

# Blueprint for a Better Region

Putting Development in the Right Places



*Coalition for Smarter Growth*



*Piedmont Environmental Council*

*Surface Transportation Policy Project*

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# Where's the "Center" in Centreville?



shopping

office

church

homes

homes

homes







LOWE'S

Marshalls

OFFICE DEPOT

PARTY DEPOT

English Stonehenge

Party Depot

FLORIS











Fairfax - Route 1





**Greenbelt**



# “Reverse Commute” Metro Train to Prince George’s Metro Stations





# The Washington Post

Digger

**What dying office parks are doing to  
Montgomery County**

Virginia

**This model of wealthy suburban  
living is starting to fray**



# Fairfax County Begins Adopting Transit-Oriented Development



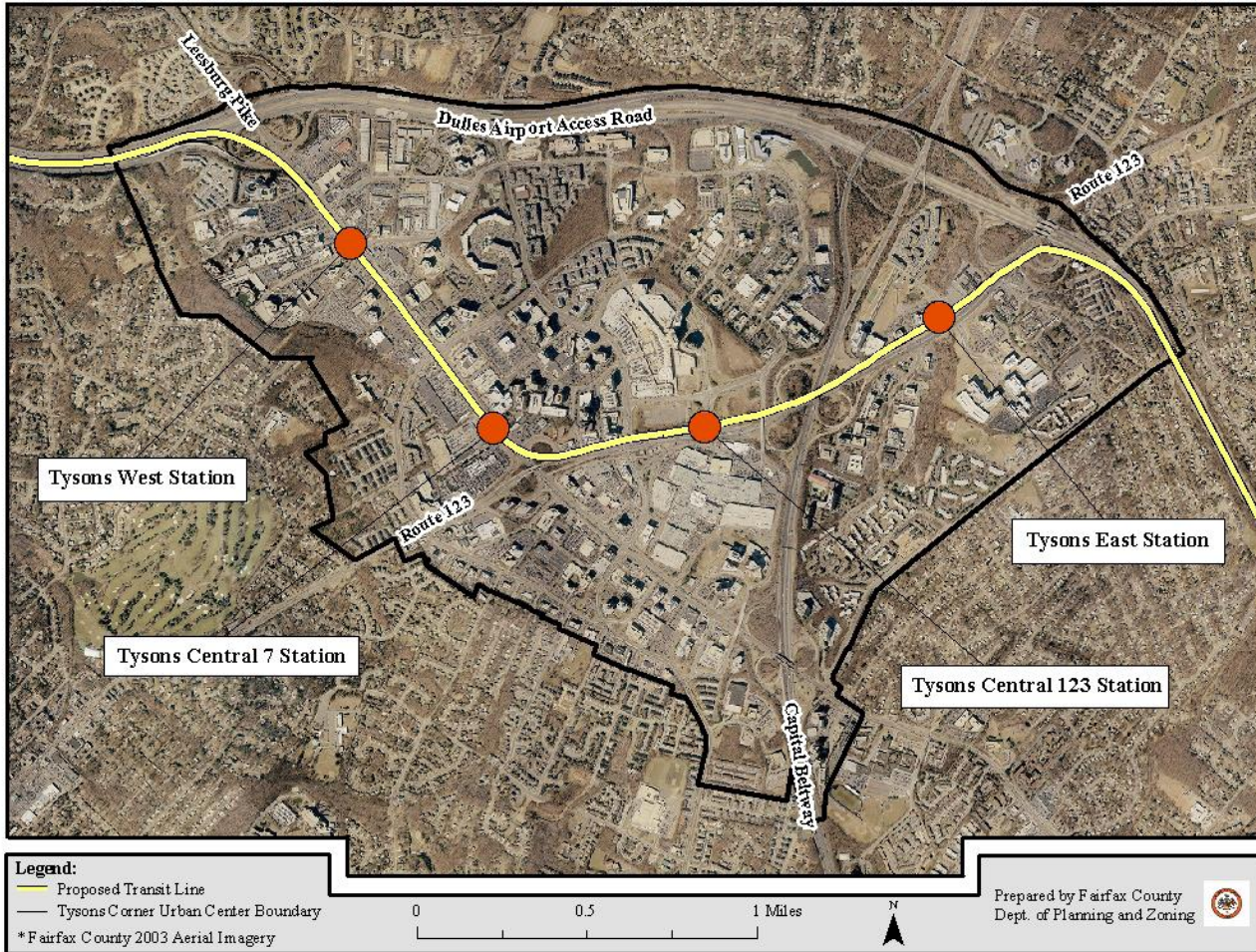
**Vienna Metro - 1988**



# MetroWest Plan at Vienna Metro













# Tyson's Corner today





*Tysons*

CORNER  
CENTER

COME CELEBRATE  
"EARTH MONTH"  
AT AVEDA  
LOWER LVL NORDSTROM WING

10 Maryland 793  
EPP  
God is awesome

ACCORD  
LX





# What Tyson's could be: A Mixed-Use, Walkable Community



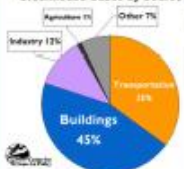






Green buildings, transit, and walkable communities will help **Fight Climate Change.**

Greenhouse Gases by Source



**Walkable Communities**

at transit stations will help reduce traffic at Fairfax Groves



**Major Commercial Centers / Corridors**

- Metrol / Connector Rail
- Future Metro Rail
- Metro Rail
- Virginia Railway Express (VRE)

**Potential Redevelopment Areas of Transit Stations**

- 1/2 mile from Metro
- 1/4 mile from Future Metro
- 1/4 mile from VRE

**Publicly Owned Lands**

- Parks
- Military Installations

**Legend:**

- Metro Stations
- Future Metro Stations
- VRE Stations

Scale: 0 1 2 Miles

**Revitalizing Older Commercial Corridors**

will not only enhance property values - but will also provide jobs, housing, and transportation options.



