

TOD in Fairfax County

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TOD in Fairfax County

- Initiative to Define TOD
- Review of Selected Metro Stations
 - Station Planning
 - Opportunities/Obstacles to TOD

TOD Principles

- Street-Oriented Building Forms
- Complementary Mix of Uses
- Compact Development w/Shared Parking
- Integrated Pedestrian System
- Street Grid
- Community Spaces

Huntington TSA

■ Profile:

- Mix of office, retail and residential uses encouraged
- Parking for 3,000+ vehicles
- Joint development of WMATA property
- New development on vacant land

First two stations I will discuss are existing stations, Huntington and Dunn Loring.

Huntington Transit Development Area recommended for mixed use development.

The recommended plan for the Huntington Metro Station Area is based upon the concept of concentrating a variety of land uses, i.e., mixed use development, in a relatively small area around the station. (Transit Development Area)

In general, TDA is planned for mixed use and the immediately adjacent areas are identified as stable, however there are areas where increases in residential density are recommended and redevelopment is identified (redevelopment of industrial to office, upgrading of shopping center, opportunities for new parks, commercial redevelopment).

In suburban locations such as Huntington, mixed use development with a predominance of residential uses is appropriate. The residential component contributes to the Metrorail commuter trips while the non-residential users are essential to encourage off-peak and reverse ridership.

New development should be channeled to the vacant and redevelopable land in the TDA and away from the stable neighborhoods. The affordable housing adjacent to the TDA should be protected.

best opportunity for transit-related development appears to be joint development of the WMATA-owned property. Outside of WMATA property, the vacant land nearest to the station is on the north side of Huntington Avenue across from the station (location of KSI development now).

Land Unit L and portion of M:

Contains Huntington Station Shopping Center, planned for mix of retail and high density residential uses in conjunction with portion of Land Unit M. Max of 445 dwelling units (220 on M within the TDA and 225 on Land Unit L), reflecting a density of 45 du/ac with approx. 87,000 SF of retail—redevelopment should include a plaza or other public space that is oriented to the TDA in terms of character and location.

A, B, T (east of TDA):

Preserve stability of residential area, upgrade local community shopping facilities, improve parklands and provide better pedestrian linkage to the Metro station. Huntington Conservation Area (A, B, T).

Huntington Conservation Plan adopted by BOS in 1976.

G, H, I, J, K: (west of TDA):

Office up to .30 FAR, retail up to .35 FAR

Stable residential (I and J---I is adjacent to Metro): I planned for 16-20 du/ac

J planned for 3-4 du/ac, no cut-through traffic

M: Jefferson Manor Conservation Area 8-12 du/ac (plan adopted 1991)

N: 3-4 du/ac

O: compatible infill

P: Immediately south of station: preservation of Fairhaven community: 3-4 du/ac

Huntington TSA



Mixed use development (Stout and Teague/WMATA Joint Development) on 60 acres;

55 townhomes, 420 low-rise multi-family, 175 high-rise, 250,000 SF office, 30,000 SF first-floor retail, 12 acres FCPA park

Midtown Alexandria (KSI, identified as LCOR above)

16-story building, 368 homes, open in 2007

Metro Station Area Plan identified this area for office use

Dunn Loring

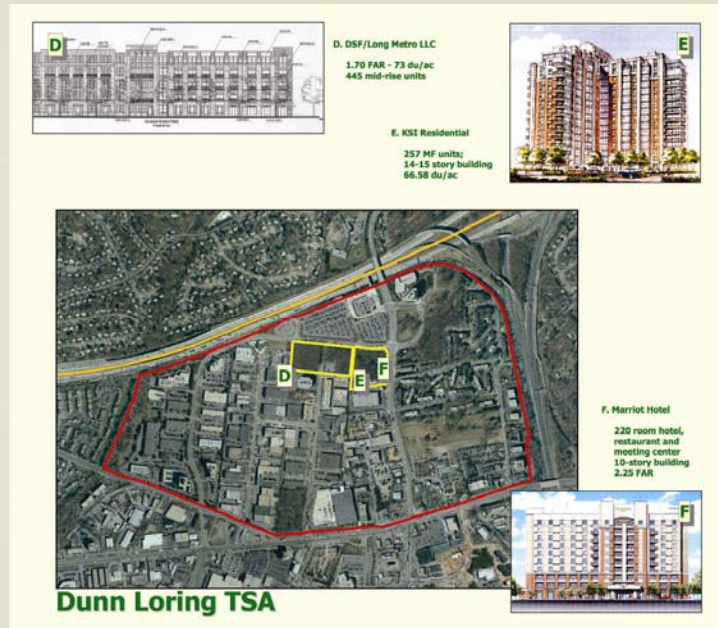
- Profile:

