

Fairfax County Metro Stations and Transit Oriented Development (TOD)

- **Introduction:** Regional Context and County Development Concept
- **Part 1:** TOD Principles
- **Part 2:** Development at Existing Metro Stations
- **Part 3:** Rail Through Tysons Corner
- **Part 4:** Reston and Herndon Area Stations

Regional Context: Housing & Job Growth

Households: County's households are currently about 20% of the region's households and are forecast to decrease to about 18% of the region in 2030. County households increase by about 58,000 b/t 2005 & 2030 and result in a total of over 435,000 households in 2030.

Jobs: County's jobs are currently about 20% of the region's jobs and are forecast to remain at about 20% through the year 2030. County jobs increase by about 244,000 jobs b/t 2005-2030 and result in a total of almost 845,000 jobs in 2030.

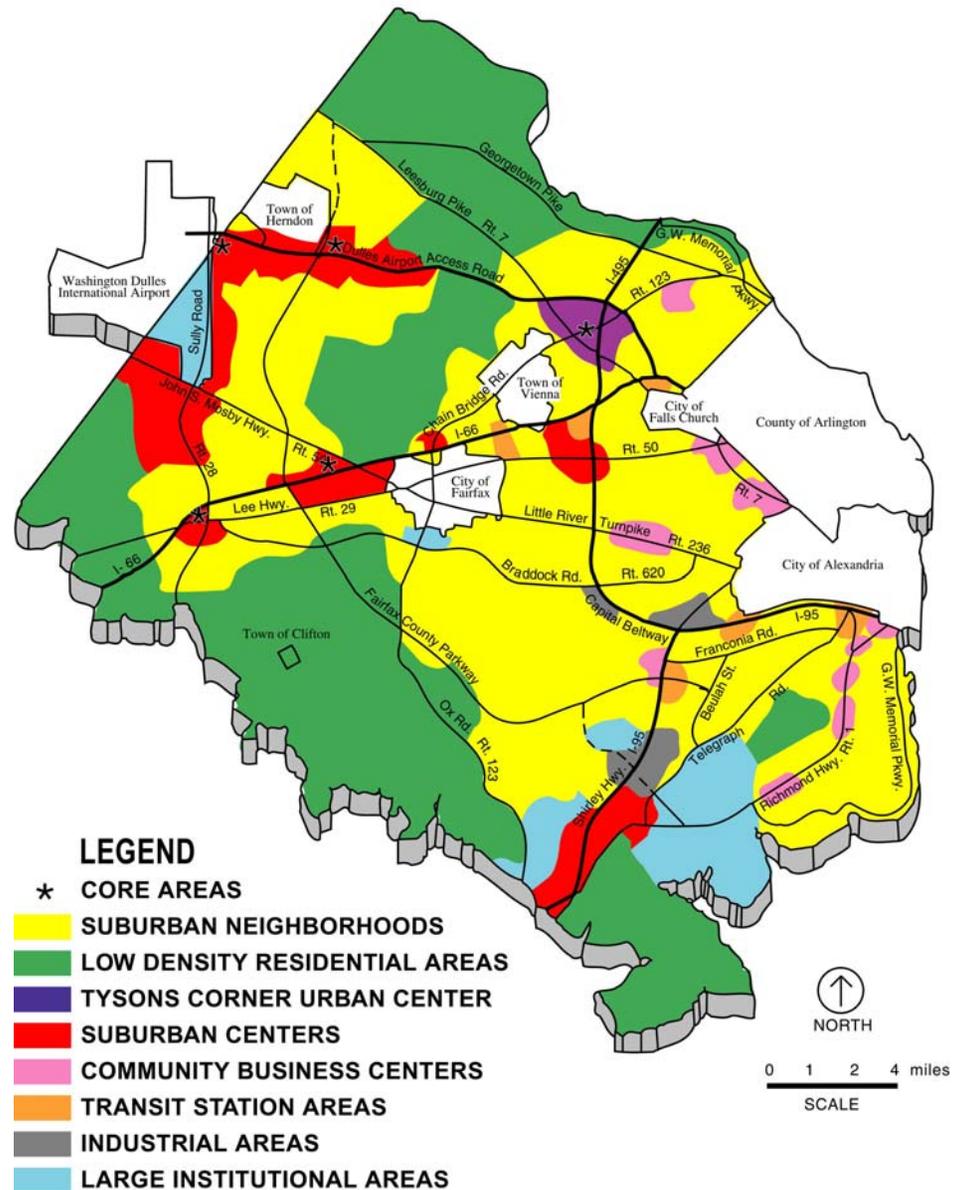
Plan's Concept Map

Concept focuses future dense development in six types of Activity Centers (containing only 12% of the County's land area):

- 1. Tysons Corner Urban Center**
- 2. Suburban Centers (7)**
- 3. Community Business Centers (10)**
- 4. Transit Station Areas (6)**
- 5. Industrial Areas (3)**
- 6. Large Institutional Areas (5)**

Note: The Concept only shows the six existing Transit Station Areas (TSA). With the extension of rail in to the Dulles Corridor, the County will have eight more TSAs.

CONCEPT MAP FOR FUTURE DEVELOPMENT



Part 1: TOD Principles

- **Provide Street-Oriented Building Forms** (limits parking in front of buildings usually to on street parking)
- **Provide Complementary Mix of Uses** (housing and street-level retail are often important components)
- **Provide Compact Development** (highest level of intensity closest to transit station)
- **Provide an Integrated Pedestrian System with Streetscape Amenities** (the design should make walking efficient, comfortable and safe)
- **Provide a Grid of Streets** (designed to serve pedestrians, bicycles, buses as well as cars)
- **Provide Community Spaces** (plazas, courts, pocket parks)

Part 2: Development at Existing Metro Stations

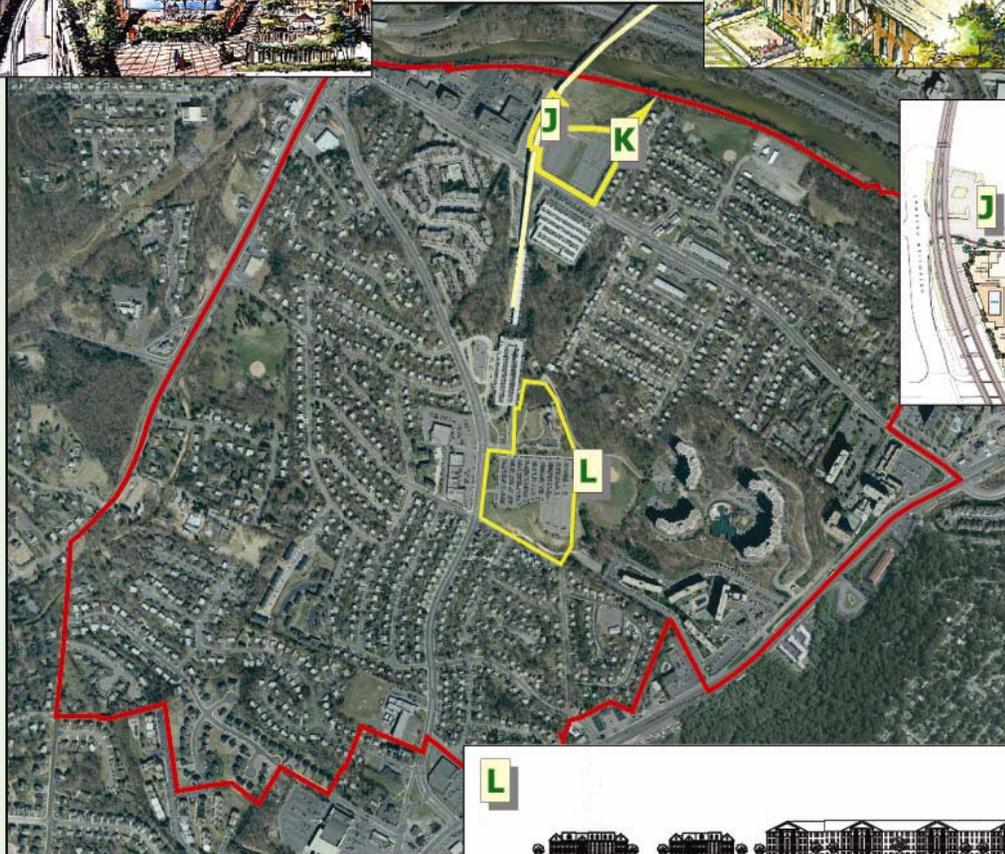
- **Huntington**
- **Franconia-Springfield**
- **West Falls Church**
- **Dunn Loring**
- **Vienna**

