



# Overview of the Route 28 Station – South Study Area

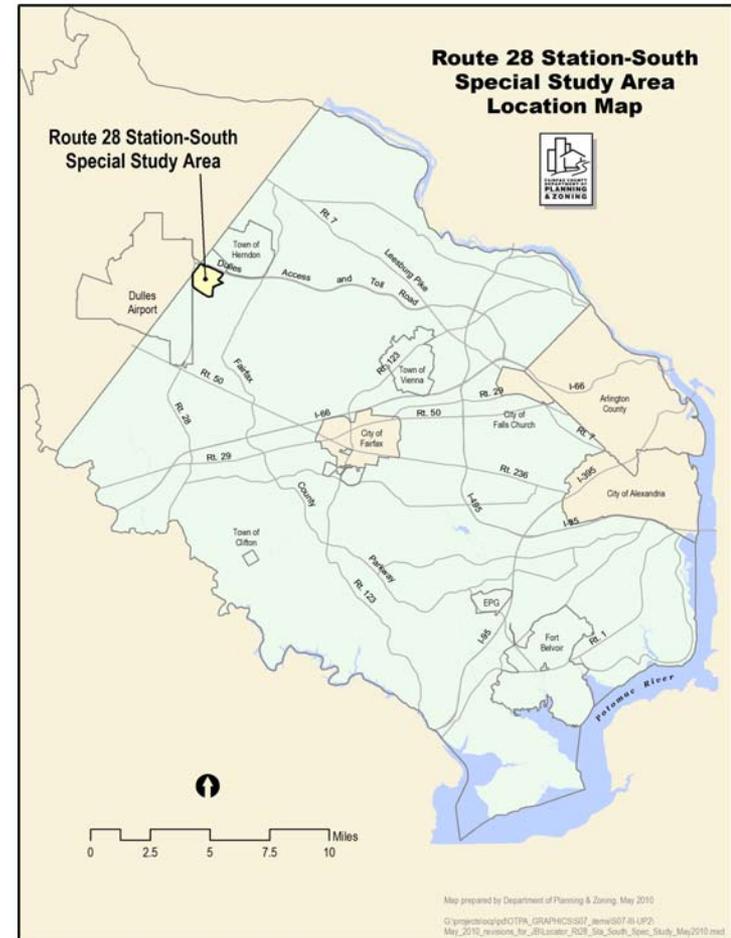
Working Group Presentation  
May 10, 2010

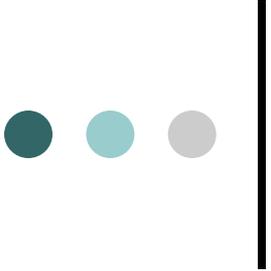


FAIRFAX COUNTY  
DEPARTMENT OF  
**PLANNING  
& ZONING**

# Tonight's Presentation

- Working Group's Charge
- Trends in Population and Jobs
- Transit-Oriented Development (TOD) Policy
- Planning History of the Study Area
- Current Planning and Zoning
- Food for Thought



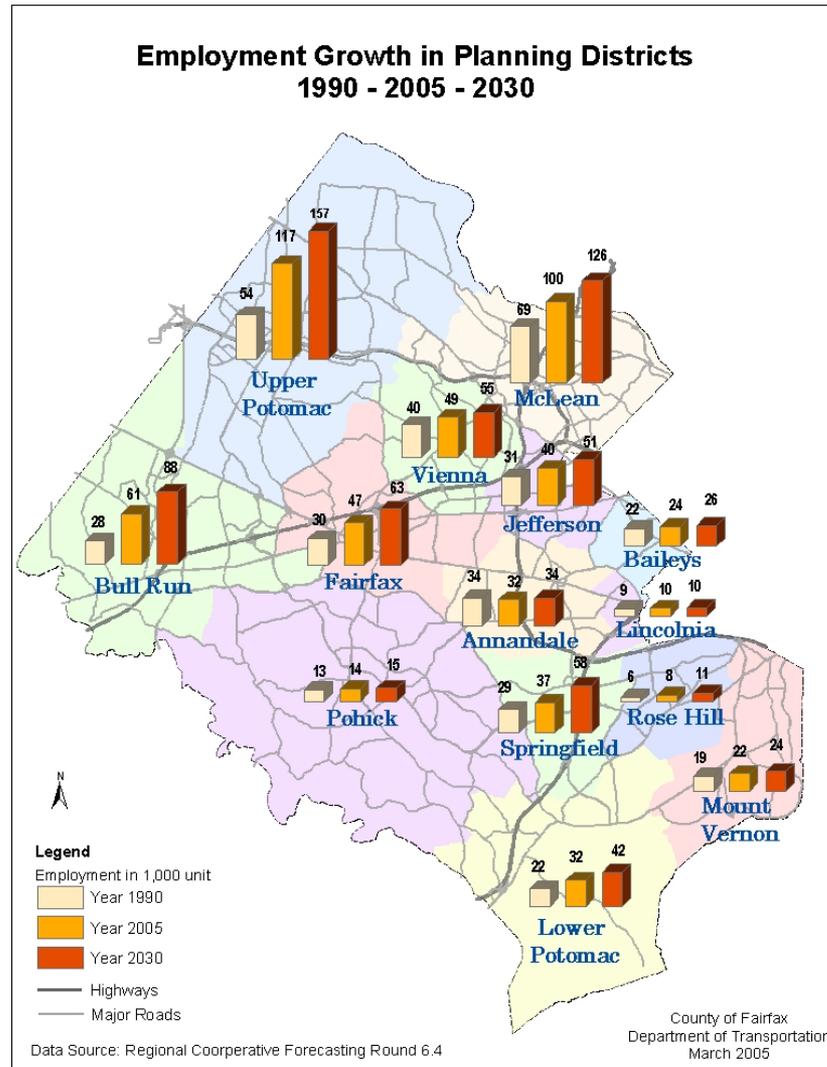


# Working Group's Charge

- Understand current Comprehensive Plan
- Gain understanding of what has affected implementation of current Plan
- Evaluate how to adjust Plan
  - Protect existing development
  - Accommodate forecasted changes
- Engage in dialogue with staff and community
- Provide Plan Amendment recommendation

