

5.0 ECONOMIC EFFECTS

5.1 Economic Conditions

A. Draft EIS Comments

Public Comments

Public Comment: In general, the proposed rail system mainly benefits the commercial interests of Tysons Corner property owners (especially those within close proximity of a rail station) and some of the workers in those buildings (mainly people who live near metro stations). It doesn't seem to offer any benefits to other people in the Tysons/McLean area. (0233, 0426-M –28)

Response: *As identified in Chapter 1 of the Final EIS, the goals for the Dulles Corridor Rapid Transit Project include improving transportation service and increasing transit ridership, among others. One of the project purposes is to provide an alternative to auto travel to help meet increases in travel demand. By providing a high-quality link to the existing Metrorail system, the project would improve mobility for residents and employees throughout the Washington metropolitan region*

Although the Wiehle Avenue Extension and Full LPA would not serve the travel needs of all trip makers in the Dulles Corridor, the Project—in combination with the planned transit-oriented urban form—offers alternative means of travel for the growing number of residents, employees, and visitors in the Dulles Corridor, helping to increase overall mobility in the corridor. In this way, they would benefit adjacent residents who would not directly benefit from the new transit service.

Other highway and transit improvements that would address the existing and potential future deficiencies in Northern Virginia's transportation system are recommended in the Northern Virginia 2020 Plan, the Statewide Transportation Plan, and local comprehensive plans.

Financial Impact of Loudoun County Joining WMATA Compact

Public Comment: And finally, as a major Loudoun County taxpayer, the Greenway is concerned that the financial impact on Loudoun County of becoming an active member of the WMATA compact has not been adequately discussed and that the operational and capital improvement subsidies to be paid by Loudoun County will be enormous in relation to the number of riders. Terminating the line at Route 606 should allow Loudoun County to obtain benefits from the availability of mass transit while minimizing the capital costs and the subsidies. (0257, 0257-T –9)

Response: *The Loudoun County Board of Supervisors with support of the Office of County Administrator and the Office of Transportation Services has fully considered the capital and operating funding plans of the Project's financial analysis. Loudoun County has endorsed the Project for its benefits in mobility, in support of future development and in support of environmental quality. In cooperation with the Commonwealth of Virginia through the course of the Major Investment Study of the mid-1990s and through the current NEPA process, the County has consistently endorsed the locations of the Route 772 Station and the Route 606 Station.*

Distribution of Economic Benefits

Public Comment: Residents in my neighborhood are exemplary citizens who make significant contributions to the county and state through real estate, personal property, sales and other taxes. The Dulles Corridor Project will primarily benefit individuals residing in the outer suburbs or other states who want an easier commute into the Washington, DC and Tysons Corner areas. Those of us who reside near the project will benefit to a much lesser degree if at all, yet we will shoulder a disproportionate share

of the burden through our higher property and real estate taxes, as well as the quality of life burdens referenced above. (0425, 0425-E –3)

Response: *As identified in Chapter 1 of the Final EIS, the goals for the Dulles Corridor Rapid Transit Project include improving transportation service and increasing transit ridership, among others. One of the project purposes is to provide an alternative to auto travel to help meet increases in travel demand. By providing a high-quality link to the existing Metrorail system, the project would improve mobility for residents and employees throughout the Washington metropolitan region.*

Although the Wiehle Avenue Extension and Full LPA would not serve the travel needs of all trip makers in the Dulles Corridor, the project—in combination with the planned transit-oriented urban form—offers alternative means of travel for the growing number of residents, employees, and visitors in the Dulles Corridor, helping to increase overall mobility in the corridor. In this way, they would benefit adjacent residents who would not directly benefit from the new transit service.

Other highway and transit improvements that would address the existing and potential future deficiencies in Northern Virginia's transportation system are recommended in the Northern Virginia 2020 Plan, the Statewide Transportation Plan, and local comprehensive plans. This program of improvements is being evaluated and developed by VDOT, DRPT, and others.

Positive Economic Benefit of Metrorail

Public Comment: Two KMPG studies confirmed that MetroRail earned the Commonwealth of Virginia a nineteen (19) percent return annually on the Commonwealth's investment, in addition to the local county gains. Clearly, MetroRail is highly profitable for all concerned even though it operates at a bookkeeping loss. (0013, 0013-L –28)

Public Comment: MetroRail to Dulles and Loudoun County is well worth \$67.3 million per year. Property values in the Dulles corridor will increase by roughly \$12.5 billion, based upon parallel experiences, yielding approximately \$185 million annually in additional tax receipts, or, more hopefully, a reduction in the property tax rate as occurred when MetroRail came to Huntington Avenue and Vienna. (0013, 0013-L –27)

Public Comment: Wherever metrorail goes, prosperity follows. Metrorail is a tangible and measurable asset for both businesses and local economies. (025, 0253-T –3)

Public Comment: Living near a metro station is one of the best things that can happen to you. And, as your transportation options get better, your house becomes worth, if you are living near it, an enormous amount of money. I'm surprised my little 1500-square-foot house is now worth half a million on the market, but that's because I'm close to a metro station. (0263, 0263-T –2)

Response: *Proximity to Metrorail stations has been shown to have positive impacts on property values. The increased property values and amount of development allowed by proposed density bonuses adjacent to some Metrorail stations could increase property tax receipts for local government in the Dulles Corridor. However, changes to local property tax rates are solely within the control of the local government (i.e., Fairfax and Loudoun counties).*

The Project Team agrees that rail transit has been shown to have positive effects on property values in the vicinity of transit stations. As described in Chapter 3 of the Final EIS, the corridor is one of the region's fastest growing areas and is expected to continue growing over the next 25 years; however, implementation of the Wiehle Avenue Extension and the Full LPA are expected to have a significant positive impact on the intensity of development in station areas.

Request Disclosure of Property Ownership

Public Comment: Oh yes, there was also a speaker at the Ashburn session that said the properties in East Loudoun would benefit from rail (I would think it would be rail or BRT...but he only said RAIL). I guess there wouldn't be any objection to a full disclosure of who all the owners and/or partners are of those properties that are likely to benefit from rail? (0233, 0426-M –18)

Response: *Without knowing the specifics of the comment referred to in this statement, only a general reply can be prepared in relation to disclosure of property owners. In general, mobility and land development benefits will be generated by the presence of BRT or Metrorail in Loudoun County, not only for property owners within close proximity to transit stations, but also to residents, employers, and visitors to the county who will enjoy enhanced transit access. The Final EIS does not identify parcel ownership information for the properties adjacent to the proposed station areas, or ownership information for all of Eastern Loudoun County, as requested in the comment. However, this information is available online in the Loudoun County Assessment and Parcel Database at www.loudoun.gov.*

Concern of Impact on Property Values and Neighborhood

Public Comment: Again, I am not saying that I would favor abandonment of the project, but it is only fair to consider the welfare of those of us on Greenwich and other streets that may be affected. I refer not only to noise and traffic but to reduction of property values and potential neighborhood deterioration. (0307, 0307-E –3)

Response: *The LPA is expected to have positive effects on commercial and residential properties located near transit stations. As described in greater detail in Chapter 5 of the Final EIS, the LPA would contribute to greater economic development by encouraging or supporting higher-density residential and commercial land uses around transit stations. Past experience with the Metrorail system has demonstrated that transit investment has had positive effects on the residential and commercial development near the stations. It is expected that new development around station areas in the Dulles Corridor would also attract businesses from outside Fairfax and Loudoun counties, providing net economic benefits. Negative neighborhood impacts are not anticipated. Chapters 3 and 4 of the Final EIS document social and environmental effects associated with implementation of this project. Where appropriate, specific mitigation measures are proposed.*

Public Comment: I also urge the state to take measures to compensate homeowners for the reduction of property values that will undoubtedly follow the construction phase and completion of this project. (0425, 0425-E –1)

Response: *The LPA is expected to have positive effects on commercial and residential properties located near transit stations. As described in greater detail in Chapter 5 of the Final EIS, the LPA would contribute to greater economic development by encouraging or supporting higher-density residential and commercial land uses around transit stations. Past experience with the Metrorail system has demonstrated that transit investment has had positive effects on the residential and commercial development near the stations. It is expected that new development around station areas in the Dulles Corridor would also attract businesses from outside Fairfax and Loudoun counties, providing net economic benefits. Negative neighborhood impacts are not anticipated. Chapters 3 and 4 of the Final EIS document social and environmental effects associated with implementation of this project. Where appropriate, specific mitigation measures are proposed.*

