JBG ROSENFELD RETAIL

June 19, 2009

Walter L. Alcorn
Chairman, Tysons Committee
Fairfax County Planning Commission
12000 Government Center Parkway
Suite 330
Fairfax, Virginia 22035
Email c/o: Barbara Lippa: Barbara.Lippa@fairfaxcounty.gov

James P. Zook
Director
Department of Planning and Zoning
12055 Government Center Parkway
Suite 755
Fairfax, Virginia 22035
Jim.Zook@fairfaxcounty.gov

Re: Demonstration Project Letter of Intent

Dear Mr. Alcorn and Mr. Zook:

As the developer of the former Moore Cadillac property in Tysons Corner located at 8595 Leesburg Pike, please accept the enclosed materials as a Letter of Intent to become a Tysons Corner Demonstration Project.

Once you have reviewed this information, we would like to meet with you or Department of Planning and Zoning staff to discuss our development plans and the Demonstration Project process in more detail. Should you have any questions in the meantime, please do not hesitate to contact me. I can be reached at: (301) 657-7339.

Sincerely,

Jay Klug
Vice President
JBG Rosenfeld Retail
on behalf of JBG/Tysons Retail, LLC
Tax Map: 29-3 ((1)) 1B and 29-3 ((20)) C1

cc: Art Walsh
Elizabeth Baker

JBG ROSENFELD RETAIL

June 19, 2009

Tysons Corner Demonstration Project Letter of Intent

JBG Rosenfeld Retail on behalf of JBG/Tysons Retail, LLC

As the developer of the former Moore Cadillac property (8595 Leesburg Pike) in Tysons Corner, we respectfully request that our site be considered as a Demonstration Project under the new Tysons Corner Comprehensive Plan. We have been closely monitoring the ongoing discussions about Demonstration Projects within the Planning Commission's Tysons Committee and have reviewed in detail the criteria adopted by this body on May 27, 2009.

While we recognize that our site does not meet the selection criterion that the project must contain a planned Metro station entrance, we believe our site should be awarded a Demonstration Project designation. As outlined below, our project will meet the remaining selection criteria and will be only 500 feet from the planned entrance to the Tysons West Station at the corner of Spring Hill Road and Leesburg Pike. Additionally, our site is likely to be the only potential Demonstration Project in the Hunter Mill District and we believe that should it be selected as it will help spur other new projects in the Subdistrict as well as the Tysons West Metro area as a whole.

Proposed Development Program

As you may be aware, JBG/Tysons Retail, LLC has submitted a "by-right" retail and office site plan application (Plan # 6279-SP-0045-1) to the County for approval, which includes Tax Parcels # 029-3-01-0018 and 029-3-20-C1. This "Original Plan" is based on the current Tysons Comprehensive Plan and existing C-7 zoning. Under our Original Plan, we intend to develop 247,000 SF of commercial space on the 7.08 acre property (0.8 FAR). We continue to pursue this Original Plan as it represents the first phase of a multi-phased development program we envision for the entire property. The latter phases will include office, residential and hotel space and will require rezoning.

When we first learned that the County was considering approving Demonstration Projects in Tysons, we quickly realized that this designation could be a more efficient way for us to achieve our ultimate goal of developing the site into a quality mixed-use project that includes residential as well as commercial uses. Should we be considered for a Demonstration Project, our development program would include 130,053 SF of first floor retail uses, 229 wood-frame

residential dwelling units, 162 high-rise residential dwelling units, and 40,000 SF of office. The project will be LEED Certified. The development will include abundant open space for the public's use including a "Promenade" connecting pedestrians from the Tysons West Metro Station and Leesburg Pike to the back portion of the property. The project will have an intensity of 2.0 FAR. Please see Exhibit A for a site plan and rendering of our proposed development.

Please note that our project includes a public parking facility to serve the entire Tysons West South Subdistrict. This garage is envisioned to be one of many public parking facilities that could operate under a new Parking Management District (PMD) in Tysons. We are currently working on a memorandum to Hunter Mill Supervisor Cathy Hudgins describing the benefits of PMDs and why our site is an excellent location for a PMD garage. To summarize the conclusions from that document, we believe that PMDs will make for a better built environment in Tysons for the following general reasons:

- **PMDs dramatically reduce the amount of parking that is required** through the combination of all the different uses (retail, office, hotel, etc.) of the neighboring properties which result in very efficient mixed-use parking offsets.
- **PMDs allow for better architecture, design and open space** since other sites don't need to provide any (or as much) parking and thus can be designed in a more compact, people-friendly manner with more space dedicated to public amenities such as parks, artwork, etc.
- **Smaller landowners can unlock development potential** through the use of a PMD parking garage by obviating the need for inefficient, uneconomical structured parking.

