



Dulles Corridor Metrorail Project – Phase 2

Herndon Town Council

Fairfax County:
Department of Planning and Zoning
Department of Transportation
County Debt Manager
County Attorney

June 2, 2009



Dulles Corridor Metrorail Project

- Provide an update on activities related to the Dulles Corridor Metrorail extension – Phase 2
 - Herndon-Monroe Station Area
 - Phase 2 Financing and the WARD Tax District
 - Planning in the Corridor

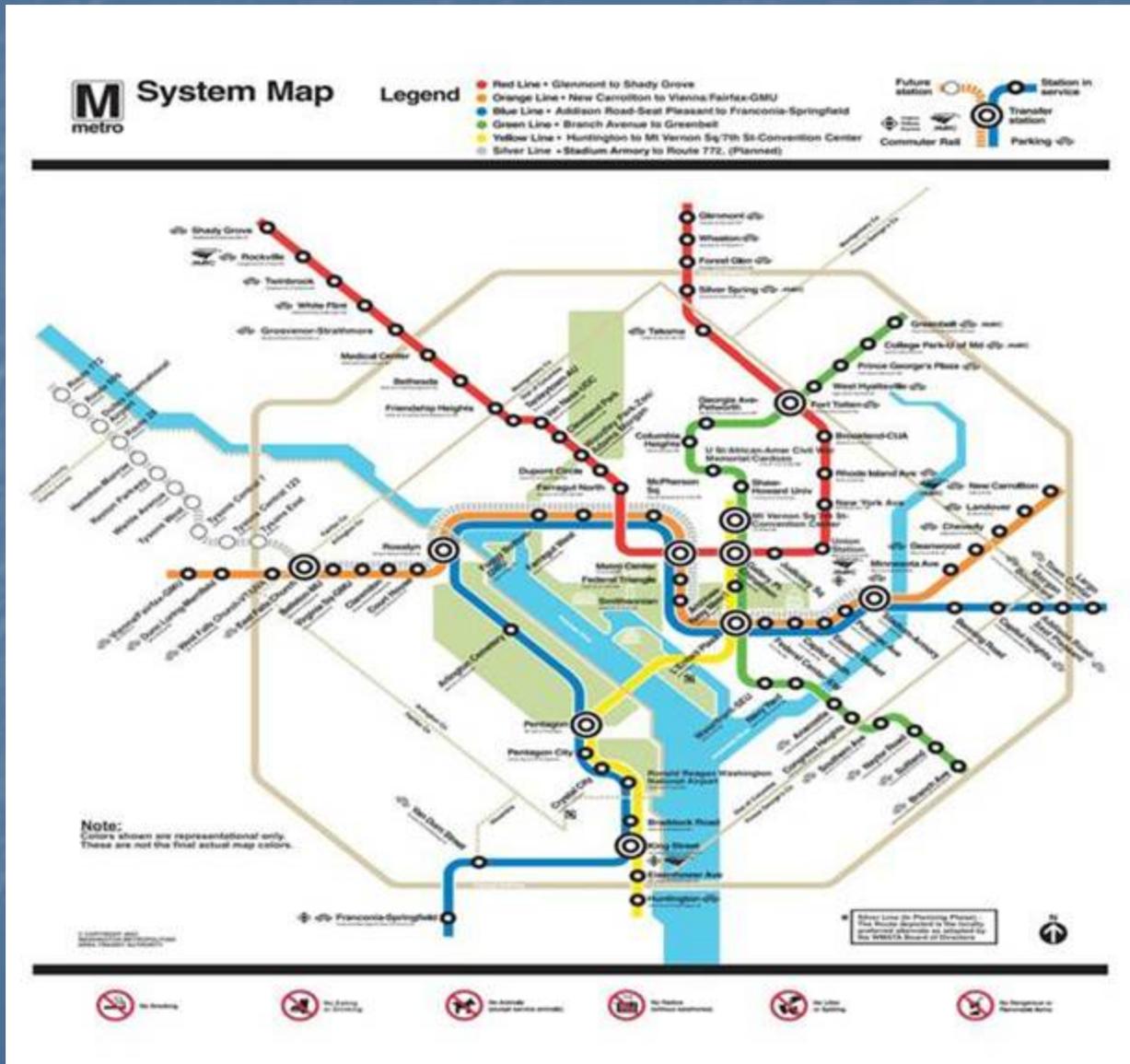


Dulles Corridor Metrorail Project

- **The Need for a Metrorail Extension in the Dulles Corridor**
 - Projected growth in population and employment
 - 45% increase in population (+168,000)
 - 63% increase in employment (+185,000)
 - Travel will become increasingly difficult
 - 45% increase in daily person trips (+638,000)
 - The region is ranked #3 nationally for traffic congestion (Texas Transportation Institute)
 - Dulles Toll Road cannot be expanded