Request Explanation of Calculation of Economic Benefits

Public Comment: On one page, you project \$1.1 billion in economic benefit for Loudoun vs. Fairfax. How does that break down by county? How did you come to that number? (0112, 0382-L –13)

Public Comment: On pages 30 and 31 of the "Economic and Secondary Development Effects Technical Report," you calculate a \$323 million economic effect for Fairfax and Loudoun counties through BRT, and \$1.736 billion for rail. How does that break down by county? How did you come to that number? Does this mean BRT pays for itself but rail does not? (0112, 0462-L –41)

Response: As described in Chapter 5 of the Draft EIS, each of the Build alternatives would have a positive effect on the local and state economy as a result of construction expenditures. These effects include impacts on employment, output and earnings as funds are spent and re-spent throughout the economy. These temporary effects vary for each alternative, based on the amount of construction expenditures, the type of expenditures and timing of the expenditures. Measuring these effects provides a measure of the relative effects of each build alternative as compared to the No Build Alternative. While the analysis does account for funds that would have been spent within the Counties whether a build alternative is implemented or not, it is important to note that these effects represent the redistributive economic effects of increased federal and state funding within Fairfax and Loudoun counties. These are one type of economic impact, and do not necessarily represent the full cumulative effects of the project on the regional economy.

In preparing the Final EIS, the Project Team applied multipliers from the US Department of Commerce, Bureau of Economic Analysis' (BEA) Regional Input-Output Modeling System (RIMS II). These multipliers, which reflect the industrial base of the region, are multiplied by the direct capital expenditures in order to calculate the total effects on the regional and state economy. The multipliers used reflect the economic base of Fairfax and Loudoun counties combined; BEA does not provide a Fairfax County only multiplier, as the raw data does not permit this disaggregation.

Suggestion for Calculating Economic Impacts on Dulles Corridor Residents

Public Comment: The Draft Impact Statement did not contain the economic impact on residents of the Dulles Corridor. Recommendation: Present EIS Cost Model examples as:

- Family of four - two incomes both working in Reston/Herndon
- Family of four - one income working and DC and one income working in Reston/Herndon - mass transit user and POV required use.
- Single person living and working in Reston/Heron.
- Single mother of two (2) minor children - living in Reston/Herndon and working in Tysons - mass transit user.
- Single mother with two minor children living and working in Reston/Herndon. (0427, 0427-E –2)

Response: The Final EIS evaluated the economic impacts of the alternatives resulting from construction expenditures, ongoing operations and maintenance, and changes in the property tax base as a result of property acquisition. The analysis requested in the comment is at a greater level of detail than needed to support a decision about providing transit alternatives in the Dulles Corridor and would be highly speculative due to the general nature of the classifications identified. An economic analysis of this specificity is not required element of the Final EIS.

Impacts on Increasing Tolls on the Dulles Toll Road

Public Comment: What immediate and long-term impact will more-than-doubling the tolls on the Dulles Toll Road have on traffic volumes and safety on local roads such as Sunset Hills, Hunter Mill, Crowell, Browns Mill, and Beulah Roads which are used by commuters as an alternate route between Reston and Tysons Corner? (0460, 0460-L –5)

Public Comment: How will more than doubling the Dulles Toll Road tolls impact residential property values of the Hunter Mills Road corridor communities? (0460, 0460-L –6)

Response: The proposed increase in the toll levels is not expected to have a negative impact on property values in the Dulles Corridor. Any increases in travel costs, which could be capitalized in

property values, are expected to be offset by positive effects of increased transit access and transportation capacity in the corridor

Impact of Lack of Adequate Parking on NADA

Public Comment: The lack of adequate parking will also detract from the favorable aspects of the Headquarters Building and undermine the ability of NADA to retain and attract tenants. (0477, 0477-L – 10)

Public Comment: In order to retain and attract tenants, owing to the adverse impacts of visual blight and reduced parking capacity NADA must make virtually permanent financial concessions with respect to rates, tenant allowances and lease terms. The Headquarters Building's fair market value will decline substantially as a result of these financial concessions. (0477, 0477-L –11)

***Response:** The comments relate to visual impacts of the T4 Alignment in Tysons Corner and the loss of parking due to the placement of a Traction Power Substation on the NADA property. The Project Team recommended and the decision-makers selected the Metrorail Extension with Alignment T6 in Tysons Corner as the Locally Preferred Alternative. Alignments T1, T4 and T9 were eliminated from further consideration after the public and interagency review and comment on the Draft EIS.*

Concern Over Parking Garages Impeding Joint Development

Public Comment: They are also concerned about the garage itself. It does take up all of the Security Storage and Templeton Oldsmobile site. However, they do believe that there are alternatives that could result in having parking for that station in conjunction with some joint development opportunities, and we will be providing written testimony to that fact between now and August 29th. (0161, 0161-T -3)

Public Comment: Parking facilities. Much of the EIS work tried to evaluate how much parking was going to be needed at the various stations, and they did come up with a 2000-space parking facility in Tysons Corner at your Tysons West station, and we are kind of concerned about this, because the places next to stations are your hundred percent corner, where if you put out development, you could generate the greatest ridership and you could also have high quality development that has the highest taxable ratables generating greater tax returns for the county. We suggest that this particular station area [Tysons West] not be used as an interim station, but that the county once again encourage the property owners to develop a long-term plan for transit-oriented village on that particular site in Tysons Corner. It's a great opportunity to get more residents there. (0141, 0141-T –5)

Public Comment: While joint development opportunities with the private sector that include limited parking facilities represents a viable alternative to the DEIS proposals, TMS Limited Partnership has concern that the timing of when the Commonwealth is prepared to construct the parking-related facilities versus when the market could support such a joint development program may not match. Once they're in place, they're likely to remain. (0135, 0135-T –6)

***Response:** Facilities proposed as part of the Final EIS at the Tysons West Station do not preclude transit-oriented development at this location. The Project Team recognizes the importance of residential and commercial development in proximity to station areas. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations.*

Consider Ad Valorem Tax Revenue as Part of Local Subsidy

Public Comment: I suggest that the economic impacts should discuss the increase in ad valorem tax revenue caused by the construction of the mass transit to Dulles. The increase in the ad valorem tax revenue, an increase in the cost of county services to serve the development that will occur along the corridor, and the annual contribution that the county will make to the mass transit system. It is possible

that the increase in ad valorem tax, minus the cost for funding county services, will generate subsidies that will finance the annual contributions that the local jurisdictions will have to make. The expected revenue, increased cost and resultant surplus, the annual county contributions and any deficits or surplus should be estimated and put in the final environment impact statement and considered during decision-making. (0279, 0279-T –1)

Response: Chapter 8 of the Final EIS discusses the Project's capital funding strategy. It describes the capital cost estimate, presents the expenditure schedule of capital costs, identifies the capital funding sources and shares, and describes the financing approach for the Wiehle Avenue Extension and the Full LPA. The financial analysis and planning documented in this Final EIS reflects a level of detail appropriate for a project in the planning phase. The next phases of project development - preliminary engineering and final design - will define the project in detail, produce more reliable cost estimates and result in a final financial plan.

As described in Chapter 5 of the Final EIS, construction of the Wiehle Avenue Extension and the full LPA represents significant capital investment in the local economies of Fairfax and Loudoun counties. This spending would increase the employment, earnings and output for the duration of the construction process. These impacts are not long-term and are not included in the financial analysis or funding strategy.

Positive Impact of Metrorail on Local Employment

Public Comment: Metrorail serves as an icon in local employment. It stands as one of the largest and most stable employers for many area residents. Metrorail employees and their families use the system and shop and spend their money with our local businesses. (025, 0253-T –4)

Public Comment: Metrorail is an icon in local employment, it stands as one of the largest employers of area residents. These same professional and courteous Metro employees ride this very same system to shop and spend their money with our local businesses. (0278, 0278-T –2)

Response: Chapter 5 of the Final EIS documents the positive impacts implementation of the project would have in creating jobs and earnings as a result of ongoing operations and maintenance expenditures.