Additionally, our site is an ideal location for a PMD parking facility because of the following specific reasons:

- Our site is within 500 feet of the Tysons West Metro station entrance and thus within close walking distance of a significant amount of planned new development within the station area. This future development will create **a need for additional parking** even with the arrival of Metro.
- Located at the last Metro stop in Tysons Corner and at the at-grade intersection of Westwood Center Drive and Leesburg Pike, our site has simple inbound/outbound movement for vehicular traffic which should **quickly capture drivers wishing to park in Tysons** from the north and west and help alleviate traffic in other parts of Tysons Corner.

- Tysons West is envisioned as an Arts & Entertainment District, which will result in increased demand for parking in the evening and on weekends which means **a public parking garage in this area will have high utilization rates** and thus good economic performance for the PMD.

Our project will require a public-private partnership through which the County would acquire the land and then build the PMD parking facility. It is our vision that our project can be phased such that we could begin development while partnership agreement negotiations are underway. We will initiate construction on Promenade Way and the western half of the site (92,500 SF fitness center and 229 wood-frame residential units) as quickly as practical leaving the eastern half of the site to be developed once the County has finalized the acquisition and financing for the PMD parking garage. In this way, our Demonstration Project will be assured to be delivered concurrent with the opening of the Metro station.

Project Advances the Vision of Tysons

If chosen as a Demonstration Project, our potential plan for a mixed-use development with retail, residential and office uses would advance the new Tysons Corner Comprehensive Plan's vision by:

- Serving as a Transit Oriented Development (TOD)
- Creating a pedestrian oriented streetscape lined with retail
- Improving the jobs/housing balance
- Improving the Street Grid through continued coordination with neighboring property owners
- Adding to Tysons Corner's Workforce Housing stock (meeting and/or exceeding the proposed 20% requirement)
- Providing a LEED Certified project
- Transforming a former car dealership into a vibrant mixed-use development
- Enhancing the contributions of Tysons as the County's economic engine

We have spent a considerable amount of time working with the neighboring property owners in the Tysons West South Subdistrict on developing a workable new street grid. We retained VIKA engineering to create a concept plan, which we recently sent to the Fairfax County Department of Transportation (FCDOT) in the context of FCDOT's proposal for the alignment of Boone Boulevard. While we are confident in the location for Promenade Way (the proposed street bisecting our property), the other property owners in our Subdistrict are have not yet reached agreement on the final street grid. That said, the group has reached consensus that

Boone Boulevard should run along the southern edge of the Subdistrict, and ultimately connect with the Dulles Toll Road.

By selecting our site as a Demonstration Project, all parties can be assured that in 2013, when the Metrorail extension begins passenger service, there will be a mixed-use transit oriented development delivered at the Tysons West station instead of a blighted former car dealership.

Plan for Community Outreach

As part of our Demonstration Project application process, we intend to actively seek the input of the local community into our project's design. This outreach will take the form of community meetings, mailings to nearby residents and business owners and regular updates on our project website (www.tysonswest.com). We have met with the Hunter Mill District Supervisor as well as the Hunter Mill District Planning Commissioner to discuss the project. We will continue to meet with the Supervisor and Commissioner to develop a community outreach action plan to make sure we are reaching out to the important civic and business leaders in the area regarding our development plans.

Project Meets Selection Criteria

The adopted Selection Criteria state that a project must: 1) include a Metro station entrance; 2) be of sufficient size to demonstrate a street grid and open space goals for a major portion of the Subdistrict; and 3) commit to meet the Demonstration Project Submission Requirements and Expectations. As shown below, our project meets all the criteria except for one which we believe is immaterial to becoming a successful Demonstration Project.

Again, although our project does not include a Metro station entrance, it is close enough to the entrance (500 feet) to be considered an effective Transit Oriented Development (TOD) project. Using the National Personal Transportations Survey's average speed of 3.16 mph[1], it will take less than 2 minutes to walk to the station entrance. According to the Planning Commission's TOD Committee's Walking Distance Research Presentation from the September 7, 2006 meeting attached hereto as Exhibit B, experts recommend walking distances from 1,000 – 2,000 feet from a destination to transit. Thus, our project is close enough to the planned Tysons West Metro station entrance to be considered an effective TOD.

