higher density development in mixed use areas and provide for residential development in the Old Town Fairfax commercial areas. The Plan also focuses on using remaining vacant land for upscale housing to achieve an appropriate balance in the range of housing available in the City.

Fairfax County, Virginia

Fairfax County's Policy Plan recommends that future development be concentrated in mixed-use centers and Transit Areas: to increase opportunities for employees to live close to their workplace, to increase transportation efficiency by promoting transit use and less automobile dependency, and to improve air quality, as well as to decrease time lost to citizens in commuting.

In terms of balancing jobs and housing, Fairfax County does not mandate specific targets or ratios. However, the County has pursued a number of activities for improving the balance of jobs and housing within Centers. In implementing many of the Plan's mixed-use recommendations, the Planned Development Commercial (PDC) and Planned Development Housing (PDH) zoning districts have often been used, because these districts provide substantial flexibility for mixed-use development. In addition, the County recently enacted the Planned Residential Mixed Use (PRM) zoning district, which provides more flexibility and higher intensity for mixed use development with substantial housing components than the PDC and PDH zoning districts."

City of Falls Church, Virginia

The MUR Comprehensive Plan designation and overlay zoning option clearly encourages mixed-use development. This option includes specific requirements for ratios of residential to commercial uses within these targeted areas. The MUR zoning district allows between 20-33% of residential development and the remainder must be commercial.

Frederick County, Maryland

The County has a mixed use zoning district tool. The County's comprehensive plan has established a countywide minimum jobs/housing ratio. 1.3:1

City of Gaithersburg, Maryland

The Smart Growth Policy, as an adopted element of the City's Master Plan, encourages higher density development in our town centers. Mixed Use Development is encouraged in the NIXD, CBD and CD Zones and the City has added a Traditional Neighborhood Development Option to promote in-fill development and to require the use of TND Guidelines when developing in the N4XD Zone.

Loudoun County, Virginia

The General Plan identifies land use mixes for the different business, industrial and residential communities to allow for the development of a compatible mix of uses. The land use mix is a

significant tool exercised by the County in an attempt to create self-sustaining communities. The Toll Road Plan also identifies similar land use matrices, and in the nodal areas requires that the residential and non-residential components of the development be phased so that a mix of residential and non-residential uses is provided as the project is built out. Design guidelines outlined in the General Plan encourage a mix of uses especially within urban centers and transit-related cores. Guidelines encourage ground floor retail in apartment units and office buildings. However, there are currently no provisions in the Zoning Ordinance to enforce the development patterns outlined in the design guidelines.

Montgomery County, Maryland

The County employs a number of Planned Development zones, such as PD2 to PD100, MXPD, MXN, and RMX. The MXPD zone allows a relatively high density mixed use.

CBD/activity center zones allow a mix of uses. There are only a few examples (Forest Glen, and to some degree, Grosvenor) where a higher level of development consisting of a mix of uses is not strongly encouraged.

The County has and continues to make the jobs/housing ratio an important measure when evaluating land use and transportation planning alternatives. Current planning efforts are re-examining the j/h ratio from a countywide, corridor, and planning areas basis. Activity centers have been planned with significant components of housing to achieve the lively “24-hour” urban experience that has proved to be highly desired by both residents and employers.

Prince George’s County, Maryland

The County has also been active in identifying mixed use centers around a number of its existing and planned Metro stations. Transit District Development Plans (TDDPs) have been prepared for New Carrollton, West Hyattsville, Prince George’s Plaza and College Park stations.

There are two Mixed Use/Planned Community Zones: M-X-T (Mixed Use - Transportation Oriented) and M-X-C (Mixed Use - Community) Zone. The M-X-T Zone provides for an intensive mix of commercial, residential and employment uses. The M-X-C Zone for a mix of uses at a lower level of intensity.

Although the County has not adopted a numerical target for a greater balance between employment and residential development (the County lags behind comparable jurisdictions in the region in employment and commercial development), the existence of these mixed use tools, and the policies described in the County’s plans that emphasize employment development, is indicative of the County’s priorities.