Potential Impact on Employment of Local 2 Union Members

Public Comment: If this were a metro construction project, we would find Local 2 office and professional employees, professional and union employees, engaged in such activities as engineering design review, right-of-way acquisition, such as I am engaged in, construction inspection and procurement. But, ladies and gentlemen, and elected officials, appointed officials, this is not a true exclusive metrorail construction project. Rather this project is under the auspices not only of WMATA but more directly the State of Virginia through its Department of Rail and Public Transit. With that circumstance and situation, that Virginia state department, we understand, is or will be the applicant for a federal grant from the Federal government for funding for this project, and it will also be responsible for the activities that I previously outlined, engineering design review, right-of-way acquisition, construction inspection, and procurement. Now that the state of Virginia has options in the way that it does that. It can do that itself, it can do that through consultants or perhaps other means. The point of what I have said is with some irony, I suppose, while we have the metro-like project going forward, it could result in negative employment impacts for Local 2 union members at Metro in those disciplines that I described. (0187, 0187-T –1)

Public Comment: Consequently, Local 2 union is concerned for its professional employees, particularly in this realm, over issues of job security, project safety, project construction quality, and project procurement procedures. (0187, 0187-T –2)

Public Comment: Tonight, however, I learned two principal things. First, that this probably will not be a WMATA project, but rather it will be a project of the Virginia Department of Rail and Public Transit. That

agency has been identified, not in the public hearing but in the exhibit room, as something like the "project owner" - not Metro. And that the State of Virginia Department of Rail and Public Transit would be operating under a Virginia law called the PPTA. That law is identified informally to me as the "Public Private Transportation Act." It concerns me that the State of Virginia, having jurisdiction over this project, in a right-to-work-for-less state, will probably exclude any way, shape, or form of labor-organized labor union participation, to the great detriment, not only of WMATA employees, but also the citizens of the State of Virginia, the citizens of Fairfax County, and the citizens of the region that comprises the jurisdictions that compose the Washington Metropolitan Transit Authority. (0187, 0282-T -1)

Public Comment: The second part of this direction that this project is headed in has to do with contracting out for the work overall for this project. I understand from a reliable source in the exhibit room, that even at this time a particular firm is either negotiating with or about to negotiate with the State of Virginia for something that I would call a design-build contract. It's unclear whether this is being done competitively or not, but it sounded to me as though this arrangement is not being put out for competitive proposals or bids. So in contracting out this work to a private firm, design-build contractor, even more of the union positions at Metro, like architects, engineers, attorneys, real estate specialists, etcetera, that work done by those people at WMATA will be taken away and given to these others, from other firms outside of Metro. (0187, 0282-T -3)

Public Comment: Now, the public should know that the main reason for my great concern about the direction that this project is headed, in this respect, is that Local 2 has a collective bargaining agreement with WMATA, which specifies what is to be done and what is not to be done by Local 2 union representatives. This is my initial reaction that the direction that this project is taking, as I have described previously in my comments, subject to my further review of the collective bargaining agreement and discussion with my colleagues at Local 2, including the elected officers and Executive Board members. This direction and action being taken on this project could very well represent a substantial violation of the Local 2 WMATA labor agreement. I don't know that for a certainty, but I'm going to research it immediately. And I don't say that in a threatening tone or direction, but merely to let the public know that there are some of us in organized labor who view this approach that's being taken as an anti-labor union move, to the detriment of organized labor representatives at WMATA, including those in Local 2. (0187, 0282-T -4)

Public Comment: This direction that this project is headed in appears to be an anti-union labor project, and that concerns me very, very greatly. If this project were controlled from start to finish by WMATA, we would have the same labor union arrangements that we have had on the 106-mile system. The essential part of the first aspect is that there will be a loss of jobs in the real estate right-of-way acquisition realm. The work that my colleague Local 2 labor union members and I do in the Office of Property Management and Development, will not be done by us, it will be done by others, either directly by employees for the State of Virginia, in the right-to-work-for-less state, or by some contracted out consultants, who will work for even less than the right-to-work-for-less state employees, thus taking away jobs from union members at Metro. (0187, 0282-T -2)

Public Comment: We would like to invite, urge and encourage the Metro management to meet with representatives of Local 2 as soon as possible to explain to us, consistent with the terms and conditions of the existing collective bargaining unit, if not the spirit, to share with us how this project in its peculiar arrangements is going to impact the employees of Local 2 at Metro. (0187, 0187-T -3)

Response: *Comment noted. The Virginia Department of Rail and Public Transportation (DRPT) is the project sponsor. Its approach to project development entails the following: 1) that DRPT is the program manager, Federal grant applicant and recipient, design/build contracting authority and initial owner of the Project, and 2) that WMATA is DRPT's technical manager of NEPA process, of preliminary engineering (PE) and of the design/build contract and will be the leaseholder of the Project, its operator and ultimate owner.*

DRPT has received FTA approval to conduct preliminary engineering and an FTA grant to fund this effort All PE activities that involve FTA grant management, FTA liaison and FTA project

management oversight are the responsibility of DRPT. DRPT has negotiated and executed a Comprehensive Agreement with Dulles Transit Partners, LLC (DTP) to be its PE consultant; as the technical manager of PE, WMATA will direct the day-to-day work of DTP. DTP is comprised of Bechtel Corporation and Washington Group International. For development of the project, DRPT is responsible for right-of-way acquisition, environmental permitting, interagency agreements, utility agreements, final financial plan, funding agreements and more.

The method used for scheduling meetings between representatives of the Office And Professional Employees International Union, Local No. 2, AFL-CIO and WMATA management is beyond the scope of the Draft EIS, Supplemental Draft EIS and Final EIS. It is suggested that the Local No. 2 representatives request a briefing through normal WMATA channels.

B. Supplemental Draft EIS Comments

Public Comments

Positive Economic Impact of Transit Investment

Public Comment: The extension of a full scale, efficient transit system in the Dulles Corridor will do as much to stimulate the economy of this area as the opening of the Dulles Toll Road did in the 1980's. (0041 0042-4)

Public Comment: Please emphasize the facts stated in 5.1.1.2 Para. A and B. This economic data has not been used in "selling rail" and is quite impressive. (0113 0132-9)

Public Comment: Please emphasize the facts stated in 5.1.1.2 Para. A and B. This economic data has not been used in "selling rail" and is quite impressive. (0123 0158-11)

Response: Comment noted. Your participation in the public hearings and your opinions regarding what you believe would best serve the needs of the Dulles Corridor and region are important to us and will be considered by decision-makers in the preparation of the Final EIS.

Public Comment: So he [Dr. Steven Fuller] said the economy would be in terrible trouble unless Northern Virginia continues to grow and, again, brought in Dulles Rail now. (0060 0063-2)

Response: Comment noted. Growth in the Dulles Corridor is expected to continue to outpace growth throughout the region. The Purpose and Need for the proposed action, as described in Chapter 1 of the Final EIS, includes the need to support future development in the region.

Clarification Regarding the Economic Impact Analysis of Bus and Rail

Public Comment: In the DEIS and SDEIS, reference is made that the economic impact from rail is greater than if bus had been the preferred alternative. Please demonstrate through density credit analysis for rail and density credit for bus the difference for each of the transit stations. (0109 0128-8)

Response: Because the purpose of the Supplemental Draft EIS was to provide additional information on the effects of refinements to the LPA, the economic effects estimated in the Supplemental Draft EIS consist of regional economic impacts resulting from construction expenditures for the proposed LPA and LPA Phase 1 (now referred to as the Wiehle Avenue Extension), as compared to the No Build Alternative and the Metrorail Alternative. Chapter 5 of the Final EIS addressed the potential secondary development impacts of the various alternatives, based on existing zoning and the density bonuses allowed under the Fairfax County Comprehensive Plan. Chapter 9 of the Final EIS assessed the potential population and employment effects of the secondary development.

5.2 Station Area Development

A. Draft EIS Comments

Public Comments

Develop Plan for Funding Community-Friendly Element of Stations

Public Comment: Plans for making the stations more community-friendly through design competition, local control of operating policies, and training of staff. Plans for phasing of land development and provision of affordable housing. And, finally, and perhaps most importantly, development of a plan for funding these other improvements - these and other improvements from the economic growth that will occur in the station areas. (0173, 0173-T-10)

Response: *The Dulles Corridor station architecture shown in the General Plans incorporates WMATA's "New Look" design now being advanced for the New York Avenue Station and the two stations of the Largo Extension. This concept retains key principles of Harry Weese's original design, with more inviting and better-defined entrances, an emphasis on customer information, and an open, graceful, and light feel through the use materials such as steel and glass for enclosures. These are systemwide "signature" elements that support a unified system identity as well as economical design and construction. The project is expected to maintain a high level of design quality regardless of whether design competitions are held. Station configurations do not preclude community facilities and functions separate from station facilities. WMATA station agents are well-trained for safe and efficient transit customer service.*

The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be the goals of the efforts. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering. Relative to the phasing of development, provision of affordable housing, and funding provided for these activities associated with the growth that could potentially occur in the transit station areas, all policy decisions controlling these activities are under the purview of the local jurisdictions.

