CHAPTER VIII

THE INTERRELATIONSHIP OF LAND USE AND TRANSPORTATION

VIII. THE INTERRELATIONSHIP OF LAND USE AND TRANSPORTATION

A. ISSUES AND OVERVIEW

The linkage between land use and transportation is similar to the chicken and the egg – which comes first? While there is no real answer, there needs to be coordination during the planning phase, as well as infrastructure development. What comes first should not be the debate; rather, the discussion should acknowledge the interdependency between land use and transportation and should seek ways to integrate them into a comprehensive plan. Air quality and water quality are also ultimately tied to land use patterns in Fairfax County. An increase in impervious surface generated by development contributes to stream degradation. Patterns of development that contribute to increased automobile use and that do not favor transit contribute to degraded air quality.

We tend to deal with mobility and livability as separate, often competing, concepts. While we have institutionalized measures of traffic congestion (volume-to-capacity, average travel speed, and vehicle hours of delay), we have too often ignored measures of livability and community character – those factors that determine the quality of the places we are striving to reach so quickly. A growing number of communities, including Fairfax County, are attempting to fundamentally change the process so that land use and transportation are better linked, bringing the concepts of mobility and livable communities into a single focus. With efforts to create pedestrian- and transit-friendly streets, redevelop old shopping malls into mixed-use walkable town centers, and encourage infill residential development, communities of all sizes are beginning to consider transportation and land use as part of an interrelated system in which mobility and livability are in balance.

There is also a recognition that the old solutions to transportation issues, primarily emphasizing road construction and placing little emphasis on transit, have not worked. A recent report by the Surface Transportation Policy Project (STPP) found that increasing road capacity leads to increased traffic loads. STPP found that every ten percent (10%) increase in the highway network results in a five point three percent (5.3%) increase in the amount of driving, *over and above any increase caused by population growth or other factors*. The analysis concludes the road building has not been an effective congestion-fighting measure. In fact, STPP found that those metropolitan areas that added the most highway space per person saw congestion levels rise at a slightly higher rate than areas that added few roads.

County residents are well aware of the length of time it takes to travel in and around the County. The transportation crisis in Northern Virginia will never be solved until we reduce our excessive reliance upon the automobile and, in particular, single occupant vehicle use. One method used to decrease the amount of traffic in an area is to promote the concentration of residential and commercial mixed use development along "transportation"

corridors, particularly around transit stations. This planning objective is being implemented in several areas of Fairfax County, including the Tysons Corner, Dulles Corridor and Merrifield areas.

While the interrelationship of land use and transportation seems obvious, a less obvious and probably substantially more controversial issue concerns the methods that should be employed to make land use and transportation decisions that are compatible and lead to improved quality of life in our community. The Transportation Coordinating Council ("TCC") of Northern Virginia, an advisory group of locally elected officials, was charged with recommending regional transportation priorities and funding allocations. In December 1999, the TCC adopted the Northern Virginia 2020 Transportation Plan. One of the guiding principles identified by the TCC in developing the 2020 Plan was to improve the link between transportation and land use. In its resolution that adopted the 2020 Plan, the TCC agreed to "create a subcommittee to review the interdependence of transportation and land use and recommend guidelines for implementing 2020 Plan improvements". That effort led to the preparation of the Alternative Transportation and Land Use Strategies (ATLAS) Study. While the ATLAS study was never formally adopted by the TCC, EQAC feels that the recommendations contained in the study provide an excellent set of guidelines for evaluating land use and transportation issues. Those guidelines that are particularly relevant and potentially very useful in Northern Virginia are discussed in Section B of this chapter. The reader will recognize that many of them have already been utilized in some form in Fairfax County.

As previously mentioned, the Fairfax County Board of Supervisors has recognized the interrelationship of land use and transportation. As identified and discussed in Section C, the County's Comprehensive Plan incorporates numerous overall goals, objectives and policies that attempt to effectively balance land use and transportation. Because the focus of this part of the Report is on the interrelationship of land use and transportation, many other important elements of the Comprehensive Plan that are intended to make communities more livable and compatible with the environment are outside the scope of this discussion.

Section D discusses aspects of the Comprehensive Plan for three specific areas of the County that demonstrate how land use and transportation planning concepts have been applied to plan what we hope will be livable communities that maximize the benefits of transit and substantially reduce the congestion. The areas discussed in this section include the Tysons Corner Urban Center, the Reston-Herndon Area Suburban Center and Transit Station Areas and the Merrifield Suburban Center.