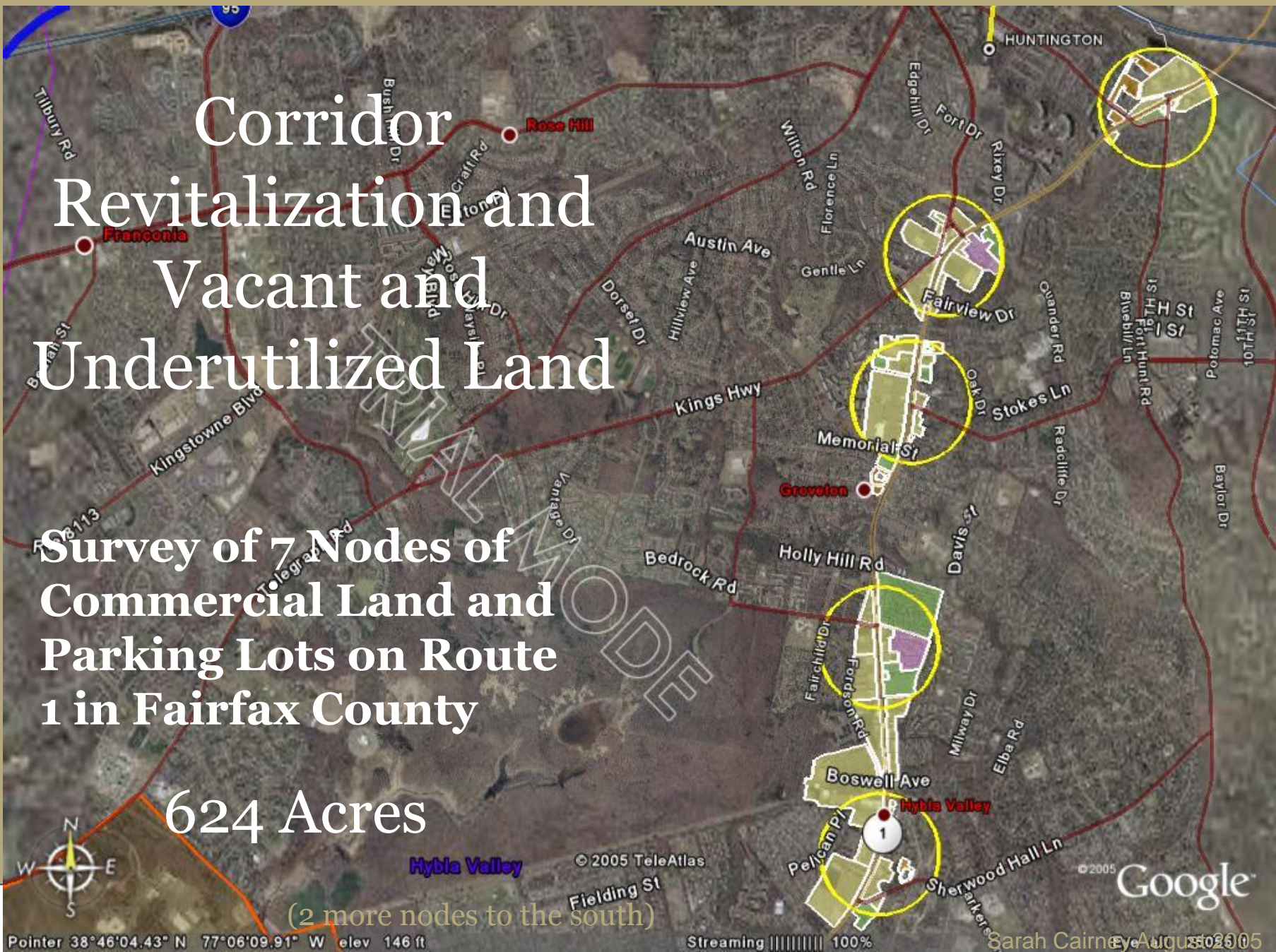


# Corridor Revitalization and Vacant and Underutilized Land

## Survey of 7 Nodes of Commercial Land and Parking Lots on Route 1 in Fairfax County

### 624 Acres

(2 more nodes to the south)



Pointer 38°46'04.43" N 77°06'09.91" W elev 146 ft

© 2005 TeleAtlas

© 2005 Google

Streaming 100%

Sarah Cairney, August 2005





**Route 1 -- Beacon Hill**

# Route 1 - Fairfax



King's Crossing

USGS