Huntington TSA



J. & K. LCOR Westmoreland House

400 MF units in a
16-story building
3.0 FAR - 116 du/ac
48 SFA units - 13 du/ac



**L. Stout and Teague -
WMATA Joint Development**

586-600 MF units;
50-65 SFA units -
650 total units
250,000 sq. ft. office/
day care;
25,000 sq. ft. of retail
Total: 1,335,000 sq. ft.;
.53 FAR



Huntington TSA

Franconia-Springfield TSA



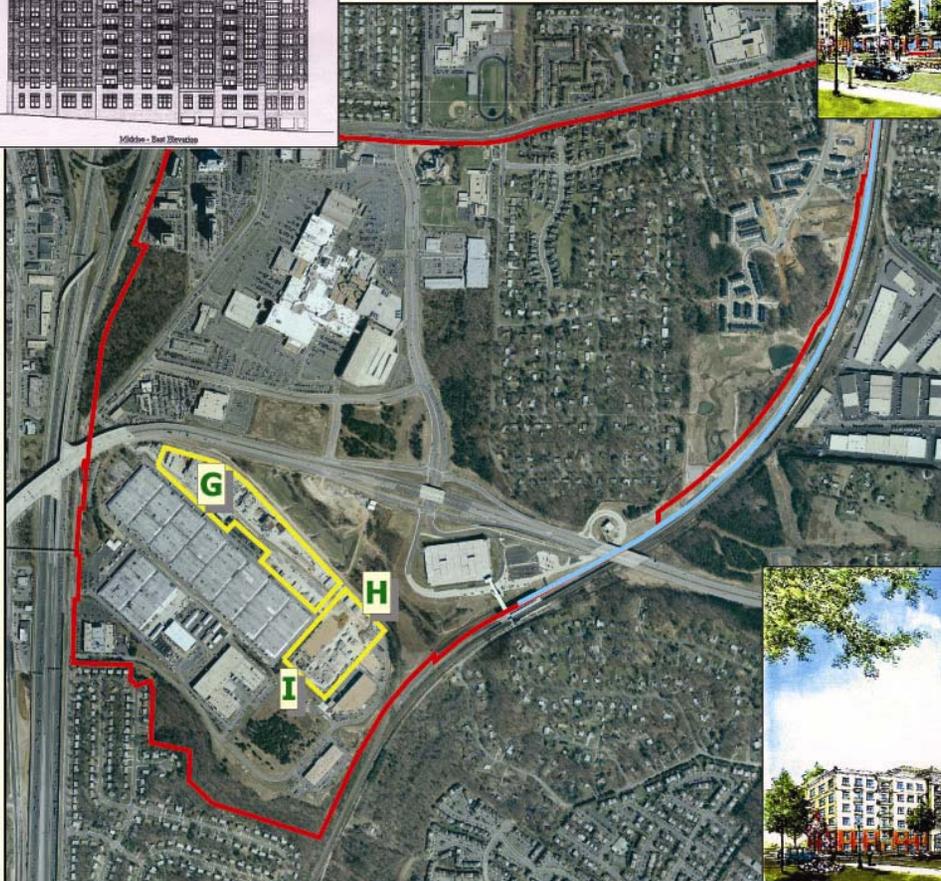
G. Springfield Metro Center I

376 MF mid-rise and garden units;
30 du/ac 150 room hotel; 1.0 FAR



H. & I. Springfield Metro Center II (Pending Application)

380,000 sq. ft. office/
support retail
in two 8-story buildings
166 room hotel (160,000 sq. ft.)
6-story building; 1.22 FAR



Franconia-Springfield TSA

West Falls Church TSA



A

A. University Metro Center
VA Tech./UVA
240,000 sq. ft. institutional use;
.74 FAR



B

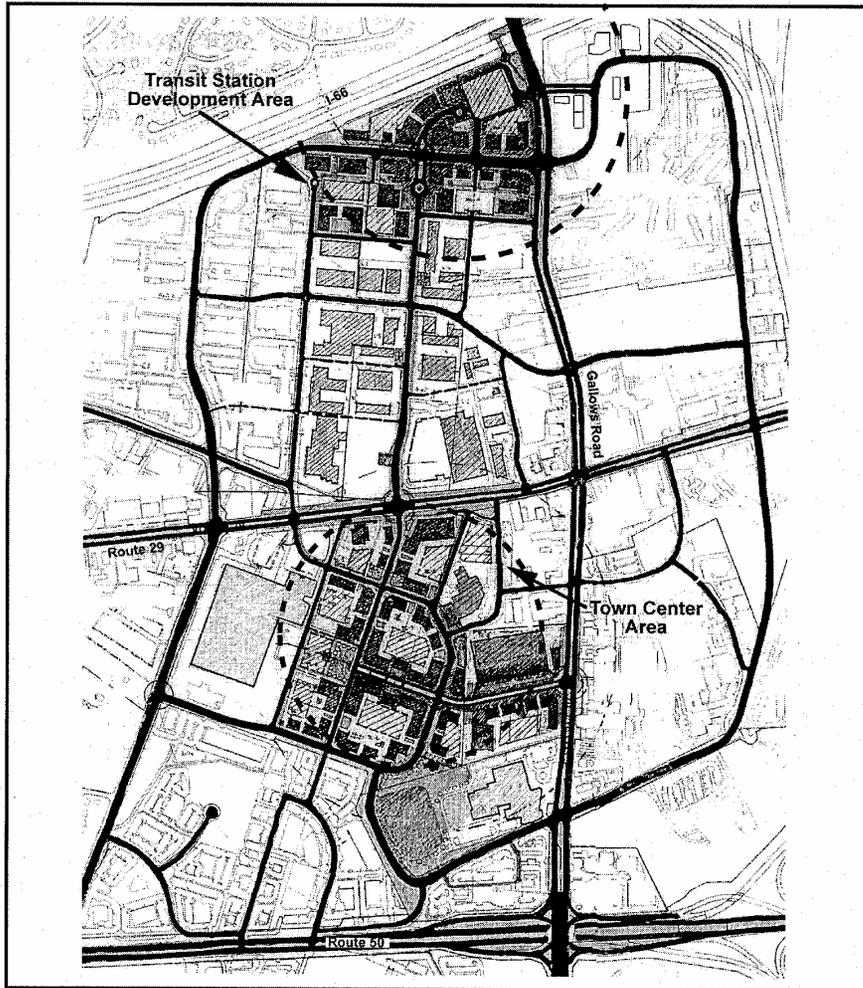
B. Pavillion Condominiums
286 MF units; 30 du/ac



West Falls Church TSA

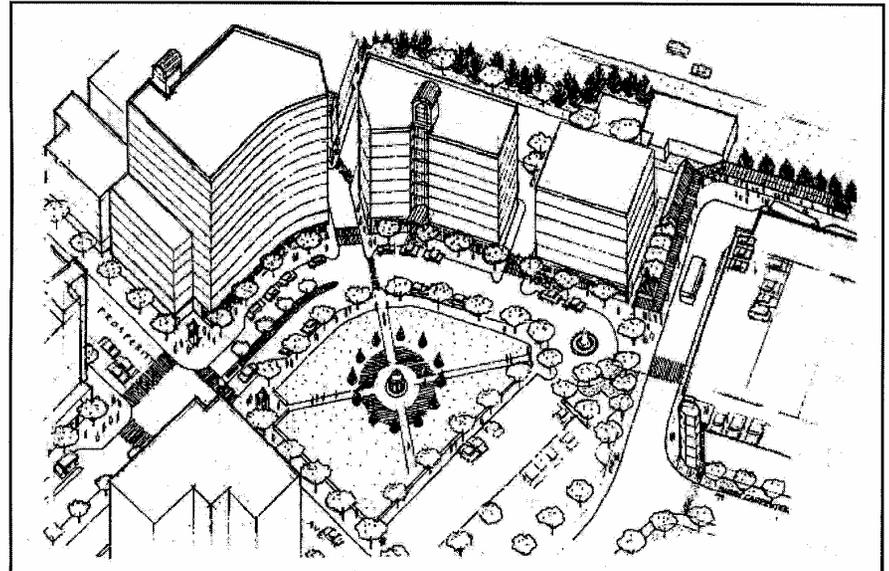
Dunn Loring Transit Station Development

(on station property and surrounding area)



MERRIFIELD SUBURBAN CENTER
ILLUSTRATIVE OF THE TWO CORE AREAS

Note: This figure illustrates how each of the core areas is inter-linked with the surrounding Areas.