- Mix of office, retail and residential uses encouraged
- Parking for 900 vehicles
- Joint development of WMATA property

Measures taken to maximize the station area's development potential would be appropriate because of the character of the area around the station platform south of I-66 (light industrial/office uses west of Gallows Road and high intensity residential development generally to the east), the potential for upgrading existing uses, and the potential for introducing higher intensity residential and nonresidential uses into the area.

****Metro Station Areas Study: 1,500,000 SF commercial and 380-460 dwelling units within TDA, over and above the current Comprehensive Plan allowances.**

Dunn Loring TSA



Dunn Loring Metro-current development proposal

Site area: 14.058 acres, including metro parking garage

Total sf: 917,373

FAR: 1.49

Mixed Use Development consisting of:

Residential units: 690-720 multi-family in mid and high rise buildings (5 – 15 stories) including ADU bonus

Retail: 85,000 sf (including restaurant, community serving retail, small grocery, and day care center)

Plaza

Dunn Loring



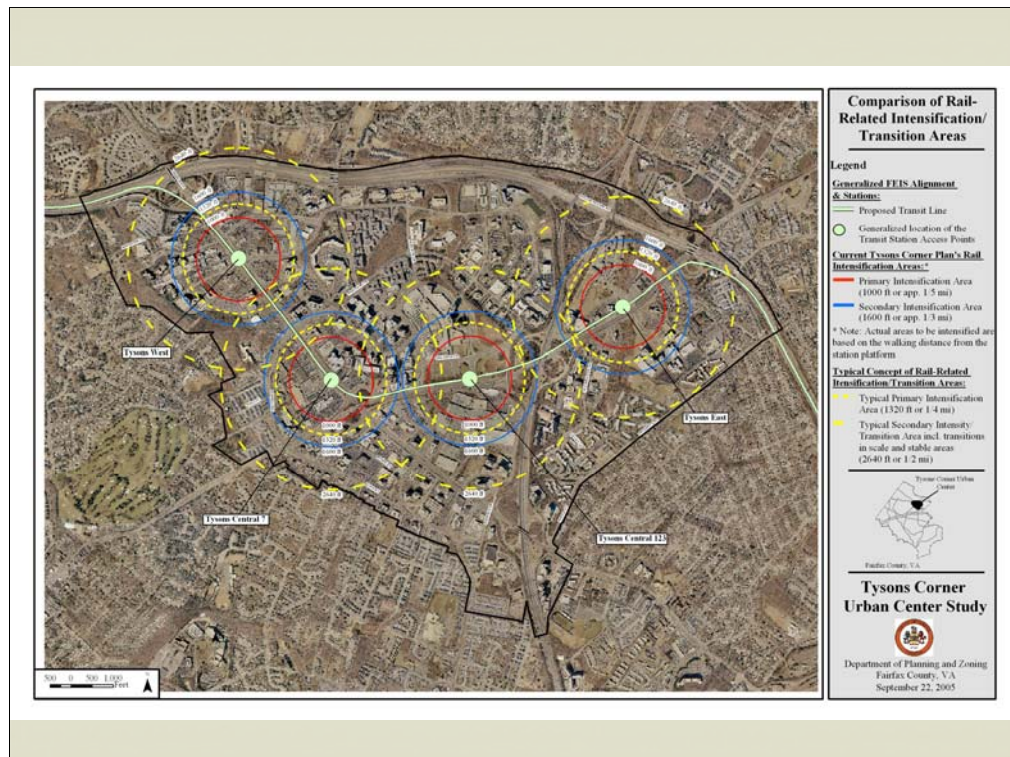
Tysons Corner Plan

Encourages Rail Related Mixed Use Development

- Plan provides highest intensities in Core Area and within 1,600 feet of transit stations
- Plan provides 30% height increase with transit-related intensity increases
- Plan provides a "residential bonus" (allows trade of 1 sq ft nonresidential for 3 sq ft residential, w/50% bonus cap)
- Urban design guidance for pedestrian oriented design and amenities

Rail options added to Plan in after review of three stations, added to Plan in 1993.