# New Transit Options







Reinventing the Commercial Strip





# King Farm

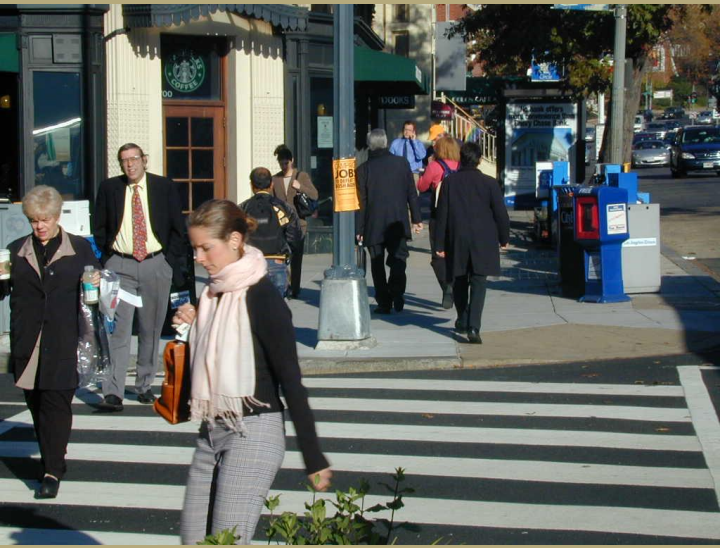




**Twinbrook**



# Great Places Begin with Great Streets





# Streets

Ample sidewalks for cafes





# Public Spaces

## Village green at the Ballston Metro station

- Good public space offers benches for sitting
- Combines hardscape and green
- Closely connects to retail, offices, transit





INES & NOBLE  
BOOKSELLERS

LAUREY











# For Their Future





And Our Own!