Obviously, it is important to include worthy goals, objectives and policies in the Comprehensive Plan; however, they must be implemented if they are going to make a difference. Section E contains a discussion of the Dulles Corridor Rapid Transit Project, a project that, if properly implemented, could dramatically contribute to the achievement of the goals established for the Tysons Corner Urban Center and the Reston-Herndon Area Suburban Center and Transit Station Areas. Section E also contains a brief discussion of the Northern Virginia Transportation Authority and the potential that Authority has to bring a regional perspective to the interrelationship of transportation and land use issues.

Finally, Section F contains recommendations relative to land use and transportation, particularly as to how the interrelationship of land use and transportation can be used to create less congested and more livable communities.

EQAC's concerns about air quality are expressed in Chapter II of this report. Appropriate implementation of the County's policies and objectives relating to the interrelationship of land use and transportation, particularly the objective of emphasizing transit use and decreasing the dependence on automobiles, should also help improve air quality in the County. The reader should refer to Chapter II for a discussion of EQAC's concerns about air quality.

B. THE ALTERNATIVE TRANSPORTATION AND LAND USE ACTIVITY STRATEGIES STUDY

1. Introduction

As discussed in Section A, the ATLAS study identified several planning and development strategies that can be employed to better link land use and transportation policies. After the study was completed, a survey was submitted to the local jurisdictions to identify those strategies identified in ATLAS that could best meet the charge in the 2020 Plan resolution to establish guidelines for implementing planned transportation improvements. Section B-2, below, discusses the five ATLAS strategies that received the most support from the jurisdictional surveys, and how each of those strategies can be used to evaluate land use and transportation issues.

Many of the strategies identified in the ATLAS study did not make the "top 5 list". Section B-3 discusses additional strategies that were included in the ATLAS study and that, in the opinion of EQAC, should also be used in planning for the interrelationship between land use and transportation.

There are other worthy strategies identified in the ATLAS study. However, emphasizing the ten guidelines discussed herein will establish a good, if not fully comprehensive, approach to evaluating transportation and land use as part of an integrated system where mobility and livability are in balance. In Fairfax County, many of these strategies have already been used and are incorporated into the goals, objectives and policies of the Comprehensive Plan. Again, however, they will only aid in making good land use and transportation decisions if they are properly implemented and used on a regular and consistent basis.

2. ATLAS Strategies Receiving the Most Support by Local Jurisdictions

a. Comprehensive Plans

A comprehensive plan is an official public document adopted by a local governing body that is used as a policy guide to facilitate the orderly development of the community. The plan is developed by examining existing conditions and needs,

considering opportunities and alternatives, and adopting goals and objectives which, taken individually or collectively, will further the orderly development of the community. The Comprehensive Plan can be used as a fundamental tool to control the location of growth and determine transportation facilities.

b. Transit Oriented Development

Transit Oriented Development (TOD) is a combination of techniques designed to encourage the use of transit. Measures include increased densities, clustered development, pedestrian amenities, parking restrictions, and urban design enhancements. TOD promotes mixed use development in patterns directly accessible to transit stations and facilities. TOD strategies integrate land use development into transit facilities and have been shown to reduce single occupancy vehicle trips and to increase transit usage.

c. Location Efficient Development

Location Efficient Development consists of residential and commercial development intentionally located to have good access, including suitable walking and cycling facilities, transit services, and proximity to common services. In such locations, residents can often use alternative travel modes, and when they do drive, their trips tend to be short. These features reduce automobile ownership and use, which reduces vehicle and parking costs. This strategy can be used to support a variety of land use and transportation goals including enhancing the pedestrian environment and reducing regional vehicle miles traveled (VMT).

d. Jobs – Housing Balance Requirements

The concept of a jobs-housing balance attempts to maintain proportionate supply of housing compared to the jobs available in an area or locality. An effective jobs-housing balance implies that there is a degree of match between income levels of workers and costs of the available housing. Additionally, reductions in vehicle miles traveled may be achieved by encouraging closer proximity of housing and jobs that match in terms of similar income level and housing cost. Measures to stimulate such a jobs-housing balance are typically implemented through zoning restrictions. This strategy requires a balance of jobs and housing, incorporated by statute as opposed to being adopted as policy. Where implemented, this strategy promotes mixed use development, decreases total trip distances, and reduces vehicle miles traveled.

e. Bonus/Incentive Zoning

Through the zoning ordinance and/or comprehensive plan, a locality can provide additional incentives for land development to occur in targeted areas, encouraging growth to occur in greater amounts or in areas with existing infrastructure. Incentives can include density bonuses, fee waivers, and fast-track site development

permitting. Bonus/Incentive Zoning can be used to direct development into existing activity centers and along existing transportation corridors. It is also a valuable strategy used to implement Transit-Oriented Development through its ability to link development density to land uses in transit corridors.