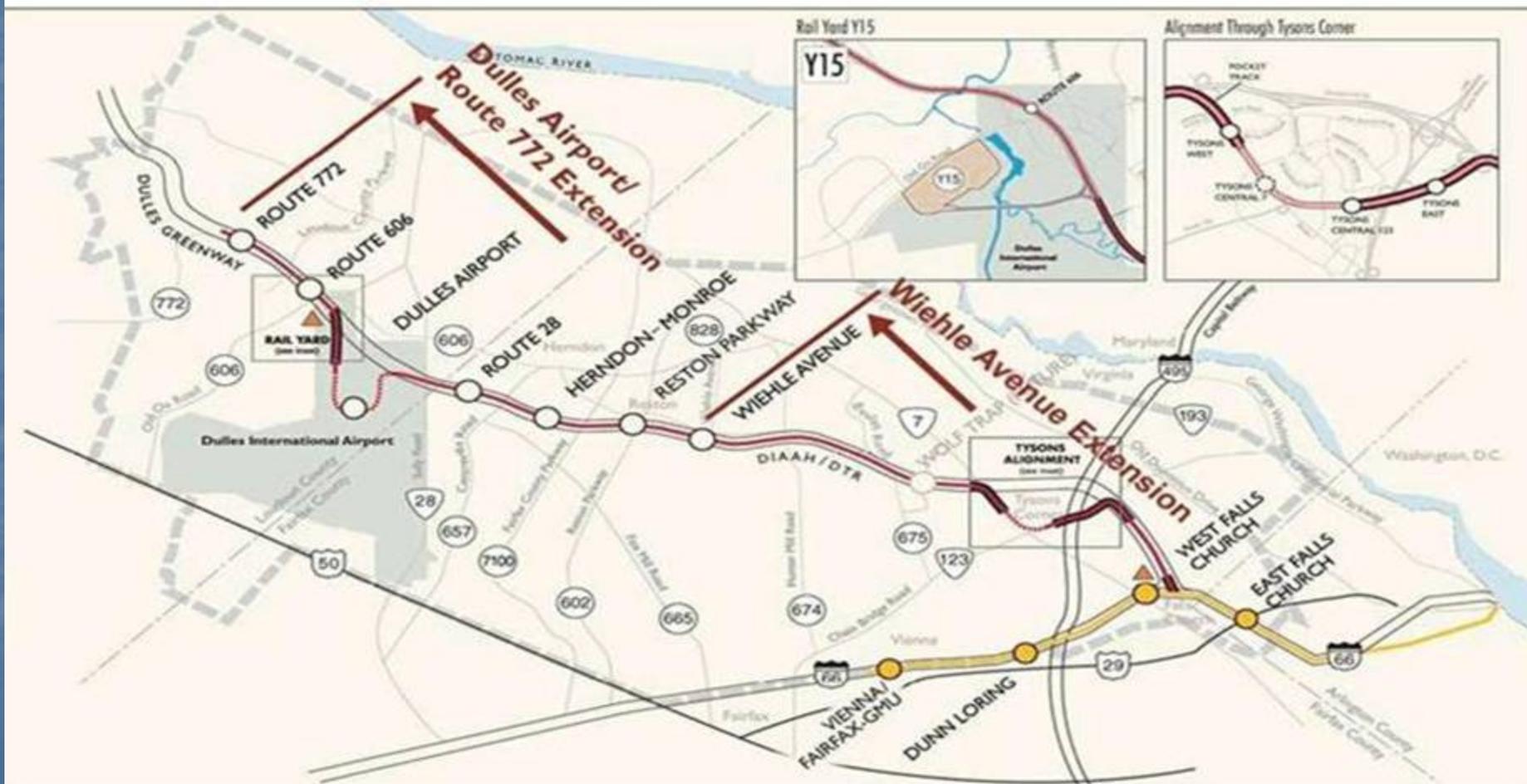


Dulles Corridor Metrorail Project





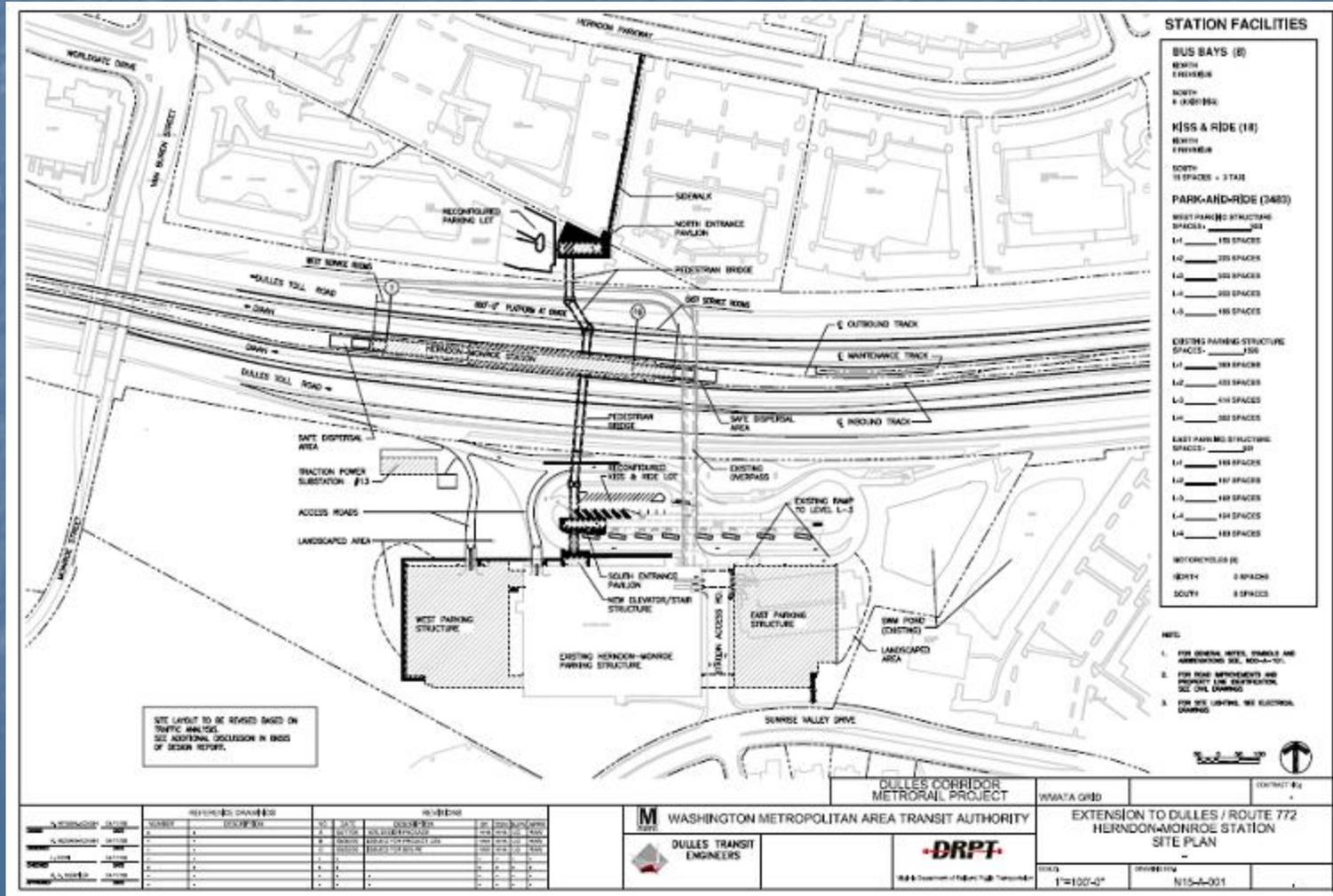
Dulles Corridor Metrorail Project





Dulles Corridor Metrorail Project

Herndon-Monroe Station Site Plan





Dulles Corridor Metrorail Project

- **Transportation Improvement Districts authorized under Section 33.1 of the Code of Virginia**
 - Created By Petition To Fairfax County Board Of Supervisors By Owners Of 51% Land Area Or Assessed Value
 - Land Zoned Commercial Or Industrial
 - Petition Must Include:
 - Boundaries Of The District
 - Transportation Improvements
 - Benefits Of The Transportation Improvements
 - Fairfax County Provides Petition to Town Council At Least 30 Prior to Public Hearing - - Council Approves Inclusion of Town Properties Before the Hearing Date
 - Fairfax County Board of Supervisors Conducts Public Hearing, Finds District Beneficial, And Adopts Resolution To Create The District
 - Requires Establishment Of District Advisory Board (Landowners) And District Commission (Elected Officials) To Guide Actions Of The Transportation Improvement District



