

## **DRAFT Board of Supervisors' Transit-Oriented Development Policy**

Transit-oriented development (TOD) is a deliberate planning strategy for reducing sprawl and automobile dependency by focusing growth around planned and existing transit stations. Well-planned development around these stations that incorporates good design principles leverages major investments in public transit infrastructure, provides an environmentally sound means to accommodate new growth in the County, improves transportation choice in the area, and creates opportunities for compact, vibrant neighborhood centers within walking distance of transit.

Building upon recent and ongoing planning efforts for future development around existing and future transit stations, the Board of Supervisors embraces community-driven station area planning efforts like those recently completed in Merrifield and the Dulles Corridor. These planning exercises provide the ability to establish the vision, delineate boundaries and guide expectation for development around specific transit stations.

The Comprehensive Plan includes the following Objective and Policy related to transit-oriented development in the County. The Policy Plan also includes guidelines and design principles for transit-oriented development (found in Appendix 11). These guidelines provide guidance for county staff as they engage in planning efforts as well as the review of development applications that propose a substantial change in use, intensity or density.

### **[INSERT Objective/Policy and Appendix Reference]**

To accomplish the Land Use Policy Plan TOD Objective, the Board of Supervisors adopts the following Transit-Oriented Development Policy.

The goal of this Policy is the achievement of TOD characterized by:

- the massing of significant density near transit to create "location efficiency" that promotes walking, biking, transit use and low auto ownership;
- increased transit ridership and non-auto mode share;
- a rich mix of uses and consumer choices;
- significant value creation and value capture by both the public and private sectors;
- and
- the creation of a sense of place.
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### **Planning Process**

- Transit-oriented development plans which propose substantial changes in use, intensity or density, new transit station area planning efforts, as well as major changes to existing transit station area plans, should be accomplished through a broadly inclusive, collaborative, community process that examines, among other items, proposed changes in use, intensity, and impacts on and opportunities for improvements to public infrastructure. These planning processes should utilize a range of tools and techniques for engaging the community and other interested stakeholders. Geographic Information Systems tools, 3-dimensional visioning

technologies, charrettes, workshops, and visual aids such as small-scale models are encouraged.

- Transit-oriented developments are unique in the context of fostering design of a transit station area and may also have broader impacts on design and circulation patterns of adjacent areas. In order to set a framework for future development, a review of the relevant station area plan to include an evaluation of the projected build-out of planned uses (within established forecast periods) and to establish targets for future uses in the context of the proposed change is encouraged as an integral part of new transit station area planning efforts.

#### Support/Funding

- Successful implementation of this policy is a critical element of the planned orderly development of Fairfax County and will require adequate funding during future budget cycles.

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