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[1] National Personal Transportation Survey: http://www.transtats.bts.gov/Tables.asp?DB_ID=545&DB_Name=Nationwide%20Personal%20Transportation%20Survey%20%28NPTS%29&DB_Short_Name=NPTS

Additionally, our project is large enough (7.08 acres or 2 city blocks) to make a significant impact on the Tysons West South Subdistrict. With the cooperation of the owners of the Sheraton Premiere who own Ashgrove Lane, the private road to the north of our property, we will build Promenade Way. This new street is in keeping with the current street grid design in the Draft Straw Man Plan text as well as the multiple County consultants road network concept plans (Cambridge Systematics, PB World and PBS& J).

With respect to open space, our project contemplates abundant outdoor gathering places such as the "Promenade" which will connect Leesburg Pike to the retail and residential uses on the western side of the project. The Promenade will include fountains and outdoor dining areas. Additionally, we have been working with the Dulles Transit Partners to coordinate the sidewalk/trail network to be built along Leesburg Pike and the pedestrian plaza at the corner of Westwood Center Drive.

Finally, as experienced developers in the Washington, D.C. metro area, JBG Rosenfeld Retail (www.jbgr.com) and The JBG Companies (www.jbg.com) commit to adhere to the Project Participant Expectation laid out in the May 27, 2009 document. Working in the context of the Project Participant Expectations, we will take a lead role in implementation strategies such as the establishment of the aforementioned Parking Management District in Tysons. We will be actively involved in the Demonstration Project process by responding in a timely manner to the County's concerns and requests for information about our project.

Development Team and Ability to Execute

Since we have already submitted a Site Plan to the County for our "by-right" development plans, we have already assembled an excellent development team which is ready to execute the Demonstration Project proposal outlined above. We have done detailed engineering on the entire site and are thus able to proceed into the design development stage within a few weeks time. JBG Rosenfeld Retail and The JBG Companies are the sponsors of the project. With over 65 years of combined local development experience, we are confident in our abilities to deliver a high-quality, mixed-use project that will exceed expectations for a revitalized Tysons Corner. Our development team members include:

- Architecture and Land Planning: Mushinsky Voelzke Associates (www.mva-arch.com)
- Civil engineer: William H. Gordon & Associates (www.whga.com)
- Structural Engineer: The SK&A Group (www.skaengineers.com)
- MEP Engineer: Girard Engineering (www.girard.com)
- Landscape Architecture: Parker Rodriguez (www.parkerrodriguez.com)

- Traffic Engineering: Wells & Associates (www.mjwells.com)
- Parking Consultant: Walker Parking Consultant (www.walkerparking.com)
- Legal: Walsh, Colucci, Lubeley, Emrich & Walsh, P.C. (www.thelandlawyers.com)

In conclusion, we believe our proposed Demonstration Project, including the PMD parking garage, will advance the vision for Tysons Corner as well as provide incentives for additional development in the Tysons West South Subdistrict. Our qualified development team stands ready to quickly execute our plans. We look forward to meeting with Department of Planning and Zoning Staff to discuss our plans in further detail. Please do not hesitate to contact us if you have any questions.