Physical Impacts of Tysons Parking Structure

Public Comment: However, the Owners do have concerns over the specific facility designs for the Tysons [West] rail station. All Metrorail alternatives and the BRT alternative in the Draft Environmental Impact Statement propose that a 2,000-car commuter-parking garage be located on the Security Storage and Templeton Oldsmobile sites. This large structure would occupy one of the key redevelopment sites at the Tysons West Station and is a major concern to the Owners. We suggest that a commuter parking garage of this magnitude is not appropriate for this area. Tysons Corner is viewed as the "downtown" of Fairfax County and, as such, rail service should be planned to implement that vision. Attracting commuters into Tysons Corner so that they may park and use Metrorail to reach other destinations such as Washington, DC, Arlington or Dulles Airport seems contrary to the Tysons Corner Comprehensive Plan. This station area should be planned so as to maximize the number of residents and workers within walking distance of the station. Not only will this garage occupy one of the "100% corners" at the Tysons West station, it will also impede pedestrian flow from adjacent property north and west of the station area. We suggest that this commuter garage be relocated to another station outside of the Tysons Corner area and allow the Tysons Corner stations to function in a more urban not suburban design. (0400, 0400- L-2)

Public Comment: However, if it is concluded that a commuter-parking garage is a necessary component to the Tysons West station, we suggest that there are other design alternatives that would make this commuter facility blend in better with other transit related mixed-use development. For example, if the 2,000-car requirement were spread out over several sites as opposed to being massed on one site, it would allow for better distribution of commuter parking spaces and an ability of the property owners to

absorb this commuter-parking requirement as part of their private development. This essentially would result in a joint development effort of public parking and private parking to support a private transit related mixed-use development. We have commissioned studies of how the commuter parking could be integrated into proposed development plans for the 22 acres and find that it could be accommodated without requiring WMATA's acquisition of the Security Storage and Templeton Oldsmobile sites. (0400, 0400- L-3)

Response: *The park-and-ride facility of Tysons West Station has been reduced from 2,000 to 500 spaces specifically in response to concerns regarding traffic impacts. The 500-space park-and-ride would be part of a joint development project, so the private sector would be involved in the design and development. However, the specific location and design is not yet known. The park-and-ride would be accessed from local roads, and its cost is part of Wiehle Avenue Extension.*

B. Supplemental Draft EIS Comments

Public Comments

Transfer of Property for Stations

Public Comment: As you are aware, this past June, the Fairfax County Board of Supervisors unanimously approved our zoning to allow for a mixed-use development at Tysons II in conjunction with the FFGA for rail through Tysons. One of our proffers is the dedication of the land necessary for the Tysons Central Station in the T-6 alignment to Fairfax County. While we are not seeking any monetary compensation for this dedication, there are a number of items that we will require be incorporated in any transfer agreement to accommodate this rail station. The method of this incorporation has yet to be determined.

Although we are 18 to 24 months away from the FFGA, we believe that the discussions regarding these items referenced below should begin as soon as possible so as to complete the transfer as soon as possible following the FFGA.

The transfer agreement among other things, would have to cover the following items:

- Design approval of the station.
- Maintenance of the station and our rights to self-help.
- Construction staging and access.
- Sound attenuation.
- Station access on both the north and south sides of Tysons Boulevard.
- The name of the station.
- Construction coordination, including scheduling.
- Insurance.
- Other relevant items.

0008 0008-1

Response: *The issues you have raised will be addressed through continuing coordination by the DRPT and WMATA as the project moves beyond the environmental review process and into preliminary engineering and final design.*

5.3 Development Effects/Potential

A. Draft EIS Comments

State Agency Comments

Increased Development of Tysons Corner Rail Stations

State Comment: There will be increased intense development around rail stations. There's a sizeable amount of land that's underdeveloped land in Tysons Corner. For example, there's a 13-acre parcel located next to the Lincoln that is underdeveloped and owned by the West Group which is a major supporter of the transit rail. There's also a 100-acre property that also has some underdeveloped parcels. (0147, 0147-T -3)

State Comment: What about let's look at transportation; let's look at whether these metro stations in Tysons Corner and in this corridor are really going to carry the amount of development that's being suggested by the developers. This should not be a developers' plan, but a transportation plan. I'm afraid it's a developers' plan. (0136, 0136-T -5)

Response: Relative to the comments made, the change in development character in Tysons is discussed in Chapter 5 of the Final EIS. The analysis addresses potential development within Tysons Corner at the proposed transit station areas. Some of this secondary development may be on undeveloped parcels as noted in the comment. The form of development and implementation of any site-specific private development opportunities within the corridor is under the control of local jurisdictions.

The LPA is expected to have positive effects on commercial and residential properties located near transit stations. As described in greater detail in Chapter 5 of the Final EIS, the LPA would contribute to greater economic development by encouraging or supporting higher-density residential and commercial land uses around transit stations. Past experience with the Metrorail system has demonstrated that transit investment has had positive effects on the residential and commercial development near the stations. It is expected that new development around station areas in the Dulles Corridor would also attract businesses from outside Fairfax and Loudoun counties, providing net economic benefits. The actual level of development and implementation of any site-specific private development opportunities within the corridor is under the control of the local jurisdiction.

Careful Planning for Related Land Use Impacts

State Comment: Careful planning for the related land use impacts is essential. Rail will bring dramatic changes to the area- whether these are positive or negative will depend on the land use planning. This is an unprecedented opportunity to implement "smart growth" principles throughout the Corridor. Both Fairfax and Loudoun counties have adopted Comprehensive Plans that support increased mixed-use development around the rail stations. Careful coordination of land use and transportation plans, with extensive public participation, needs to continue and take the highest priority. (0298, 0298-L -8)

Response: As stated in Chapter 5 of the Final EIS, the local jurisdiction's land use regulations supporting transit-oriented development have been summarized in relation to the project as an evaluation of the potential change in development characteristics at the transit station areas. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. However, all land use decisions are under the jurisdiction of local government. All stations have been designed to provide access to development in the vicinity of the station for riders, residents, employees, and visitors.

Revisions to Figure 3.1-2 Map of Proposed Land Use in Corridor

State Comment: Pg. 3-11, Fig. 3.1-2 - Proposed Land Use in the Corridor: Map and insert identify major roads (Dulles Toll Road, Beltway) as Open Space. Suggest additional label in the legend. (0421, 0421-A –19)

Response: *The Final EIS properly displays proposed land use in Figure 3.1-1.*

Comments on Economic and Secondary Effects Technical Report

State Comment:

- § Page 28 [of the Economics and Secondary Effects Technical Report] - Tax Revenue Effects - "Construction of the Build Alternatives will require the purchase of some private land and/or structures for easement, rights-of-way, parking and station facilities, thereby removing these properties from the existing local tax base."
- § Should any necessary lands be obtained through a process that would allow for density transfers, which is often the case; there would be no loss of tax revenue. In addition, under this process there may be no cost for acquisition.
- § Page 105 - Secondary Effects Related to Density Increases - "The allowable transit-related growth will result in an increase in development in the immediate vicinity of stations throughout the corridor, but does not represent a dramatic increase over the overall level of growth allowed in the Fairfax and Loudoun counties."
- § As this is already a congested corridor, "an increase of approximately 38 million of 43 million square feet of development over the Baseline Alternative (Page 112)" with associated increase in work vehicle trips of "20,000 per day" (Page 114) and increase of non-commute vehicle trips of "50,000 per day" (Page 114), does pose a significant threat for increased delays.
- § "transit related growth allowed in Loudoun County was not included (in) the supplemental transportation demand analysis."
- § One proposal in Loudoun County calls for the development of some 19 million square feet of office space alone at the Route 772 Station. No resultant impacts of such development on the Metro rail system, the surrounding roadways, and the corridor in general are provided in the report.
- § "Even without mobility benefits associated with the provision of rapid transit improvements, the corridor is projected to absorb high level of development under the Baseline Alternative."
- § While it may be possible to physically add all this new development under the Baseline Alternative, it does not seem reasonable to assume that it would actually be built with the higher traffic congestion that would result from such development.
- § Page 125 - MITIGATION - The mitigation strategies contained in the report speak mainly to the opportunity of the local jurisdictions to limit development in the area of the transit stations if undue congestion is experienced in the area. The report does not look at the impacts to roadways running in a north-south direction or otherwise outside the corridor. As indicated, these roadways would also be affected by the increase in density at the transit locations. (0421, 0421-A –7)