Prince William County, Virginia

Many of Prince William County’s policies, land use and zoning tools encourage mixed-use development. Of course, certain comprehensive plan designations, such as REC, Regional Employment Center, CEC, Community Employment Center, and RPC, Residential Planned Community, provide for mixed use development, and specify appropriate percentages and phasing schedules. These designations are located near major transportation corridors that are present or future activity centers.

Both the Comprehensive Plan, as well as the County’s Strategic Plan, target a 25% commercial

base. Policies are designed to attract new businesses as well as to retain existing businesses that produce economic diversity and increase the number of higher wage earning residents. Such policies include prioritizing infrastructure improvement for areas planned for higher intensity development in the County's Capital Improvement Plan (CIP), as well as reducing review fees and review time for targeted industries.

Planning Dialogue Series: Framing Question 7

Describe policy, land use or zoning tools used to specifically encourage higher density residential development. Does your jurisdiction have an inclusionary zoning policy and how has it been used/received in your jurisdiction?

COG Staff Summary

City of Alexandria, Virginia

The City of Alexandria's Zoning Code permits high density residential developments in several areas of the City. Our densest residential zones allow up to 54.45 dwelling units per acre. Planned unit developments can exceed this density.

The City requires that all developments (except for single family detached and two family attached units) either provide affordable housing on site under a plan approved by the City Office of Housing or pay \$.50 a gross square foot into the City's Housing Trust Fund to be used for affordable housing.

Arlington, County, Virginia

The General land Use Plan designates areas in the Metro-rail corridors for High Residential and High-Medium Residential development. In general, higher FARs are permitted for residential than for office.

In November 1990 the County Board adopted the "Special Affordable Housing Protection District" (SAHPD) to promote retention of affordable housing within Metro Corridors, where the General Land Use Plan usually allows development at higher densities than allowed "by-right" under current zoning. The County Board also adopted Housing Policy Principles in March 1991 to preserve, improve, and expand affordable housing throughout Arlington.

District of Columbia

Housing Opportunity Areas (HOAs): In HOAs, which are identified in the Comprehensive Plan's Generalized Land Use Map, new or rehabilitated housing is encouraged by permitting higher density development. The District also has a linkage policy, which requires developers, who receive bonus office density through street or alley closings or zoning actions, to construct affordable housing. An incentive is provided to encourage the developer to place the housing in HOAs by slightly reducing the housing requirement (from ½ the amount of bonus office density to 1/3) if the housing is placed in HOAs.

City of Fairfax, Virginia

Higher density development is permitted when it meets the objectives of the Comprehensive Plan and provides for adequate public benefits.

The City is currently drafting a new tax abatement program to encourage redevelopment of aging multifamily areas, which is likely to result in higher densities due to the economics of redevelopment.

Fairfax County, Virginia

The Concept for Future Development and the Policy Plan encourage high density residential development and mixed use in Centers and Transit Station Areas. The County recently enacted the Planned Residential Mixed Use (PRM) zoning district to facilitate the implementation of high density residential and mixed use development as recommended in the Concept for Future Development

It is County policy to ensure the provision of additional affordable housing. To assist in implementing this policy, the Zoning Ordinance includes an Affordable Dwelling Unit Program; and the Department of Housing and Community Development (HCD) provides a wide-range of programs for providing affordable housing.

The Zoning Ordinance provision requires developments with over 50 units to provide affordable dwellings. A relatively new Tax abatement program is encouraging stable and affordable older residential neighborhoods.

City of Falls Church, Virginia

All types of residential development are permitted within the City. The business zoning districts and MUR option allow and encourage higher density residential development. The City also recently adopted an affordable housing policy, which recommends the adoption of an affordable housing ordinance. The affordable housing policy was initially controversial, but ultimately unanimously adopted by City Council.

Frederick County, Maryland

The County uses traditional Euclidean zoning categories that accommodate high-density development (Up to R-16). The County has no specific inclusionary zoning policies. The County Plan calls for a mix of housing unit types. This includes multi-family housing up to 20% of the housing stock.