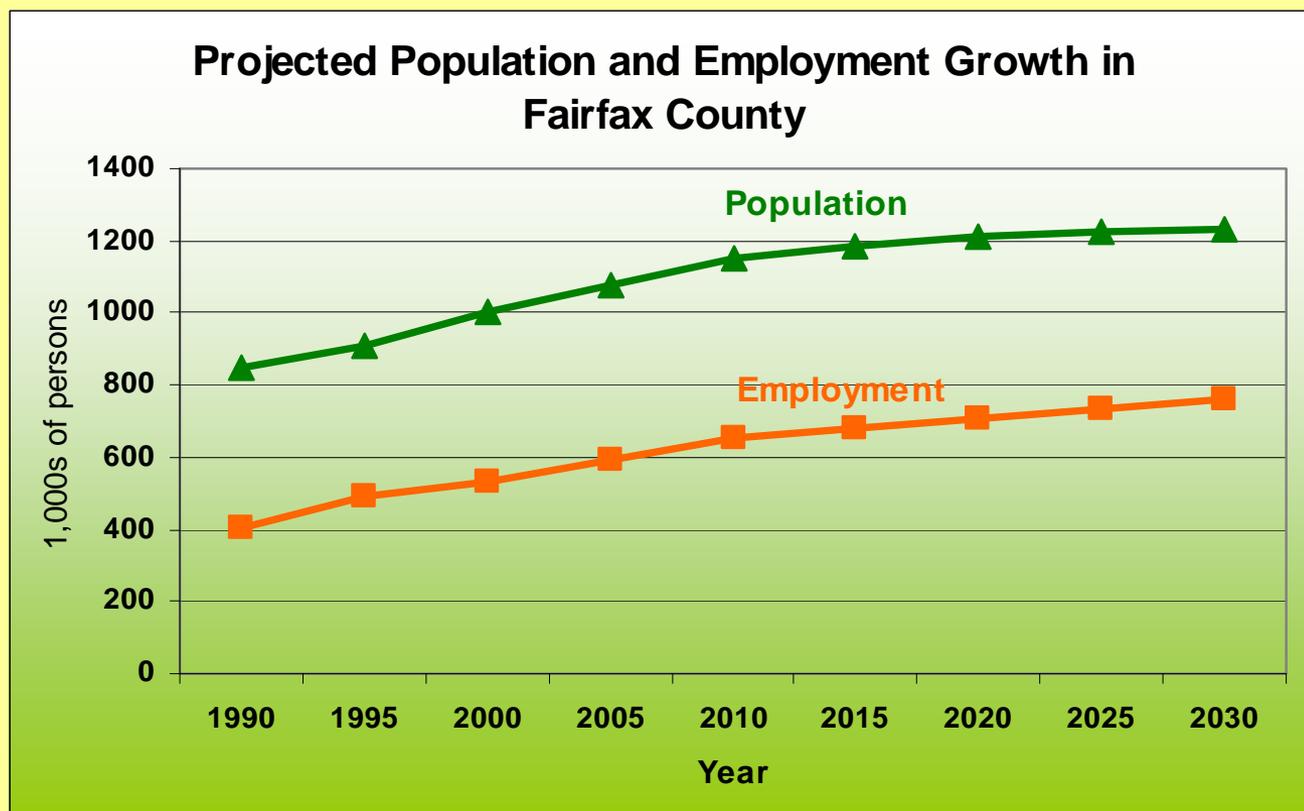
# Trends in Population and Jobs

- Strong job growth will continue in County's employment centers



# Trends – Future Growth

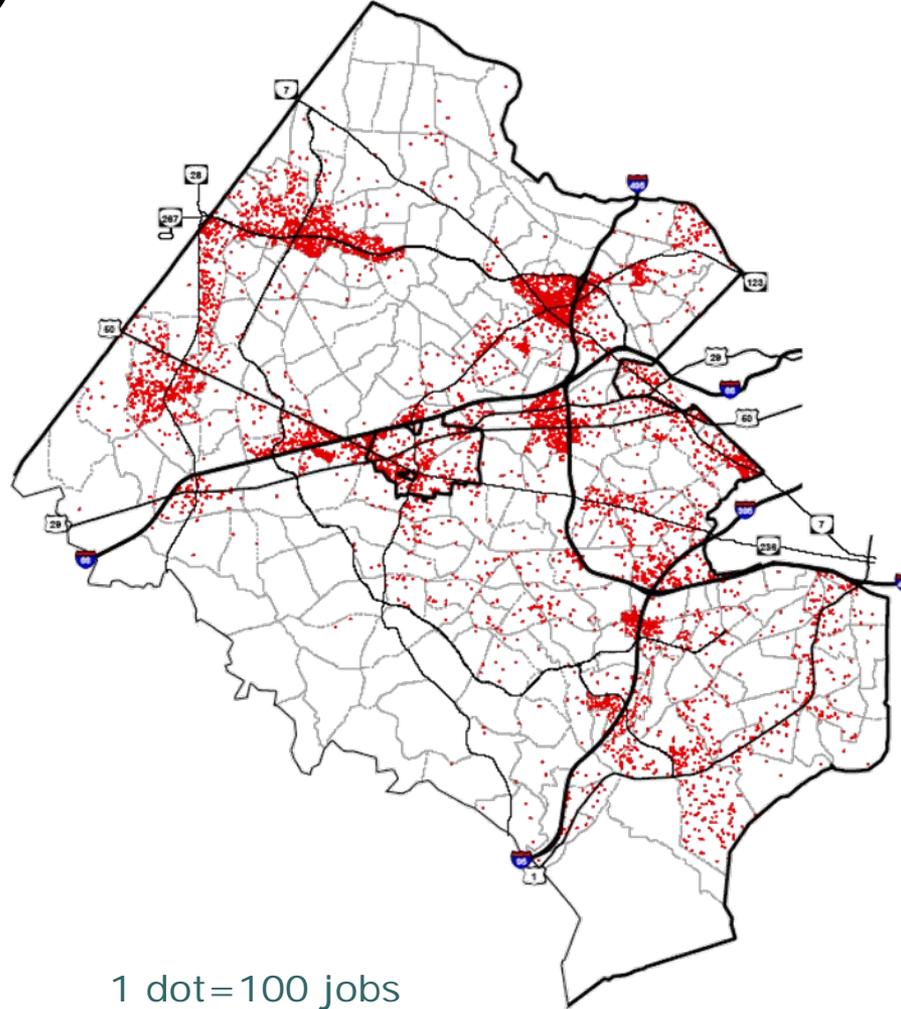
By the year 2030 population in Fairfax County is forecast to increase by 15% and employment by 28%



Source: COG 6.4a Cooperative Forecasting

# Employment -2005

- 601,000 jobs
- Major concentrations in County-planned employment centers served by major transportation facilities



# Forecast Change - Employment 2005-2030

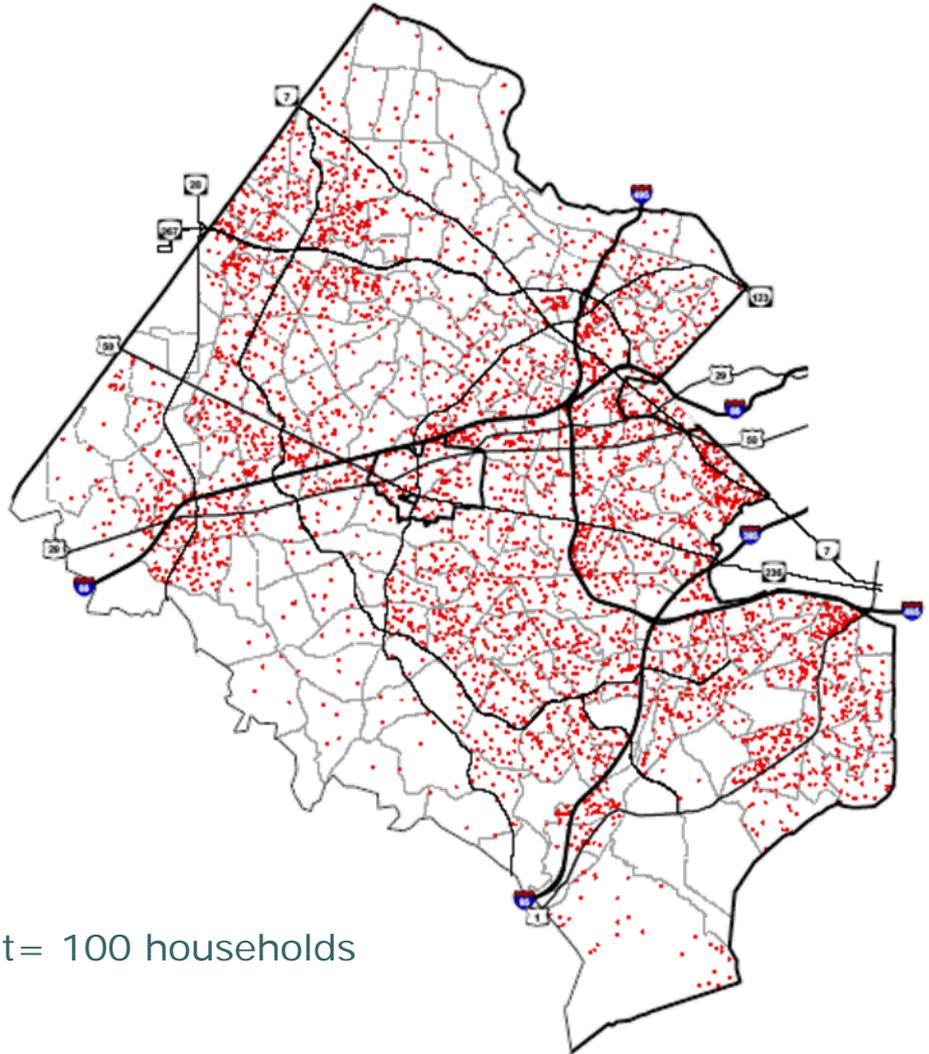
- Total 843,000 jobs (an increase of 244,000, or about 41 percent)
- Growth to be focused in defined employment centers
- Increased Residential Based Employment



1 dot=100 jobs

# Households - 2005

- Total 378,000 households
- Lower density in environmentally-sensitive areas
- Higher density near employment centers
- Majority of development in suburban neighborhoods