Response: *The commenter is correct that the effects of the density bonuses in Loudoun County were not included as part of the traffic analysis conducted for the secondary and cumulative effects section in Chapter 9, due to the limited information available on the potential location of development and construction of supporting roadway network. The commenter also notes that the growth projected under the No-Build Alternative may not occur due to traffic congestion. Finally, the mitigation does focus primarily on localized congestion at the transit station areas. Many of the north-south roadways that provide access to the corridor, including Route 123, Route 7, I-66, Reston Parkway, Route 28, Loudoun County Parkway, and the Capital Beltway have improvements scheduled or in planning stages designed to meet projected increases in demand by 2025 as part of the regional planning process. The Final EIS incorporated information from the regionally adopted land use projections prepared by MWCOC, Round 6.3 that do indicate strong growth trends in the corridor, even under congested conditions.*

Build on Fairfax and Loudoun County Comprehensive Plans

State Comment: Likewise, future planning needs to build upon the pioneering work already completed in Fairfax and Loudoun counties to amend their comprehensive plans. That planning calls for rail stations with maximum access and flexibility for riders and transit-oriented development around the stations. (0131, 0163-T –9)

Response: *The change in development character in the corridor is discussed in Chapter 5 of the Final EIS. The land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will work with the local government to support access to transit stations for pedestrians and cyclists and to implement transit-oriented development initiatives, although implementation of this form of development, including the provision of bike lanes, parking regulations, and demand management measures is under the jurisdiction of the local government in the area. The stations proposed as part of the LPA are designed to provide access to pedestrians, cyclists, and feeder bus services, as well as transit-oriented development that might be implemented in proximity to the stations.*

Conduct Engineering Studies to Analyze Potential Air Rights Development

State Comment: Another major reason for our support of rail in the corridor is the opportunity it provides to use transit-oriented development to create attractive neighborhoods and communities with a pedestrian focus, the kind of planning that has made much of Reston a model of community scale development for the rest of the world. Transit-oriented development provides opportunities to develop a variety of housing types for an increasingly diverse population and to reduce household expenditures on transportation. A well-planned and mixed use in close proximity to the station is the key to generating rail ridership. To optimize ridership, we urge that the engineering studies for the station take into account the potential for air rights development as well. (0131, 0131-T –5)

Response: *Higher density at station areas triggered by implementation of the LPA will open up opportunities for joint development, including opportunities for air rights development above transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of local government.*

With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators.

Preserve Air Rights Options at Reston Parkway/Route 772 Stations

State Comment: There was considerable support for air rights development at rail station areas. We request that the project team take a pro-active approach to ensure that this can be accomplished easily, without the need to reconstruct station platforms, in particular at the Reston Parkway and Route 772 stations. (0131, 0434-E –2)

Response: *With respect to air rights development above Metrorail stations, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators. .*

Local Agency Comments

Coordinate Metrorail Extension with Land Use in Tysons Corner

Local Comment: It would be a tragic lost opportunity if we do not innovatively attempt to coordinate and integrate land use with the extension of metro to Tysons Corner. By partnering with all stakeholders we have an opportunity to preserve and improve the existing success of Tysons Corner resulting in the improvement of traffic circulation and creating pedestrian friendly civic space where none now exists. (0130, 0308-L –3)

Response: *The change in development character in Tysons is discussed in Chapter 5 of the Final EIS. The analysis in the Final EIS addresses potential development within Tysons Corner at the transit station areas associated with the LPA. Station plans presented in the General Plans do not preclude joint development; however, no specific provisions have been made to accommodate it. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of local government. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering and/or final design.*

Will Stations Be Urban Villages

Local Comment: Will each station constitute an urban village and destination in its own right, with both residents and office workers able to walk to a full spectrum of retail and commercial services needed to meet their daily needs? (0151, 0297-E –11)

Response: *As stated in Chapter 3 of the Final EIS, the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be goals of these efforts. All land use decisions are under the jurisdiction of local government. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering and/or final design.*

Smart Growth Strategies at the Route 606 and 772 Stations

Local Comment: A major element of this Smart Growth strategy is the Dulles Corridor rail project, and our land use policies are specifically structured to maximize the benefits and the opportunities presented by the Dulles corridor rail project stations at both Route 606 and 772. (0240, 0240-T –1)

Response: *The change in development character in the corridor is discussed in Chapter 5 of the Final EIS and quantified in Section 5.3. The analysis in the Final EIS addresses potential development at the proposed transit station areas. As stated in Section 5.2 of the Final EIS, the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be the goals of these efforts. All land use decisions are under the jurisdiction of local government. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering and/or final design.*

Encourage DRPT/WMATA to Integrate Parking and Mixed Use Development

Local Comment: I strongly encourage and would fully support DRPT / WMATA to think outside the box by seriously looking at alternative design opportunities to integrate ample parking for metro with mixed-use development on and around this future metro station. To achieve that end, I encourage DRPT / WMATA to work with the development community to explore creative ways to fully take advantage of all the opportunities that future rail stations would provide. The public investment in the extension of Metro is too great to ignore opportunities to maximize that investment. (0130, 0308-L –2)

Response: *As stated in Chapter 5 of the Final EIS the land use plans adopted by local government within the Dulles Corridor all contain guidelines for mixed-use development and walkable, bike-friendly development patterns in proximity to the transit stations. Parking is provided at several stations in the corridor as part of the LPA. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of local government. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering.*

Preserve Future Options for Air Rights at Rail Stations

Local Comment: Maintain implementation options for rail that do not preclude addressing the issues of air rights. (0437, 0437-E –12)

Response: *With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWWA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators.*

Public Comments

Work with Loudoun and Fairfax Counties on Station Parking Facilities

Public Comment: DCRA recommends additional planning work be done with Loudoun and Fairfax Counties on the size, location and design of station parking facilities. There are significant opportunities for mixed-use, transit-oriented development (TOD) at most of the stations and several joint development opportunities. As the Draft EIS analyses indicate, well planned TOD is an important generator of ridership. Any parking planned for the stations should be integrated with TOD. As the counties encourage TOD, transit planners should study the impact of providing more feeder bus service to reduce the need for parking at stations. By reducing vehicle trips, feeder bus service supports efforts to reduce harmful vehicle emissions and improve air quality. (0131, 0434-E –5)

Response: *Chapter 5 of the Final EIS discusses potential transit-oriented development at the proposed transit station areas. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. However, all land use decisions are under the jurisdiction of local government. All stations have been designed to provide access to development in the vicinity of the station for riders, residents, employees, and visitors.*

BRT Not Effective for Encouraging Higher Densities

Public Comment: Fairfax and Loudoun County Comprehensive Plans allow for higher densities within walking distance of proposed rail stations. Without rail, however, the densities around proposed stations

will not be triggered in county plans and the option for a cost-effective rail replacement of BRT in the future will be gone, leaving no attractive alternative to increasing levels of highway congestion. Consequently, BRT as proposed in the Draft EIS, is not an effective stepping-stone to rail, as its use for any length of time would cause the Corridor to develop at densities which are too low to support a rail system, yet too high for the Corridor's projected highway capacity. (0133, 0405- L-11)

Response: *BRT was eliminated from further consideration after the public and interagency review and comment on the Draft EIS. Density bonuses associated with a BRT Alternative in Fairfax County were evaluated in Chapter 5 of the Draft EIS. , The densities are higher with the LPA, the Metrorail Extension, through the core of Tysons Corner. The language in the comprehensive plan would have limited development even under the BRT Alternative if highway capacity could not have accommodated the projected growth.*

Recommendations for Mixed-Use Air Rights Development

Public Comment: WATF members have examined the potential for mixed-use Air Rights developments above transit stops in the Dulles Corridor. The feasibility of using air rights above appropriate points in the corridor and at Tysons Corner would be driven by civic planning and economic considerations as well as by market forces. The conceptual illustration for a "Ponte Nova" mixed-use development above the proposed Reston Town Center station forms Figure 2. Its purpose is to demonstrate the seriousness with which the air rights concept should be considered and to stimulate a dialogue of civic and governmental interests regarding the future use of air rights. The conceptual work indicated the following potential benefits from such developments as they become economically feasible:

- a) Expanded ridership revenue for the proposed transit system, (and thus reduced subsidy) as well as increased Fairfax County revenues through fees in lieu of real estate taxes;
- b) Greatly improved integration of the transit stop with surrounding land uses;
- c) "Bridging" the Dulles Corridor, thus linking land uses on either side visually, as well as for pedestrian, bicycle and vehicular traffic.