City of Gaithersburg, Maryland

Smart Growth Policy promotes higher density residential development in town centers where the City has used the CBD, NIXD and CD Zones for these areas. Park Station Apartments and Cedar Avenue Apartments are good examples of high quality in-fill development or redevelopment in the CBD Zone. The Kentlands Gardens apartments and the Oaks at Olde Towne are good examples of new elderly housing.

Loudoun County, Virginia

The County does not seek to control the housing market but rather encourage a broad mix of housing types and prices through increasing allowable densities in specific locations and under certain conditions, such as urban areas, on infill parcels and in PDH districts that are close to employment and town centers. The County can allow accessory apartments in rural villages and rural hamlets.

In 1990, the Board of Supervisors adopted a definition for “affordable” housing; namely, housing prices that fulfill the housing needs of County residents with incomes ranging from 30% -70% of the County median household income. The County provides for affordable housing by requiring

that a percentage of all new residential construction proposing development of 50 or more dwelling units at a gross density of 1du/acre or more and located in an approved sewer service area meet the affordable price standard and that a percentage of the total number of dwelling units be developed as affordable units given an appropriate density increase. The County offers density bonuses for the provision of higher percentages of affordable units in development applications and may expedite the review of model affordably priced housing development projects.

Montgomery County, Maryland

Encouraging the development of higher density residential development, particularly in central business districts and near transit stations, is a fundamental tenet of the General Plan, and is implemented through the individual master or sector plans in a variety of ways.

Parking requirements for housing are reduced near transit, to make it easier to develop and to encourage the use of non-auto modes of travel for residents.

The County, acting through the Housing Opportunities Commission or in partnership with other private (non-profit or for-profit) entities, enables high density housing development projects with financing assistance or by directly constructing them.

The Moderately Priced Dwelling Unit (MPDU) Program provides home ownership and rental opportunities to families with moderate incomes. The MPDU law provides that within any subdivision of more than 50 units, at least 12.5 to 15% must be sold at moderate cost. As an incentive, builders are allowed a density bonus of up to 20% in the total number of units allowed.

Prince George's County, Maryland

The County prepares Sectional Zoning Map Amendments concurrently with the preparation of its master plans. This permits the County to efficiently put in place the appropriate zoning in locations recommended for planned higher density residential development. In addition, the provisions of the Comprehensive Design Zones, mixed use zones and Transit District Overlay Zones, permit increased densities in appropriate locations.

The County has the largest low- and moderate-income housing stock of comparable jurisdictions within the region. The County's policy is to revitalize neighborhoods and housing stock in order to improve this housing choice while trying to attract upper-income housing in order to provide a better balance.

Prince William County, Virginia

Prince William County's policies encourage the location of higher density residential development near major transportation corridors and VRE stations. Designated areas include REC, Regional Employment Center, RCC, Regional Commercial Center, and SRH, Suburban Residential High. REC and RCC designations permit a density of 16 – 30 residential units per gross area on up to 25% of the project area. The SRH designation permits a density of 10-15 units per gross acre within the entire project area. One recent innovation has been the creation of a "town center" alternative in mixed-use developments by special use permit. This provides an option for higher density residential to be incorporated into new mixed-use developments. The county has recently approved 2 town centers, which feature higher density residential development near the Belmont Bay VRE and the proposed VRE station at Cherry Hill.

Prince William County's zoning ordinance does not permit inclusionary zoning; i.e. permitting less intensive development in an area designated for more intensive development. Prince William County fears that inclusionary zoning would serve to discourage the construction of higher density residential units.

Planning Dialogue Series: Framing Question 8

Describe policy, land use or zoning tools used to promote improved circulation within activity centers or other planning areas.

COG Staff Summary

City of Alexandria, Virginia

The City of Alexandria places a “high value” on protecting residential neighborhoods. The creation of new streets or widening of existing streets in residential neighborhoods would not be an accepted policy. There remains the possibility of creating a new metro station on the existing lines at Potomac Yard, and also the creation of a new light rail or bus lines. The city requires a Transportation Management Plan for all development proposals that contain 50,000 square feet of office use, 40,000 square feet of retail use, 150,000 square feet of industrial use or 250 residential units.