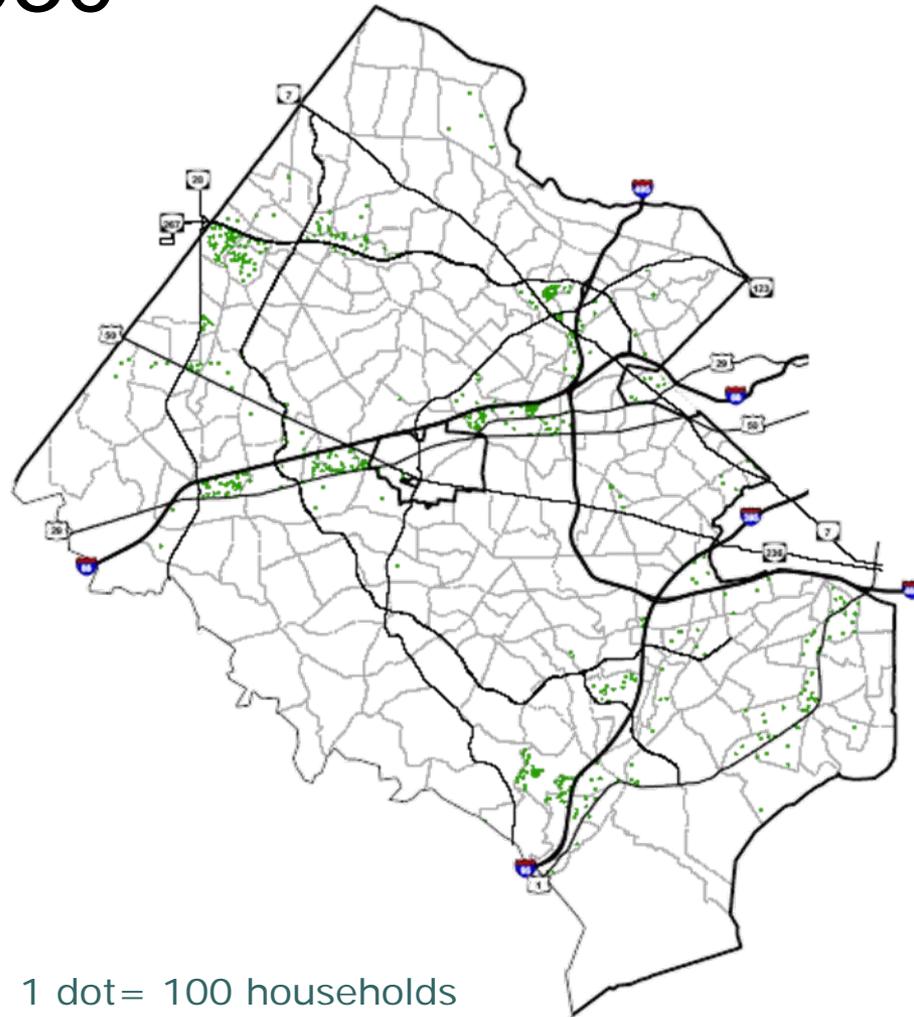
1 dot = 100 households



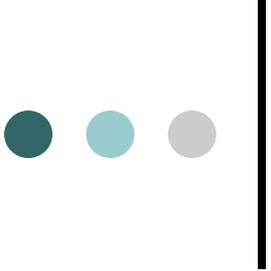
# Forecast Change in Households 2005-2030



- Total 482,000 households (increase of 104,000 hshlds, or about 28%)
- More multi-family housing in defined employment centers
- Less infill in suburban neighborhoods



1 dot = 100 households



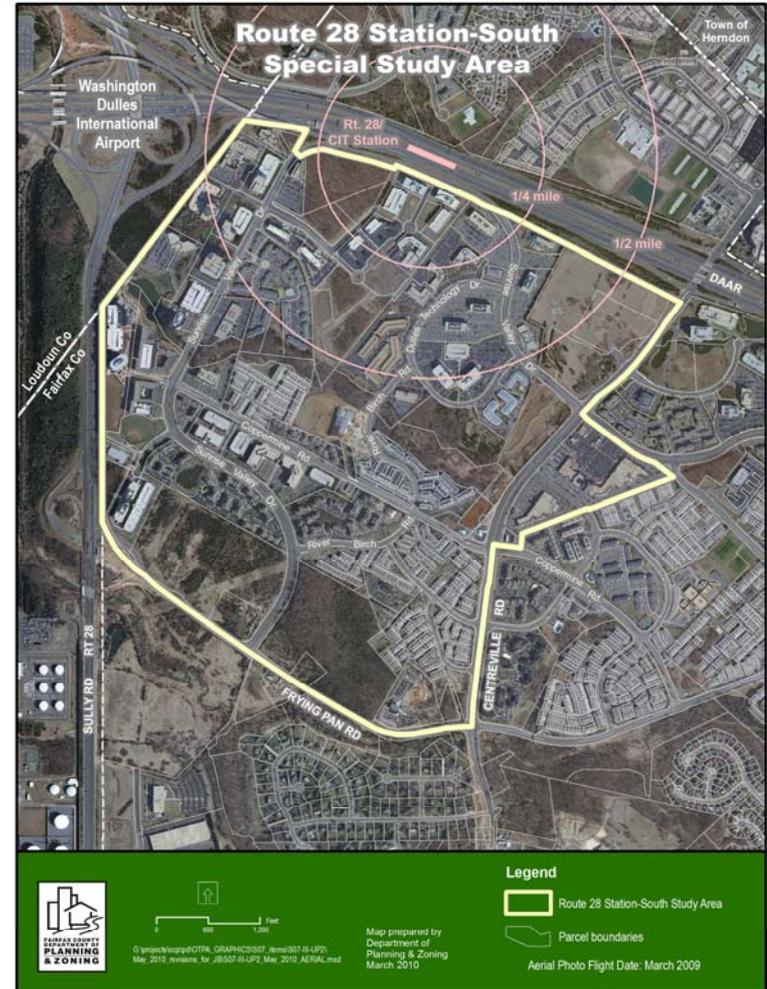
# Trends Conclusion

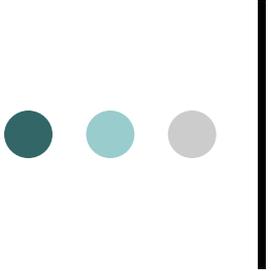
County will grow differently in the future than it has in the past

- **More concentrated multifamily residential development**
- **More focused job centers**
- **Leads to different transportation needs**
- **Increased need / emphasis on transit and less reliance on driving**

# Why study the Route 28 Station - South area?

- Update Comprehensive Plan to ensure that recommendations support:
  - Implementation of rail
  - County's Transit-Oriented Development Policy
- Continuity in Plan Review along the Reston-Dulles Corridor

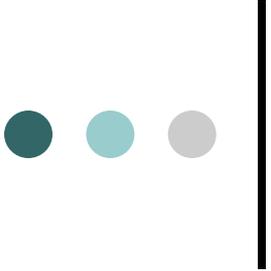




# Transit-Oriented Development Guidelines

## **TOD Concept**

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

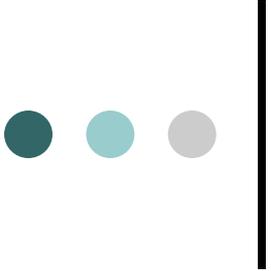


# Transit-Oriented Development Guidelines

## **Desired Outcomes**

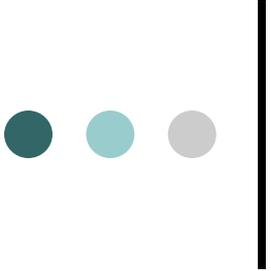
- Livable communities
- Successful development
- Growing transit ridership

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



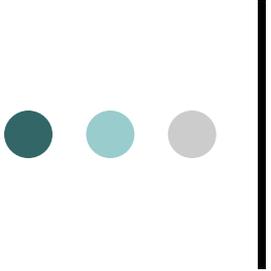
# Transit-Oriented Development Guidelines

- **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**



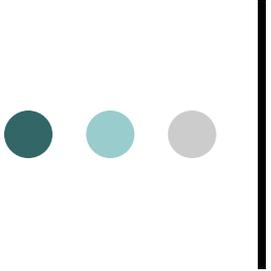
# Transit-Oriented Development Guidelines

