

## **Route 28 Station – South Study Working Group Northern Area Vision**

**Recognize Area as a Gateway** Recognize that the area is an attractive international business location due to proximity and convenient access to Dulles International Airport.

**Improve Connectivity** The northern area should be a high quality walkable community with amenities to serve residents and employees. Improve east-west connectivity by creating a “main street” with ground-level retail and pedestrian-friendly features to connect existing and planned developments from Arrowbrook on the east to Dulles Corner on the west and attract visitors to this transit station area.

**Plan for a Balanced Mix of Uses** Plan for a balanced mix of uses to reduce traffic and other impacts and create a viable/healthy community. Mixed uses should be incorporated both vertically and horizontally into developments. Greenfield sites should be planned to encourage a better balance of land uses in the transit station area. Residential uses near the station are needed to support more retail amenities.

**Encourage Development to be Integrated with Metro Station Facilities** Encourage well-designed mixed use development at the metro station that is integrated with the planned metro station facilities and allows for easy pedestrian and bicycle access to the station from all directions.

**Capitalize on Airport View** Capitalize on great views of Dulles International Airport from this area.

**Achieve Pedestrian and Bicycle Access across the Dulles Toll Road** Achieve unrestricted pedestrian and bicycle access connecting planned development on the north and south sides of the Toll Road.

**Create Development Incentives/Implementation** Create incentives to encourage redevelopment and infill development of areas identified for connectivity improvements. Since most existing buildings are unlikely to be torn down during this planning horizon, encourage development in existing parking areas.

**Encourage Creative Approaches to get Public Facilities/Amenities** School programs and learning centers, parks and other facilities should be incorporated into mixed use developments utilizing public/private partnerships and other creative approaches.

**Consolidate and Coordinate Development** Encourage parcel consolidation or coordinated development plans to achieve a well designed, connected and viable transit station area.

**Protect viability of Tax Districts** Protect Route 28 and Phase II tax districts by ensuring that the conversion of planned commercial uses to residential uses does not undermine the districts’ viability.

**Planned Vehicular/Pedestrian Connection** The importance of multiple options for access to the station site and the land unit as a whole is recognized. The need for a bridge crossing over the DAAR should be balanced with the equally important need for pedestrian and local

traffic connectivity between development sites generally within the TOD area. On this basis, further study of the location and configuration of the bridge infrastructure, associated right of way and vehicular access routes is warranted and necessary. Given these circumstances and the unfunded nature of any potential bridge crossing, the current conceptual designs should not be a basis for imposing inflexible right of way requirements, or otherwise precluding or restricting redevelopment that is otherwise in accordance with the objectives for the Study Area. Final location and engineering of any bridge crossing should encompass reasonable efforts to avoid creating pedestrian obstructions or other barriers which would impede access to the transit station or frustrate the development of a unified, walkable community within the transit station area. Consideration of the existing development and its connectivity to the transit station will be addressed.