Arlington County, Virginia

Arlington County’s Master Transportation Plan, which includes and within that plan is a Pedestrian Plan. The plan contains “goals and objectives for better vehicular and pedestrian circulation”. Density bonuses are an option for those providing “direct” Metro Access and for providing new station entrances on site. The “Wayfinders” program provides strategically placed directional signs and maps to help visitors travel within the Rosslyn-Ballston Corridor.

District of Columbia

[No response]

Fairfax County, Virginia

Fairfax County “promotes improved circulation in centers through planning activities and Plan implementation”. The Policy plan includes “Countywide transportation goals and objectives; ... to improve access to and between, as well as circulation within the county’s centers. “... through the zoning process many circulation improvements are obtained through proffer commitments”. “Pedestrian system improvements are provided as a requirement during the site plan process, through proffer commitments, and in conjunction with road projects”. An express bus services is being implemented for the Dulles Corridor with future transition to rail service. The state created a multi-jurisdictional committee to examine the circulation needs of Tysons Corner.

City of Fairfax, Virginia

The Highway Corridor Overlay district provides for a transportation analysis for intensive developments along the city’s primary commercial corridor. Planned developments are required to submit general development plans/preliminary site plans that must adequately address pedestrian and vehicular circulation. Through proffers or conditions on land use actions, the City may obtain transportation demand management measures, trail system improvements including new segments or intermodal transfer areas. The Lee Highway Revitalization Plan is designed to promote improved circulation and business development on the City’s most significant east-west corridor.

City of Falls Church, Virginia

The City of Falls Church has standard policies in place to improve circulation through signage, signal control, parking regulations, and road improvements. The City is pursuing a comprehensive traffic management plan to allow tools to be developed to deal with larger traffic issues such as traffic calming. “The Comprehensive Plan, Zoning ordinance, and adopted sidewalk policy, all contain strategies to encourage pedestrian access.”

Frederick County, Maryland

The County has an adopted Transit Development Plan that encourages a provision of mass transit services (buses) to employment, retail and major residential areas.

City of Gaithersburg, Maryland

The City's adopted Bikeways and Pedestrian Master Plan and our new Thoroughfare Design Standards have been created to promote greater circulation within town centers and throughout the City in general.

Loudoun County, Virginia

The Loudoun County Transportation Plan, outlines the County's policy on the provisions of transportation facilities. The County's Transportation Planning Division reviews all development proposals for their impact on traffic circulation within the area surrounding the development and compatibility with the plan.

Montgomery County, Maryland

Transportation Management Organizations are provided “with a variety of tools to make significant reductions in the single-occupant vehicle mode share”. The County recognizes that “pedestrian facilities and bikeways are a critical part of circulation within activity centers. Parking Districts “manage the supply of parking spaces in activity centers to help control the number of vehicles entering the center each day ...”

Prince George's County, Maryland

The transportation adequate public facilities (APF) provisions are intended to limit the congestion created through new development. Mitigation measures may be proposed for specific development projects, or they may be recommendations in area or small area plans, particularly the Transit District Development and Sector Plans for Metro stations. The Transit District Development Plans promote transit use and discourage single occupant vehicle (SOV) trips.

Prince William County, Virginia

Prince William County promotes a number of policies to improve circulation in higher density areas such as activity centers. It employs a multi-modal approach to large activity centers (vehicular, rail and pedestrian). Residential use is permitted as part of higher density employment developments to encourage people to work, play, and live in the same area, thus reducing the use of regional transportation corridors. Comprehensive design of new development is encouraged to

maximize internal circulation and pedestrian connectivity. Shared parking uses are encouraged, such as use of a parking lot for office use during the day and entertainment use on evenings and weekends.

Planning Dialogue Series: Framing Question 9

Describe policy, land use or zoning tools used to protect environmentally sensitive areas or to preserve rural or agricultural uses? Has your jurisdiction set a target for the number of acres to be preserved?