The conceptual analysis indicated that a "Ponte Nova" type development should voluntarily comply with the Fairfax County planning process, should blend with appropriate community standards, in this case those of Reston, and need not be visually intrusive to neighboring residential communities. Air Rights proposals would require agreement from Fairfax County and the Metropolitan Washington Airports Authority, and should be developed in consultation with neighboring communities. In that respect, the WATF notes that Fairfax County's land use planning process, Supervisor Hudgins' Charrette, and public comment opportunities already have produced a considerable volume of suggestions favoring Air Rights, to which this concept responds. The WATF believes that Air Rights developments could become economically feasible within the next five years and strongly recommends that:

- a) The EIS Record of Decision includes the ability to create Air Rights developments above stations;
- b) Detailed station design at appropriate locations should consider the potential for an Air Rights development. Where the feasibility for such developments would be in the future, the provision for them should be retained in station design.

Requested Action: Include use of Air Rights and other ridership building initiatives in the preferred local alternative. (0133, 0405-L -5)

Public Comment: Whether or not the above ground or partially below ground options are selected for Tysons Corner is a function of the ability to integrate the above ground option into Tysons Corner's environment in a visually appealing manner. Air Rights concepts for example could be used to "bridge" portions of Route 123 and Route 7 in the vicinity of stations. (0133, 0405- L-9)

Response: *With respect to air rights development above Metrorail stations, the Project Team acknowledges that the two Counties govern land use and that VDOT as the owner and operator of the Routes 7 and 123, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of VDOT. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering.*

Integrate Station Design, Land Use, and Air Rights

Public Comment: The rail station should be integrated with land use in order to increase ridership and reduce the subsidy burden on the region's taxpayers. The lack of parking at Route 772 and the location of parking at Route 606 are examples of the many refinements required during the design phase. Consequently, we believe that the final EIS should be written so that the record of decision gives the designer the maximum flexibility for this integration with land use including the use of air rights above stations, adequate parking, and use of covered moving sidewalks or other devices to extend the reach of stations in appropriate locations. (0133, 0133-T –5)

Public Comment: The EIS should be written so that the Record of Decision gives the designer the maximum flexibility for this integration with land use including use of air rights above stations, adequate parking and use of covered moving sidewalks or other devices, to extend the reach of stations in some locations. (0133, 0221-M –5)

***Response:** Proposed park-and-ride facilities were the subject of on-going coordination with Loudoun and Fairfax counties during completion of the Final EIS. Station designs do not preclude construction of additional parking or conveying systems by others outside the station entrances.*

With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering.

Questions about Future Development around Station Areas

Public Comment: How much of the projected commercial and residential growth in the corridor can be accommodated by denser development around the metro stations? How many people currently live or work within the quarter mile walking distance of the proposed bus or rail stations? How exactly are people like those working in the Reston Town Center or Herndon Town Center to get to the bus-rail platforms in the median strip? Will the stations become a focal point of a mix of residential and commercial development? Will the areas around the station be pedestrian-friendly? Will each station, in short, constitute an urban village and a destination in its own right, with both residents and office workers able to walk to a full spectrum of retail and commercial services needed to meet their daily needs? (0151, 0151-T –6)

Public Comment: The Fairfax County Board of Supervisors last year attempted at least a partial solution to these issues by approving measures to encourage denser development around the Metro stations. We applaud the goal, but did they go far enough? In fact, those measures raise an intriguing question: Are we extending Metro to deal with growth in the corridor, or are we promoting growth in order to justify the extension of Metro? How much of the projected commercial and residential growth in the corridor can be accommodated by denser development around the Metro stations? How many people currently live or work within a quarter mile walking distance of the proposed bus or rail stations? How, exactly, are people-- like those working in the Reston and Herndon Town Centers-- to get to the bus/rail platforms in the median strip? (0151, 0297-E –8)

Public Comment: Will the stations become a focal point of a mix of residential and commercial development? (0151, 0297-E –9)

***Response:** The level of projected commercial and residential growth in the corridor was presented in Chapter 5 of the Draft EIS and varied by BRT or Metrorail alternative, and by the various alignments. Each station area presented in the Draft EIS specified development levels*

within half-mile distances. This is the average maximum distance patrons will generally walk to transit stations, and this distance is consistent with the radii used by Fairfax and Loudoun counties to define transit station areas. The projected levels of growth associated with the Wiehle Avenue Extension and the full LPA were refined in Chapter 5 of the Final EIS.

As stated in the Final EIS, the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns near the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of local government. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering and/or final design.

Design Options for the Tysons West Station Parking Facilities

Public Comment: However, if it is concluded that a commuter-parking garage is a necessary component to the Tysons West station, we suggest that there are other design alternatives that would make this commuter facility blend in better with other transit related mixed-use development. For example, if the 2,000-car requirement were spread out over several sites as opposed to being massed on one site, it would allow for better distribution of commuter parking spaces and an ability of the property owners to absorb this commuter-parking requirement as part of their private development. This essentially would result in a joint development effort of public parking and private parking to support a private transit related mixed-use development. We have commissioned studies of how the commuter parking could be integrated into proposed development plans for the 22 acres and find that it could be accommodated without requiring WMATA's acquisition of the Security Storage and Templeton Oldsmobile sites. (0400, 0400- L-3)

Response: *The proposed facilities cited in the comment do not preclude transit-oriented development at this station, or limit pedestrian access to it. The parking facility is set back from Route 7 to provide space for development by others as well as screening for the parking structure. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of local government. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering and/or final design.*

Concern Over Aerial BRT Bridge at Tysons West Station

Public Comment: This aerial BRT bridge also would create a barrier separating the properties on either side, both physical and psychologically. Redevelopment of the Tysons West station area would be less likely to occur in a comprehensive fashion with the introduction of this pedestrian unfriendly design. Instead, it will create a division that, depending on which side of the proverbial "tracks" one's property lies, may never be bridged. (0135, 0391-L -6)

Response: *No barrier effects were identified for the BRT ramp at this location during preparation of the Draft EIS. The land uses associated with parcels in this area were shown in Figure 4-14 of the Economics and Secondary Development Effects Technical Report (June 2002). Existing and future uses on both sides of the bridge are industrial in character. BRT was eliminated from further consideration after the public and interagency review and comment on the Draft EIS.*

Desire a Transit-Oriented Village at Tysons West Station

Public Comment: Tysons West Station. Since DCRA supports a full rail extension out the corridor, we do not support the Tysons West station at Route 7 and Tyco Road serving as a transfer station between Bus Rapid Transit and rail, nor do we see it as an end of the line station for anything but a brief construction-staging phase. We wrote to the project team earlier in the process that the Comprehensive Plan for Fairfax County envisioned mixed use at this location, not a major parking facility. This site of more than 50 acres under joint ownership represents a significant opportunity to create a true transit-oriented village in Tysons Corner. By going directly to rail and limiting the amount of parking to be provided, this opportunity can be enhanced. Fairfax County has much to gain in securing quality development and enhancing tax revenues by encouraging high-quality mixed-use development at this site. The analysis done for secondary development-related travel effects in the "Traffic Analysis and Station Access Study-Technical Report" shows that the rail transit system could benefit far more from and allowable increase in mixed-use densities adjacent to the stations than from the provision of large parking garages. While it may make sense to provide some station parking at the particular location, it should be drastically scaled back and integrated into the transit oriented development plan. (0141, 0443-E -6)

Response: *The Project Team recognizes the importance of residential and commercial development in proximity to station areas. However, it should be noted that the existing and planned uses in this area are industrial. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of local government. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering and/or final design.*

Address Tysons Corner Future Development through Transit and Land Use

Public Comment: We have got to fix Tysons Corner with the continued development that is coming to Tysons, and it cannot just include transit, but the pedestrian-friendly design, housing, right mix of uses and the right street connections. (0149, 0149-T -3)

Response: *As stated in Chapter 5 of the Final EIS, the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of local government. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering and/or final design.*

Impact of Tysons West Parking Garage on Future Station Area Development

Public Comment: There was concern expressed at the 7/29/02 hearing that the 2,000 space parking garage at the proposed Tysons West station would limit development around that station along Rt. 7. If we use some imagination, we should be able to get some developer(s) to build the garage with an office or residential building placed above the garage. (0071, 0071-CC-1)

Response: *The Project Team recognizes the importance of residential and commercial development in proximity to station areas. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under*

the jurisdiction of local government. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering and/or final design.