- **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

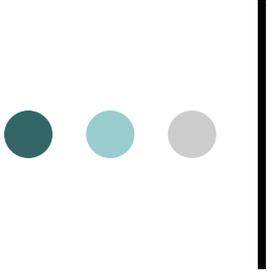
- **Pedestrian and Bicycle Access**
  - **Integrate pedestrian and bicycle system plan**
  - **Minimize conflicts between vehicles and pedestrians/bicyclists**



# Transit-Oriented Development Guidelines

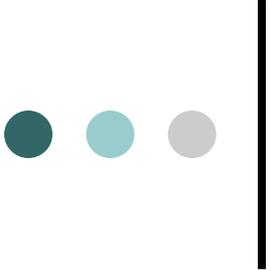
- **Mix of Land Uses**

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



# Transit-Oriented Development Guidelines

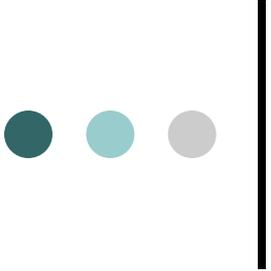
- **Housing Affordability**
  - **Mix of housing types and sizes for a range of income levels**
  - **Accessible to those most dependent on public transportation**



# Transit-Oriented Development Guidelines

- **Urban Design**

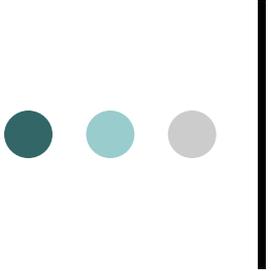
- **Pedestrian focused environment which contributes to the quality of transit experience**



# Transit-Oriented Development Guidelines

## ○ **Street Design**

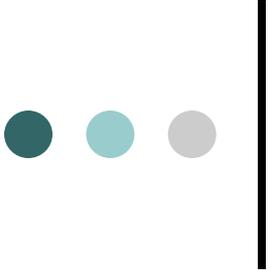
- **Connectivity throughout the site and between connected areas**
- **Safe and attractive design for all transportation users**



# Transit-Oriented Development Guidelines

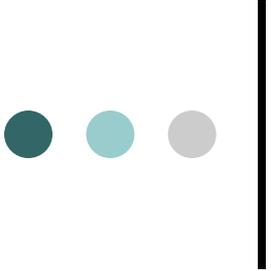
## ○ **Parking**

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



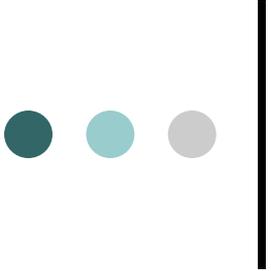
# Transit-Oriented Development Guidelines

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



# Transit-Oriented Development Guidelines

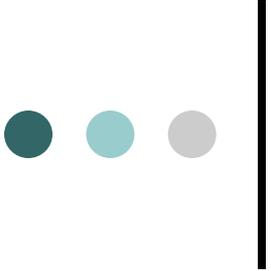
- **Vision for the Community**
  - **Broad community involvement and participation in planning process when TOD plans propose substantial changes in use or intensity**



# Transit-Oriented Development Guidelines

## ○ Regional Framework

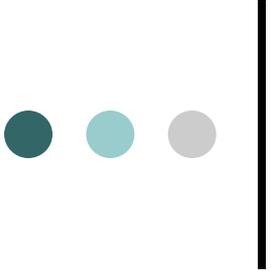
- **Coordination and cooperation with adjacent jurisdictions, regional organizations, and transit providers**
- **Concentrated growth around planned transit station areas**
- **Evaluation of the cumulative impacts on transit service and capacity**



# Transit-Oriented Development Guidelines

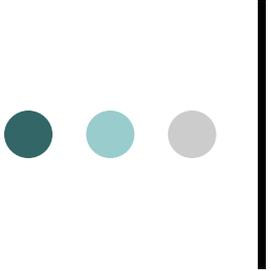
## ○ **Environmental Considerations**

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



# Transit-Oriented Development Guidelines

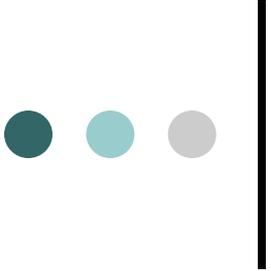
- **Economic Benefits**
  - **Employment and commercial revitalization opportunities**
  - **Transportation savings**



# Transit-Oriented Development Guidelines

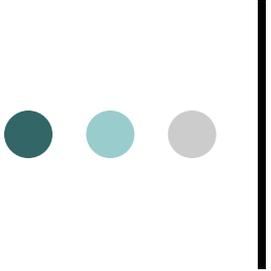
## ○ **Open Space**

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



# Transit-Oriented Development Guidelines

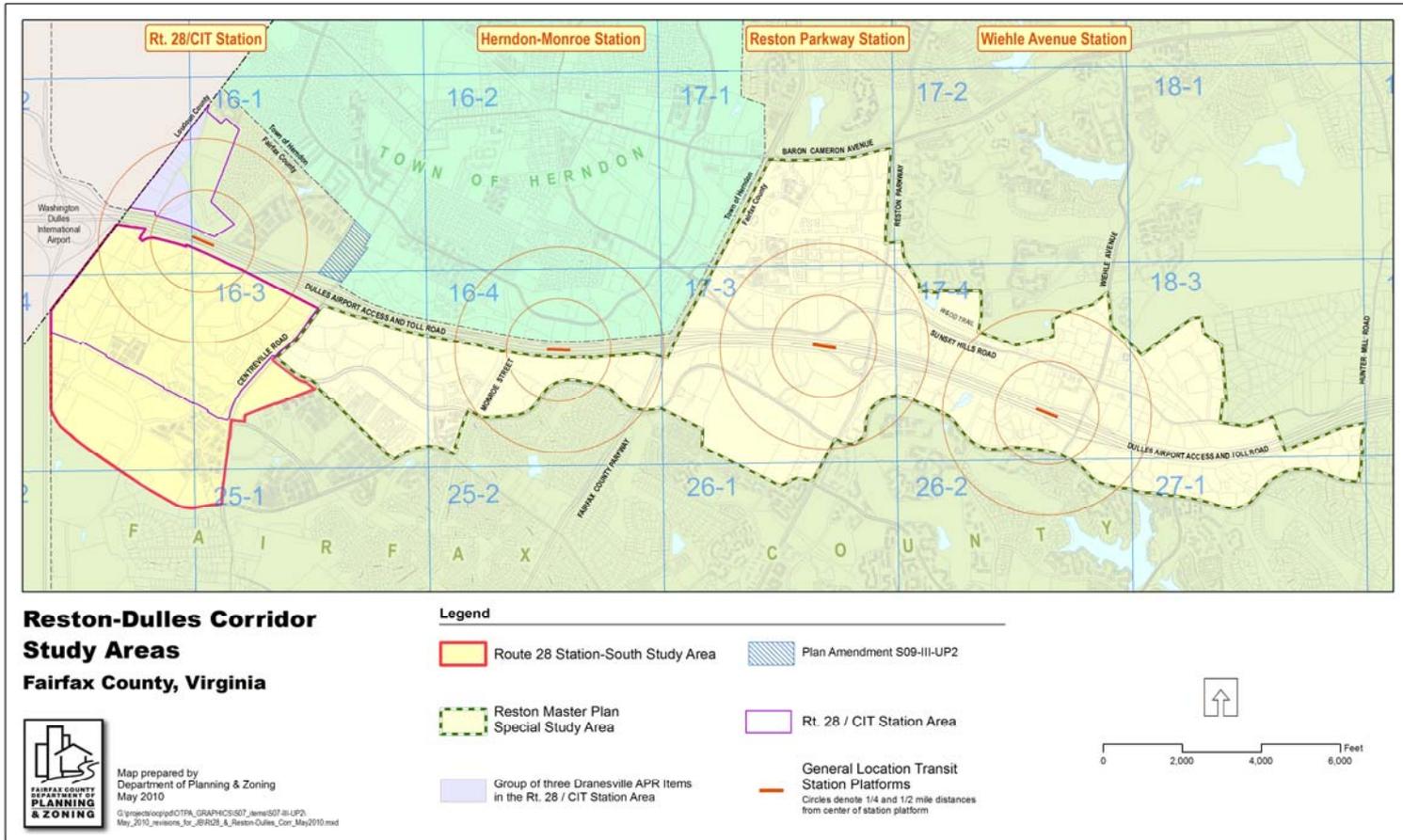
- **Public Facilities and Infrastructure**
  - **Public facilities in station areas**
    - Provide public services
    - Increase activity
  - **Offsetting development impacts within TOD**