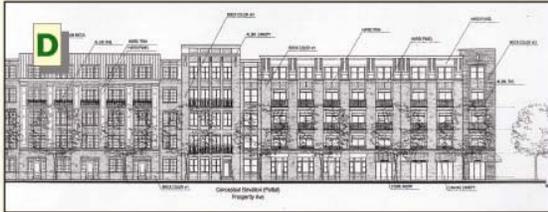


EXAMPLE OF POTENTIAL METRO STATION DEVELOPMENT

Note: This figure is intended to be illustrative only. The Metro Station site could have buildings up to 150 feet, with the tallest buildings located at the southern portion of the Land Unit. See Land Unit recommendations for further guidance on building heights.

Comprehensive Plan's future development on the station property:
Intensity up to 2.25 FAR (with a min. 60% residential component)

Dunn Loring TSA



D. DSF/Long Metro LLC

1.70 FAR - 73 du/ac
445 mid-rise units



E. KSI Residential

257 MF units;
14-15 story building
66.58 du/ac



F. Marriot Hotel

220 room hotel,
restaurant and
meeting center
10-story building
2.25 FAR



Dunn Loring TSA

Dunn Loring TSA: Patriot Village

(DSF/Long Metro LLC. approved at 1.7 FAR with 445 units)

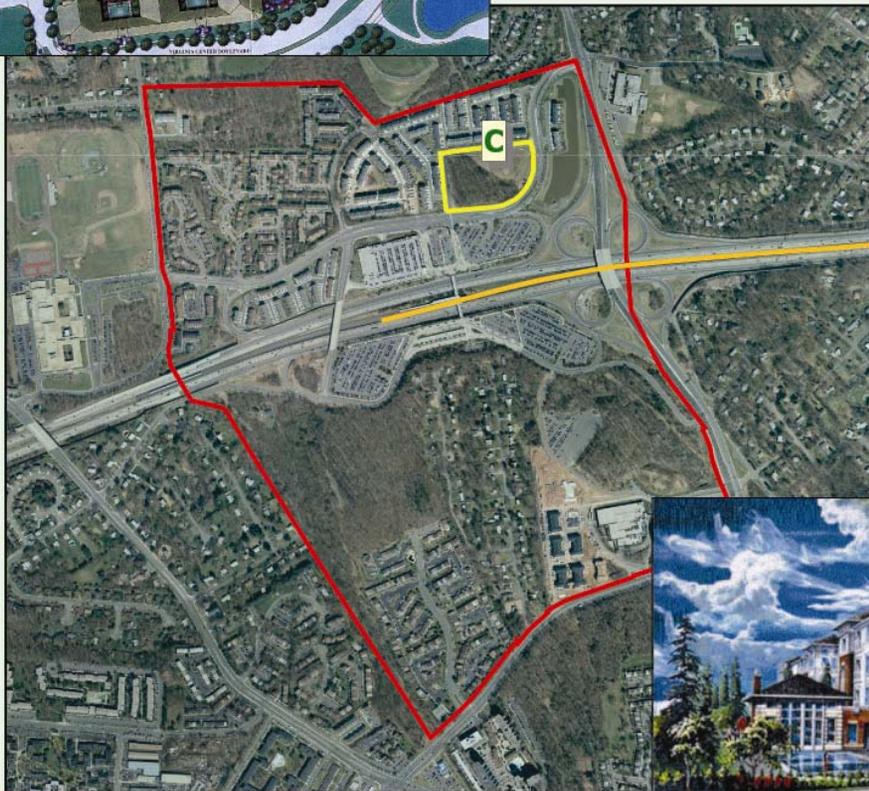


Vienna TSA



C. Alexan Virginia Center

550 MF units in a 4-5 story
mid-rise building - 52.9 du/ac



Vienna TSA



Metro West (Fairlee)