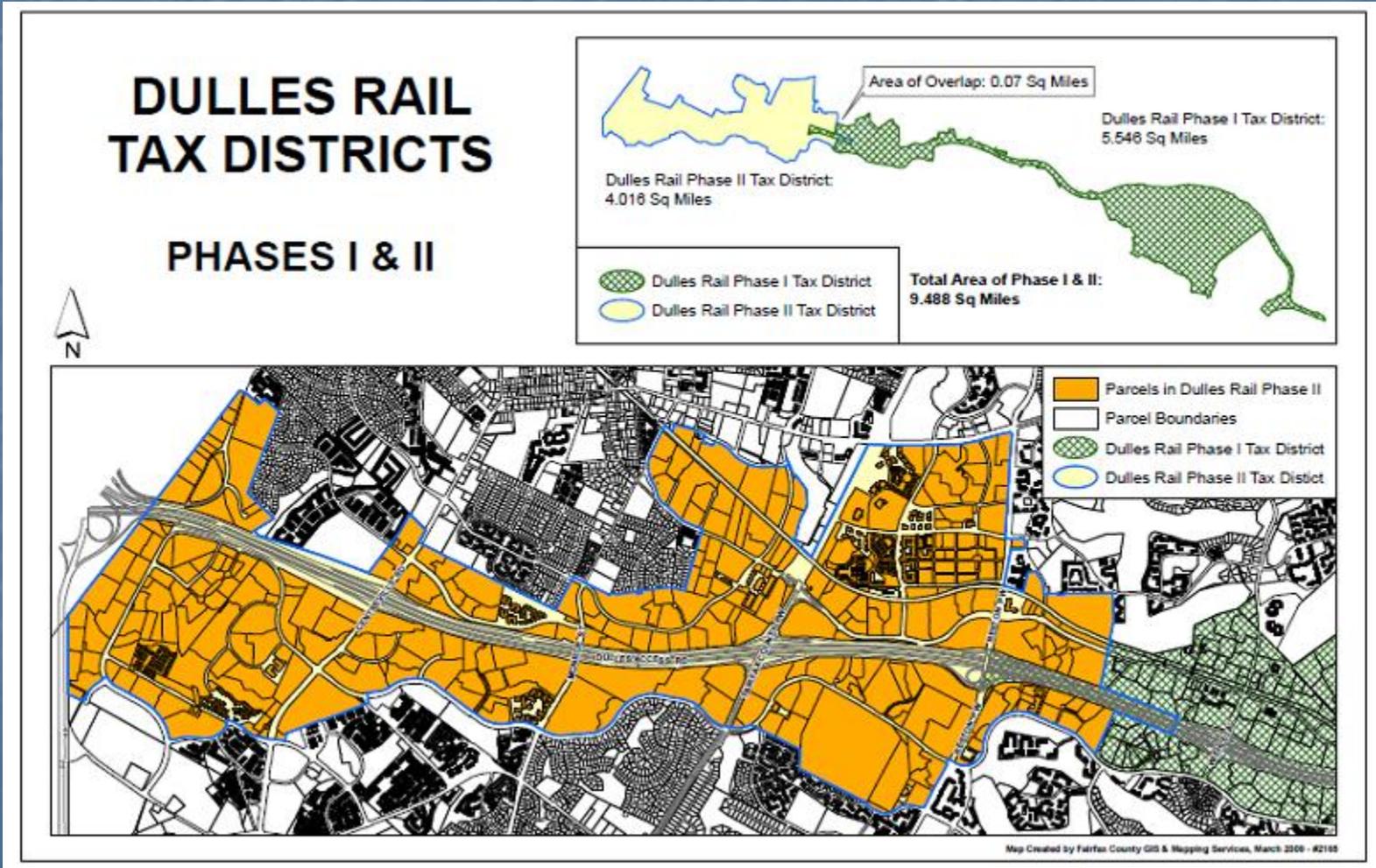
Dulles Corridor Metrorail Project

- **Dulles Rail Phase 2 Transportation Improvement District – Western Alliance for Rail to Dulles (WARD)**
 - Encompasses Properties In Reston, Herndon, and Western Fairfax County
 - Assessed Value Of Approximately \$8.369 Billion In Tax Year 2010 (based on 2004 proposal)
 - Tax Rate “Soft Cap” for Planning – Not Yet Determined
 - Gradual Implementation During Recession; Impact on C&I Tax Under Discussion
 - Maximum Capital Contribution Under Discussion – Debt Capacity Assuming Rates In The Mid-20Cent Range Can Support Up To The Mid-\$300 Millions



Dulles Corridor Metrorail Project

Phase 2 Tax District Boundaries Previously Provided to Fairfax County (2004)





Dulles Corridor Metrorail Project

■ Project Funding

- Phase 1 Construction Cost - \$2.64 b
- Phase 2 Construction Cost - \$2.6 b (estimate)

■ Total Project Funding

- FTA Federal Funding – 18%
- Fairfax County – 16.1%
- Loudoun County – 4.8%
- MWAA – 4.1%
- Dulles Toll Road Revenue – 57%

■ Planned Fairfax County Funding

- \$400m Phase 1 Capital Cost Paid By Phase 1 TID
- Phase 2 Capital Costs Paid By Phase 2 TID - TBD
- Fairfax County Gap Financing Contributions As Necessary To Equal 16.1% of Total Project Funding



Dulles Corridor in the Comprehensive Plan

- **Setting the Stage for Rail in the Plan**
- **Current Plan Recommendations**
- **Dulles Corridor Special Study**



Dulles Corridor Plan History

- **Setting the Stage for Rail**
 - *1990* - Fairfax Planning Horizons
 - *2000-2001* -Dulles Corridor Special Study
 - *2007* - Transit-Oriented Development Policy



Dulles Corridor Plan History

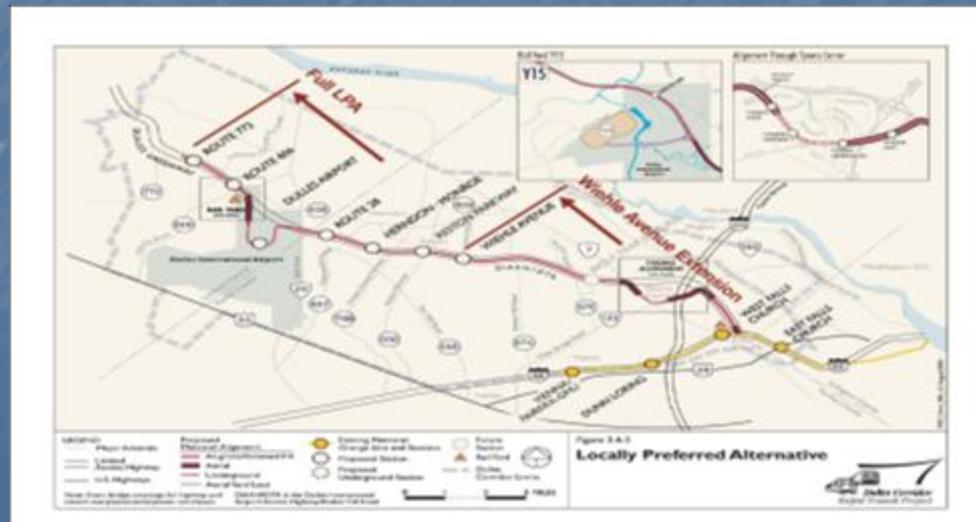
- **1990 Fairfax Planning Horizons**
 - Major update of Fairfax County Comprehensive Plan
 - Concept for Future Development
 - Corridor designated as mixed-use employment center
 - Four general transit station locations identified