# Transit-Oriented Development Guidelines

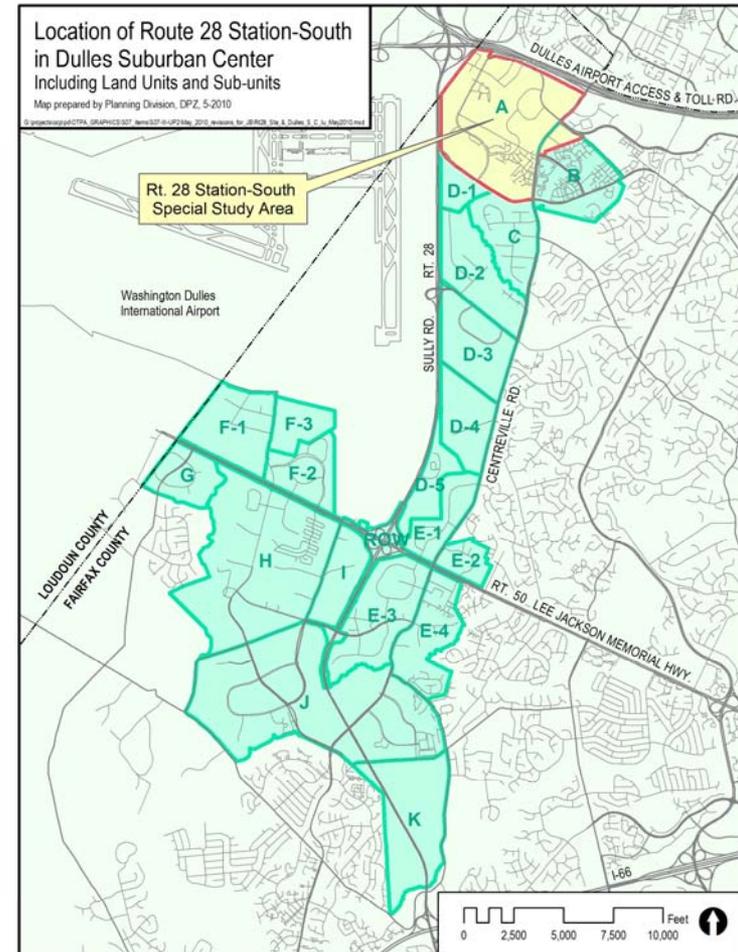
- **Phasing of Development**
  - **Mix of uses within every phase of development**
  - **Minimum impacts on the surrounding community and increased amenities for residents, employees, and visitors**
  - **Provision of open space, recreational amenities, and pedestrian/bicycle access**

# Reston-Dulles Corridor Study Areas



# Dulles Suburban Center

- The Rt. 28 Station – South Study Area is located in the Dulles Suburban Center section of the Comprehensive Plan’s Area Plan
- The study area has been a gateway and major focal point in both the Reston-Dulles Corridor and the Dulles Suburban Center





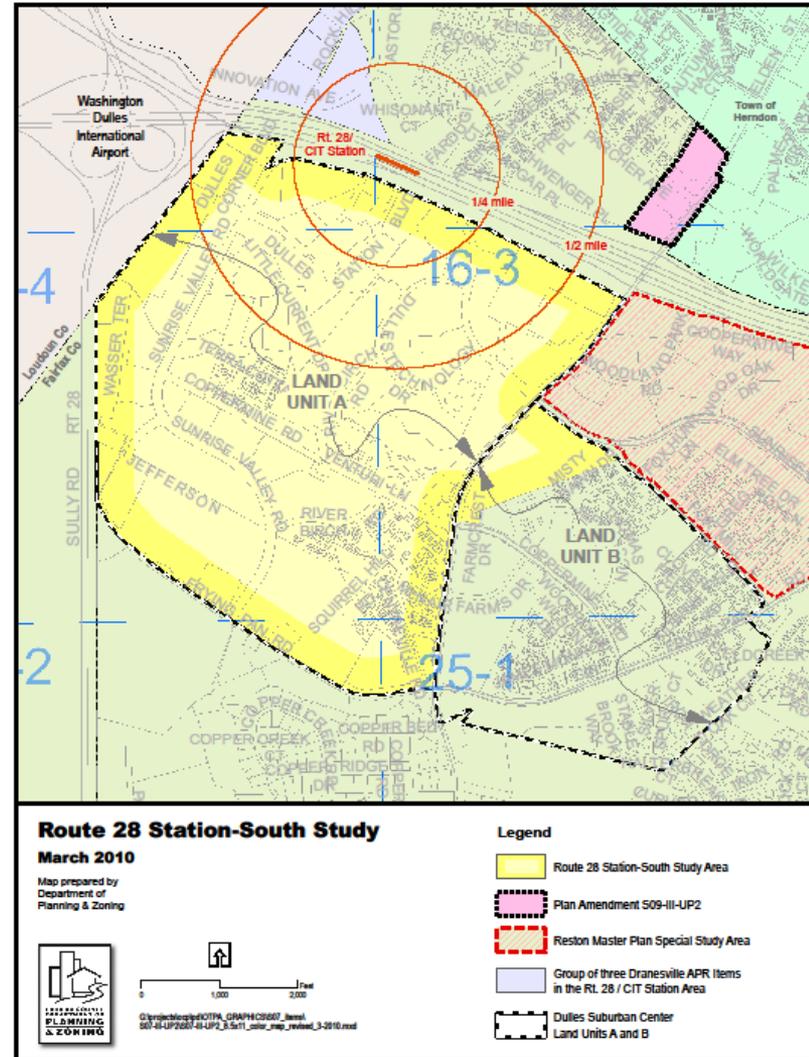
# Planning History of the Study Area

- Three phases of planning in the area
  1. 1<sup>st</sup> Phase: Up-planned for Dulles Airport and establishment of the Rt. 28 Tax District
  2. 2<sup>nd</sup> Phase: Planned for future rail and other transit which encouraged more mixed use areas
  3. Current Phase: Planning for development that will support rail

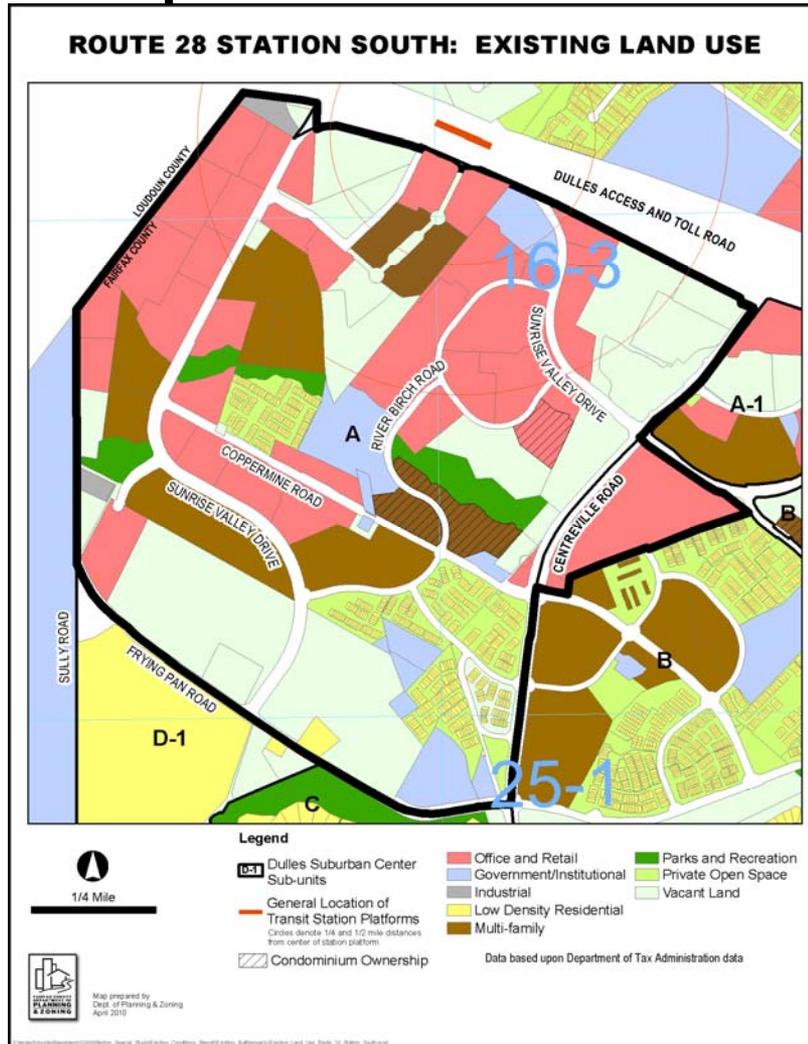
# Route 28 Station – South Study Area

## Study Area:

- Consists of Dulles Suburban Center, Land Units A and B pt.
- 675 acres
- Highest planned development intensities in the Dulles Suburban Center