3. Additional ATLAS Strategies for Integrating Land Use and Transportation

The ATLAS study identified almost fifty strategies that might be used to perform integrated land use and transportation planning. In addition to the five that received the most support from local jurisdictions represented on the TCC, EQAC feels that the following five strategies could be particularly effective in improving the link between transportation and land use.

a. Regional Land Use Plan

A Regional Land Use plan has been incorporated into other regions that have authorities that conduct transportation and land use planning. A Regional Land Use Plan could be implemented to have authority over local land use plans if localities delegate such authority. A Regional Land Use plan can also be developed as part of a regional planning effort that is based on the consolidation of local comprehensive plans and is used more for scenario testing than legal authority. The development of a regional land use plan can be used to determine a regional vision and then link transportation projects to the adopted regional plan. This form of plan can also be developed as a non-binding document.

b. Targeted Development Areas

A targeted development area or service area designates a specific area of land for development and growth. Local governments can use their own criteria in defining a targeted development area, and the areas are designated within the comprehensive plan and zoning ordinances. This is one of the primary avenues through which localities can focus development to meet both transportation and land use goals. Localities can concentrate development at transit stations or along primary arterials with excess capacity.

c. High Occupancy Vehicle Preference

Roadways or roadway elements are restricted to use by carpools, vanpools, transit, or other High Occupancy Vehicles during certain time periods. HOV facilities may consist of designated diamond lanes or exclusive facilities separated from conventional traffic by barriers. HOV promotes reduction in regional vehicle miles traveled.

d. Suburban – Scale Transit

One method used to promote alternative modes of transportation is the provision of local shuttles and buses in a jurisdiction. Shuttle services can include service on primary corridors – including business districts, employment and education campuses, and parks or recreation areas. They may connect major activity centers, such as a transit station and a commercial center. Shuttle services may be provided for periods of unusually high demand, such as fairs and sporting events. Some shuttles are free while others require a fare. Shuttle services promote reduction in regional vehicle miles traveled.

e. Telework Centers/Initiatives

Telework refers to various types of distance working arrangements made possible by telecommunications. These include telecommuting, mobile work, and some types of self-employed work that would otherwise require physical travel.

C. THE FAIRFAX COUNTY COMPREHENSIVE PLAN – LAND USE AND TRANSPORTATION GOALS, OBJECTIVES, AND POLICIES

1. Introduction

This section discusses certain goals, objectives and policies Fairfax County has adopted in its Comprehensive Plan. Since this chapter of the *Annual Report on the Environment* deals with the interrelationship of land use and transportation, this section identifies and discusses key elements of the Comprehensive Plan that deal with that interrelationship. There are many other elements of the Comprehensive Plan that deal with land use or transportation and that, if implemented, will contribute to a more livable community. However, those elements are outside the scope of this discussion.

2. Countywide Goals: Land Use and Transportation

a. Land Use

The Comprehensive Plan sets forth the overall goal for land use as follows:

> *The County's land use policies should maintain an attractive and pleasant quality of life for its residents; provide for orderly and coordinated development for both public and private uses while sustaining the economic and social well-being of the County; provide for an adequate level of public services and facilities, including a system of transportation facilities, to sustain a high quality of life; and ensure sound environmental practices in the development and redevelopment of land resources. Growth should take place in accordance with criteria*

and standards designed to preserve, enhance, and protect an orderly and aesthetic mix of residential, commercial/industrial facilities, and open space without compromising existing residential development. The Comprehensive Land Use Plan should set forth long-range recommendations and implementation techniques to ensure the envisioned coordination of harmonious development, while still achieving our economic goals. Densities and heights in excess of those compatible with these goals should be discouraged, nor should these policies be construed as incompatible with the County's affordable housing goal.