Land Use

Residential: up to 2,250 units

Office: about 300,000 sq ft

Retail: about 75,000 sq ft

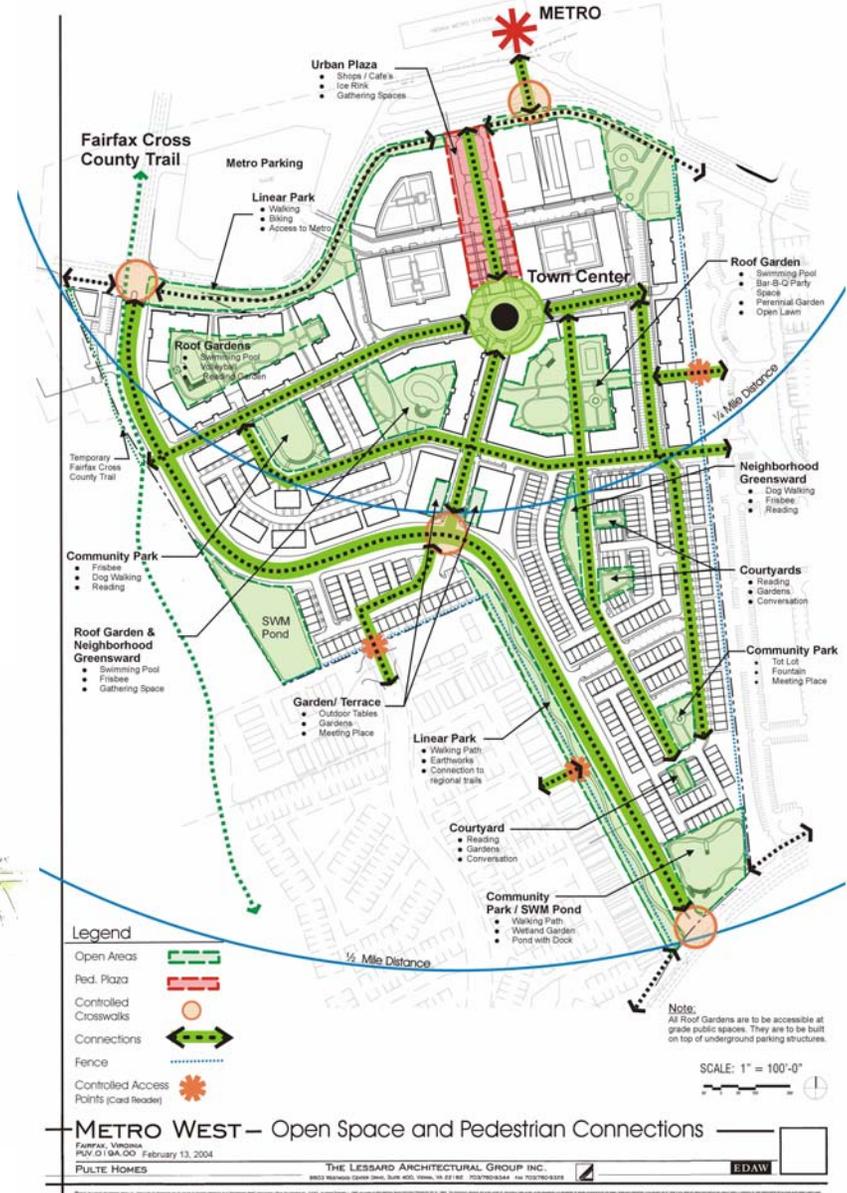
Community Bldg.: 25,000 sq ft

Three Tiers of Intensity

1st Tier closest at 2.25 FAR with mixed use

2nd Tier at about 30 du/ac

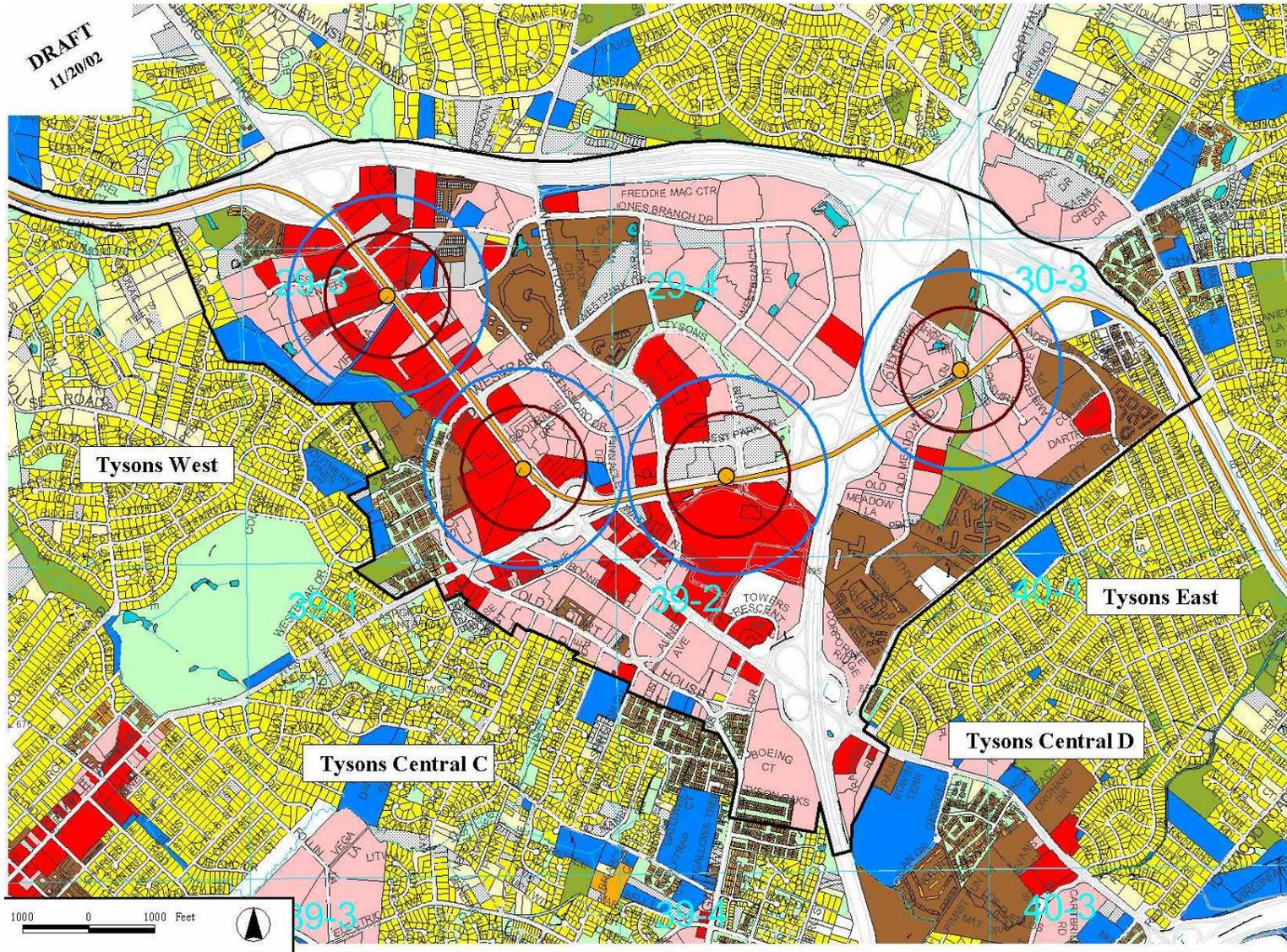
3rd Tier at under 14 du/ac



Metro West (Fairlee):



Part 3: Rail Through Tysons Corner by 2011: Tysons Corner's Rail-Related Intensification Areas (Primary Intensification with in 1000 feet of station and Secondary Intensification with in 1000 to 1600 feet)



Note: Graphic shows existing land use

Tyson's Corner Plan Summary:

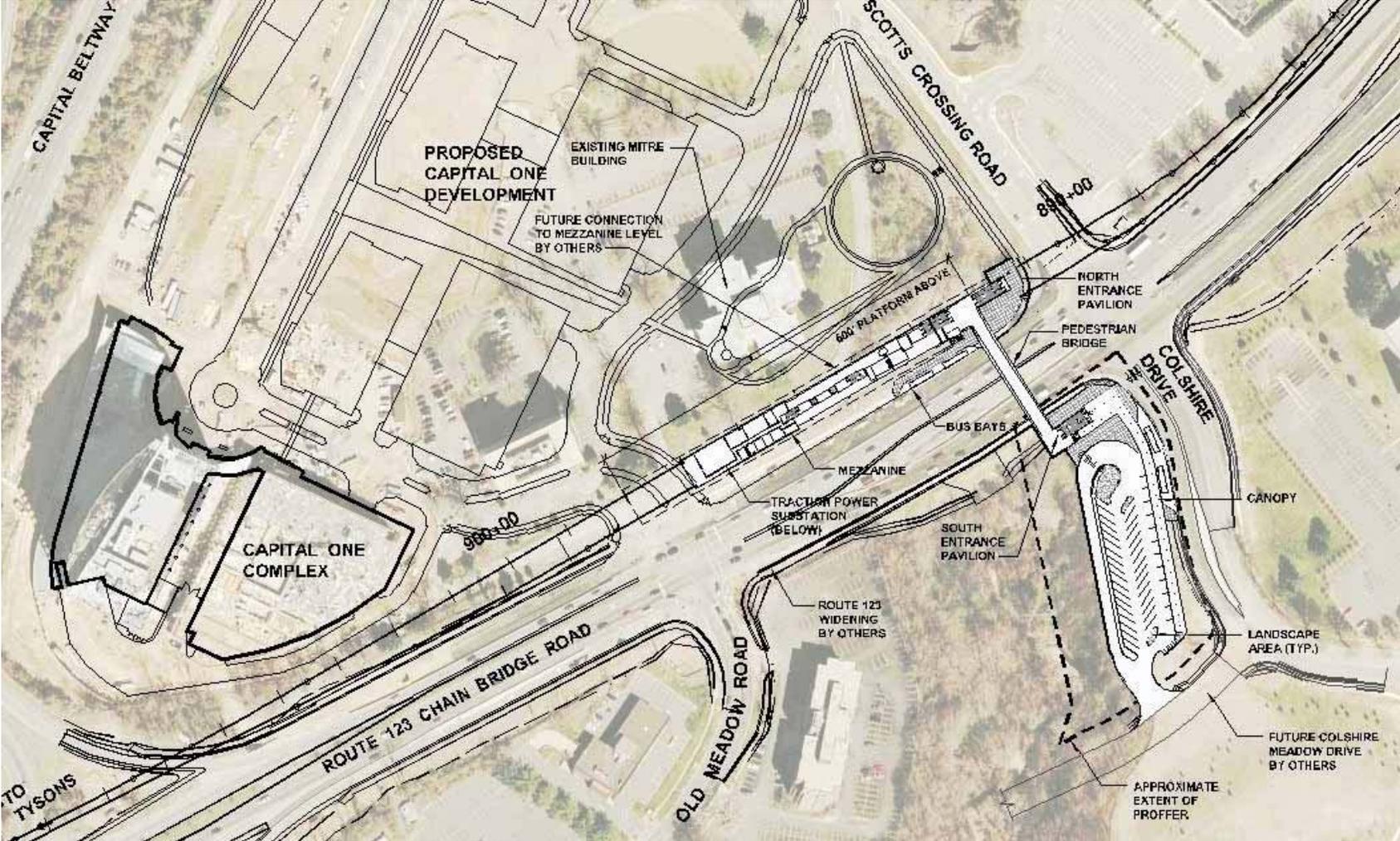
Incentives for Concentrating Development & Mixed Use Development

- **Plan provides Highest Intensities in Core Area and within 1,600 feet of transit stations**
- **Plan provides 30% height increase with transit-related intensity increases**
- **Plan provides Residential Intensity Bonus (allows trade of 1 sq ft nonresidential for 3 sq ft residential, w/50% bonus cap)**

