
Fairfax County Transit-Oriented Development Guidelines

Reston Master Plan Task Force Meeting
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Transit-Oriented Development Guidelines



TOD Concept

- ❑ Promote compact development
- ❑ Multiple rather than single uses
- ❑ Pedestrian orientation
- ❑ Attention to civic uses

Transit-Oriented Development Guidelines



Desired Outcomes

- Livable communities
- Successful development
- Growing transit ridership

-from Urban Land Institute's "Ten Principles for Successful Development Around Transit"

Transit-Oriented Development Guidelines



Policy Plan, Land Use Section Appendix 11

- "...encourages compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations"

Transit-Oriented Development Guidelines



- Transit Proximity and Station Area Boundaries
 - Highest density or land use intensity near or above rail transit station
 - Clear TOD boundaries and protect stable neighborhoods near transit

Transit-Oriented Development Guidelines



- **Station-specific Flexibility**
 - **Each transit station development has unique characteristics**
 - **Integrate transit station area into the overall planning fabric of the larger surrounding area**

Transit-Oriented Development Guidelines



- **Pedestrian and Bicycle Access**
 - **Integrate pedestrian and bicycle system plan**
 - **Minimize conflicts between vehicles and pedestrians/bicyclists**

Transit-Oriented Development Guidelines



- Mix of Land Uses
 - **Balance transit utilization through a mix of land uses within and surrounding the transit station area**

Transit-Oriented Development Guidelines



- **Housing Affordability**
 - **Mix of housing types and sizes for a range of income levels**
 - **Accessible to those most dependent on public transportation**

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- Urban Design
 - **Pedestrian focused environment which contributes to the quality of transit experience**

Transit-Oriented Development Guidelines



- **Street Design**
 - **Connectivity throughout the site and between connected areas**
 - **Safe and attractive design for all transportation users**

Transit-Oriented Development Guidelines



- **Parking**
 - **Maximum use of available parking**
 - **Minimal visual impact of parking structures and surface lots**
 - **Incorporate ground floor uses and activities**

Transit-Oriented Development Guidelines



- **Transportation and Traffic**
 - **Choice in transportation modes**
 - **Develop measures to limit single occupant vehicle trips**
 - **Balance between pedestrian and bicycle accessibility and vehicular access**
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Transit-Oriented Development Guidelines



- Vision for the Community
 - **Broad community involvement and participation in planning process when TOD plans propose substantial changes in use or intensity**

Transit-Oriented Development Guidelines



- **Regional Framework**
 - **Coordination and cooperation with adjacent jurisdictions, regional organizations, and transit providers**
 - **Concentrated growth around planned transit station areas**
 - **Evaluation of the cumulative impacts on transit service and capacity**
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Transit-Oriented Development Guidelines



- Environmental Considerations
 - Mitigation of environmental impacts of development
 - Compact, mixed-use development
 - Low impact development techniques
 - Conservation of natural resources
 - Stormwater management

Transit-Oriented Development Guidelines



- **Economic Benefits**
 - **Employment and commercial revitalization opportunities**
 - **Transportation savings**

Transit-Oriented Development Guidelines



- Open Space
 - **Transit-oriented development plans should provide publicly-accessible, high-quality, usable open space**
 - **Open space preservation**

Transit-Oriented Development Guidelines



- **Public Facilities and Infrastructure**
 - **Public facilities in station areas**
 - **Provide public services**
 - **Increase activity**
 - **Offsetting development impacts within TOD**

Transit-Oriented Development Guidelines



- **Phasing of Development**
 - **Mix of uses within every phase of development**
 - **Minimum impacts on the surrounding community and increased amenities for residents, employees, and visitors**
 - **Provision of open space, recreational amenities, and pedestrian/bicycle access**
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Transit-Oriented Development

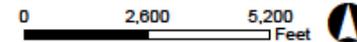


Current Extent of Transit-Related Options Planned Reston Area Transit Station Areas



Legend

- Planned Dulles Rail Stations
- 1/4 & 1/2 Mile From Planned Station
- Reston-Herndon_Suburban_Center_Sub-units
- Existing RAIL Boundaries
- Existing BRT Boundaries



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Transit-Oriented Development Lessons Learned



- **Montgomery County experience:**
 - **Community Building Blocks**
 - Pedestrian oriented street system
 - Great and successful public spaces
 - Buildings to shape streets and open spaces
 - **Focus on Community Design**
 - Flexible Approach
 - Successful incentives/density
 - Focus on design quality
 - Design Guidelines Program
 - Focus on Sustainability

Transit-Oriented Development Lessons Learned



- **Arlington County experience:**
 - **Transit investment can be catalyst to reshape communities**
 - **Multimodal transportation – continued growth with less reliance on autos**
 - **Establish vision, design supportive policies/plans/tools and be patient**
 - **Do detailed planning at sector area**
 - **Build community consensus**
 - **Integrity of plan - be consistent**
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Transit-Oriented Development Lessons Learned



- **Arlington County experience:**
 - **Station areas must meet daily needs for users to leave cars behind**
 - **Reduce parking requirements**
 - **Transit integrated with development**
 - **Attractive and functional pedestrian environment is important**
 - **Develop public-private partnerships**
 - **Provide alternatives to cars**
 - **If you build a place for cars all you will get is cars**