Sincerely,

Jay Klug

Vice President

JBG Rosenfeld Retail

on behalf of JBG/Tysons Retail, LLC

Tax Map: 29-3 ((1)) 1B and 29-3 ((20)) C1

cc: Art Walsh

Elizabeth Baker

EXHIBIT A

MV+A ARCHITECTS

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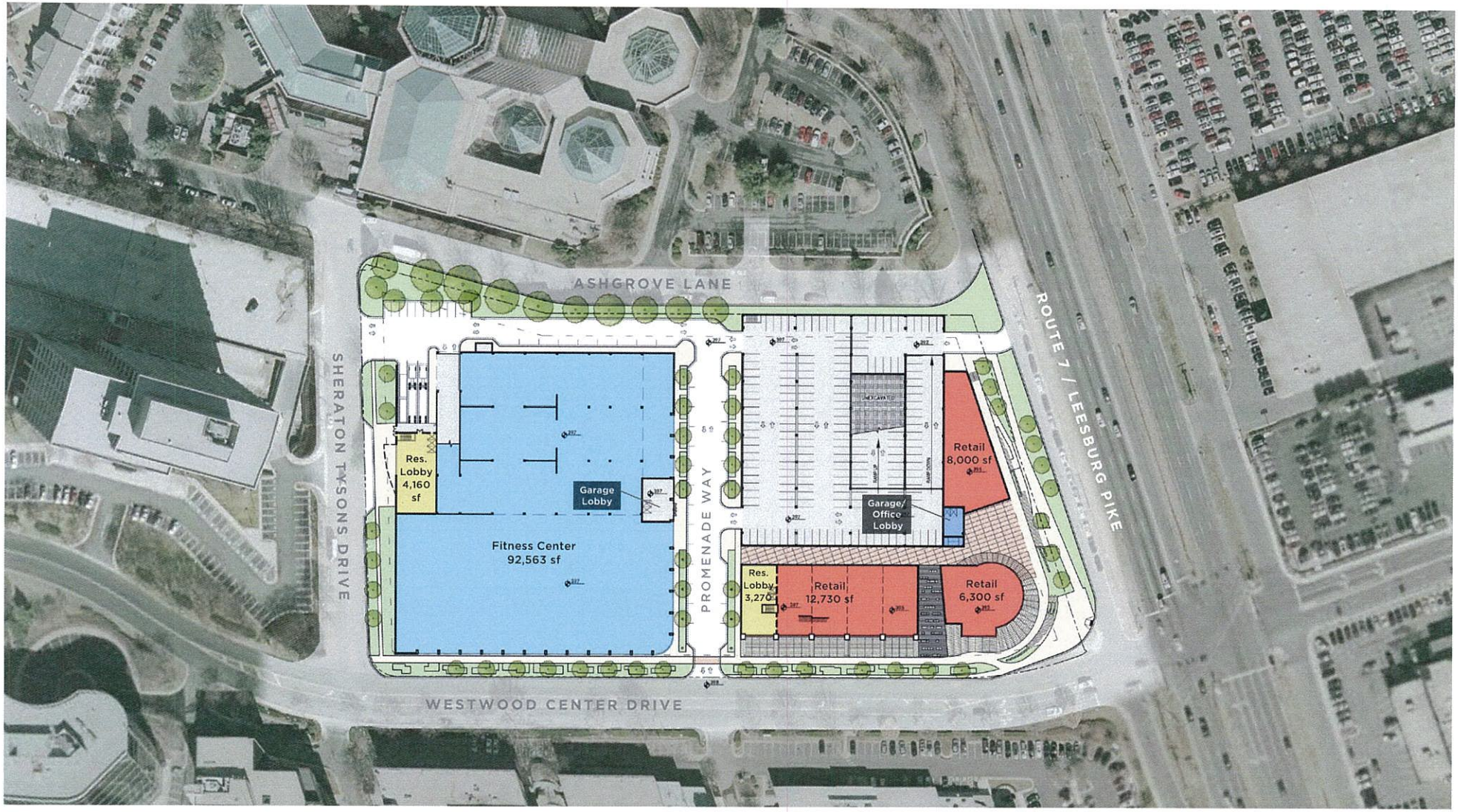
6.5.2009
6086.00