Dulles Corridor Plan History

- 2000-01 Dulles Corridor Special Study
 - Develop transit-supportive Plan recommendations for Dulles Corridor
 - Provide input for EIS for Dulles Corridor Rapid Transit Project





Dulles Corridor Plan History

- **2000-01 Dulles Corridor Special Study**
 - Dulles Corridor Land Use Task Force
 - Determine appropriate mix of uses and intensity levels
 - Develop design guidelines
 - Review impacts of land use recommendations on transportation network



Dulles Corridor Plan History

- 2007 Transit-Oriented Development Policy
 - Guidelines for existing and planned rail stations
 - Provides guidance in addition to Area Plan recommendations

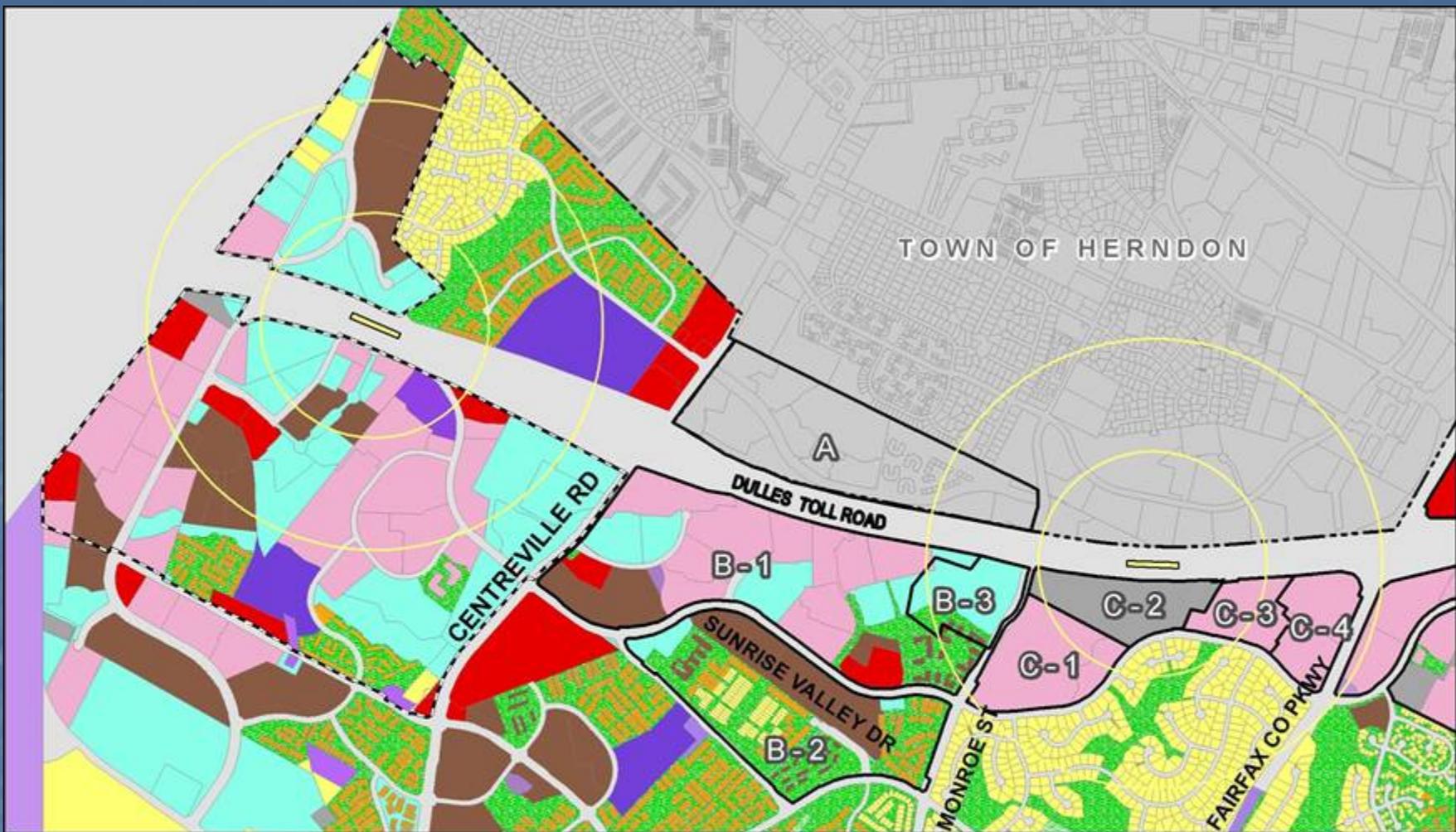
Typical TOD Plan





Dulles Corridor in the Comprehensive Plan

- **Current Plan Recommendations**
 - **Goals:**
 - Compatible integration of new development with existing uses in TSAs
 - Compatible transitions to adjacent development



