Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Where text was already underlined (in the proposed Objective only), text proposed to be added is shown with a grey highlight. Notes are shown in italics.

TOD AS NEW OBJECTIVE

Note: This section would be incorporated after Objective 6, as a new sub-heading under "Land Use Pattern." *(2003 Edition of Comprehensive Plan, Policy Plan, Land Use, as amended through 11-15-04, Countywide Objectives and Policies, Land Use Pattern, page 5):*

Transit-Oriented Development (TOD)

Note: This section will continue to be refined during the Plan Amendment process.

Transit-oriented development (TOD) has a range of definitions, however common characteristics include compact development that contains a mix of housing, employment and retail uses in a high-quality walking environment. TOD is the result of a deliberate planning strategy for reducing sprawl and automobile dependency by focusing moderate to high density growth ~~initially~~ around planned and existing ~~rail~~ transit ~~transit~~ stations. Well-planned development that incorporates good design principles and includes a mix of uses around these stations~~, that incorporates good design principles~~ can ~~1)~~ create opportunities for compact, pedestrian-friendly and vibrant neighborhood centers within walking distance of transit. Development of TOD can leverage~~s~~ major investments in public transit infrastructure, ~~2) provides~~ contribute to ~~an~~ environmentally sound means to accommodate new growth in the County, ~~3)~~ improve~~s~~ access to transit stations and enhance transportation choice in the area. ~~, and 4) creates opportunities for compact, vibrant neighborhood centers within walking distance of transit.~~ Initially, this Comprehensive Plan guidance for the development of TODs in Fairfax County focuses around rail stations. Future planning efforts may expand the implementation of TOD guidelines as part of a family of guidelines for development around different types of mass transit.

Note: Objective and Policy will continue to be refined during the Plan amendment process.

NEW OBJECTIVE:

Objective X: **Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near planned and existing rail transit stations to create opportunities for pedestrian- and bicycle-friendly, compact, vibrant neighborhood centers accessible to transit.**

Policy a. The TOD principles as indicated in the "Guidelines for Transit-Oriented Development" section in the Land Use Appendix should be

used in future planning efforts in areas of focused growth adjacent to and including transit station areas and in the review of development applications that propose a substantial change in use, intensity or density.

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APPENDIX 11

GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

The following guidelines and design principles are intended to effect well-planned transit-oriented development (TOD) and should be considered in planning efforts and in the review of proposals for development around planned and existing ~~transit~~ rail stations. These guidelines are intended to provide guidance for TOD in addition to the specific guidance found in Area Plans for each station area.

1. Transit Proximity and Station Area Boundaries:

The highest density/land use intensity should be focused and concentrated close to the ~~transit~~ rail station, and where feasible, above the ~~transit~~ rail station. Subject to site-specific considerations, this transit-oriented development area may be generally defined as a ¼ mile radius from the station platform, with density and intensity tapering to a ½ mile radius from the station platform [or a 5-10 minute walk]. ~~[Option 1: "¼ mile"] [Option 2: "½ mile"] radius from the station [Option 3:", or within a 5- to 10- minute walk from the station"]. To protect existing neighborhoods in the general vicinity of transit but not planned for transit-oriented development, station-specific areas planned for transit-oriented development should be clearly delineated in Area Plans.~~ Station-specific delineations should allow for the consideration of ~~barriers~~ conditions such as roads, topography, or existing development that would reduce the frequency of pedestrian usage of transit and therefore reduce the expected walking distance to a station within which higher intensity development may be appropriate. Higher intensities within the delineated area ~~[Option 1: "¼ mile radius"] [Option 2: "½ mile radius"] [Option 3:"5- to 10- minute walk from the station"]~~ may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit. Density and land use intensity should generally decrease as distance from the station increases. To protect existing neighborhoods in the general vicinity of transit but not planned for transit-oriented development, Area Plans should include clearly delineated boundaries for transit-oriented development based upon these criteria. ~~Please refer to the relevant Area Plan for specific boundaries delineated for Transit Station Areas (TSA) as well as for Transit Development Areas within TSAs, which may reflect a smaller or larger area for high intensity development around a station based on site-specific conditions.~~

2. Station-specific flexibility:

Each of Fairfax County's planned and existing ~~Metrorail~~ rail stations has a unique character in terms of surrounding land uses and roadways, environmental and topographical characteristics, and location within the ~~Metrorail~~ rail system. Implementation of these guidelines, within Transit Station Area boundaries established in Area Plans, should provide for the flexibility to examine the unique characteristics and needs of a particular station area in relation to transit-oriented

development principles, such as the appropriate mix of land uses, the appropriate development intensity, and the planned usage of surrounding areas (e.g., stable residential neighborhood, revitalization area, urban center).