TW TYSONS WEST PROMENADE

Scheme F5 Perspective View



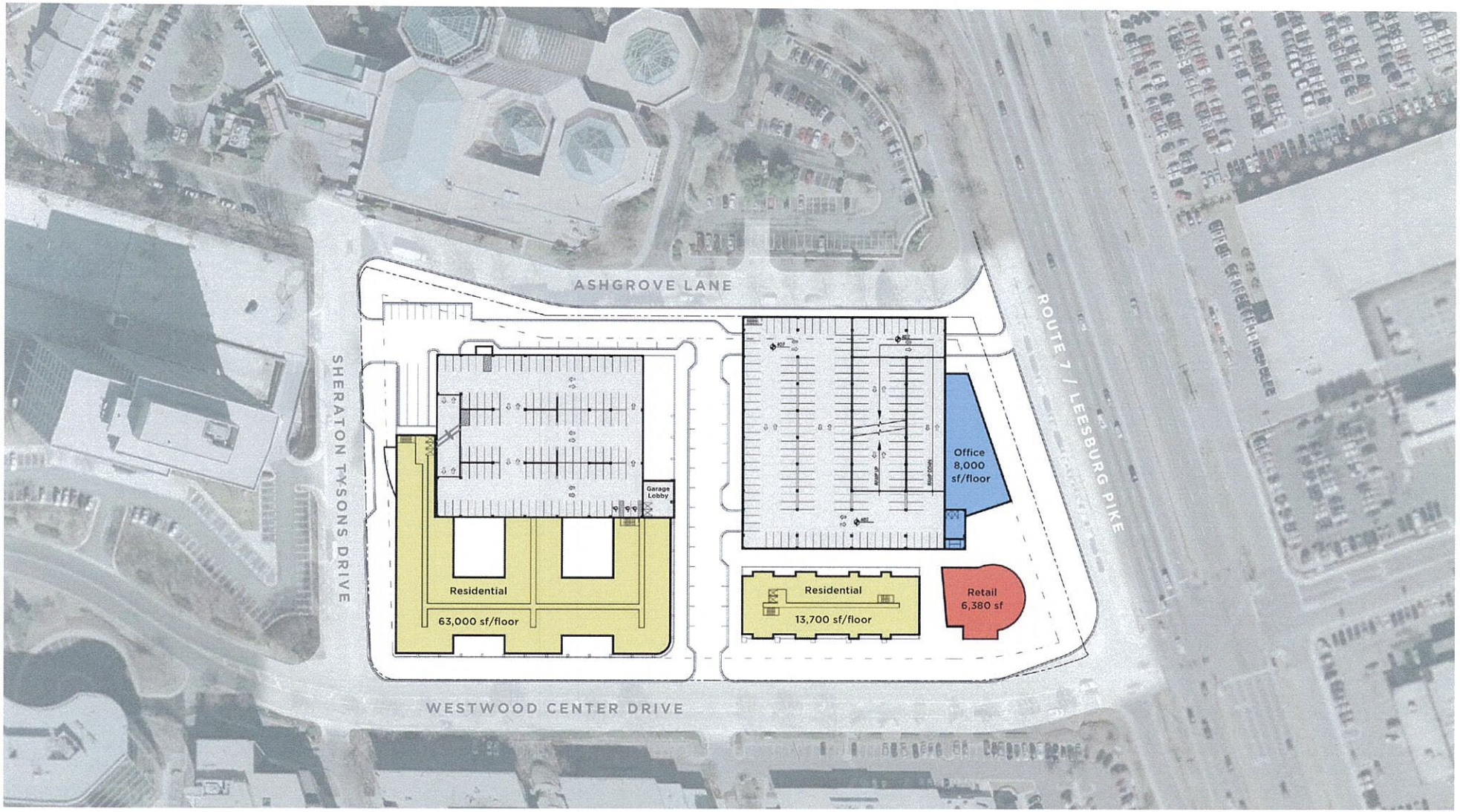
MV+A ARCHITECTS

JBG ROSENFELD RETAIL

6.5.2009
6086.00

TW TYSONS WEST PROMENADE

Scheme F5 Ground Floor Plan
1"=100'-0"



MV+A ARCHITECTS

JBG ROSENFELD RETAIL

6.5.2009
6086.00

TW TYSONS WEST PROMENADE

Scheme F5 Typical Upper Level Plan
1"=100'-0"

EXHIBIT B

Qualitative Studies/Statements:

Calthorpe Associates: Project Sheets-TOD Guidelines
http://www.calthorpe.com/Project%20Sheets/TOD%20Guidelines.pdf

> Briefly defines TODs as mixed-use districts within a comfortable walking distance of transit – about 2,000 feet

Dittmar, H., and G. Ohland, eds. *The New Transit Town: Best Practices in Transit-Oriented Development*. 2004. Island Press. Washington, D.C. p. 120.

> "Locate development close to transit. Effective TOD places residential and office space as close to transit as possible. The optimal walking distance between a transit station or stop and a place of employment is 500 to 1,000 feet. Residents are willing to walk slightly longer distances to get to transit, between a quarter- and a half-mile."

Envisioning Neighborhoods with Transit-Oriented Development Potential
http://transweb.sjsu.edu/publications/envisioning/Envisioning.htm

> Defines walking distance (<1/2 mile), bicycling distance (<2 miles), and five-mile driving or transit distance. These ranges of analysis include the areas where residents of possible TODs might work, shop, or prefer to go for services. Case studies are from bay Area of San Francisco (Campbell light rail, Fruitvale BART in Oakland, Hayward BART, Mountain View CalTrain/light rail, Redwood City CalTrain, and the Sacramento 65th Street Station). Study uses these distances as a starting point, not as a point of research.