EXISTING DEVELOPMENT

Herndon-Area Planned Transit Stations

Legend

- Rt 28 / CIT Transit Station Area
- Reston-Herndon Suburban Center Land Units and Sub-Units
- Town of Herndon Boundary
- General Location of Transit Station Platform
- Circles denote 1/4 and 1/2 mile distances from proposed station platform

Commercial Uses

- Office
- Retail
- Industrial
- Government / Institutional
- Vacant Land

Residential Uses

- Low Density Single Family
- Single Family
- Townhouse
- Multi-family
- Private Open Space/ Recreation
- Public Open Space/ Recreation
- Water Areas



1000 Feet



Map prepared by DPZ May 2009

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Dulles Corridor in the Comprehensive Plan

- **Current Plan Recommendations**
 - Based on transit in two phases
 - BRT planned for intermediate level of development



BRT Phase

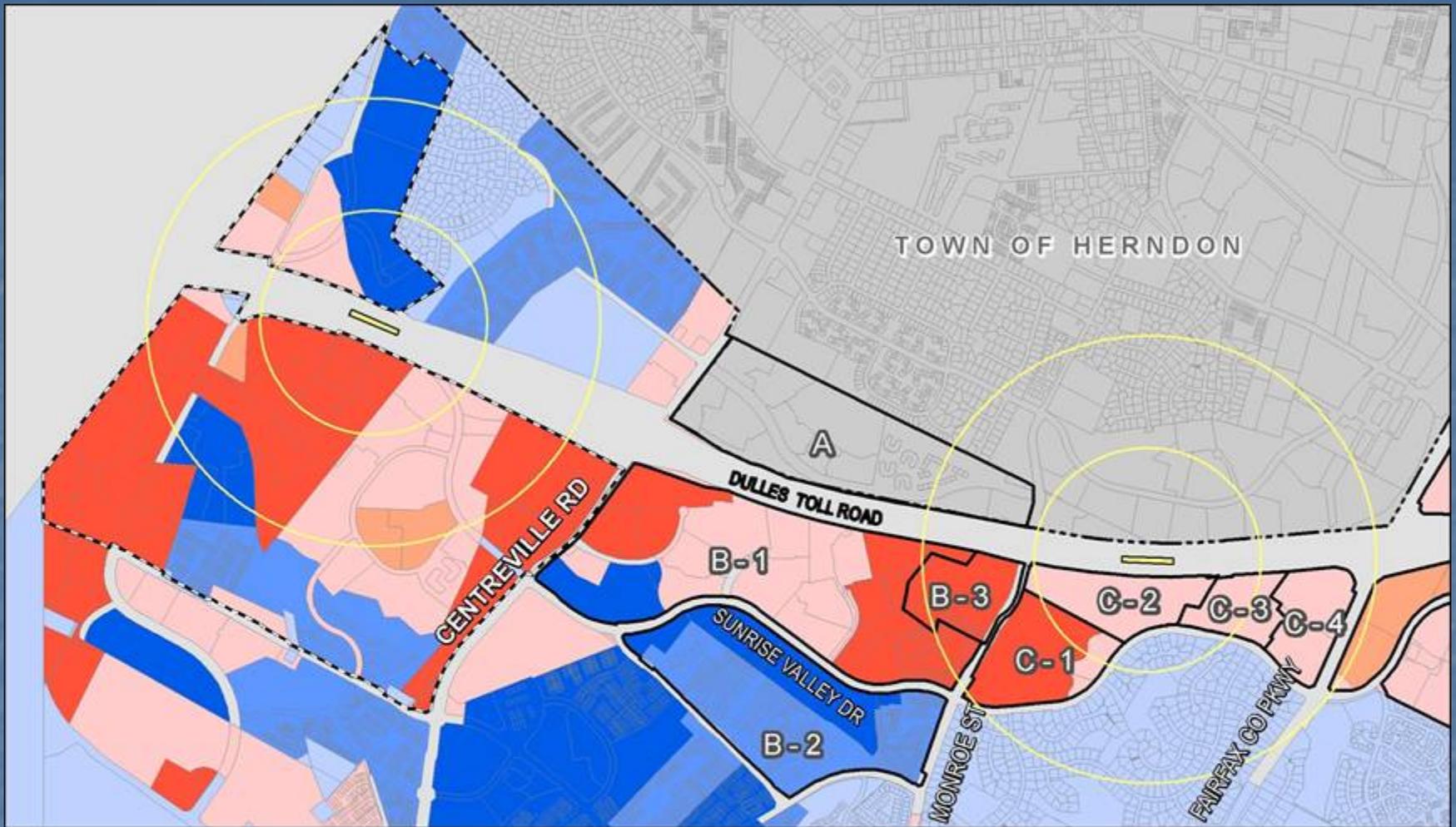


Rail Phase



Dulles Corridor in the Comprehensive Plan

- **Current Plan Recommendations**
 - Options for higher intensity Mixed-Use development in four Transit Station Areas
 - Mix of uses determined by transportation network capacity
 - Highest levels of development require significant residential component
 - Recognize existing zoning allows substantial additional development