b. Transportation

With regard to the County's overall goals for transportation, the Comprehensive Plan sets forth the following:

Land use must be balanced with the supporting transportation infrastructure, including the regional network, and credibility must be established within the public and private sectors that the transportation program will be implemented. Fairfax County will encourage the development of accessible transportation systems designed, through advanced planning and technology, to move people and goods efficiently while minimizing environmental impact and community disruption. Regional and local efforts to achieve a balanced transportation system through the development of rapid rail, commuter rail, expanded bus service and the reduction of excessive reliance upon the automobile should be the keystone policy for future planning and facilities. Sidewalks and trails should be developed as alternate transportation facilities leading to mass transit, high density areas, public facilities and employment areas.

3. Countywide Land Use Objectives and Policies

There are numerous overall objectives and policies set forth in the Comprehensive Plan for land use. Those objectives and policies that best address the interrelationship of land use and transportation are discussed below. Whether these objectives and policies have actually been met is subject to debate. See Chapter II of this report for a discussion of how this concern is related to air quality issues.

Fairfax County recognizes the importance of emphasizing transit use and decreasing dependence on automobiles. One of the County's objectives for land use is to provide a "land use pattern which increases transportation efficiency, encourages transit use and decreases automobile dependency". Policies adopted by the County to implement this objective include: (a) linking existing and future residential development with employment and services and emphasizing ride sharing, transit service and non-motorized access facilities; and (b) concentrating most future development in mixed-use centers and Transit Station Areas to a degree which enhances opportunities for employees to live close to their workplace.

Fairfax County has also recognized that land use intensity can be used to effect the County's ability to provide adequate levels of service for transportation and public facility systems. The County has adopted the objective of using the location and levels of development intensity as a means of achieving a broad range of County goals. Policies adopted by the County to implement this objective include: (a) concentrating the highest level of development intensity in areas of "transportation advantage" including the Tysons Corner Urban Center, cores of Suburban Centers, and Transit Station Areas; (b) limiting development intensity to that which can be accommodated at acceptable levels of service with consideration of the cumulative, long term impacts of development on the adequacy of public facilities and transportation systems; and (c) assigning development intensity in the Tysons Corner Urban Center, as well as cores and areas of redevelopment within Suburban Centers and Transit Station Areas, based upon the ability to offset impact on public facilities and transportation systems and the long term capacity of these systems.

4. Countywide Transportation Objectives and Policies

As with land use, the Comprehensive Plan contains numerous goals and policies that are not discussed herein. Only those transportation objectives and policies that best address the interrelationship of land use and transportation are identified and discussed. Again, whether these objectives and policies have actually been met is subject to debate. See Chapter II of this report for a discussion of how land use considerations relate to air quality issues.

The Comprehensive Plan recognizes that reliance on the automobile, especially single occupant automobile trips, has significantly contributed to the transportation crisis in Northern Virginia and that continued reliance on the automobile is not the solution to that crisis. It is an objective of Fairfax County to provide for both through local movement of people and goods through a multi-modal transportation system that places the maximum practical emphasis on alternatives to the single-occupant automobile. It is the objective of Fairfax County to increase the number of communities using non-motorized transportation and public transportation, including rail, bus, carpooling, and van parking.

Transit facility policies adopted by the County include: (a) providing mass transit facilities, such as rail transit, commuter rail, and/or HOV lanes, in major radial and intracounty corridors including the Shirley Highway, I-66, the Fairfax County Parkway, the Beltway, and the Dulles Access Toll Road; (b) maximizing the benefits of HOV lanes; (c) establishing and expanding park and ride lots along major intercounty and intracounty corridors and at potential future modal transfer points such as rail stations in order to promote transit and HOV usage; and (d) establishing a network of transit centers as necessary to facilitate both intercounty and intracounty travel.

The County has also adopted transit service policies that call for: (a) providing high quality mass transit service in major commuter corridors; (b) providing feeder service between areas of medium to high density residential development and trunk routes, including the Metrorail System; (c) providing transit service between areas of medium to high density residential development, mixed use centers, and employment centers; (d) providing local service within mixed use centers to distribute transit riders on trunk routes and to meet internal circulation needs; and (e) improving the speed, quality, reliability, convenience, and productivity of transit service. Additional transit service policies adopted by the County include: (a) evaluating and, where warranted, implementing innovative technologies, services, and methods that increase transit ridership and/or productivity; (b) increasing transit and HOV usage by developing parking requirements, management, and controls that encourage these uses; and (c) enhancing coordination with neighboring jurisdictions to promote public transit and HOV usage and minimize single occupant vehicle travel.