"The Plan envisions three rapid rail transit stations on an underground alignment through the center of Tysons Corner, although an elevated alignment or a combination underground/elevated alignment should not be precluded as an alternative. These stations are envisioned to be generally located along Dolley Madison Boulevard at Westgate; on Route 123 between the Tysons II and Tysons I activity centers; and on Route 7 west of Westpark Drive. The planned level of intensity and mix of uses around the proposed transit stations would vary. **Sites directly adjacent to a rail station or appropriately within 1,000 feet of the platform are planned for mixed-use development with intensities up to 2.0 FAR in the area between the Tysons II and Tysons Corner Center shopping malls (i.e. core areas), and up to 1.5 FAR in the Route 7 and the West Gate station areas (i.e. non-core areas). Sites within approximately 1,000 to 1,600-foot walking distance of the platform may be planned for increased intensities up to 1.65 FAR in the core and 1.0 in non-core areas.** Within transit station areas, compatible transitions to existing development should be created and housing is encouraged to achieve the Plan's recommendation. Beyond 1,600 feet from the transit station, transit's influence on intensity will not be significant, since sites within this range will already have relatively high intensity, i.e., between .60 and 1.0 FAR. The areas beyond 1,600 feet of the station platform will need supplemental transit services such as shuttle buses or a fixed guideway "people mover" with short headways, to provide commuters with a reliable and effective alternative to their automobile.



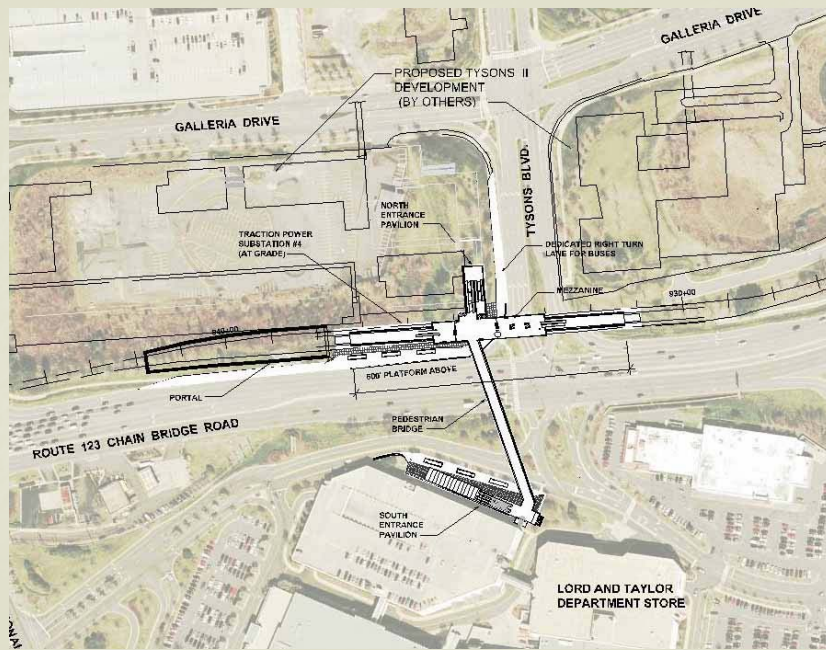
Tysons Corner: applied concept of focusing development within a quarter mile of the station and providing between $\frac{1}{4}$ mile and $\frac{1}{2}$ mile a transition to stable neighborhoods.