# Existing Land Use

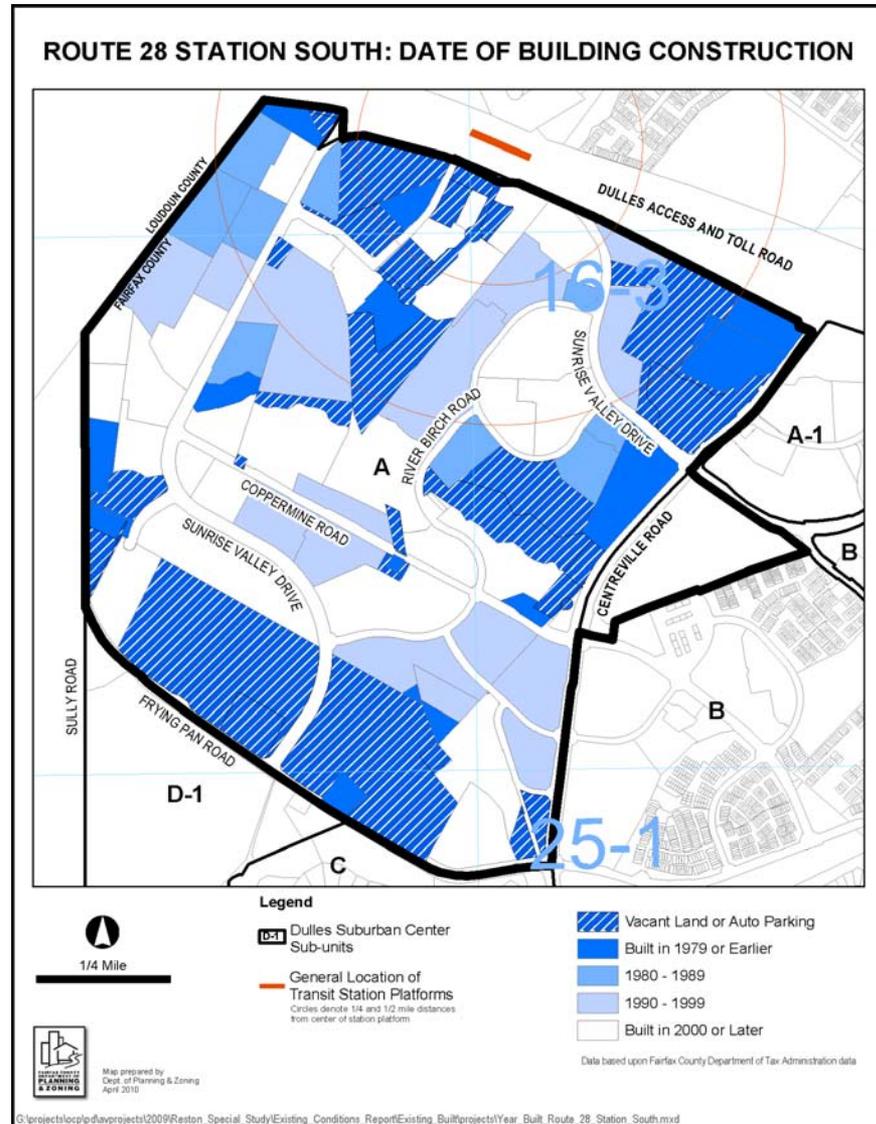


- Several townhouse and apt. communities = 2,500 dwelling units
- Office= 4.6M sq ft
- Retail= 323,000 sq ft
- Industrial= 34,600 sq ft
- Hotel= 858,000 sq ft
- Institutional=
- (Coates Elem. Sch., several churches and federal property)
- Parks
  - Existing: 23.7 ac
  - Proffered: 23.7 ac

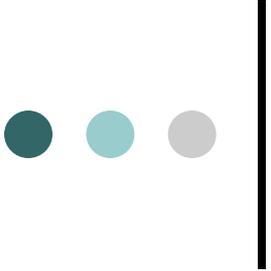


# Age of Development

- A lot of the study area has developed in the last 10 years







# Planned Land Use

- Land Unit A

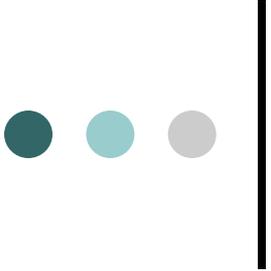
- Mixed Use
- w/in  $\frac{1}{4}$  mi of Metro platform = 1.5 floor area ratio (FAR)
- Betw.  $\frac{1}{4}$  and  $\frac{1}{2}$  mi of Metro platform = 1.25 FAR
- Beyond  $\frac{1}{2}$  mi = 0.5 – 1.0 FAR

- Land Unit A Core area (north of Coppermine Rd.):

- highest urban design standards
- High density residential and support retail integral elements
- Encourage uses that support day and nighttime activity
- Parcel consolidation to provide high quality development
- Preserve Merrybrook Run as a linear park
- Phase residential use in mixed use projects to ensure development of both residential and non-residential components

- Land Unit B pt.