It is also the objective of the County to provide a comprehensive network of trails and sidewalks to be used as an integral element of the overall transportation network.

The objectives for Transportation expressly provide that Fairfax County's land use and transportation policies should be complementary. Policies adopted by the County to implement this objective include: (a) encouraging relatively high density residential development in mixed use centers to encourage walking trips, to enable more efficient transit service, and to reduce single occupant vehicle use; and (b) supporting public transportation and non-motorized travel through design and development of projects in the Tysons Corner Urban Center, Suburban Centers, Transit Station Areas, and Community Business Centers.

D. IMPLEMENTATION OF THE INTERRELATED GOALS, OBJECTIVES, AND POLICIES FOR LAND USE AND TRANSPORTATION

1. Introduction

As noted in the prior section, Fairfax County has adopted numerous overall objectives and policies for implementing the interrelated goals it has established for land use and transportation. The establishment of Urban Centers, Suburban Centers, and Transit Station Areas in critical locations in the County is a fundamental prerequisite to achieving many of those objectives. Beginning with the establishment of the Tysons Corner Urban Center and continuing through the recent establishment of the Reston-Herndon Suburban Center and Transit Station Areas and the Merrifield Suburban Center, the County is making some progress toward the ultimate achievement of its interrelated transportation and land use goals.

2. Tysons Corner Urban Center

Over the last several decades, Tysons Corner has evolved from a rural crossroads into a substantial suburban business center. The Comprehensive Plan recognizes Tysons Corner as the only area in Fairfax County that is classified as an Urban Center. The Comprehensive Plan envisions a Tysons Corner Urban Center that contains a mixture of high density office, retail and residential uses and parks (including urban parks and active recreation facilities) in a pedestrian-oriented urban environment.

As envisioned in the Comprehensive Plan, the highest development intensities and the most "urban" areas of Tysons Corner will be located within walking distance of future rail stations. Under the Comprehensive Plan, locating rapid rail transit stations in Tysons Corner will allow increased intensity for non-residential and residential development for areas in proximity to each station.

The Dulles Corridor Rapid Transit Project is discussed in Section E. Alternatives evaluated in the Draft Environmental Impact Statement for that project would place none, three, four, or six rail stations in Tysons Corner. The Comprehensive Plan acknowledges that road improvements alone are not adequate to achieve the urban design goals established for Tysons Corner. Rapid rail transit, circulation systems to interface with rail transit, HOV facilities, and transportation demand management are all critical to developing Tysons Corner. While it is obvious that Tysons Corner is yet to fully achieve the urban environment that is envisioned, the integration of land use and transportation planning that is reflected in the Comprehensive Plan provides the means by which that vision might be realized. That vision will not be realized if rail service is not brought to Tysons Corner.

3. Reston-Herndon Area Suburban Center and Transit Station Areas

On May 21, 2001, the Board of Supervisors adopted an amendment to the Comprehensive Plan that created the Reston-Herndon Suburban Center and Transit Station Areas. The Reston-Herndon Suburban Center surrounds the Dulles Airport Access Road from Hunter Mill Road to Centerville Road. The Suburban Center includes three of the four Transit Station Areas in the Dulles Corridor (i.e., the Wiehle Avenue Station, the Reston Parkway Station, and the Herndon-Monroe Station).

As set forth in the Comprehensive Plan, the concept for future development of this Suburban Center envisions a mixed use employment center. The purpose of the new plan for the Suburban Center area is to encourage a more urban and transit-oriented development pattern. The objective is to create, at each Transit Station Area in the Suburban Center, a pedestrian-oriented core area consisting of mixed-use development that includes support services while maintaining transitional areas at the edges of the Transit Station Area.

Options for development in the Transit Station Areas allow higher intensities based upon compliance with specified conditions. Those options are designed to be site specific. Agreement on funding to design and build the Bus Rapid Transit phase of the

Dulles Corridor Rapid Transit Project, including funding for construction of transit stations in the median of the Dulles Airport Access Road, will allow consideration of the transit-oriented options. The rail-oriented mixed-use options, which allow the highest intensities in the Transit Station Areas, may be considered once a Full Funding Grant Agreement or comparable funding agreement to design and build the rail phase of the Dulles Corridor Rapid Transit Project has been executed.

