



Thoughts for the TOD Committee from the Jefferson Manor Citizens Association

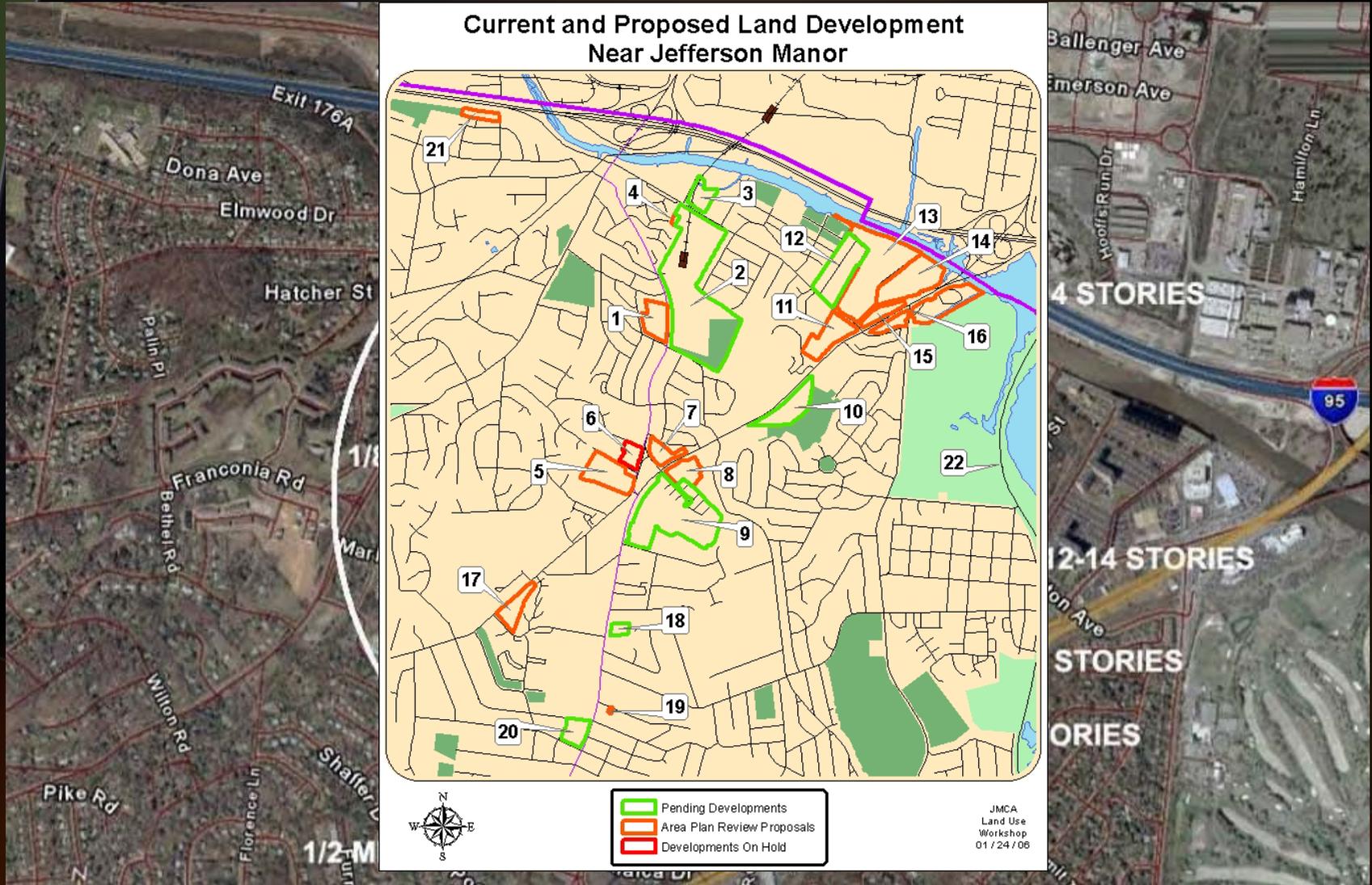
Presented by Darren Smith
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Recent TOD Activity near Jefferson Manor

- Centered around the Huntington Metro Station
 - Construction of “Midtown Alexandria Station” condo tower north of Huntington Ave.
 - Construction of mixed-use development east of North Kings Hwy.
 - Area Plan Review process involving site west of North Kings Hwy.