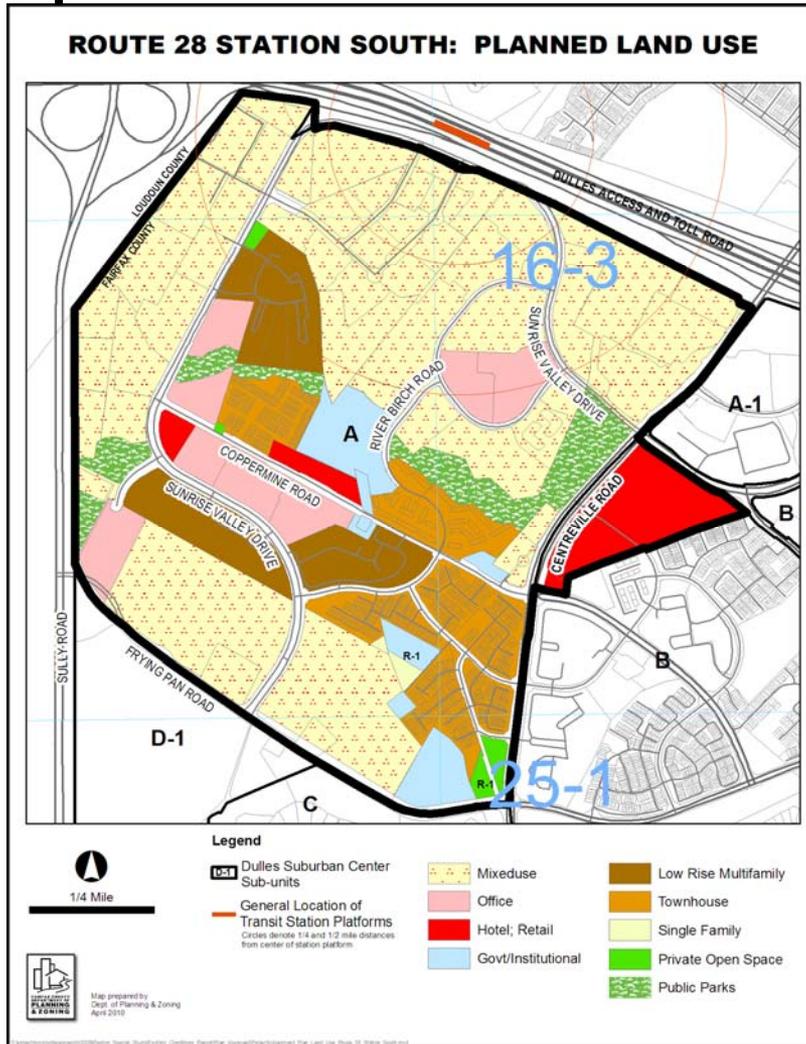
- Village Center at Dulles = Mixed Use



# Design Guidelines for the Core Area

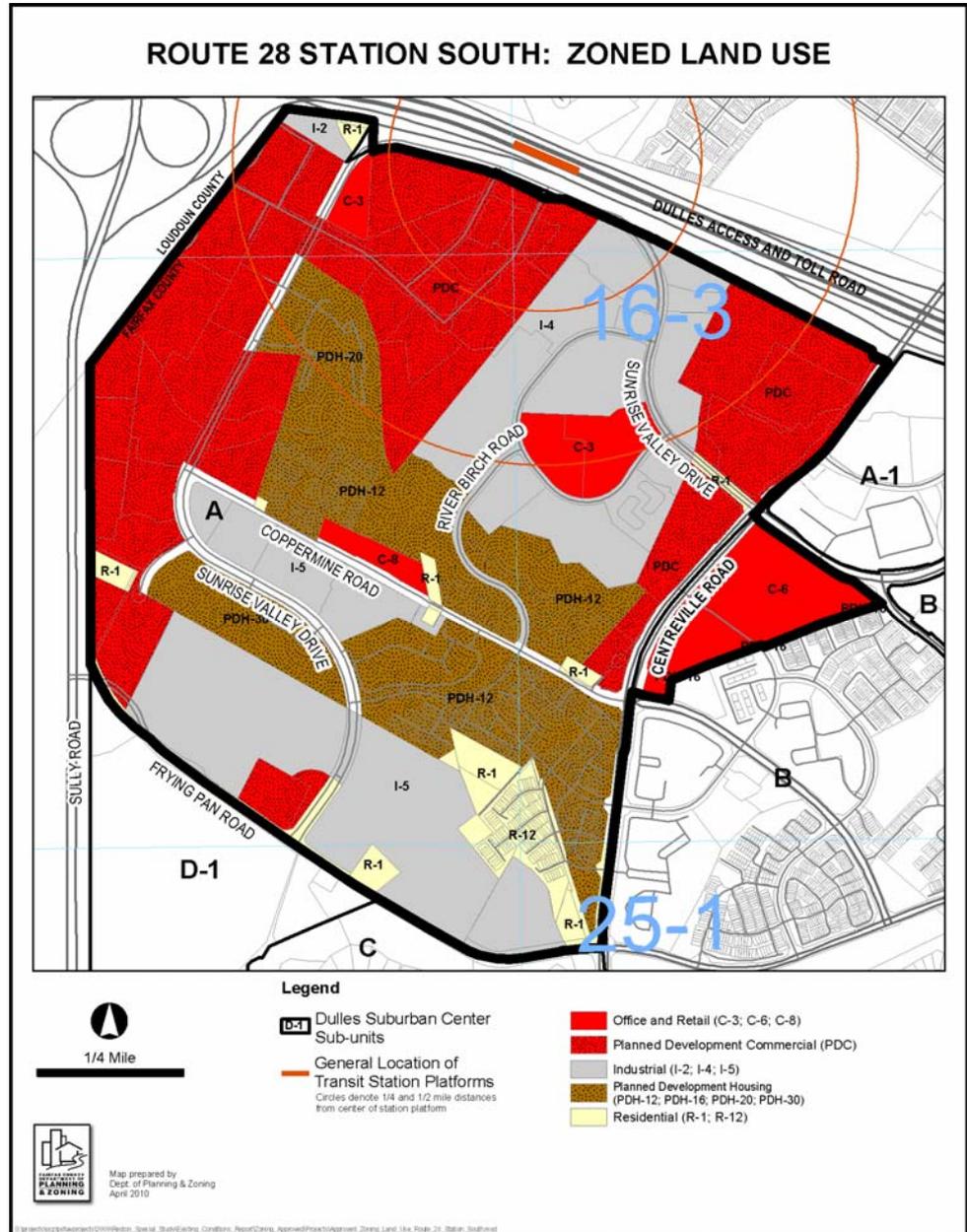
- Site and building design
- Design compatibility
- Landscaping, open space and buffers
- Environmental protection
- Vehicular, pedestrian and bicycle connectivity
- Access to transit
- Parking design
- Signage

# Planned Land Use



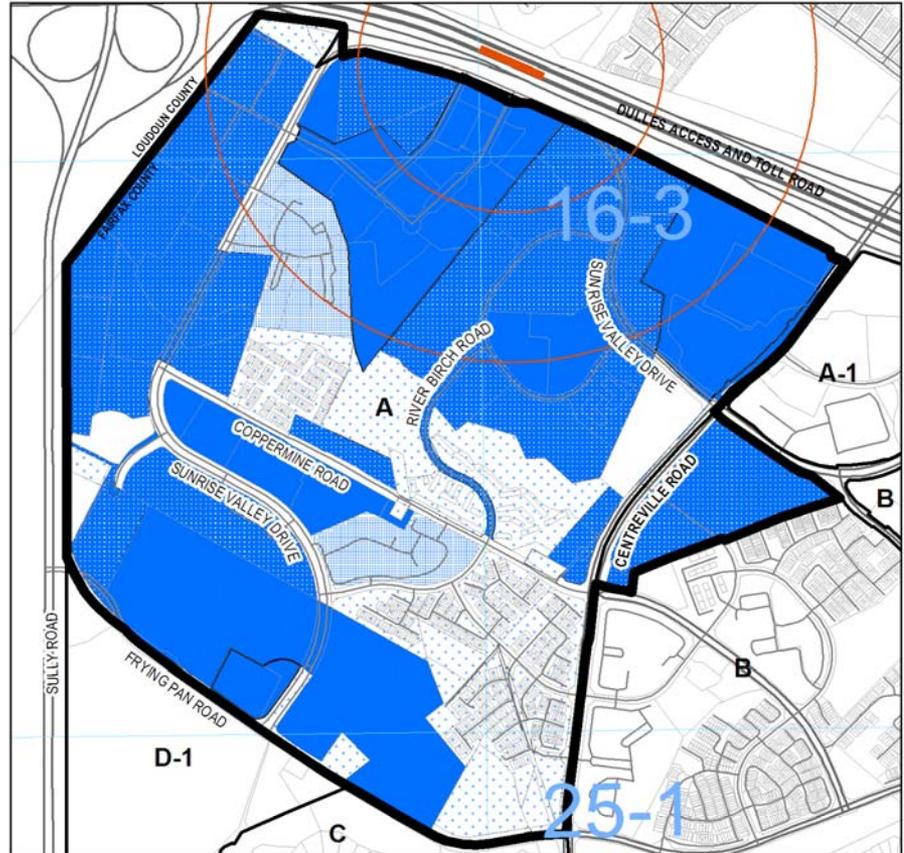
- Residential = 5,100 dwelling units
- Office = 9.1M sq ft
- Retail = 686,000 sq ft
- Industrial = 0 sq ft
- Hotel = 1.8M sq ft
- Institutional = 0 sq ft

# Zoned Land Use



# Zoned Floor Area Ratio (FAR)

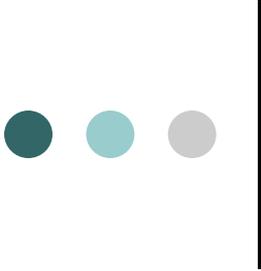
ROUTE 28 STATION SOUTH: ZONED FLOOR AREA RATIO



**Legend**

- 1/4 Mile
- Dulles Suburban Center Sub-units
- General Location of Transit Station Platforms  
Circles denote 1/4 and 1/2 mile distances from center of station platform
- Vacant / Undeveloped Parcels
- 0.01 - 0.35 FAR
- 0.36 - 0.50 FAR
- 0.51 - 0.70 FAR
- 0.71 FAR or Greater