3. Pedestrian and Bicycle Access:

Techniques to encourage safe pedestrian and bicycle travel to and from the station area are encouraged. This may include an integrated pedestrian and bicycle system plan with features such as ~~This may include an integrated pedestrian and/or bicycle system plan,~~ on-road bicycle lanes, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, adequate lighting, covered walkways, pedestrian aids such as moving sidewalks and escalators, covered and secure bicycle storage facilities close to the station, shower and changing facilities, a pedestrian-friendly street network, and appropriate sidewalk width. ~~Consideration should be given to the increased distance that bicyclists will travel to transit when compared to pedestrians. Bicyclists typically travel longer distances than pedestrians.~~ To reach a transit station, cyclists often travel greater distances than pedestrians. To maximize ridership, and to better integrate surrounding communities to the TOD community, usable trails and other systems should be encouraged beyond the TSA.

4. Mix of land uses:

Transit-oriented development should include a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off-peak travel periods in both directions, and to encourage different types of activity throughout the day. A balanced mix of residential, office, retail, service, governmental, institutional and recreational uses should be provided to encourage a critical mass of pedestrian activity as people live, work and play in these areas. The appropriate mix of uses should be determined in Area Plans by examining the unique characteristics and needs of each station area. Specific development plans that conflict with achievement of the mix of uses planned for that station area are discouraged.

5. Housing affordability:

Residential uses included as part of transit-oriented developments should provide a range of housing opportunities for residents at different income levels, including housing for residents of low and moderate incomes. Affordable housing, workforce housing, and housing for seniors should be encouraged. Residential uses should also incorporate a mix of housing types and sizes where possible.

6. Design:

Excellence in urban design, including site planning and building design, is encouraged in transit-oriented development areas to create a pedestrian-focused sense of place. Elements may include well-landscaped public spaces such as squares and plazas, urban parks, courtyards, an integrated pedestrian system, street-oriented

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building forms with a pedestrian focus, compact development, appropriate street width and block size, mitigating the visual impact and presence of structured parking, and high-quality architecture.

Street Design: A grid of safe, attractive streets should provide connectivity throughout the site and to and from adjacent areas. The street grids around transit station areas should be designed at a scale that facilitates safe pedestrian and ~~bicycle~~ cyclist movement and provides vehicular circulation and capacity. Street design should incorporate elements such as lighting, appropriate street width, sidewalk width and intersection dimensions to allow for pedestrian, bicycle and multi-modal vehicular use, and should be designed to provide universal access to people with a range of abilities and disabilities. The design of streets should also encourage lower traffic speeds and superior pedestrian circulation through provision of on-street parking and street trees.

Possible additional language:
To facilitate bicycle and pedestrian access to the station, high volumes of traffic should be discouraged near the station by locating commuter garages at the periphery of the TOD boundaries, rather than immediately adjacent to the station.

7. Parking:

Encourage the use of maximum parking requirements, shared use parking facilities, incentive programs to reduce automobile usage, carpooling, metered parking, car-sharing programs, neighborhood parking programs, and other techniques to encourage the use of transit while also maximizing the use of parking spaces at different times of day. Efforts to provide urban design elements such as street parking, measures to minimize the visual impact of parking structures, and minimizing surface parking lots should be encouraged. Wherever possible, ground floor uses and activities should be incorporated into structured parking, particularly where parking structures are located along streets where pedestrian activity is encouraged.

8. Transportation and Traffic:

Cumulative ~~I~~impacts on transit service and capacity as well as on traffic capacity should be evaluated in a transit-oriented development, and improvements evaluated where needed. Choice in transportation modes should be offered (such as feeder bus routes, shuttles, bicycle usage, carpooling) to provide convenient and reliable alternatives to driving to a station area, particularly those station areas without parking. Anticipated mode-split should be part of the evaluation of transit-oriented development. Transportation Demand Management programs should be implemented as part of a transit-oriented development to promote reduced automobile usage. Traffic-calming measures and design techniques to discourage cut-through traffic and to allow for appropriate drop-off points should be incorporated into development

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designs.

9. Vision for the community

~~The planning for transit-oriented development areas should be community focused, and should provide a vision for the future that addresses desired uses, activities, design, and the character of the community. Benefits and impacts to the surrounding community as well as the immediate area should be evaluated in planning efforts.~~

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.

Alternative Language

TOD literature and experience affirm that broad public participation in decision-making directly supports the long-term success of transit-oriented projects. To achieve this, innovative planning techniques are encouraged that broaden and deepen meaningful public involvement when planning around transit facilities begins. These innovative processes emphasize interactive planning shaped by open community dialogue.