Greatest intensity within a walking distance of 1000 feet (app. 1/5 mile) as the primary intensification area

Secondary intensification area is between 1000-1600 feet

Beyond 1600 feet additional redevelopment is planned to further define a gradual transition to surrounding areas.

Tysons Central 123 Station



Tysons II at Tysons Central 123 Station

(approved development with rail-related intensity bonus)



Rail-related increase in development is 2,166,000 sq ft

Office: an increase of 1,3901,000 sq ft

Residential: added 722,154 sq ft (or 540 du)

Retail: added minimum of 52,800 sq ft

Total development about 6,800,000 sq ft (including the mall)

Overall intensity: 1.4 FAR (Intensity excluding mall: 2.19 FAR)

Proposed Tysons I at Tysons Central 123 Station



PHASE 1 & 2 RENDERING

 The Macerich Company

TYSONS CORNER CENTER MASTER PLAN

RTKL
11.08.08

www.tysonsfuture.com

UNDER REVIEW

The project entails adding approximately 3.4 million square feet of new retail, hotel, residential and office space providing residents an opportunity to live and work in Tysons.

- 4 office buildings (1.4 million SF)
- 4 residential buildings offering up to 1,250 new homes (1.6 million SF)
- Hotel (240 rooms, 274,000 SF)
- Street-level restaurants and retail (200,000 SF)

Timeline:

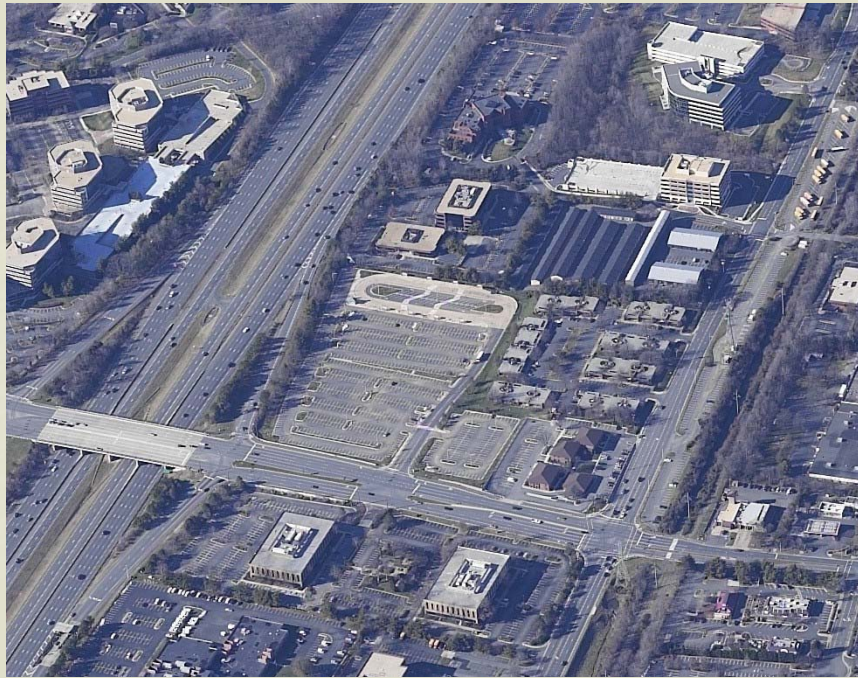
Four phases over a 10-15+ year period.

Wiehle Avenue Station

■ Profile:

- Proposed terminus for the first phase of the new rail to Dulles.
- Station parking for 2300 vehicles at site of existing park-and-ride facility.
- Plan promotes mixed-use development for 17 acre area adjacent to the station at 2.5 FAR.

[illegible]



Wiehle Avenue Station

- Opportunity for TOD
 - Limited: Restrictive covenants prohibit residential and hotel uses on most of the land in the area.
 - Major roadways are barriers to pedestrian access.
 - Rail project timing may not coincide with mixed use development.