The three transit stations in this Suburban Center are located in the median of the Dulles Airport Access Road. The physical location of these stations provide a unique opportunity to bring people and activities into closer proximity to the transit station platforms by developing mixed use projects in the air rights over the stations. The Comprehensive Plan does not include any specific land use recommendations for air rights development. It does, however, recognize the potential value of such development and recommends that appropriate level of land use planning for future air right development be explored.

4. The Merrifield Suburban Center

On June 11, 2001, the Board of Supervisors adopted an amendment to the Comprehensive Plan that created the Merrifield Suburban Center. The area of the Merrifield Suburban Center is located approximately south of I-66, north of Woodburn Road, west of Holmes Run, and east of Long Branch Stream Valley and Prosperity Avenue. The area is served by the Dunn Loring – Merrifield Metro Station and has regional and local access from I-66, I-495, Route 29, Route 50, and Gallows Road.

As set forth in the Comprehensive Plan, the vision for the Merrifield Suburban Center includes two core areas: one focuses on development near the transit station and the second is planned to evolve into a town center. A new "Main Street" would connect the two core areas. The interrelationship of transportation and land use is evident in the Comprehensive Plan for this Suburban Center, particularly in the following planning objectives for the Suburban Center:

(a) Encourage revitalization and redevelopment of portions of the Merrifield Suburban Center to create more attractive and functionally efficient commercial and residential areas with pedestrian-friendly and transit-oriented environments.

(b) Encourage mixed-use development that includes pedestrian and auto circulation systems that integrate the development both internally and externally, resulting in transit-oriented and pedestrian-friendly environments.

(c) Encourage the development of additional housing (including affordable dwelling units) in the Merrifield Suburban Center so that employees may live near their workplace and transit services, in order to reduce the number and length of commuter auto trips.

(d) Develop a cohesive roadway system that provides a more extensive grid of streets to serve the town center, Transit Station Area, and the area between.

(e) Develop a cohesive pedestrian circulation system linked to open spaces such as plazas, courtyards, greenways, and parkland in order to facilitate walking and reduce reliance on private automobiles.

(f) Develop mass transit options, transportation strategies and planned highway improvements to mitigate traffic impacts in the Merrifield Suburban Center and in adjacent residential neighborhoods.

E. OTHER PROGRAMS, PROJECTS, AND ANALYSIS

1. Dulles Corridor Rapid Transit Project

Rail service has been envisioned in the Dulles Corridor since construction of Washington Dulles International Airport in the late 1950s, when the right-of-way for future rail was reserved in the median of the Dulles Airport Access Road. As discussed in Section D, the Fairfax County Comprehensive Plan integrates land use and transportation planning for the area from Tysons Corner to Dulles Airport based on the expectation that rail service through Tysons Corner to Dulles Airport will be constructed. It is critical that the Dulles Rail project be funded and constructed if those plans are to be realized.

The Draft Environmental Impact Statement for the Dulles Corridor Rapid Transit Project includes an option to commit to rail service in the corridor without interim steps including bus service in lieu of rail. The Draft EIS also includes options for serving Tysons Corner with rail, while the bus rapid transit options would bypass Tysons Corner. It is essential that, if the land use and transportation objectives for this critical corridor are to be realized, rail service must be provided and Tysons Corner, as the designated urban center of Fairfax County, must be served by that rail service.

While it is important to implement rail service in the corridor, it is also important that issues that were overlooked or not fully evaluated in the Draft EIS be considered and resolved in a manner consistent with the goals and objectives of the Comprehensive Plan. The issues that need further evaluation and consideration include: (a) the noise that will be generated from rail service, especially at elevated tracks, as well as from the additional vehicular traffic that will be generated along the corridor; (b) the increased need for feeder bus service centering on the transit stations; (c) the impact on surrounding neighborhoods of increased densities that can be granted in the vicinity of rail stations; (d) the increased traffic, and its impact, from development generated by the availability of rail service; and (e) adequate provision for pedestrian access to transit stations.

2. Northern Virginia Transportation Authority

The transportation crisis in Northern Virginia is a regional challenge. Although Fairfax County can make a difference through implementation of its own transportation and land use planning, the County's goals for transportation and land use will never be fully realized without the cooperation of other jurisdictions in Northern Virginia and the entire Washington Metropolitan area.