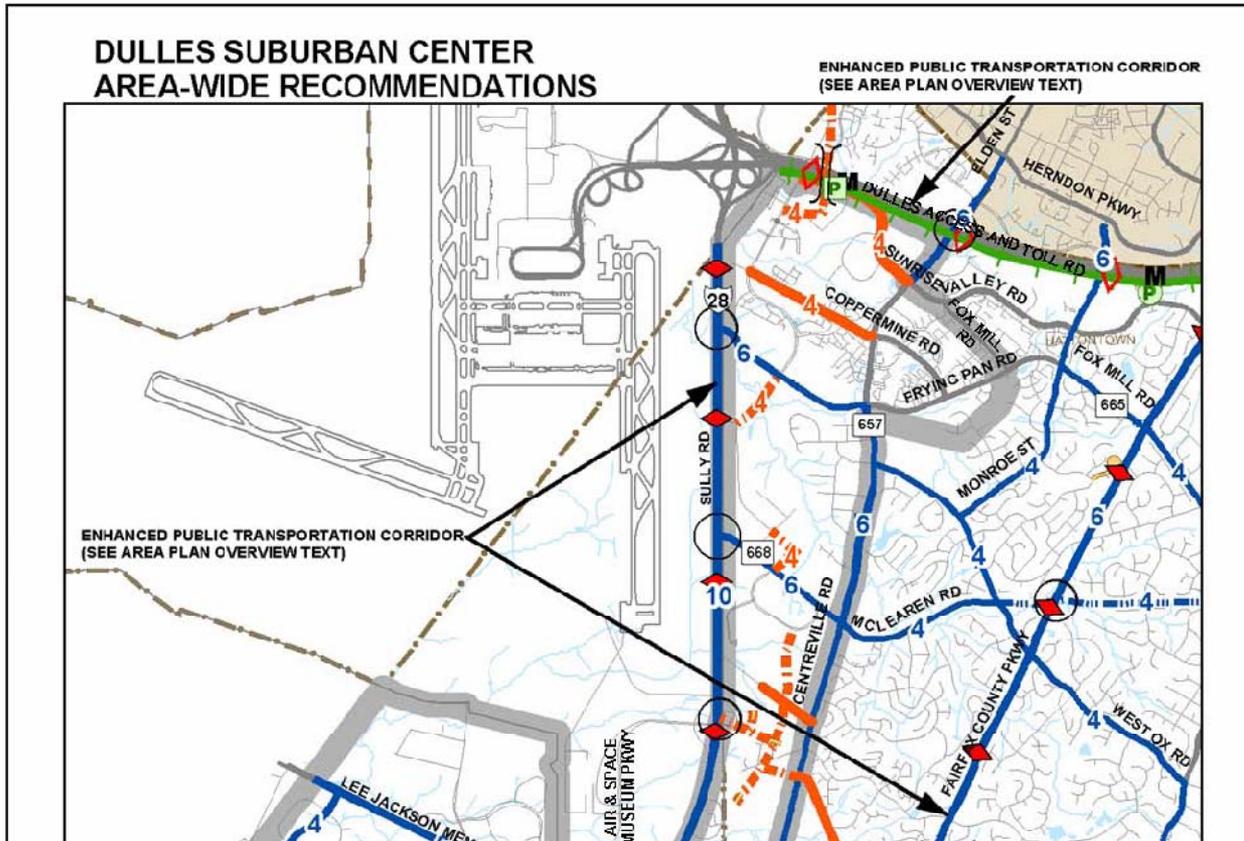
Map prepared by  
Dept. of Planning & Zoning  
April 2010



# Summary of Development Potential in the Study Area

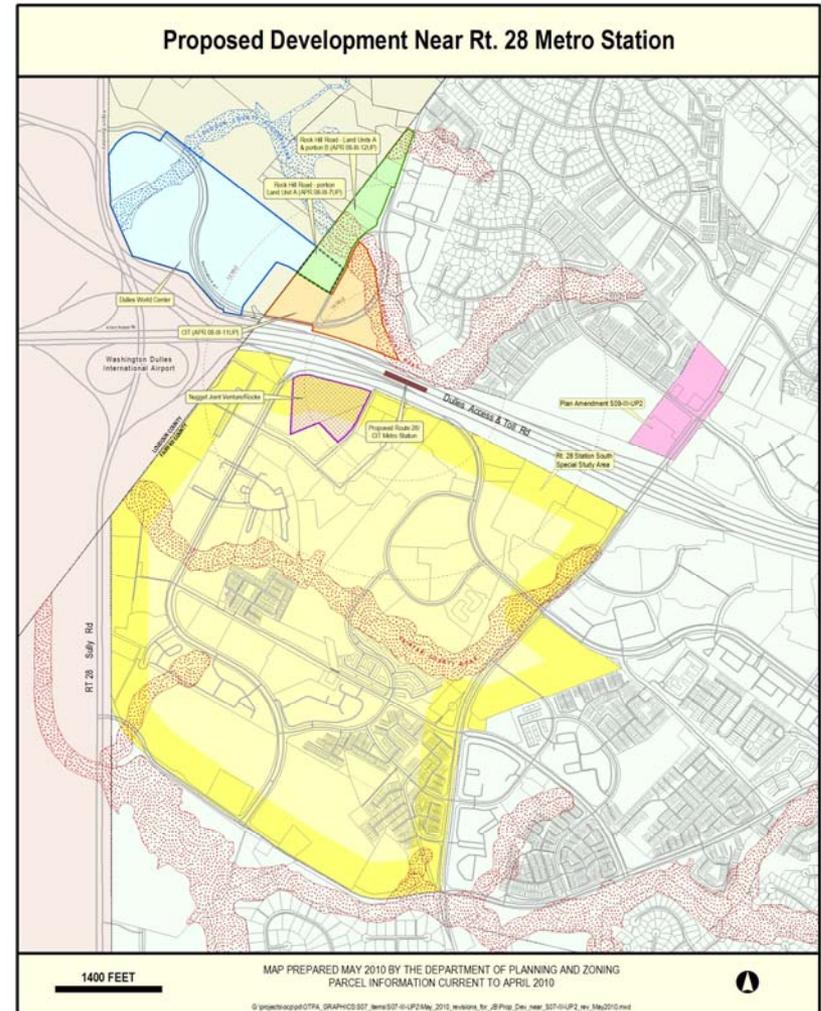
Route 28 Station South Study Area's Development Potential			
	Existing	Approved Zoning	Planned
Residential Units	2,500	4,700	5,100
Office	4,582,100	11,942,400	9,188,700
Retail	323,100	531,400	685,900
Industrial	34,600	34,600	0
Institutional	343,400	381,200	0
Hotel	858,200	1,695,200	1,827,500
Non-Residential TOTAL:	6,141,400	14,584,800	11,702,100

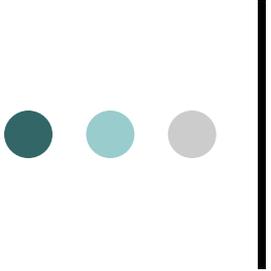
# Transportation Plan and Facilities



# Proposed Development Near Rt. 28 Transit Station

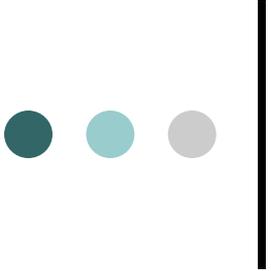
- Rocks/Nugget Joint Venture
- CIT
- Dulles World Center in Loudoun County





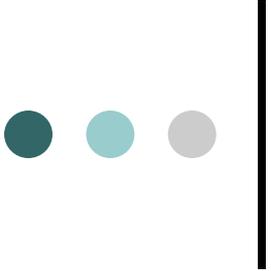
# Jobs and Housing Forecast

- George Mason University's Center for Regional Analysis is forecasting development activity for
  - Four Dulles Corridor transit station areas
  - Route 28 Corridor



# Food for Thought

- What are the opportunities to support rail in the study area?
- What do you see as potential constraints?
- What areas do think may experience moderate/significant change and what areas are likely to remain stable?
- What might change in the study area look like?
- What are the key things that staff should consider and/or address?



# Route 28 Station – South Study

Next Meeting:

Tentatively scheduled for Wed., June 9<sup>th</sup>

Study web page:

<http://www.fairfaxcounty.gov/dpz/projects/route28.htm>

You can search DPZ or Route 28 to find the web page.