[illegible]

Dulles Station



Dulles Station, a mixed use development, abuts the future Route 28 Station on the east and south. The approved intensity is 0.99 FAR or about 2,715,000 sq ft (1,505,000 sq ft of office, 42,000 sq ft of retail and about 1,200 multifamily units)



Area adjacent to Route 28 station rezoned and approved for Mixed Use up to 1.0 FAR

Plan recommends option for mixed use development intensities of 1.5 FAR within $\frac{1}{4}$ mile of station and 1.25 FAR within $\frac{1}{2}$ mile radius.

Option for 3.5 FAR if mechanism is established to allow for the permanent transfer of development rights between parcels for $\frac{1}{4}$ mile of the station.

Vienna Metro Station

- Profile:

- Station parking for over 5,800 vehicles.
- Plan encourages mix of uses and has option for TOD on 50+ acres adjacent to the station.
- Densities of 50 du/ac and 2.25 FAR close to station.

Vienna TSA



C. Alexan Virginia Center

550 MF units in a 4-5 story
mid-rise building - 52.9 du/ac



Vienna TSA



Vienna Metro Station

- Opportunity for TOD
 - Very Good: Large complicated land assemblage has occurred.
 - WMATA open to land sale and station modifications to facilitate better access and orientation to the station.
 - Transportation Demand Management program with specific non-SOV targets has been negotiated.
 - Commitments to retail and service uses

Metro West



Land Use

Residential: up to 2,250 units
Office: about 300,000 sq ft
Retail: about 75,000 sq ft
Community Bldg.: 25,000 sq ft

Three Tiers of Intensity

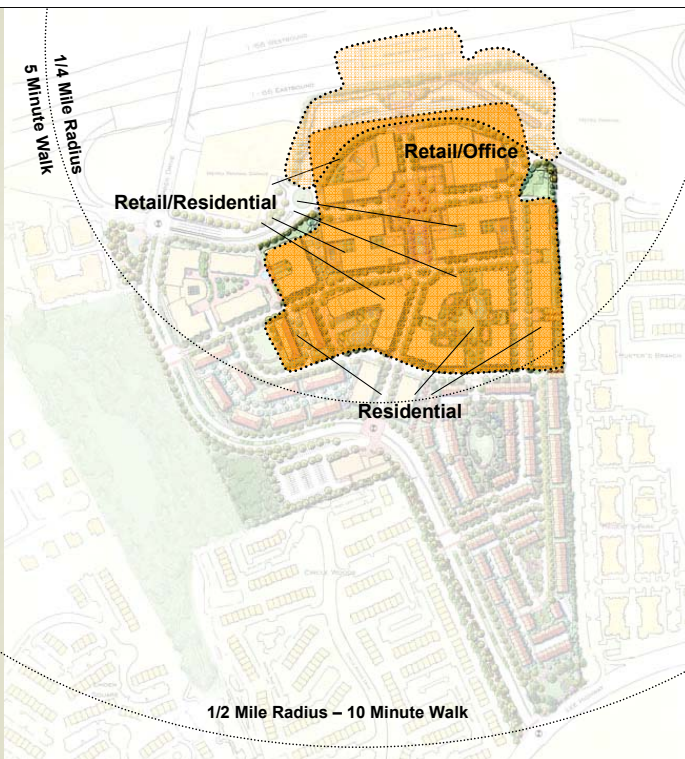
1st Tier closest at 2.25 FAR with mixed use
2nd Tier at about 30 du/ac
3rd Tier at under 14 du/ac