ALLOWED ZONING

Herndon-Area Planned Transit Stations

Legend

- Rt 28 / CIT Transit Station Area
 - Reston-Herndon Suburban Center Land Units and Sub-Units
 - Town of Herndon Boundary
 - General Location of Transit Station Platform
- Circles denote 1/4 and 1/2 mile distances from proposed station platform

Residential

- Single Family Detached
- Single Family Attached
- Multifamily

Commercial

- 0.00 - 0.50 FAR
- 0.51 - 1.00 FAR
- 1.01 - 1.50 FAR



1000 Feet



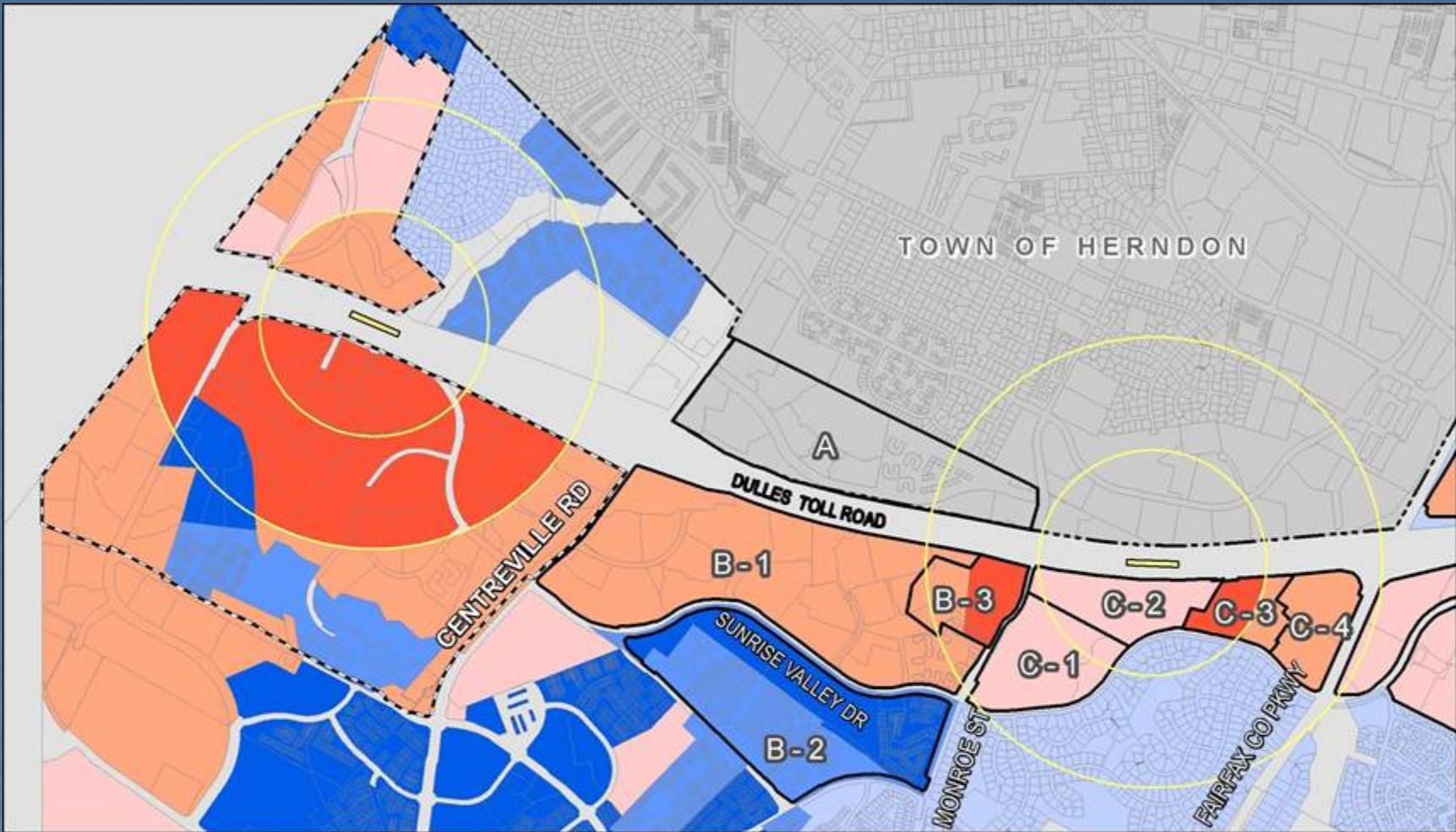
Map prepared by DPZ May 2009

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Dulles Corridor in the Comprehensive Plan

- **Current Plan Recommendations**
 - Encourage better mix of uses
 - Balance multiple objectives
 - Based on different planning objectives for each station area
 - Reflective of differing functions



APPROVED PLAN

Herndon-Area Planned Transit Stations

Legend

- Rt 28 / CIT Transit Station Area
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- 1.01 - Above FAR