Impact of Tysons West Parking Garage on Pedestrian Access and Transit-Oriented Development

Public Comment: Even if the aerial bridge for the BRT service is relocated slightly to the east to avoid the TMS Property (something the DEIS consultants indicated they had not considered), the proposed 2,000-car parking garage and related facilities at the Tysons West transit station would still substantially affect operations at Tysons Self Storage and the potential for transit-oriented, pedestrian-friendly redevelopment. Indeed, construction of a multi-story, 2,000 car parking garage will create a physical separation between and among the properties around the proposed Tysons West transit station and diminish the opportunities for transit-oriented redevelopment around the station. The increased walking distances that will be created by forcing employees or residents to walk through or past a commuter parking garage to reach the transit station also are likely to discourage many people from utilizing mass transit. Placing a multi-storied parking structure in the path of pedestrians attempting to access a new transit station appears to contradict Fairfax County's goal of creating a pedestrian-friendly environment in Tysons Corner. (0135, 0391-L –14)

Public Comment: If a parking garage is necessary near the Tysons West Station, careful consideration should be given to the location and design of the garage. The garage should not provide a structural and visual barrier between the station and the parcels to the east. Any parking facilities should be integrated into a mixed-use development to ensure that it is appropriately screened and provides retail, office and residential uses, as well as parking, to allow the garage to become an integral part of a vibrant 24-hour Tysons Corner community. To this end, the parking facility should be potentially eliminating many of the aesthetic and physical concerns with the structure. Otherwise, if the parking facilities are constructed as a stand-alone endeavor, achieving the County's goal of pedestrian-friendly, transit-oriented joint development will be a substantial, if not impossible, challenge. (0135, 0391-L –17)

Public Comment: However, the Owners do have concerns over the specific facility designs for the Tysons [West] rail station. All Metrorail alternatives and the BRT alternative in the Draft Environmental Impact Statement propose that a 2,000-car commuter-parking garage be located on the Security Storage and Templeton Oldsmobile sites. This large structure would occupy one of the key redevelopment sites at the Tysons West Station and is a major concern to the Owners. We suggest that a commuter parking garage of this magnitude is not appropriate for this area. Tysons Corner is viewed as the "downtown" of Fairfax County and, as such, rail service should be planned to implement that vision. Attracting commuters into Tysons Corner so that they may park and use Metrorail to reach other destinations such as Washington, DC, Arlington or Dulles Airport seems contrary to the Tysons Corner Comprehensive Plan. This station area should be planned so as to maximize the number of residents and workers within walking distance of the station. Not only will this garage occupy one of the "100% corners" at the Tysons West station, it will also impede pedestrian flow from adjacent property north and west of the station area. We suggest that this commuter garage be relocated to another station outside of the Tysons Corner area and allow the Tysons Corner stations to function in a more urban not suburban design. (0400, 0400- L-2)

Public Comment: The Reston community does strongly support efforts to strengthen the bonds between the north side of the Dulles Corridor and the south side, and at a minimum nothing in the development of transit in the Dulles Corridor should in any way inhibit what might be done in the future to broaden the linkage. A number of proposals are possible. Some day they will be economically feasible, but that's a four to five hundred foot gap that we must somehow bridge more effectively. (0088, 0172-T–4)

Public Comment: The Reston Community strongly supports efforts to strengthen the bonds between areas of the community to the north and areas to the south of the Dulles transportation corridor. Special sensitivity is essential in the design of Reston and all other transit stations to encourage a bridging of the 400+ foot right of way of the Dulles Corridor. (0088, 0211-M –8)

Response: *The implementation of the Wiehle Avenue Extension or the full LPA proposed in the Final EIS would provide connections to both the north and south side of the Dulles Toll Road.*

Pedestrian bridges from both the north and south sides of the Dulles Toll Road are included as part of the station design. None of the proposed improvements are anticipated to preclude the ability to further enhance north and south connections.

Station Access, Design and Future Development at Wiehle Avenue Station

Public Comment: One of the things that Reston seeks to - some of the issues in Reston are access to the transit stations, the kind of development that will occur around the transit stations, the opportunity to do some joint development, because there is a parking facility at Wiehle Avenue that can be redeveloped as a nice transit-oriented village type project, and also because of the air rights possibilities that can link Reston north and south and east and west. (0141, 0167-T –1)

Response: *As discussed in Chapter 5 of the Final EIS, the local governments' land use regulations supporting transit-oriented development have been summarized in relation to the project as an evaluation of the potential change in development characteristics at the transit station areas. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of local governments.*

Fairfax County Supervisor Hudgins has appointed the Wiehle Avenue Steering Committee, which will advise the County staff in the creation of a Request For Proposal (RFP) to solicit transit-oriented joint development proposals for a mixed use development of the County-owned parcel adjacent to the station. Using the conclusions from the Supervisor's Reston Charrette as a starting point, the committee is establishing the process, scope and criteria for the RFP.

With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering and/or final design.

Need to Recognize Recommendations of the Reston Charrette

Public Comment: Summary: The DEIS provides analysis for a Dulles Corridor Extension developed to serve those who drive. With this as the foundation we will build a Reston that is a better place to park, not a better place to live. The DEIS proposes investment that does not contribute to the historical and architectural context of the Washington Metropolitan Area and Reston. I support rail, but only if the County, the Project Team and all of those involved in the project work together to do all the things that should be done regarding housing, air-space development, community-friendly around the stations, and some consideration of the historic context of Reston. There was a strong consensus on these items as a result of the Reston Charrette. The DEIS gives brief recognition to the desires of the community and then ignores those desires. By 2020 we will see metro stations that parallel the "improvements" at Dulles Airport in both cost and appearance: A \$3.5 Billion parking garage. (0209, 0209-M –7)

Response: *The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts.*

Fairfax County Supervisor Hudgins has appointed the Wiehle Avenue Steering Committee, which will advise the County staff in the creation of a Request For Proposal (RFP) to solicit transit-oriented joint development proposals for a mixed use development of the County-owned parcel adjacent to the station. Using the conclusions from the Supervisor's Reston Charrette as a

starting point, the committee is establishing the process, scope and criteria for the RFP.

If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering. The implementation of local land use regulations around the stations is under the control of the local government, and those that are approved are considered in the Final EIS. Proposed parking facilities at Wiehle Avenue and the Herndon-Monroe station, are expansion of pre-existing Fairfax County facilities. No park-and-ride facilities are proposed at the Reston Parkway Station since it is planned to serve as a destination station.

With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering and/or final design.