TOD Manuals from Other Jurisdictions/Transit Agencies

Jurisdiction	**Walking Distance Referenced**
Mass Transit Administration (Maryland)	1500 ft. (0.28 mi.)
Mid-America Regional Council (Kansas City, Missouri)	1500 ft. (0.28 mi.)
NJTransit (New Jersey)	¼ - ½ mi
Ontario Ministry of Transportation	400m (0.25 mi.)
Regional Plan Association (NY, CT, NJ Tri-metro area	¼ mi.
Snohomish County Trans. Authority (Snohomish Cty, Washington)	1000 ft. (0.19 mi.)

Mass Transit Administration (1988) *Access by Design: Transit's Role in Land Development*. Maryland Department of Transportation.

> Recommended spacing for bus stops is calculated based on a cachment area of 1500 feet (0.28 mi.) from each side of the road traveled, defined as the are from which most passengers can easily walk to access transit service. Passengers within this distance are considered to be "adequately served." Closer spacing is recommended for higher density areas (section 5.1.2).

Mid-America Regional Council (No Date) *Transit-Supportive Development Guidebook*. (Kansas City, Missouri). http://www.marc.org/transportation/TSD%20Guidebook.pdf

> Indicates most people are willing to walk 1500 feet (0.28 mi.) to shopping or transit (Chapter 4, Pedestrian Scale Blocks, p. 48), and suggests that short, walkable blocks increase the attractiveness of pedestrian transit.

NJTransit (1994) *Planning for Transit-Friendly Land Use A Handbook for New Jersey Communities*.

> Defines reasonable walking distance by general understanding of willingness to walk 5-15 minutes to get to or from a transit stop, corresponding to ¼ to ½ mile, but varies based on topography, sense of safety and security, presence of interesting activity (Section 1.3).

Ontario Ministry of Transportation (1992) *Transit-Supportive Land Use Planning Guidelines*. Ontario Ministry of Municipal Affairs. http://www.mah.gov.on.ca/userfiles/page_attachments/business/transuppguid/transuppguid-e.pdf

> Transit-oriented design guidelines developed by the Ontario Ministry of Transportation reference 400m (1/4 mile) walking distance throughout this document as a basis for recommendations.

Regional Plan Association (1997) *Building Transit-Friendly Communities A Design and Development Strategy for the Tri-State Metropolitan Region*. (New York, New Jersey, Connecticut).

> Defines transit-friendly communities as intensively developed areas within ¼ - ½ mile of rail stations. A distance that can be comfortably walked in 5-10 minutes and a distance most people are willing to walk to train stations or other community uses. These areas include mixed uses, pedestrian connections, and traffic calming design. Cites a study showing that residents living within ¼ mi. of

rail stations are five-to-seven times more likely to use rail than other area residents (Relationship Between Transit and Urban Form Handbook, Transit Cooperative Research Program TCRP H-1, November 1995, page 29.)

Snohomish County Transportation Authority (1989) *A Guide to Land Use and Public Transportation for Snohomish County, Washington*. (Snohomish County, Washington). http://ntl.bts.gov/DOCS/GL.html

"People can be expected to walk no more than 1,000 feet to a bus stop or a park-and-ride parking space. The walking distance increases slightly, to 1,320-1,758 feet (1/4 to 1/3 of a mile), for rail station access." (Chapter 3).

Quantitative Studies:

Ewing, R. (1999) *Best Development Practices: A Primer*. EPA Smart Growth Network, pp. 1-29. http://www.epa.gov/dced/pdf/BestDevprimer.pdf

> See p. 8. Suggest destinations to which we expect people to walk should be no further than ¼ mile distance. (References data from: Tabulations from the 1990 Nationwide Personal Transportation Survey (NPTS).)

Ewing, R. (2000) *Pedestrian- and Transit-Friendly Design: A Primer for Smart Growth*. EPA Smart Growth Network, pp. 1-22. http://www.epa.gov/dced/pdf/ptfd_primer.pdf

> Also cites the same 1990 NPTS Study (see page 5). These documents both present brief summary of quantitative analysis not discussed in these publications. References: P.N. Seneviratne, "Acceptable Walking Distances in Central Areas," Journal of Transportation Engineering, Vol. 3, 1985, pp. 365-376 (Abstract can be found at: http://www.pubs.asce.org/WWWdisplay.cgi?8501920 . For registered subscribers of The Journal of Transportation Engineering, full text is available at: http://scitation.aip.org/getabs/servlet/GetabsServlet?prog=normal&id=JTPEDI000129000006000684000001&idtype=cvips&gifs=yes) From footnote: "Travel distances were estimated assuming everyone walked at the National Personal Transportation Survey average speed of 3.16 mph. Curves were smoothed to account for people's tendency to round off travel times."