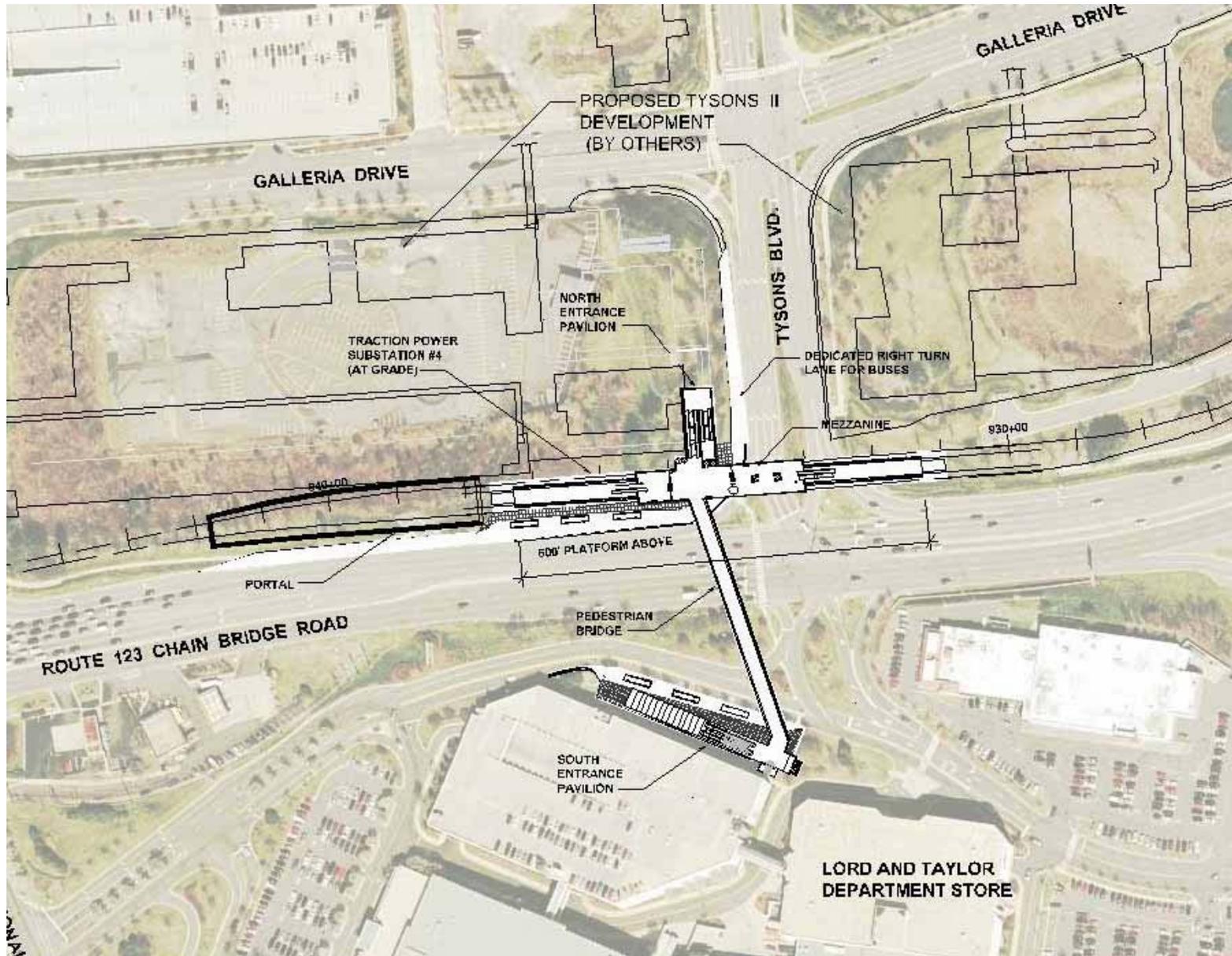
Urban Design Guidance for pedestrian oriented design

Recommends creation of additional sources for funding transportation improvement (i.e. road improvement fund & transit tax district)

Tysons East Station



Tysons Central 123 Station



Tysons II at Tysons Central 123 Station (approved development with rail-related intensity bonus)



Rail-related increase in development is 2,166,000 sq ft

Office: an increase of 1,3901,000 sq ft

Residential: added 722,154 sq ft (or 540 du)

Retail: added minimum of 52,800 sq ft

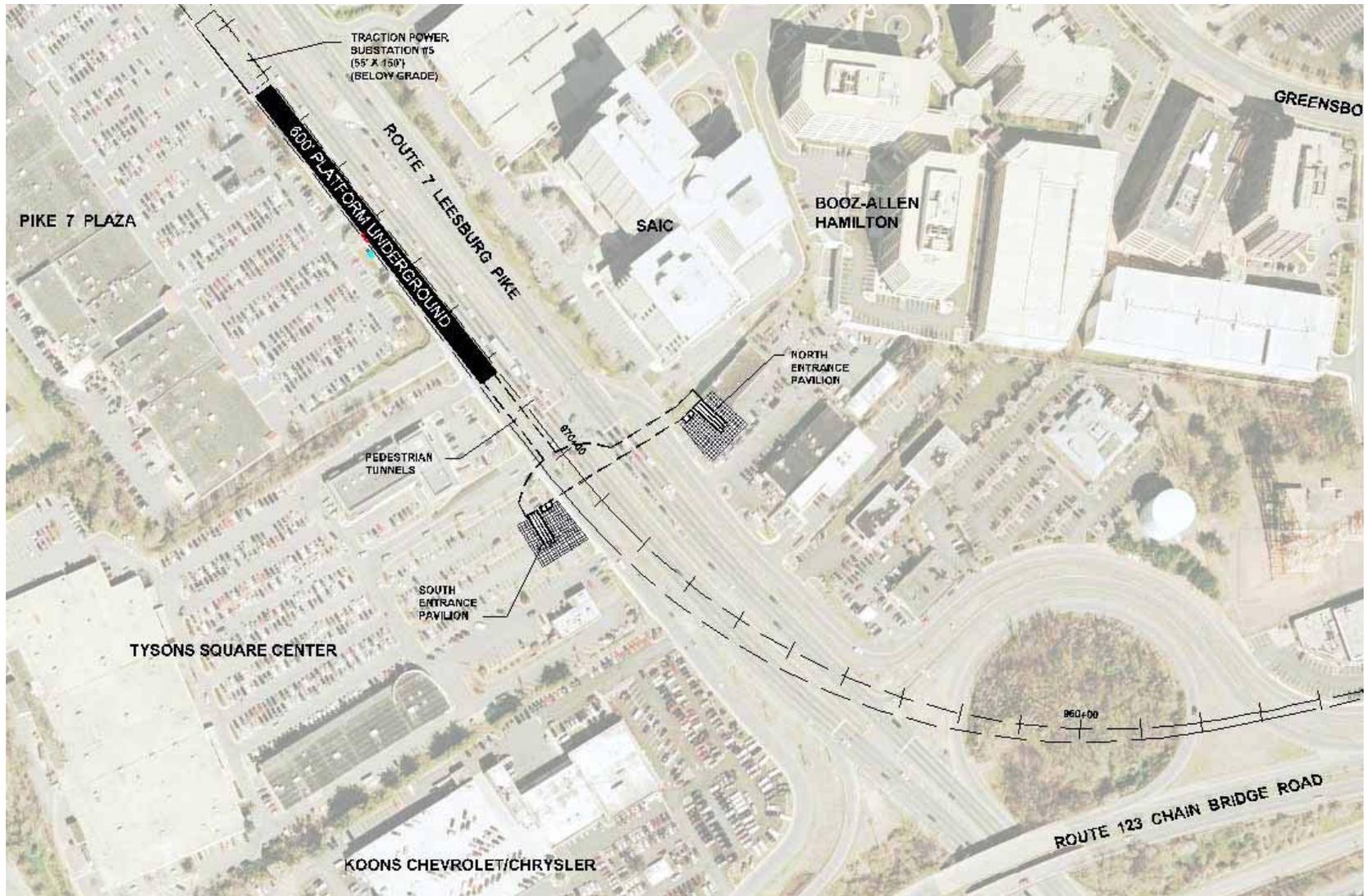
Total development about 6,800,000 sq ft (including the mall)

Overall intensity: 1.4 FAR (Intensity excluding mall: 2.19 FAR)