COG Staff Summary

City of Alexandria, Virginia

The City of Alexandria is “substantially built up and has no rural or agricultural uses”. The City has two main legal ordinances to protect the environmental quality: the Chesapeake Bay Preservation Ordinance and the Erosion and Sediment Control Ordinance.

Arlington County, Virginia

Arlington County has been “largely developed for decades the County has very little agriculture or rural land use”. The County has an Open Space Master Plan to help guide the “overall character, extent and location of open space”.

District of Columbia

“The majority of the environmentally sensitive areas in the District are Federally owned and managed. NCPC is therefore taking the lead on revising the Open Space Element within the Federal Elements.”

Fairfax County, Virginia

Fairfax County uses various land use tools to protect environmentally sensitive areas: Environmental Quality Corridor (protects stream valleys and selected habitats and buffer adjacent to stream valleys) and the Chesapeake Bay Ordinance. The County protects open space through cluster subdivision development, and the public acquisition of open space. The Agricultural and Forestal Districts provide a tax incentive to protect the “rural landscape”. Certain areas of the County are set aside for very low density residential development in which large lot development has helped to protect the rural character “as well as protect environmentally sensitive areas”.

City of Fairfax, Virginia

The City of Fairfax has “no remaining rural or agricultural uses in the City”. The City has adopted Chesapeake Bay protection regulations for the floodplain areas. The City also requires tree surveys and submission of tree management plans for land use development.

City of Falls Church, Virginia

The City of Falls Church does “not contain rural or agricultural land”. The city uses various land use tools to protect the environmental quality: Tree Ordinance, Floodplain Ordinance, Erosion and Sediment Control Ordinance, Chesapeake Bay Preservation Ordinance.

Frederick County, Maryland

The County uses an extensive Resource Conservation Zone that covers 15-20% of the County's total land area. County Agriculture Zoning identifies 60% of the County land area for most restrictive agricultural zoning (3 lots plus 1 per 50 acres). The County's Critical Farms Program and State Agricultural Land Preservation Program preserves over 20,000 acres. The County's participates in the Rural Legacy Area Program. The County has targeted the preservation of 200,000 acres for agriculture with 100,000 in easements.

City of Gaithersburg, Maryland

The City has Environmental Standards that must be adhered to via the zoning and subdivision ordinances and are being updated and changed to regulations. These protect chiefly sensitive areas and we have not set any targets for acres to be preserved. The City also maintains a Forest Conservation Ordinance.

Loudoun County, Virginia

"The County has a number of programs in place to preserve these resources, such as the Purchase of Development Rights (PDR) program and the Agricultural/Forestral District Program. Specific policies and regulatory requirements (buffers, etc.) address the protection of the County's surface and ground water resources, floodplains, wetlands, scenic rivers and stream corridors." "The General Plan also outlines policies to protect geological resources that include Limestone Conglomerate Areas, Prime Agricultural Soils, Mineral Resource Extraction Areas, Steep Slopes and Mountainside Areas." "The new Draft General Plan advocates the creation of a Countywide 'Green Infrastructure' overlay that includes all natural, cultural and historical assets of the county." "The Green Infrastructure will guide all future development activity and land use planning in the County."

Montgomery County, Maryland

Montgomery County has a comprehensive program to preserve agriculture and open space, "including preferential agricultural zone, a transferable development rights program and Legacy Open Space program." The County also protects "particularly environmentally-sensitive areas from destruction from insensitive development by designating Special Protection Areas". "Other regulatory tools include the zoning ordinance, where some zoning categories require or strongly encourage clustering, and the subdivision regulations."

Prince George's County, Maryland

The County uses various land use tools to protect the environmental quality: Subdivision Regulations, Tree Conservation Ordinance, Landscape Manual, Chesapeake Bay Critical Areas Overlay Zone, and an extensive stream valley park system. The County also participates in Maryland's Rural Legacy Program. The County protects rural areas by delineating "an area within which water and sewer service will not be provided".

