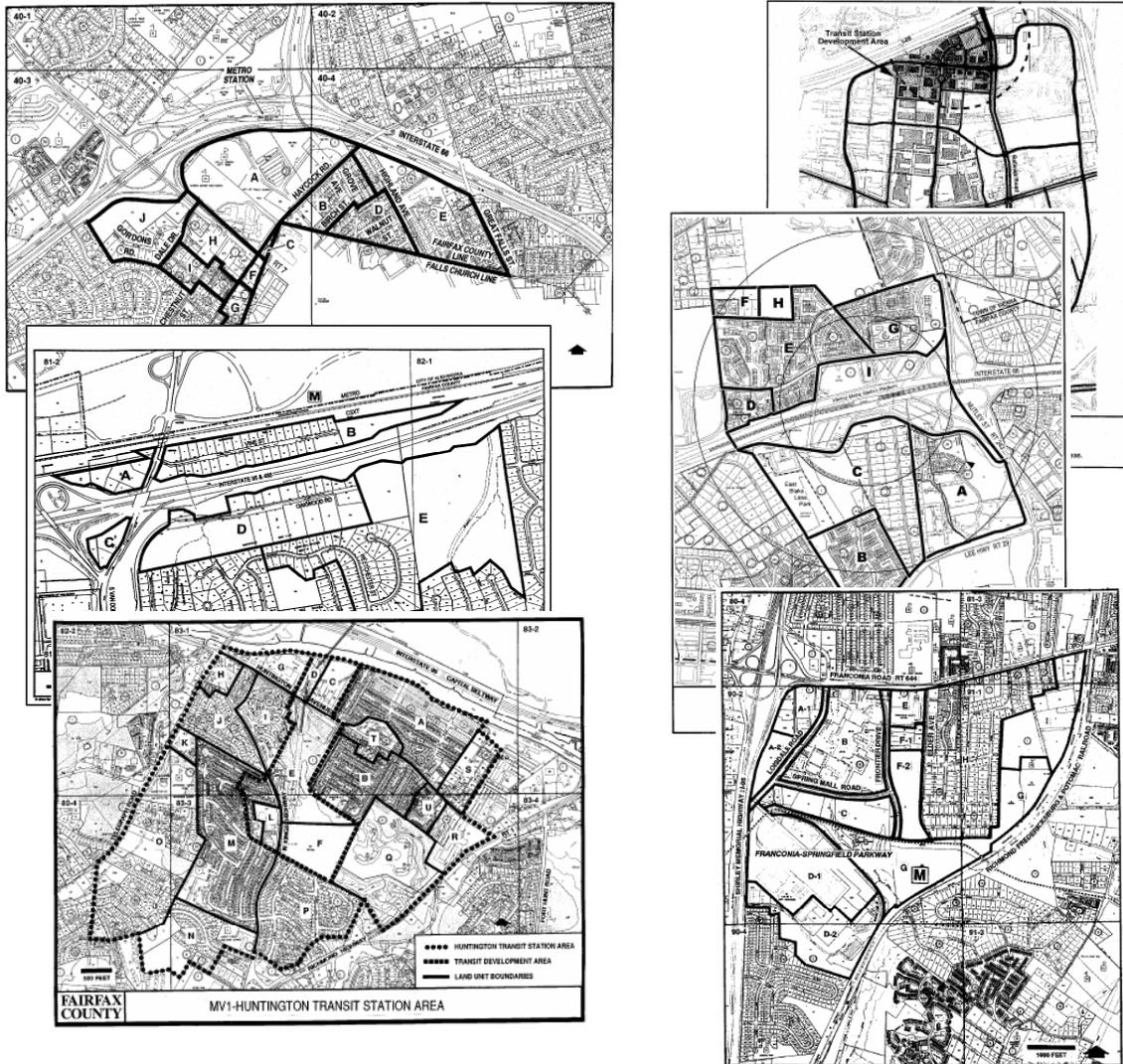


FAIRFAX COUNTY COMPREHENSIVE PLAN RECOMMENDATIONS FOR EXISTING METRO STATIONS

Planning Commission TOD Committee Meeting
June 8, 2006



Transit Station Areas:

- TSA boundaries are strongly influenced by the area’s access characteristics and the relationship of the station to surrounding stable neighborhoods.
- are intended to optimize the development opportunities associated with rapid rail stations while maintaining the stability of existing, nearby land uses;
- allow a mixture of residential, office, and retail uses in accord with existing Metro Area Plans and future Transit Station Areas Plans; and provide opportunities for joint public-private development within these areas; and
- have potential intensity ranges of 0.30 to 1.0 FAR and potential residential density ranges of 8 to 45 DU/AC.