Metro West

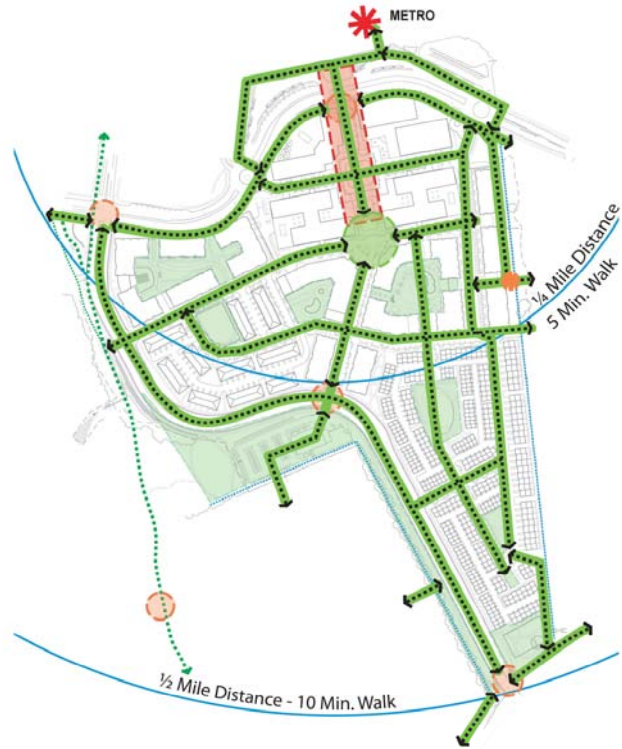


Core Area- PRM Zoning

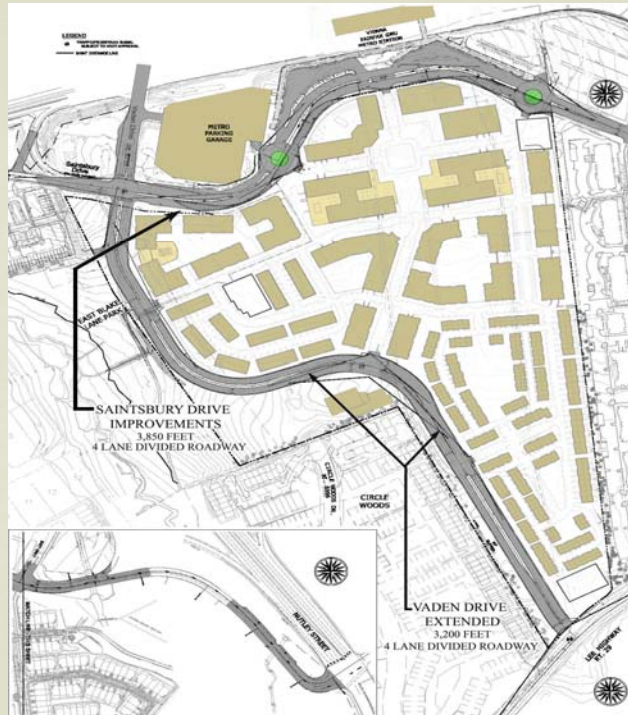
2.25 FAR



Pedestrian Connections



Transportation Improvements



Plan rec: Saintsbury Drive should be redesigned to improve pedestrian access to the station, including relocating the existing bus bays, taxi stands and parking, and improving access to the park and ride facilities. This redesigned access road will greatly reduce the existing vehicular and pedestrian conflicts at this location.

It should also contribute to clearly defining pedestrian access points for those who will be walking from and through the new development, as well as pedestrians from existing communities located south of the station.

Traffic calming measures should be provided to facilitate safe pedestrian crossings through the development.

Challenges

- Opportunities for TOD vary due to station characteristics and constraints
- TOD must be sensitive to land use context
- Shared ROW complicates access and orientation to the station
- Parking surrounding stations can present a barrier to TOD

Opportunities

- Market supports higher density residential
- Learning from past experiences
- Recognize the need for cooperation to implement TOD

Regional Context: Metro System has 86 stations and six are in Fairfax County (Dulles Rail Extension will add eight more stations in the County)

Orange Line

- West Falls Church
- Dunn Loring
- Vienna

Blue Line

- Van Dorn
- Franconia Springfield

Yellow Line

- Huntington

Future Silver Line

- 4 Stations in Tysons Corner
- 4 Stations in Reston and Herndon Areas