Prince William County, Virginia

Prince William County's Comprehensive Plan identifies a number of practices for environmental protection. These goals include specific strategies for protection of water quality, wildlife habitat, soils, and slopes. The goals identified in the Comprehensive Plan are codified in the County's

zoning ordinances. The Comprehensive Plan identifies approximately 35,000 acres as being ER, Environmental Resource. Inclusion in this category triggers special protective requirements upon development, which may include reduction of density, elimination of certain uses, retention of native habitat, and/or additional mitigation measures. The ER designation includes land included within a Chesapeake Bay Resource Protection area, as well as 100-year floodplains.

The Comprehensive Plan designates includes approximately 100,000 acres in its rural area (designated AE, Agricultural or Estate), intended to preserve rural/agricultural uses. The AE designation calls for minimum 10 acre parcels, containing a farm or no more than one single family detached residence. Existing agricultural or horticulture uses are protected by adoption of 3 agricultural/forestal districts consisting of some 3,000 acres. Such uses also receive incentives such as a use/valuation tax assessment, which reduces a portion of the assessment.

Open space is protected across the county. Even within the rural area, Prince William County's zoning ordinance provides development incentives to protect open space. The Community Design Chapter of the Comprehensive Plan, which encourages incorporation of open spaces in new development in both urban and rural areas. Emphasis is given to fitting new development into natural landforms, re-establishing the forest edge, and preserving the visual character of the rural area by preserving characteristics of open spaces, such as mature trees, open fields, and walls and fences. In more urbanized settings, master zoning plans are required for planned developments. One requirement of every master zoning plan is the identification of open space, landscaping, and trails and sidewalks.

Planning Dialogue Series: Framing Question 10

What steps do you recommend for achieving better inter-jurisdictional coordination of transportation and land use planning?

COG Staff Summary

City of Alexandria, Virginia

The City of Alexandria advocates the creation of a regional database to help improve decision-making and inter-jurisdictional coordination. “Individual self interest” and “market demand” will continue to shape land use planning.

Arlington County, Virginia

[No response]

District of Columbia

The DC Office of Planning views the Regional Activity Centers project as an example of inter-jurisdictional coordination at the regional level. The key to addressing “regional transportation and land use issues” – is participation (Sufficient and “dedicated” staff representatives).

Fairfax County, Virginia

Fairfax County will continue to support the idea of better inter-jurisdictional coordination through regional planning activities.

City of Fairfax, Virginia

The City of Fairfax supports inter-jurisdictional organizations because they “foster” interaction between staffs and officials and with their counterparts in other jurisdictions. The Council of Governments should enhance their website to provide links to member organizations’ planning and transportation sites, as well as MDOT and VDOT.

City of Falls Church, Virginia

The City of Falls Church supports “an integrated regional land use and transportation plan” and sees the Council of Governments as the one to provide the leadership for such a regional plan.

Frederick County, Maryland

The County will continue to support the Memorandum of Understanding as well as supporting regular staff exchange of policies and projects (I.e. Rt. 32 Secondary Effect Study).

City of Gaithersburg, Maryland

Continued coordination of review of all new transportation projects. Improved referral of subdivision and site development plans to adjacent jurisdictions for all sites that border another jurisdiction.

Loudoun County, Virginia

When it comes to growth issues, Loudoun County recognizes that there are differences and similarities among the different COG jurisdictions. The Metropolitan Development Policy Committee (MDPC) is the proper forum (Dialogue Series) to present these issues. Loudoun County recognizes that land use and transportation are “linked and that decisions made in Loudoun will affect the region as a whole.”

Montgomery County, Maryland

Montgomery County suggest that there are differences among COG jurisdictions “that motivate land use and transportation decisions.” The differences “reflect community values, economic and fiscal realities, and other fundamental factors”.

Prince George’s County, Maryland

Prince George’s County supports opportunities like the Dialogue Series (“information –sharing”) as a means of promoting regional cooperation.

Prince William County, Virginia

Prince William County recommends continued inter-jurisdictional coordination of transportation and land use planning at all levels, on both formal and informal basis. Specifically we recommend the continuation of the Dialog Series, as well as continuing coordination between the TPB (Transportation Planning Board) and the TCC (Transportation Coordinating Council).