Implications of Measuring Distance from:

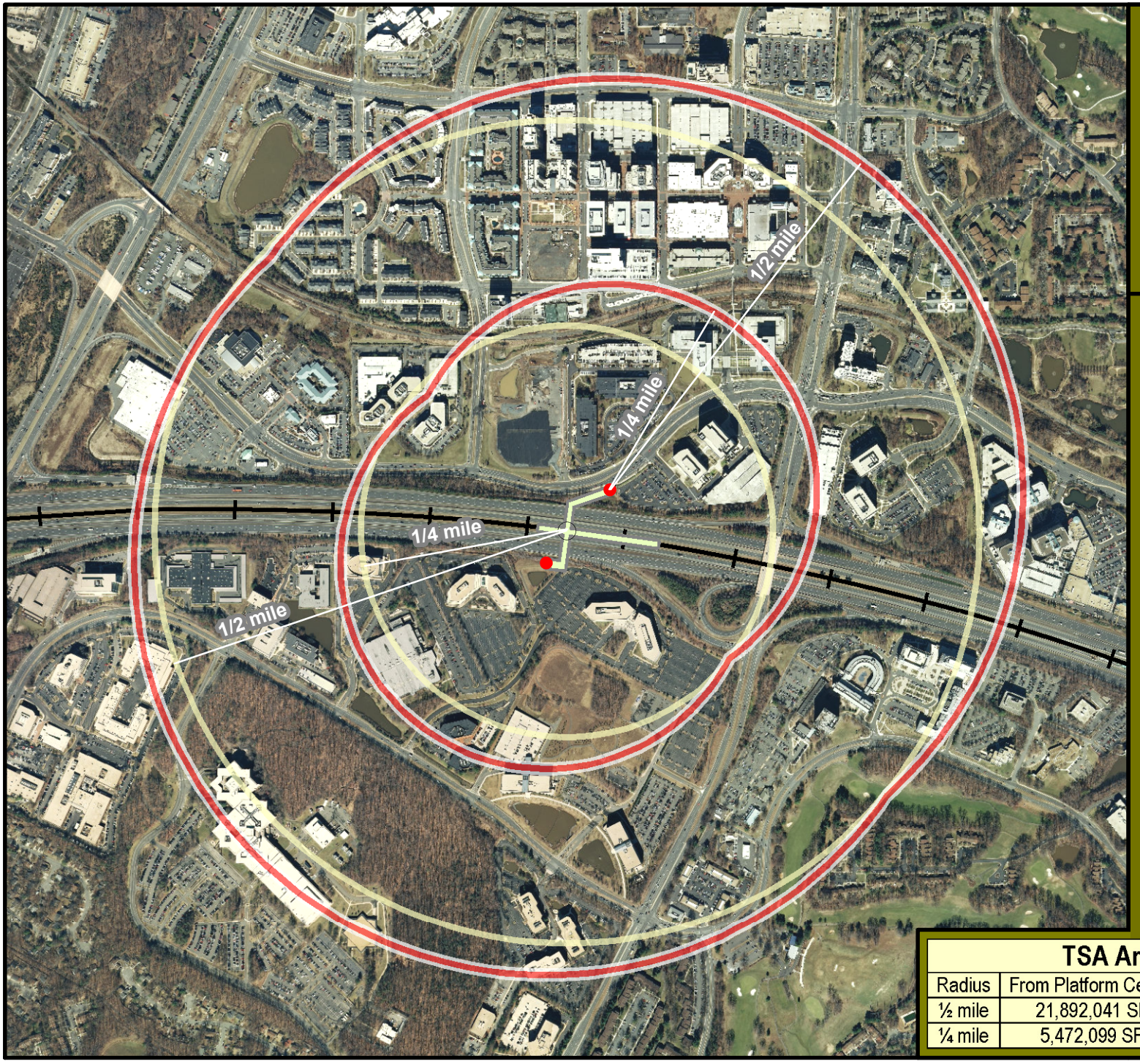
Station Platform VS Base of Escalators

Source: Fairfax County Department of Planning and Zoning

August 13, 2013

Fairfax County Staff's analysis of two different ways to measure distance from the future Metro Stations and its implications on ¼ and ½ mile radii. This analysis is in response to Task Force member alternate Rae Noritake's analysis of the same issue at Reston Town Center Station. http://www.fairfaxcounty.gov/dpz/projects/reston/communitydocs/06-26-2013_impact_radius_from_station_entries.pdf

Staff's analysis makes the point even more strongly than Rae did that measuring from the base of station escalators will result in spreading the limited development square feet out over a larger area, resulting in lower FARs and development further from stations. It should also be noted that Rae's analysis uses station platform and entrance locations that are from the currently approved station site plans while Staff's analysis uses station platform and entrance locations that are from recently submitted site plans that will update their location and design. The site plans are part of a Special Exception application submitted to Fairfax County by MWAA.



Reston Town Center Station

Fairfax County, Virginia

G:\projects\ocp\pd\avprojects\2013\
Reston maps for HM&FD\GIS projects\
RestonTnCtrSta - 2 types distance circles

quarter mile

TSA ANALYSIS

Area comparison between measuring from METRO platform center vs. station entries.

See table below for square footage calculations.

TSA Area Analysis

Radius	From Platform Center	From Offsets	Increase
½ mile	21,892,041 SF	25,177,063 SF	115%
¼ mile	5,472,099 SF	7,102,889 SF	129%