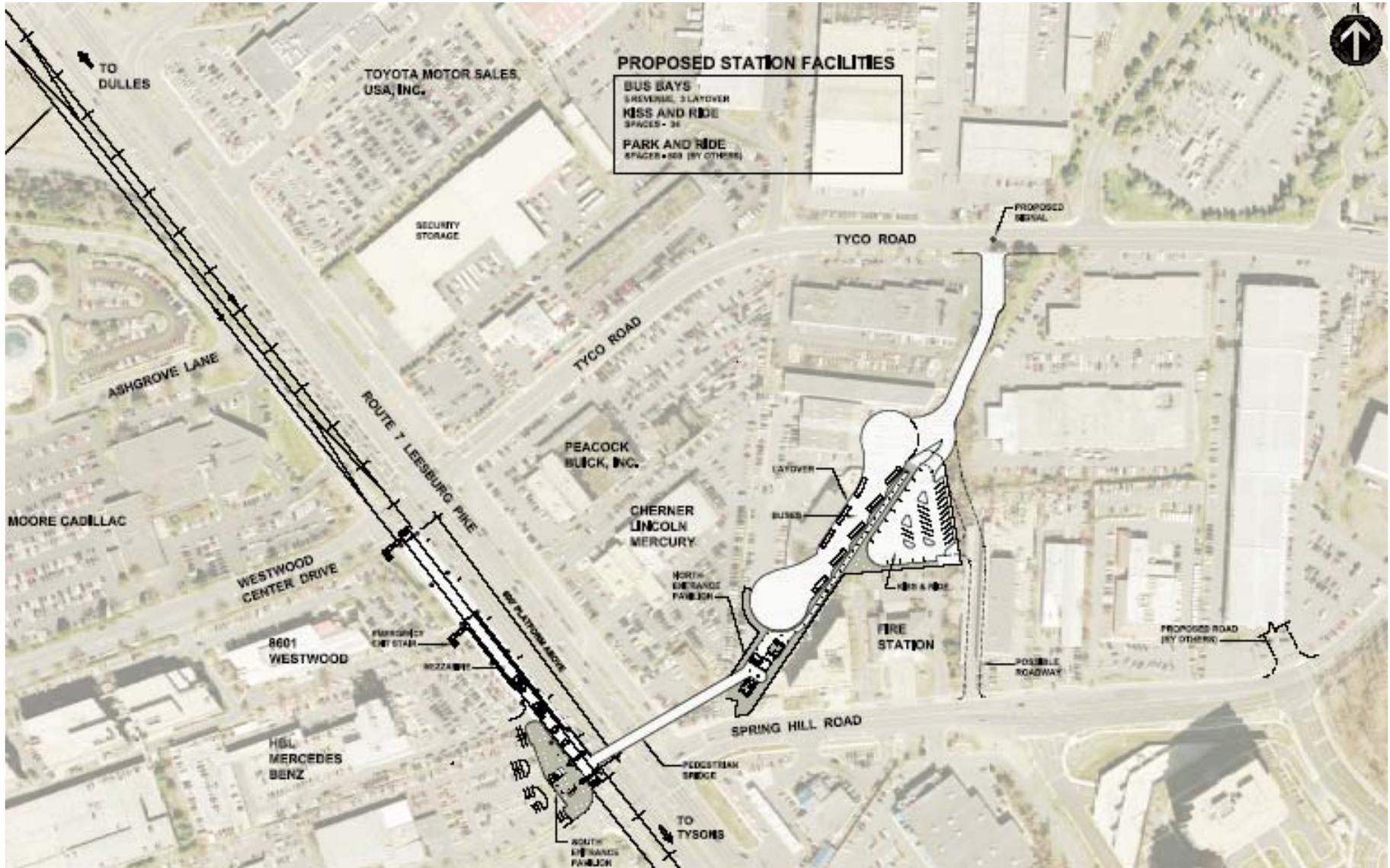
Plazas and Courtyards at Tysons II



Tysons Central 7 Station



Tysons West Station



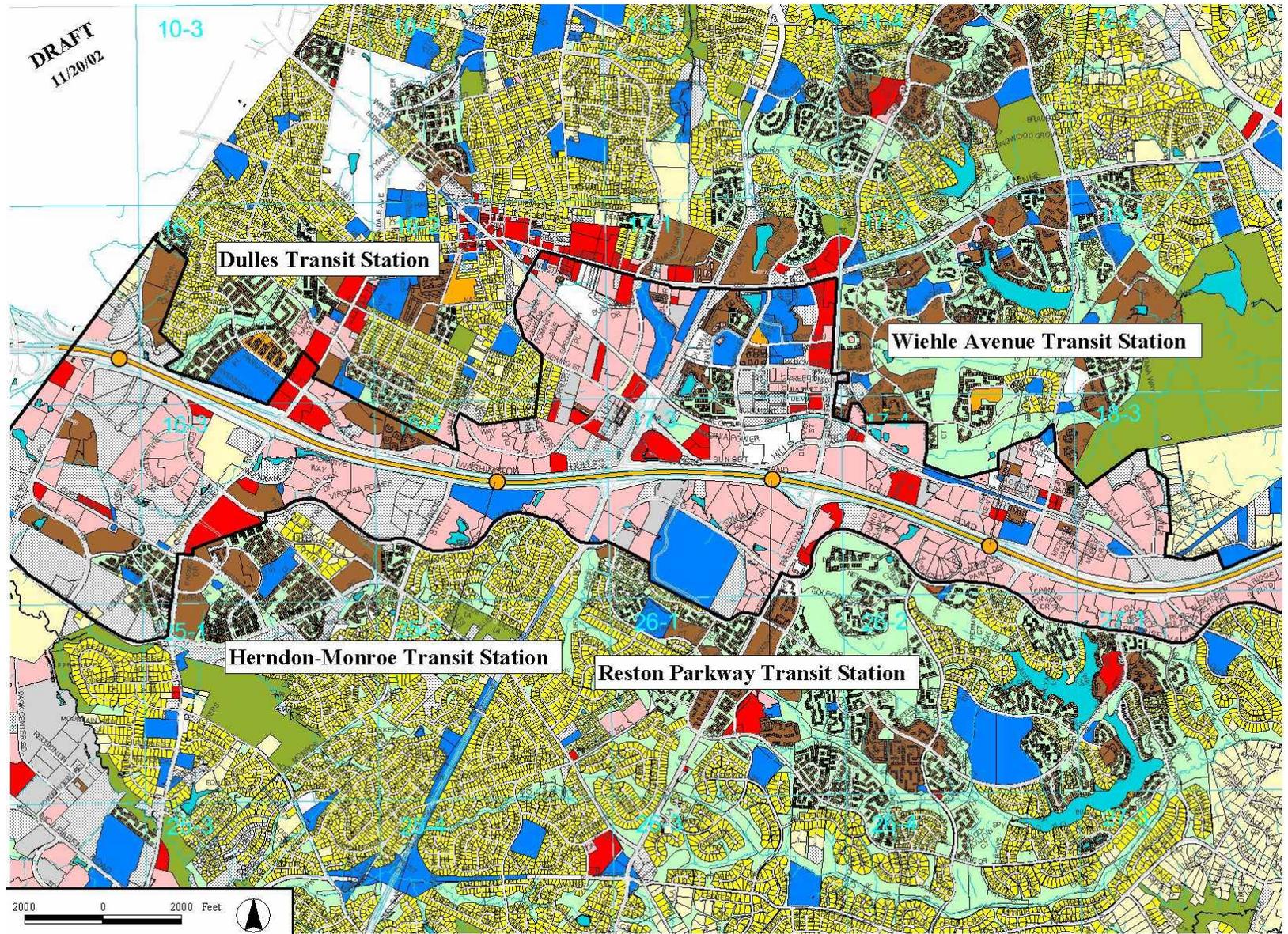
Tyson's West Photo Sim



Part 4: Reston and Herndon Area Stations

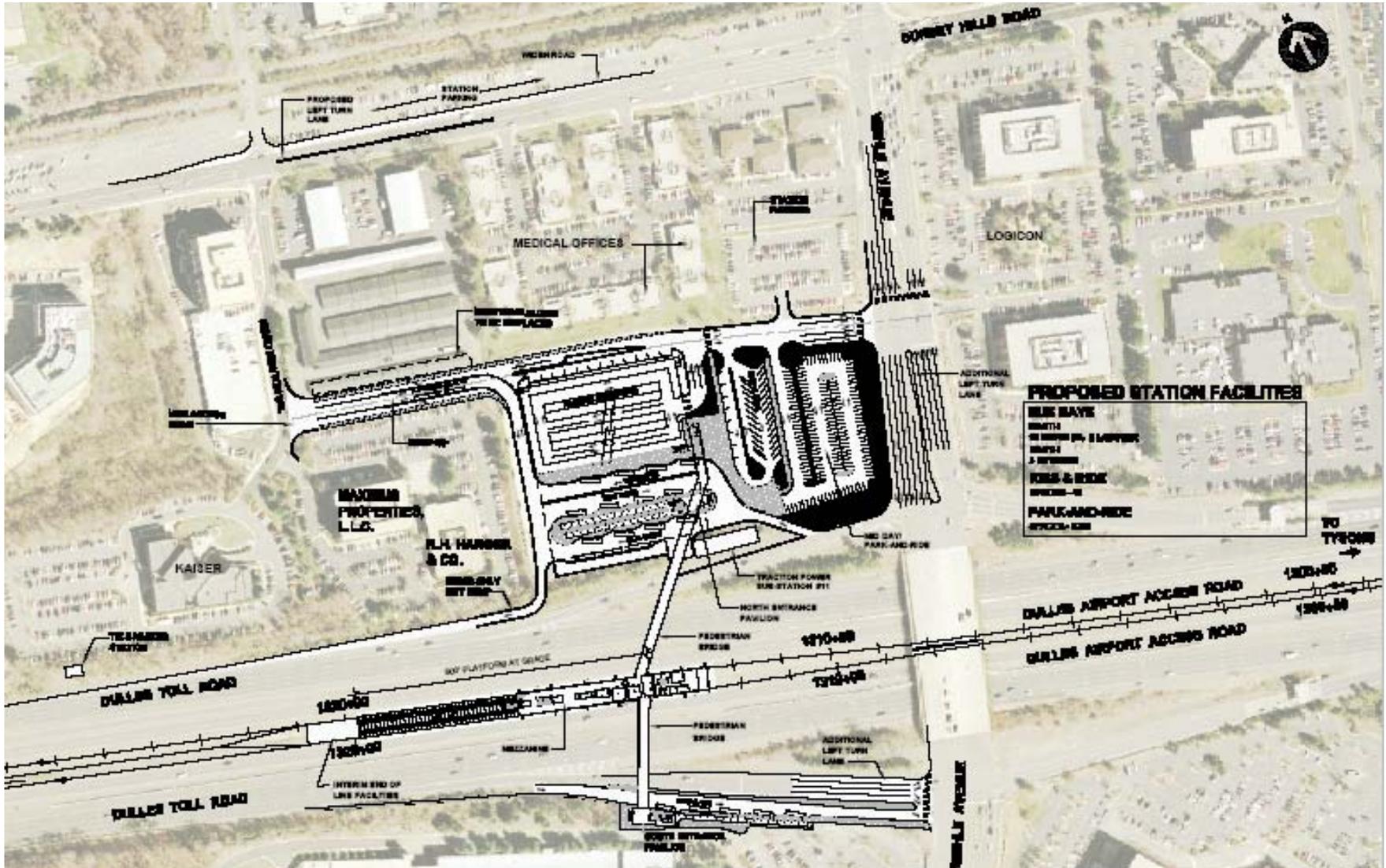