1000 Feet



Map prepared by DPZ May 2009

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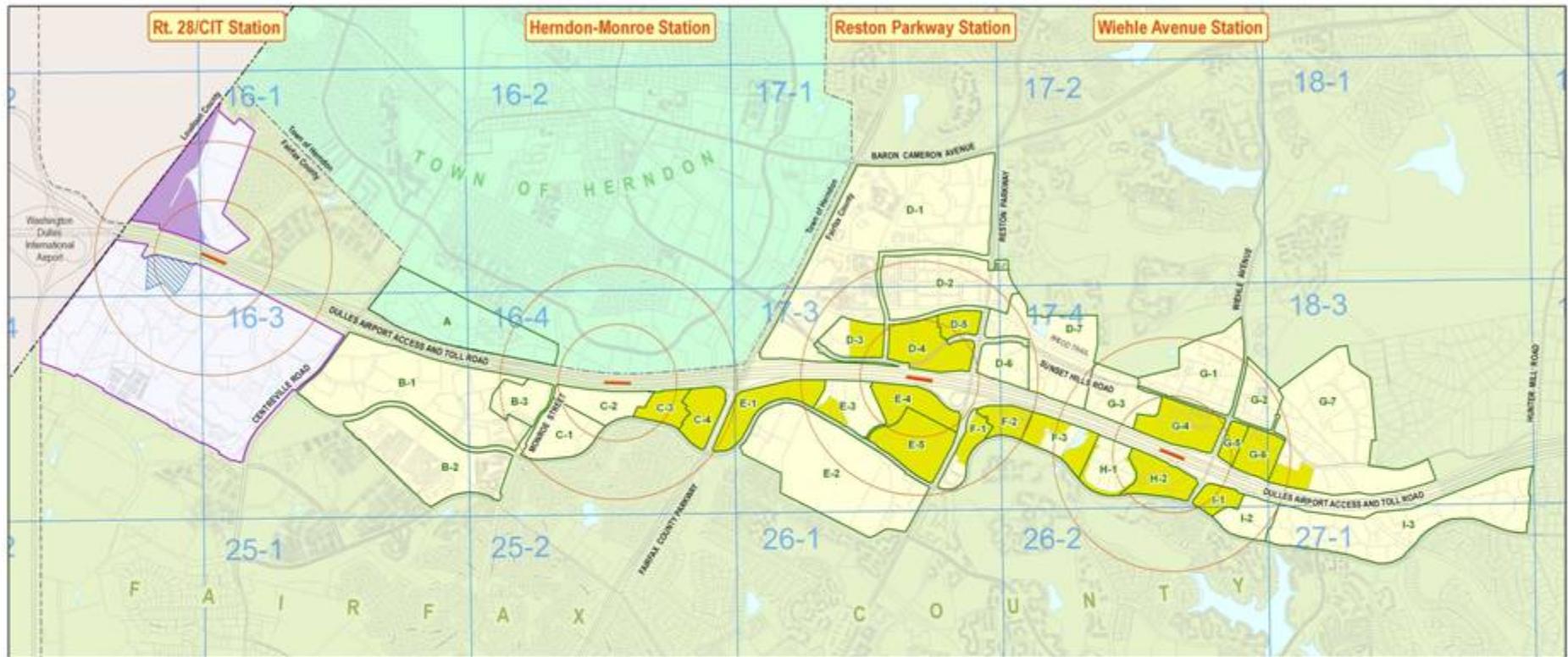


Dulles Corridor in the Comprehensive Plan

- 2008-09 North County Area Plan Review Process
 - 20 proposals in Reston-Herndon Suburban Center (Hunter Mill Supervisor District)
 - PC recommended Special Study
 - 3 proposals adjacent to Rt. 28/CIT Transit Station Area (Dranesville Supervisor District)
 - PC deferred to allow additional time for evaluation



Dulles Corridor in the Comprehensive Plan



Dulles Corridor Transit Station Areas Fairfax County, Virginia

Legend

-  I-3 Reston-Herndon Suburban Center Land Units and Sub-units
Note: Planning responsibility for Land Unit A has reverted to the Town of Herndon.
-  Group of three Dranesville APR Items in the Rt. 28 / CIT Station Area
-  Plan Amendment S07-III-UP2 Rocks Site, Dulles Suburban Center, Land Unit A Authorized on December 3, 2007
-  General Location Transit Station Platforms
Circles denote 1/4 and 1/2 mile distances from center of station platform
-  Rt. 28 / CIT Station Area
-  Group of three Dranesville APR Items in the Rt. 28 / CIT Station Area
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Map prepared by
Department of Planning & Zoning
June 2009

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Dulles Corridor in the Comprehensive Plan

- **2008-09 North County Area Plan Review Process**
 - One proposal for Herndon-Monroe Transit Station Area
 - Nomination proposal:
 - Increase land area subject to transit options
 - Increase planned FAR for transit options
 - Adjust mix of uses



Dulles Corridor Special Study

- **Reston-Dulles Corridor Transit Station Areas Special Study**
 - Authorized by Board of Supervisors on May 18, 2009
 - Staff to recommend to Board re:
 - Approach
 - Scope
 - Schedule



Dulles Corridor Special Study

■ Study Purpose

- Update existing Plan recommendations to ensure support for TOD policy
- Ensure recommendations support implementation of rail
- Evaluate 20 deferred APR nominations in context of current Plan policies



Dulles Corridor in the Comprehensive Plan

- **Next Steps**
 - Special Study update to Board of Supervisors in June
 - Dranesville nominations to be considered by Planning Commission in early 2010