Bureau of Transportation Statistics:
http://www.bts.gov/programs/national_household_travel_survey/

National Household Travel Survey: http://nhts.ornl.gov/2001/index.shtml

TCRP Report 102: "Transit-Oriented Development in the United States: Experiences, Challenges and Prospects" Transportation Research Board, 2004.
http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_102.pdf

> Cites 1987 WMATA study by JHK and Associates (Development-Related Survey I)
> *See attached Table 8.1 "Modal Splits for Residential Projects Near Metrorail Stations, Washington (D.C.) Metropolitan Area, 1987.

Relationship Between Transit and Urban Form Handbook, Transit Cooperative Research Program TCRP H-1, November 1995, page 29
Digest version: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rrd_07.pdf

> Study of ridership among housing and commercial developments near 4 rail stations in Canada found a "walking impact zone" as far as 4,000 feet (3/4 mile) from a station, a "distance that can accommodate around 1,200 acres of development, sufficient to create strong transit-oriented communities."

Study by JHK and Associates in 1986, 1989 showed that the "share of trips by rail or bus transit declined by around .65 percent for every 100-foot increase in distance of a residential site from a Metrorail station portal."

Cervero et. al 1993—In the Bay Area, 92 percent of those living within ¼ mile of a BART station and commuting to San Francisco where parking costs were over $2 per day commute via rail transit.

Paget, Donnelly, Price, Williams and Associates. Rail Transit Impact Studies: Atlanta, Washington, San Diego. March 1982. p. 28. (used in Fairfax County Metro Station Areas Study, 1982)

In the Washington metropolitan area, it was found that the average walk to/from a Metrorail station ranged between ¼ to 1/3 mile.
Walking time/distance ratios appear to coincide with actual land use development in the stations vicinity—station area development had occurred primarily within ¼ mile of the station.

BART's First Five Years; Transportation and Travel Impacts (April 1979) DOT-P-30-79-8. (used in Fairfax County Metro Station Areas Study, 1982)

(This study surveyed mode of access which was then converted to distance)

In the San Francisco Bay Area Rapid Transit System (BART), 80% of the pedestrians using BART during peak hour periods walked less than 10 minutes to the station, while somewhat over half of those pedestrians walking under 6 minutes to reach their destination. The distance for a 6 minute walk was estimated to be a quarter of a mile.

1976 survey data included in Appendix:

- 30% of trips walked to BART station
- Of that 30% who walked, **80% walked less than 10 minutes** (45% walked under 6 minutes (approximately 1350 feet) and 35% walked between 6-10 minutes, approximately 1350 to 2250 feet)
- **Distance for a 6 minute walk was estimated to be about ¼ mile**
- Overall average walking time for all who walked to the BART stations was 8.8 minutes
- Generally considered that the average person walks about 225 feet per minute
- Overall average length of walk was probably about 1,980 feet (.375 miles)
- Average walking time for walkers to their destination at end of trip was 7.2 minutes or about 1,600 feet (1/3 mile)

Gladstone Associates. Northern Virginia Metro Station Impact Study: Development Potentials at Metro Stations. June 1974, p. 23. (used in Fairfax County Metro Station Areas Study, 1982)

Gladstone study identified a primary area of development potential within 1000 feet (.19 miles) of a Metrorail entrance and a secondary area within one half mile of the station site. Planned station areas in Alexandria and Arlington County generally reflect this concept.

Alexandria's King Street Station study area is within a 5 minute walk (approx. 1300 feet, .25 miles) of the station with the remaining area within a 10 minute, one half mile walk.

Arlington's Ballston and Courthouse planning areas encompass acreage generally within .4 and .3 miles, respectively, of the station.)

Montgomery County's Takoma Park station had a primary transit impact area within 1000 foot radius of the station with the secondary area of impact encompassing acreage within a half mile radius. The transit impact area for the Forest Glen, Glenmont and White Flint stations was identified as acreage within a 2000 foot radius from the station.

Note that natural or man-made barriers such as floodplains, railroads and highways affected that actual area studied (for example King Street's adjacent railroad right-of-way formed the western boundary to the study area even though a portion of the acreage on the opposite side was within ¼ mile of the station.