- Wiehle Avenue (2011)
- Reston Parkway (2015)
- Herndon-Monroe (2015)
- Route 28 (2015)

Location of four Reston – Herndon Stations and Existing Land Use

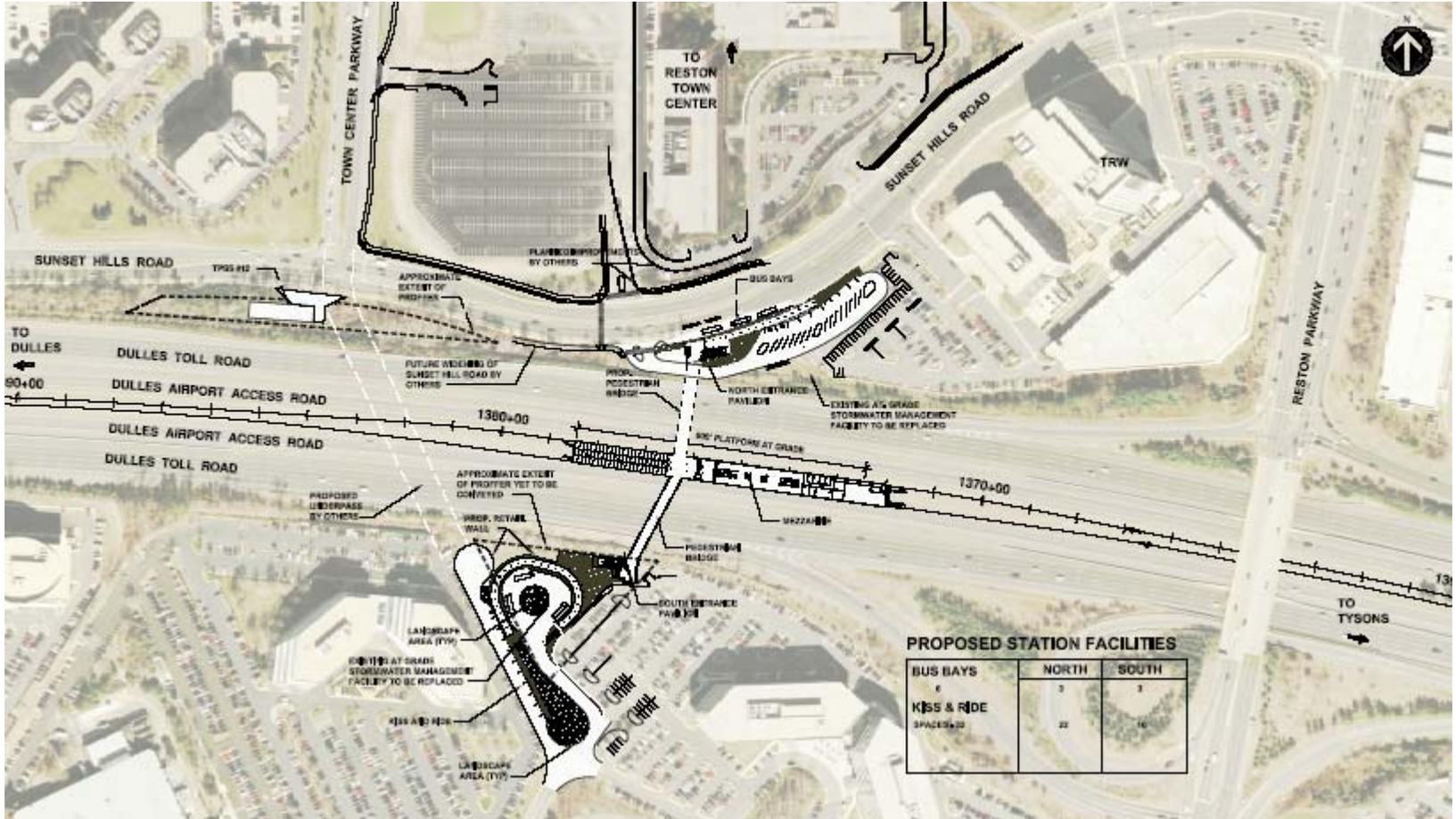


Wiehle Avenue (2011)

pending RFP for Joint Development



Reston Parkway (2015)