Recent TOD Activity near Jefferson Manor



Neighborhood Visioning and Input



- **Processes**

- Workshop in anticipation of further development pressures
- Dialogue with developer and county staff over 8 months

- **Outcomes**

- "Jefferson Manor Priorities" guidance
- Insights gained from APR process

Jefferson Manor Priorities

- **Positives of Existing Neighborhood**
 - Why did you decide to live here and what keeps you here?
- **Characteristics of “Ideal” Neighborhood**
 - If you could create Jefferson Manor from a blank slate, what would it be like?
- **Concerns about the Future**
 - What worries you about the current track of the neighborhood or possible changes to come



Experience with the APR Process

- **Staff Report Regarding Proposed Development**
- **APR Task Force Meeting**
- **Communication between County Staff and Officials, the Developer, and the Neighborhood**
- **Learning about the Plan Amendment and Rezoning Stages**

JMCA's "10 TOD Insights"

- Many of these focus on the process as opposed to the physical characteristics of TOD
 - This committee has already received much good input regarding the latter; we hope we can catalyze and inform discussion of the former as well

JMCA's "10 TOD Insights"

#1 Emphasis should be placed on circulation and safe interaction of pedestrians, bicycles, and automobiles, *in that order*.



JMCA's "10 TOD Insights"

#2 Timely and thorough public involvement is as important in defining TOD as actual physical characteristics - planners should work with existing communities around stations to prioritize mitigation steps and improvements *before* development is *proposed*, let alone before it is approved.

JMCA's "10 TOD Insights"

#3 Station areas should be treated in their entirety as unique planning areas, superseding magisterial and/or planning district boundaries, so that plans can be done in a holistic manner and all relevant stakeholders in any part of the station area can be involved.

JMCA's "10 TOD Insights"

#4 Areas considered in the TOD planning process should not be limited to a ¼- or ½-mile radius from the station but should extend to at least 1-2 miles away from the station - this is the envelope in which many congestion choke points can occur as a result of concentrated development around the station.

JMCA's "10 TOD Insights"

#5 Conventional measures such as floor area ratio (FAR) should be used less than more contextual measures like building form and shading. Comparisons to other TOD areas in the region are more appropriate than comparisons to non-TOD areas in Fairfax County.



JMCA's "10 TOD Insights"

#6 Creative solutions should be used in dealing with open space requirements, such as allowing proffers of open space elsewhere in the area or in the county, since open space dedication on the site itself may not be appropriate, feasible, or desirable.



JMCA's "10 TOD Insights"

#7 Emphasis on parcel consolidation should be minimized, while emphasis on maintaining consistency in building form, use mixture, and circulation should be maximized; these elements are more significant to compatibility with adjacent parcels and neighborhoods than are density figures and even building heights, as long as shading is minimized through design.

JMCA's "10 TOD Insights"

#8 Neighborhoods where TOD is proposed will likely look to redevelopment to foster a neighborhood identity and create a neighborhood focal point through symbolic space and design.

JMCA's "10 TOD Insights"

#9 Demographics in neighborhoods surrounding existing Metro stations in Fairfax County are likely shifting, and neighborhoods around future stations will likely evolve as well, with residents more familiar with and amenable to denser, urban environments.

JMCA's "10 TOD Insights"

#10 Fairfax County should consider modifications to the traditional approval process for TOD, perhaps even joining the plan amendment and rezoning stages, or regulating station areas with a Form-Based Code that would dictate specific design elements.

Wrap-Up



- JMCA is available to the TOD Committee as a resource
 - We are happy to give a tour of the area
- We want our part of the county to be a TOD success story that can be a positive example for the rest of the county and we are willing to work hard to make that happen
 - "If you figure out TOD for the Huntington area, everything else will be a cake walk."