**Reston**



# Columbia Pike Urban Design Charrette



Event Organizer

September 6<sup>th</sup>, 7<sup>th</sup> & 12<sup>th</sup>

Sheraton National Hotel

900 S. Orme Street





# Hands on Design





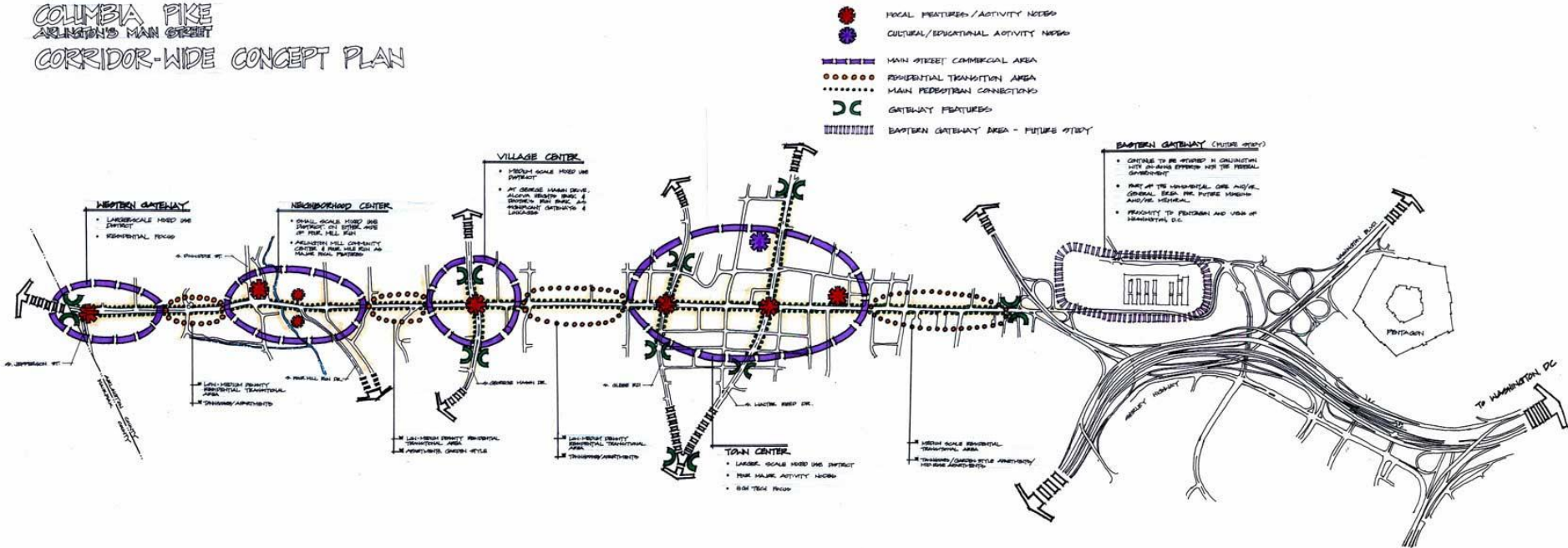
# Designing in public





# Columbia Pike Community Urban Design Charette

## COLUMBIA PIKE ARLINGTON'S MAIN STREET CORRIDOR-WIDE CONCEPT PLAN





# Example of One Table's Plan



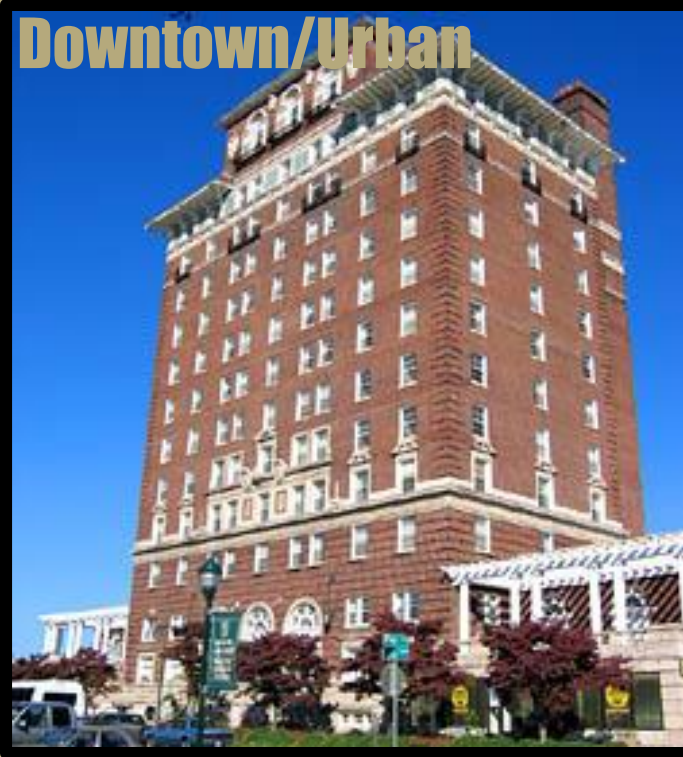


# Infrastructure Costs per Unit

**\$ 15,956**

**\$ 28,042**

**Downtown/Urban**



**Linear/Suburban**



\* Florida Department of Community Affairs Study, by James Duncan AICP & Associates