Gruen, Victor, The Heart of Our Cities. The Urban Crisis: Diagnosis and Cure. Simon and Schuster 1964, New York, p. 250: (used in Fairfax County Metro Station Areas Study, 1982)

Chart to illustrate people's tolerance for walking:

	Minutes	Feet
In a highly attractive, completely weather-protected and artificially climatized environment	20	5,000
In a highly attractive environment in which sidewalks are protected from sunshine and rain	10	2,500
In an attractive but not weather-protected area during periods of inclement weather	5	1,250
In an unattractive environment (parking lot, garage, traffic-congested streets)	2	600

Ritter, Paul, Planning for Man and Motor, Pergamon Press, New York, 1964, p. 14
(used in Fairfax County Metro Station Areas Study, 1982)

> "An average walk is at a speed of 2.5 miles per hour. This converts to 13,200 feet per hour or 220 feet per minute. On this basis, a 5-minute walk would be 1,100 feet and a 10-minute walk would be 2,200 feet."

Pushkarev and Zupan. Public Transportation and Land Use Policy. Indiana University Press from a study by Regional Plan Association of New York (RPA).
(used in Fairfax County Metro Station Areas Study, 1982)

- "In Montreal, in order to maximize pedestrian access to stations, the stations were planned 0.6 miles apart assuming maximum reasonable walking distance of .3 miles.
- Tri-State Regional Planning Commission's 1963 Home Interview Survey indicates that, outside downtown areas, people reported their walk to a bus to be, on the average, in the 3-4 minute range, their walk to a subway or rail station to be in the 5-10 minute range, and their drive to rail stops to average 7-15 minutes.
- The pedestrian access trip to stations responds to station spacing only in a very limited manner. The median walk to subway stations does increase

from 0.17 miles in midtown Manhattan, where stations are very closely spaced, to about 0.32 miles at the edge of the subway-served territory.

- **It appears that no matter how station-spacing increases, 50 percent of the people will not walk more than 6 minutes or 0.3 miles to a non-downtown rail station, even if there is a fraction of 1 percent who will walk over 30 minutes or more than 1.5 miles.** This is not inconsistent with the finding that a distance of 2,500 feet or a 9-minute walking time (assuming, all the while, an average walking speed of 3.1 miles per hour), 50 percent or more of those traveling that distance will prefer a feeder bus to walking, even in a low-income area, with a double fare."

WMATA 2005 Development Related Ridership Survey Final Report, March 2006
http://www.wmata.com/bus2bus/jd/2005_Development-Related_Ridership_
Update to 1989 survey to determine if changes in population growth, the regional economy, and the built environment had affected modal splits at certain types of land uses in Metrorail station areas, and if certain physical attributes of these land uses impact transit ridership. Dunn Loring station in Fairfax County included in survey.

> "2005 survey results confirmed previous findings that the walking distance between a site and the Metrorail station affects transit ridership. In general, the closer a site is to the station, the greater the likelihood those traveling to/from a site choose Metrorail as their travel mode. Based on the survey results, this relationship was stronger for residential sites than for office sites."
>
> *See attached Table S-2, Figure 14 and Figure 15

O'Sullivan, Sean and John Morrall. Walking Distances to and from Light-Rail Transit Stations. Transportation Research Record 1538.
http://scholar.google.com/scholar?hl=en&lr=&q=cache:oEPEiEPfnFAJ:www.enhancements.org/trb%255C1538-003.pdf+O%27Sullivan+S.+and+Morrall,+J

> Abstract:
> "…For the city of Calgary the average walking distance to suburban stations is 649 m with a 75th-percentile distance of 840 m. At CBD stations the average walking distance is 326 m and the 75th-percentile distance is 419 m."

- Average walking distance to suburban station=649m=2129 feet=0.4 miles
  - 75th percentile (suburban stations): 840m=0.52 miles
- In CBD, average walking distance = 326m=0.2 miles
  - 75th percentile (CBD): 419m=0.26 miles
- Calgary, Canada: pedestrians are more than 25% of peak-period trips to or from suburban stations
- General walking distance is about 5 minutes or 400m (.25 miles)
- Analysis in San Francisco and Edmonton, Canada found that 1750m (1.08 mi) was maximum that people would walk to a

station, and that walking accounts for more than 50% of the access mode from distances up to approximately 900m (0.56 mi).

- Survey of walking distance guidelines used by North American companies
    - Canada: guidelines range from 300m to 900m (0.18 mi to 0.56 mi)
    - U.S.: generally between 400m and 800m (0.25 mi to 0.50 mi)