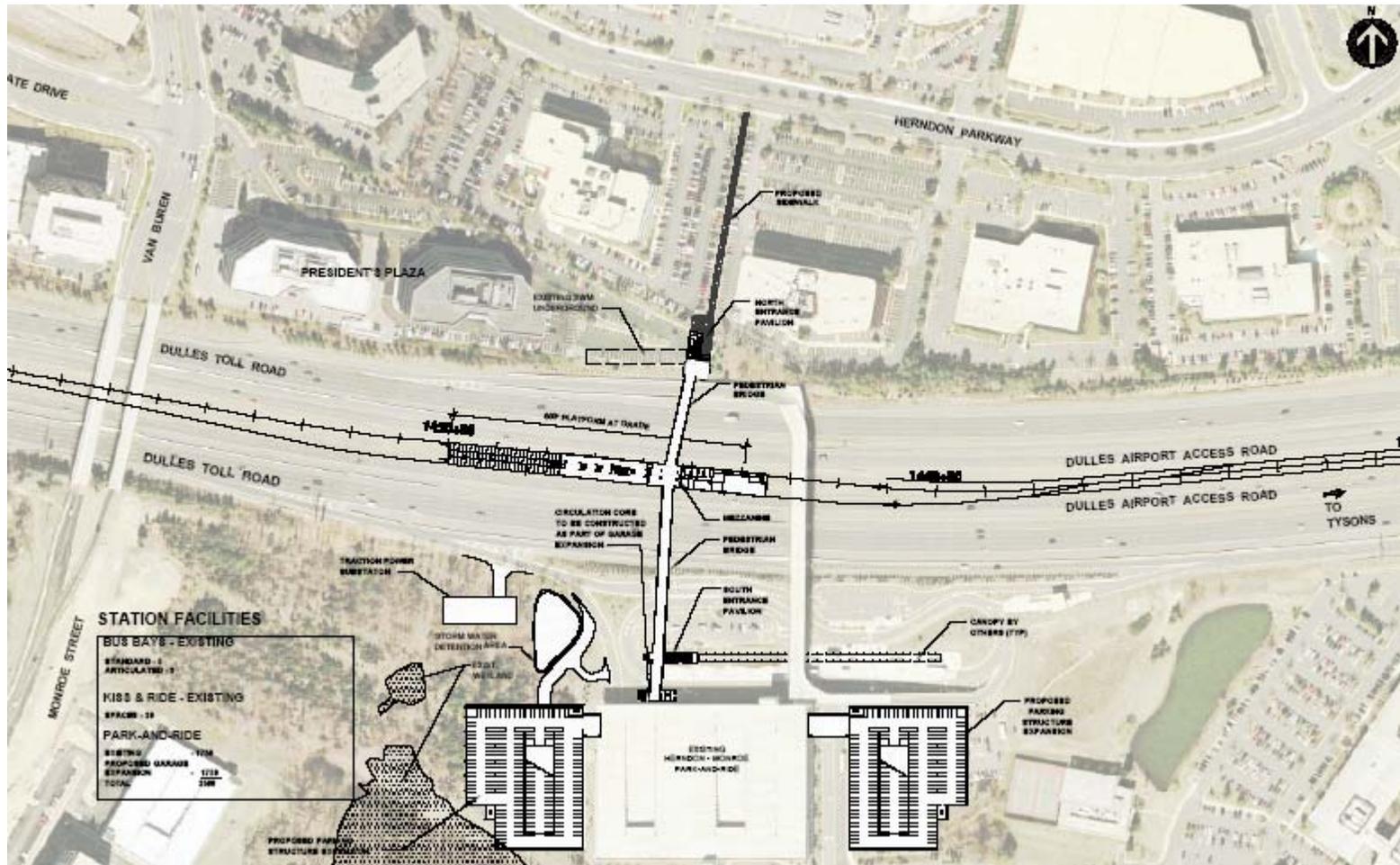
Southeast of Reston Parkway Station is the intensification of the Reston Sheraton Property, which includes high density housing and retail



Development includes 156 dwelling units



Herndon-Monroe (2015)

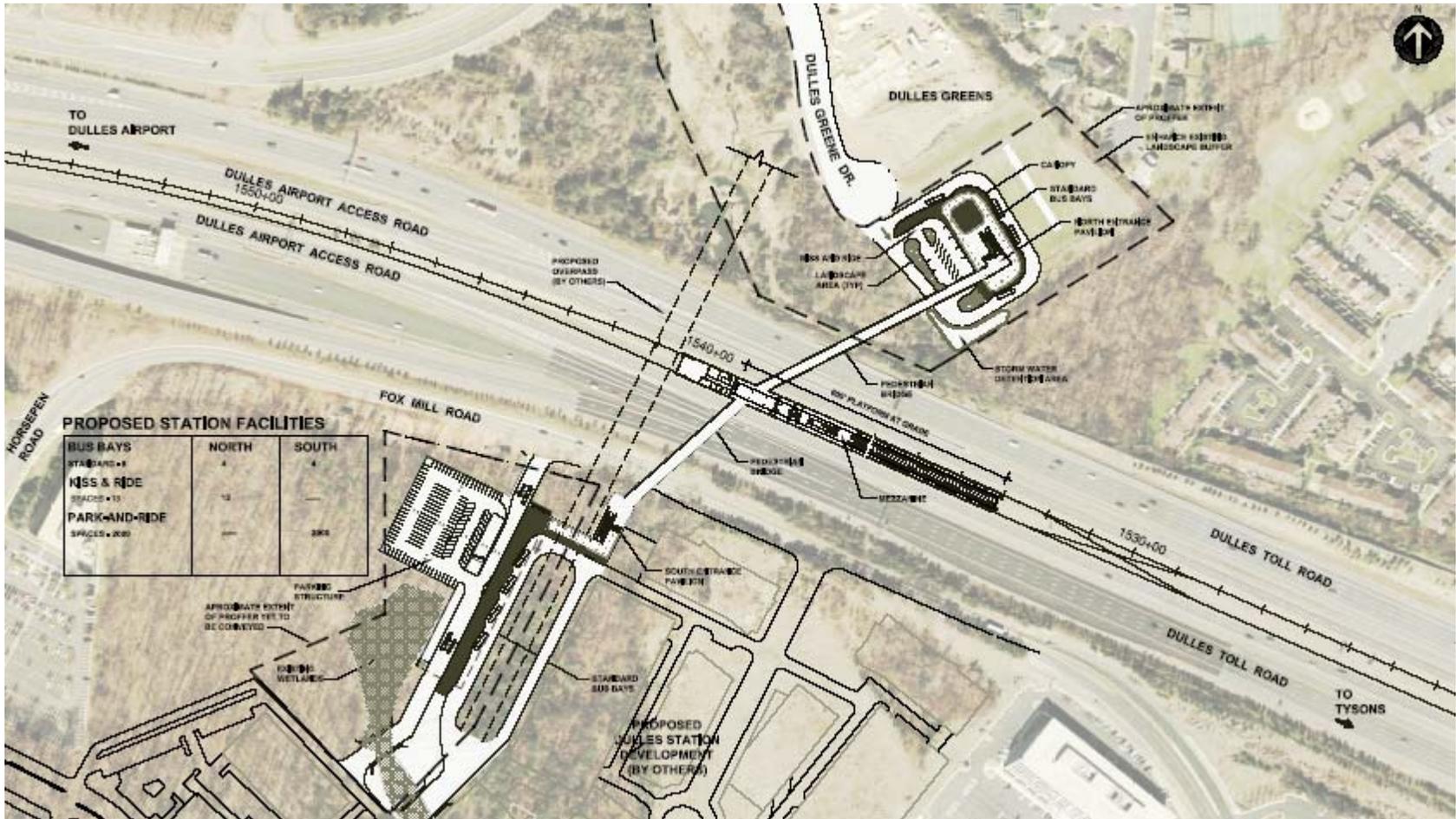


Woodland Park Crossing (part of Woodland Park East, southwest of the Herndon-Monroe Station)

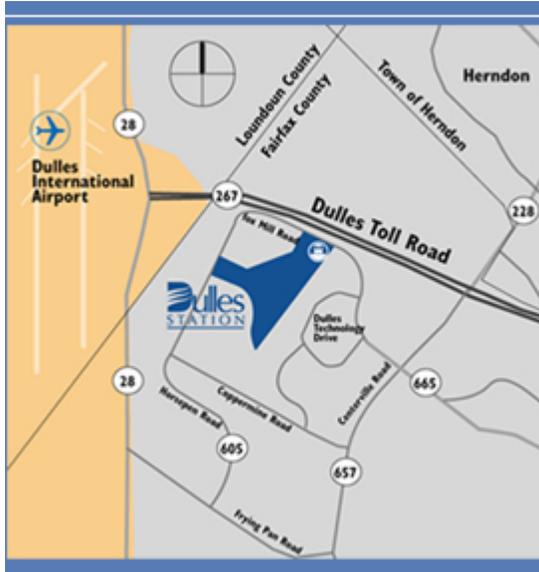


Woodland Park Crossing is an approved mixed use development with an intensity at 0.9 FAR and about 1 million sq ft (almost 360,000 sq ft of office, 143,000 sq ft of retail and 230 multifamily units).

Route 28 (2015)



Dulles Station



Dulles Station, a mixed use development, abuts the future Route 28 Station on the east and south. The approved intensity is 0.99 FAR or about 2,715,000 sq ft (1,505,000 sq ft of office, 42,000 sq ft of retail and about 1,200 multifamily units)

Conclusion: TOD is an increasingly important aspect of the Comprehensive Plan's Policy to Focus Future Growth

- To Create More Areas with an Improved Sense of Place and pedestrian orientation
- To Encourage More Transit Usage and Less SOV Travel
- To Encourage More Mix Use Including Significant Housing Components

Questions to be addressed in TOD Session

1. What are the top challenges or obstacles for TOD?
2. What are strategies or priorities to meeting those challenges?
3. If those priorities/strategies were implemented, what impact would these have on improving transportation in Fairfax County?

TOD Opportunities/Obstacles

- **Market Place**
- **Vehicular Access and Capacity**
- **Public Facility/Infrastructure Capacity**
- **Land Use Compatibility**
- **Station Location (at-grade vs. below-grade and distance from station to development site)**
- **Community Acceptance of higher intensity**