# CONSUMPTION: PROPERTY TAX REVENUE PER ACRE IN FAIRFAX COUNTY, VIRGINIA

Alanna McKeeman

Capstone Presentation  
APA Conference, Los Angeles  
April 15, 2012

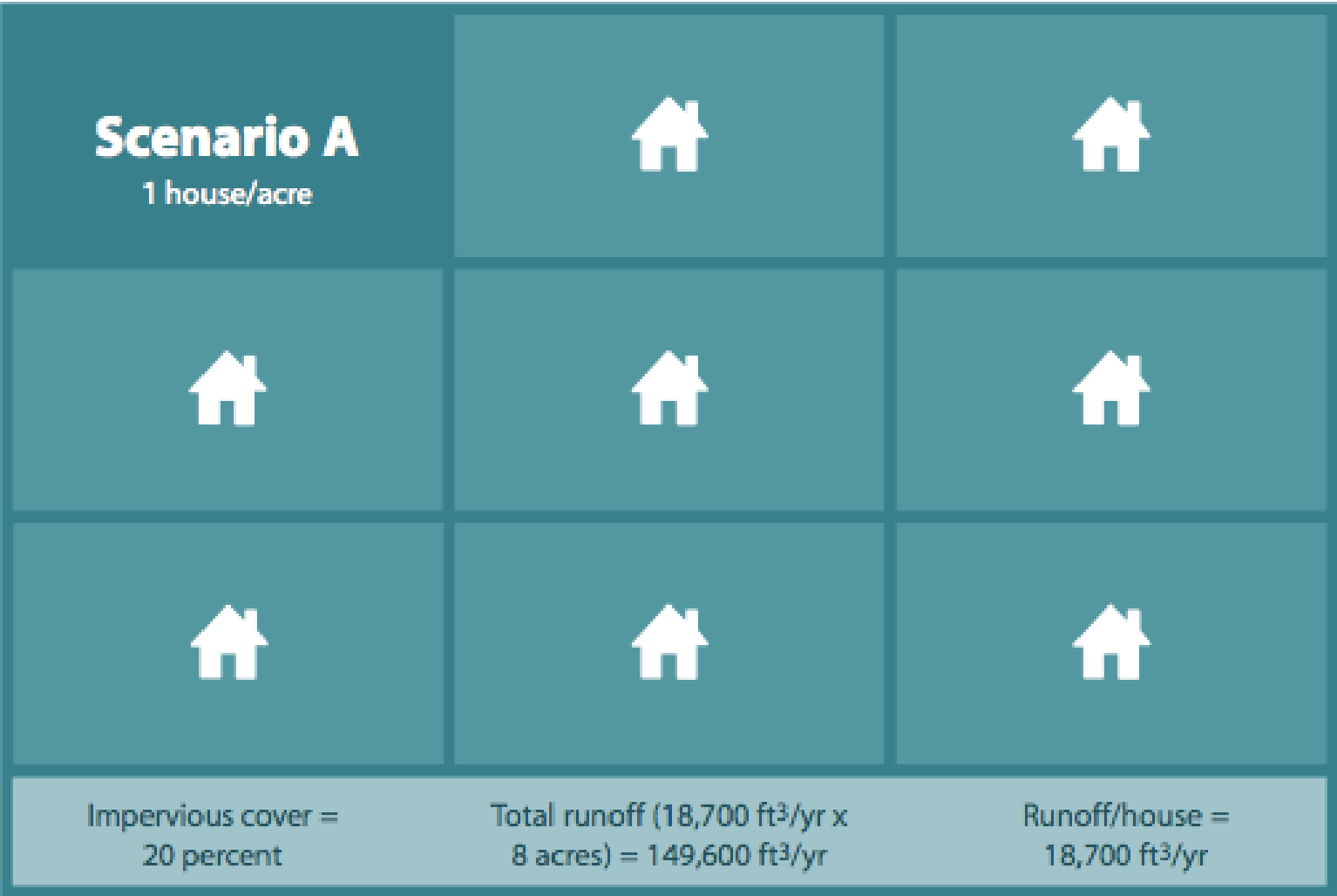




# Property Tax Revenue per Acre for a Selection of Residential Land Uses









## Scenario B

4 houses/acre



Impervious cover =  
38 percent

Total runoff (24,800 ft<sup>3</sup>/yr x  
2 acres) = 49,600 ft<sup>3</sup>/yr

Runoff/house =  
6,200 ft<sup>3</sup>/yr

## Scenario C

8 houses/acre



Impervious cover =  
65 percent

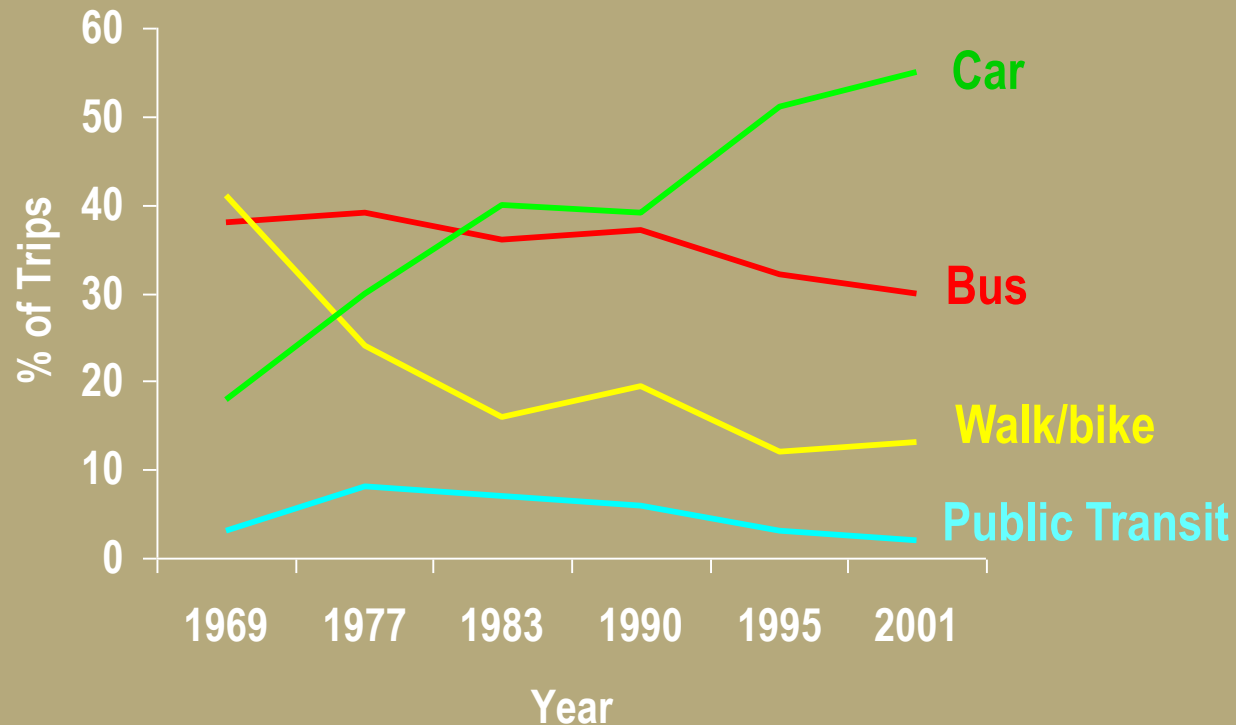
Total runoff = 39,600 ft<sup>3</sup>/yr

Runoff/house =  
4,950 ft<sup>3</sup>/yr



# Community Design & the Built Environment

Standardized Share of Mode for Trips to School:  
National Personal Transportation Survey



McDonald NC. Am J Prev Med 2007;32:509





# CDC

## Community Design & the Built Environment

- Environmental factors beyond the control of individuals contribute to increased obesity rates by reducing the likelihood of healthy eating and active living behaviors.
- Environmental factors that influence physical activity behavior (26, 27):
  - Lack of infrastructure supporting active modes of transportation, i.e. sidewalks & bike facilities
  - Access to safe places to play and be active
  - Access to public transit
  - Mixed use & Transit Oriented Developments



# For More Information

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