Comprehensive Plan Recommendations
Existing Metro Stations in Fairfax County

West Falls Church Transit Station Area: The Transit Station Area (TSA) is located to the south of I-66. The Transit Development Area (TDA) is a smaller area within the TSA that is planned for higher intensity, mixed-use development, and is generally within a 5 to 7 minute walk (under ½ mile) of the station. The remainder of the TSA (outside of the TDA), is generally planned for lower-intensity uses as distance from the station increases. The Plan for the TSA also includes recommendations for pedestrian circulation, open space, and building heights that taper down as distance from the station increases.

The area to the north of I-66 within 1/2 mile from the station is not included in the Transit Station Area. The area to the north is generally planned for public facilities (WMATA Service and Inspection Yard), parks, and residential uses at 2-3 du/ac. The Plan also discusses preservation of the stable residential neighborhoods in this area.

Dunn Loring Station at Merrifield Suburban Center: This station is located in the Merrifield Suburban Center. The Plan illustration entitled *Merrifield Suburban Center Illustrative of the Two Cores* shows the transit station area within a ¼ mile of the station to the south of I-66. The map entitled “Dunn Loring-Merrifield Metro Station Area” shows planned intensities that are specific to parcels or parcel groups. At the station, intensities are planned for mixed use up to 2.25 FAR and to the east of the station across Gallows Road is approximately 1.0 FAR due to decreased walkability. The next tier of parcels between the ¼ mile and ½ mile area has intensities of 0.40 FAR to 1.8 FAR.

The area to the north of I-66 within ½ mile from the station is not included in the TSA. The area within ¼ mile is planned for public facilities, residential uses at 2-3 du/ac and 5-8 du/ac, and within ½ mile is planned for residential uses at 2-3 du/ac, 3-4 du/ac and public parks.

Vienna Transit Station Area: The Vienna Transit Station area map shows a development pattern established within this station area which mostly is townhouse development to the north of I-66 (residential use at 5-8 du/ac), with some mixed-use (residential and commercial). The map entitled *Mixed Use Design Concepts for Land Unit C (the Fairlee/Metro West area)* shows a core area within ¼ mile of the station to the south of I-66 with a planned overall 2.25 FAR. The core area is divided into three tiers of development. Beyond ¼ mile, multi-family use is planned at 12 – 16 dwelling units per acre to the west and less intense townhouse uses to the south. On the east side of this higher-intensity mixed-use area, the Land Unit A is planned for mixed-use development up to .50 FAR and residential uses at an average of 20-30 du/ac with options for elderly housing, hotels and health/recreation uses that are well integrated with the office and residential use. To the east of the mixed-use area, Land Unit B is planned for residential use at 5-8 du/ac.

Van Dorn Transit Station Area: The Plan recommends a mix of uses up to 1.0 FAR for a large portion of the Transit Station Area (TSA), which is located to the south of the

station. A mix of uses with intensity up to 1.0 FAR is recommended for a large portion of the TSA with the Vine Street area identified as the focal point (within ¼ mile of station). Intensity above 1.0 FAR is planned if development maximizes transit use and provides a bridge to Oakwood Road. Between ¼ and ½ mile from the station, the area is planned for hotel use, mixed-use development, and low to medium office use. Access constraints, road capacity, and environmental constraints are major issues in the redevelopment of this area, while ensuring the continued stability of the existing residential areas to the south and east. The area to the north of the station is located in the City of Alexandria.

Franconia-Springfield Transit Station Area: The TSA is located south of Franconia Road between I-95 and the CSX Railroad tracks. The area within ¼ mile of the station is planned for public facilities and residential uses at 1-2 du/ac. The area generally within ½ mile of the station is planned for mixed-use including high and medium density residential uses, and office and support retail. To the north, west, and southeast of the station there are also areas planned for residential uses at 1-2 du/ac, 3-4 du/ac and 8-12 du/ac as well as low-intensity office use.

Huntington Transit Station Area: A Transit Development Area (TDA) is shown in the Plan, which is a smaller portion of the Transit Station Area (TSA), located within a 5 to 7 minute walk of the station. The maximum level of development for the TDA is 650,000 SF of office space, 117,000 SF of retail space, 845 dwelling units, and a 200-room hotel with conference facilities or an additional 250 dwelling units. The Plan recommends a predominance of residential uses within the TDA that reflects the residential character of the area. Within the ¼ mile radius of the station but outside of the TDA is Land Unit I which is planned for 16-20 du/ac. Between ¼ and ½ mile from the station, lower-intensity retail and office uses are planned, and residential uses are planned for a range of densities (2-20 du/ac).