The recently created Northern Virginia Transportation Authority (NVTA) presents an opportunity to improve land use and transportation planning for a significant portion of the region. The NVTA was created by the Virginia legislature to oversee transportation spending and to establish the long-term course for addressing the region's transportation problems. If the problems of the past are to be avoided, it is essential that the NVTA recognize the interrelationship of land use and transportation and adopt objectives and policies similar to those adopted by Fairfax County and other local jurisdictions. Similarly, it is essential that local jurisdictions work with the NVTA as they implement and amend their land use policies to maximize the benefits from the transportation investments that are made.

F. RECOMMENDATIONS

1. As demonstrated in its Comprehensive Plan, particularly in the Urban Center, Suburban Center, and Transit Station Area classifications, Fairfax County has recognized the interrelationship of land use and transportation. This interrelationship must continue to be part of the planning and development process. Note should also be taken here, however, to the concerns of EQAC with respect to air quality and water quality as they relate to this planning and development process. The following guidelines are important elements of the planning and development process and are recommend by EQAC:

   a. Provide for multiple use development patterns that reduce automobile dependency, with a mix of jobs, housing, and services in a walkable environment.

   b. Encourage development to be located where it can be served by existing infrastructure.

   c. Provide incentives for concentrations of residential and commercial development along transportation/transit corridors within and near the regional core and regional activity centers, such as zoning, financial incentives, transfer of development rights, priority infrastructure financing, and other measures.

   d. Take advantage of supporting zoning regulations and other tools that will help promote concentration of development within walking distances of transit facilities, and generally promote a pedestrian orientation in new development.

   e. Reduce, rather than increase, vehicles miles traveled (VMT) and VMT per capita in the region.

   f. Promote protection of sensitive environmental, cultural, historical, and neighborhood locations.

2. While the specific impacts of any transportation or development proposal must be evaluated, in general, EQAC recommends that the County implement Comprehensive Plan guidance for the following:

    a. The Tysons Corner Urban Center
    b. The Reston-Herndon Area Suburban Center and Transit Station Areas
    c. The Merrifield Suburban Center

3. EQAC recommends that the Dulles Rapid Transit Project be implemented with an option that brings rail to Tysons Corner and rail to the Dulles Corridor as soon as possible.

4. EQAC recommends that Fairfax County encourage the Northern Virginia Transportation Authority to adopt goals to create a network of transit-oriented, mixed use, pedestrian friendly, livable communities and to avoid additional sprawl and automobile induced congestion.

LIST OF REFERENCES

Fairfax County, Virginia, Policy Plan: The Countywide Element of the Comprehensive Plan, 2000 Edition.

Fairfax County, Virginia, Tysons Corner Urban Center Element of the Comprehensive Plan, 2000 Edition.

Fairfax County, Virginia, Upper Potomac Planning District (Reston-Herndon Suburban Center and Transit Station Area) Element of Comprehensive Plan, 2000 Edition, Amendment No. 2000-1 adopted May 21, 2001.

Fairfax County, Virginia, The Merrifield Suburban Center, 2000 Edition, Amendment No. 2000-02 adopted June 11, 2001.

Transportation Coordinating Council of Northern Virginia, Task Force on Land Use and Transportation, "The alternative transportation and land use activity strategies study." March 28, 2001.

Virginia Department of Rail and Public Transportation and Washington Metropolitan Transit Authority, Draft Environmental Impact Statement and Proposed General Plans for the Dulles Corridor Rapid Transit Project, June 2002.

Steven R. Suder, Memorandum to the TCC Technical Committee, Expanded Technical Committee, and Citizen Advisory Committee and attachment regarding Draft Land Use and Transportation Study, January 26, 2001.

McLean Citizens Association, Resolution on the Dulles Corridor DEIS, August 14, 2002.

Washington Regional Network for Livable Communities, Making the Most of Metro: Community Building Through Transit, undated.

Coalition for Smarter Growth, Better Communities, Less Traffic: Solutions and Choices for Metropolitan Washington, available on the web at www.smartergrowth.net/smartgrowth/alternatives.php.

An excellent bibliography of additional resource materials on the land use and transportation can be found at www.washingtonregion.net/html/furtherreading.html