The Planning Commissioners and Magisterial District Supervisors serve as the focal point for initiating innovative planning of areas surrounding transit facilities. While the particulars of the process should relate to each station, innovative planning processes should result in the following: (1) a collaborative and interactive formulation of a cohesive vision for the transit station area before specific development proposals are formally considered; (2) a TOD vision that is integrated with and complements the surrounding neighborhoods; (3) incorporation of a broad range of aspirations and needs of those communities; (4) active participation by county planning officials, supervisors, community groups and developers to identify, and encourage broad-based involvement and participation by, a wide range of stakeholders, including all interested citizens' associations; (5) continuing stakeholder involvement on a collaborative basis in framing development proposals ultimately considered for specific parcels.

10. Regional framework:

Transit-oriented development can provide more efficient regional land use patterns by concentrating growth around existing and planned transit station areas. Maximizing development around transit can be a benefit regionally by accommodating some of

the region's projected employment and residential growth, as well as making jobs accessible by transit. In instances where substantial changes in density or intensity are being considered as part of station area planning the implications and impacts on the transit system should be considered. These planning efforts should include coordination and cooperation with adjacent jurisdictions and WMATA and VRE. The use of Transfer of Development Rights (TDR's) should be encouraged to relocate zoned density if it results in future development that agrees with Comprehensive Plan recommendations.

Alternative/Additional Language:

Wherever possible, TOD should be planned for at the system-wide scale, instead of assessing each proposal or area individually. Plans should assess opportunities not only at each station site, but should also include a regional approach and consider the interplay between land uses around each station and the way they can affect system-wide ridership, the capacity of other stations along affected transit lines, and other resulting impacts such as traffic, etc. Although each individual station must balance node and place functions to some extent, the value of the system as a whole can be enhanced if there is some degree of specialization, which can enhance the goals of TOD. Thus, many station areas may be fairly specialized, yet still with the result that the line as a whole will provide a reasonable mix of jobs, housing, retail and commuter parking. Even when specialization is not carried out to a great extent, any TOD project will be made more effective if it is planned with other station areas in mind.

11. Environmental benefits:

The environmental benefits of compact, mixed use development focused around transit stations can include improved air quality, water quality, and the preservation of green space and environmental areas through the reduction of land consumption for development. The utilization of land near transit and existing infrastructure allows the County to accommodate increasing growth pressures in a smaller area served by infrastructure. Improvements in air quality due to reduced vehicle miles traveled and reduced automobile emissions can also be viewed as a benefit of TOD. Environmental impacts (such as impacts on mature trees, stormwater management) of proposed development should be examined and mitigated to minimize potential negative impacts, and sites undergoing redevelopment should demonstrate improved post-development environmental performance.

12. Economic benefits:

In addition to the benefits of providing a mix of uses, including retail, employment and residential uses in one place, development around transit stations can help to address housing and transportation costs in the County by providing opportunities to balance these costs in TODs. Residential uses near transit can provide opportunities for lowered transportation costs for residents and can also provide housing

opportunities for households at varying income levels. Opportunities to assist in the retention of local and small businesses should be evaluated as part of TODs.

13. Open space:

Urban parks and open space contribute to a development's sense of place and are integral amenities offered to residents, workers and shoppers. Transit-oriented development should include publicly-accessible, high-quality, usable open space that provides opportunities for amenities such as public gathering spaces, civic focal points, plazas and open green space and offer a variety of activities such as dining, casual games and recreation, performances, visual arts and special events. These spaces should be accessible to the larger community as well as the immediate transit-oriented development area. Efforts should also incorporate open space preservation where appropriate.

14. Public Facilities and Infrastructure:

New development in transit-oriented development areas should look for opportunities to include public facility improvements and services within the transit-oriented development area. Opportunities to offset cumulative impacts of development in a TOD on public facilities should also be identified and implemented (see Appendix 9 – Residential Development Criteria), such as impacts on schools, parks, libraries, police, fire and rescue, stormwater management and other publicly owned community facilities.

Alternative/Additional Language:

A TOD project may have transit impacts well outside of its area, notably on transit capacity at other stations, which in turn can impact the utility of the line as a whole. Such impacts should be recognized and measured to the extent possible, and effective steps to mitigate any negative effects should be included in TOD plans.

15. Phasing of Development:

As outlined previously, a balanced mix of residential and non-residential uses should be provided to encourage a critical mass of pedestrian activity. Fairfax County recognizes that concurrent development of all uses may not be feasible due to market conditions. In instances where a certain mix of uses is critical to the success of the TOD, the development should include a commitment to phase the project in such a way as to include an appropriate mix of uses in each phase to help ensure the long-term success of the mixed-use development. Phasing the development can minimize the potential impacts on the surrounding community and increase amenities for residents, employees, and visitors within the transit-oriented development area. Phasing plans should include pedestrian and bicycle access plans to allow proper non-motorized access throughout the development phases.

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