Quantity Benefits of Transit at Reston-Area Stations

Public Comment: The last thing I would suggest is that I have not yet heard any presentation on the benefit that we are going to receive to reconnecting Reston with what we can do with the uses that can go around the stations and the connections that can be built around it, and those should be quantified so that we can demonstrate the value that we have gained from this major investment. (0171, 0171-T –4)

Response: *The change in development character in the corridor is discussed in Chapter 5 of the Final EIS.*

Consistency of Station Design with Local Land Use Plans

Public Comment: Urban Design: The proposed alternatives for either the north or south station do not propose destination activities for mixed-use associated with the County's comprehensive plan or results of the land use charrette for the property. Flexibility should be included in the final EIS recommendations for the area adjacent to the platform to increase usage at the station. We understand that the design of the transit circulation system outside of the station platform can be refined through future design, so we hope that design is integrated into the surrounding land use plans. (0451, 0451-L –5)

Response: *The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering and/or final design.*

Need to Recognize Plans for the Comstock Property

Public Comment: The Comstock property, known as "Loudoun Station", is identified as Loudoun County Tax Map 79 ((2)), parcels 1, 2, 1TR, 2TR, and is proposed to be developed with a mix of uses oriented toward the rail platform. We have a pending rezoning application with Loudoun County, referenced as ZMAP 2002-0005, seeking to have the Loudoun Station property rezoned to the PD-TRC (Planned Development-Transit Related Center), the appropriate district for implementing the Loudoun County transit-related polices. (0014, 0014-L –1)

Response: *Comment noted. Current land use policy decisions are reflected in the Final EIS.*

Design Route 772 Station Area to Allow For Transit-Oriented Development

Public Comment: We respectfully submit that it is vitally important that the land planning and transit-related proposals included herein be given full consideration by WMATA [and] VDRPT in order to ensure that the Route 772 Station Area is designed to meet both WMATA standards and the Loudoun County TOD policies. The economic viability of the Dulles Rail project is directly hinged upon the implementation of sound transit-related development policies that can only be achieved through modifications in the DEIS. (0014, 0014-L -2)

Public Comment: We would respectfully suggest that the DEIS of the Dulles Corridor Rapid Transit Project be amended so as to recommend that the Metrorail Alternative and that full consideration be given for bus and rail facilities and pedestrian access on both sides of the Dulles Greenway right-of-way in the vicinity of the Route 772 area. (0014, 0014-L -15)

Response: *The Final EIS reflects the transit oriented development policies as defined by the Loudoun County General Plan at Route 772. The permitted uses, land use mixes allowed, and density provisions are incorporated into the analysis of the growth that might occur in the vicinity of the Route 772 Station. The Final EIS and final General Plans incorporates pedestrian access from the Metrorail station to both sides of the Greenway. The Project Team will continue to coordinate this access with adjacent developments with approved site plans.*

The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of local governments.

Loudoun County Plans for Transit-Oriented Development

Public Comment: Loudoun has been planning for the coming of rail transit to the Greenway corridor for the last decade. Just last July, 2001, the Loudoun County board adopted a comprehensive plan that sought to enhance TOD development around its transit stations. This work seems to be bearing fruit. I understand that there are three TOD development proposals in various stages for these future stations. (0141, 0443-E -3)

Response: *Comment noted. The Final EIS documents major projects that are planned for station areas in Loudoun County. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of local governments.*

Relocation of Route 606 Station Inconsistent with Goal 3

Public Comment: The Goals and Objectives of the Project are set out in the DEIS, at page 1-27. Goal 3, Support Future Development. By relocating the [Route 606] rail station away from where it was placed in the MIS, Goal 3 is greatly defeated. Millions of square feet of development stand to be made much less pedestrian friendly by moving the station more deeply into Dulles Airport. Also, at the MIS location, an entrance into the possible P&R lot adjoining Area #3 of Dulles Gateway can be readily provided. The DEIS location makes that impractical, if not impossible. This is vitally important, because the opportunity for over 1,000 surface spaces stands to be lost. (0248, 0447-L -4)

Response: *Dulles Gateway Associates, L.L.C. and TAB I Associates, L.L.C., the owner and developer of undeveloped property to the north of the Route 606 Station and the Dulles Greenway, has commented on the Route 606 Station location, access and facilities during the two public comment periods for the Draft EIS and Supplemental Draft EIS and during several*

coordination meetings with the Project Team. In this Chapter 2 of Appendix J, his comments appear under the commenter identification number 0248 for the Draft EIS and its proposed General Plans (June 2002) and under number 0111 for the Supplemental Draft EIS and revised General Plans. For the comment period of the Draft EIS, the owner-developer submitted a February 3, 1994 plan titled "Transit Station Site 5-A, Dulles Toll Road Corridor". For the comment period of the Supplemental Draft EIS, the owner-developer submitted a technical report by his consultant, titled 'Route 606 Station and Parking Analysis' (December 2003), on alternatives for the Station's park-and-ride structure and other facilities.

With his comments on the proposed General Plans (June 2002) the owner-developer submitted an undated development site plan titled "Dulles Gateway North, Sterling Virginia - Antigone Properties" prepared by Leo A Daly. The site plan shows two major developments that are separated by the stream valley and flood plain of Broad Run. Loudoun County in its revisions to its General Plan (County's name for its comprehensive land use plan) designates the area north of the Greenway, east of Broad Run and one-half mile north of the Route 606 station as appropriate for consideration of a transit node, Transit-Related Employment Center (TREC). Specific location of the TREC will be determined when a development proposal is made that complies with the policies and criteria specified in the plan. The owner-developer has not yet submitted his proposal to Loudoun County for review and approval. The owner-developer has identified the development east of Broad Run as Area 1 and west of Broad Run as Area 2. In addition, the owner-development has a land-locked parcel south of the Dulles Greenway and Broad Run and north of Route 606, which he has designated as Area 3. The route from Route 606 to the station facilities is via the existing Route 789.

Station Location

The location of the Route 606 Station in the final General Plans is west of the Route 606 overpass of the Dulles Greenway. The Greenway was planned, designed and constructed with a section of wide median to accommodate the future station. The Project Team's design in the final General Plans reveals that the width of median is not sufficient and, therefore, a westbound section of the Greenway must be moderately shifted outward from the median.

The Route 606 Station has its facilities of bus bays, Kiss & Ride and park-and-ride structure north of the Dulles Greenway on Airport property. North of the station facilities is the Area 1 TREC development.

The station location in the proposed General Plans (June 2002), revised General Plans (October 2003) and the final General Plans differs from the station location that DRPT had identified in its Dulles Corridor Transportation Study (June 1997). The study has been also known by its Federal definition, Major Investment Study or MIS. During the preparation of the proposed General Plans (June 2002), the Team shifted the station approximately 400 feet eastward or inbound from its MIS location for three reasons:

- 1) to minimize the height and extent of Station's retaining walls and fill,
- 2) to avoid potential impacts to the existing Dulles Greenway bridges over Broad Run, and
- 3) to avoid impacts to the horizontal clearances between the eastbound lanes of the Dulles Greenway and the southern abutment of the Route 606.

The owner-developer has consistently commented in the two public comment periods and requested in several coordination meetings with the Project Team that the Route 606 Station be restored to a location that he believes is the one identified in the MIS.

For the coordination meetings and for the Public Hearings Report (February 2004), the Project Team prepared Figure J.2-1 in order to depict the General Plans location versus the MIS location of the Route 606 Station. But, the MIS location differed from the location that the owner-developer believes is the one identified in the MIS. His location is approximately 700 feet further west or outbound from the General Plans location.

In the comparison of the General Plans and MIS locations of the Route 606 Station, the pedestrian bridge between the station and the station facilities (park-and-ride structure, bus bays, and Kiss & Ride) remains in the same location. The travel path from the platform to pedestrian bridge to the station facilities is aligned for extension to a proposed transit node and TREC. The Project Team will be coordinating with the owner-developer so that this pedestrian link will be efficient and attractive.

In his comments, the owner-developer has requested a shift of the station and a second pedestrian bridge and station entrance to serve the development west of Broad Run. WMATA and industry standards assume that one-quarter mile is a reasonable walking distance, and one-half mile represents the outer limit of distance that most persons will choose to walk. Most of the Area 1 development is within one-half mile of the center of either the MIS or final General Plans station location, and could be accessed through the station facilities to the north (as noted above). Conversely, none of Area 2 development is within one-quarter mile of either platform location, and only a small portion is within one-half mile. The Project Team utilizes the WMATA study Development Related Ridership Survey II (December 1989) as a reference for the determination of ridership by development type and distance. It revealed that the walk mode share decreases by 0.76 percent for each 100-foot increase in distance from the station. The additional rail transit trips by walk mode to and from the Area 2 development would, therefore, be negligible due to the prohibitively long walk distance.

The sketch plan and profile submitted with the comments would move a large portion of the platform below grade, increasing construction costs, and increasing the distance from the platform to the mezzanine and pedestrian bridge level, which still must clear the Dulles Greenway below. Since the capital and operating costs of a second station entrance are significant and the additional ridership and revenues negligible, the Project Team declined this suggestion, as it previously did in a coordination meeting with the owner-developer. The economical solution for access from the Area 2 development west of Broad Run should be private shuttle buses, for which the Project Team would provide spaces at the station facilities.

Park-and-Ride Alternatives

The owner-developer in his comments on the Draft EIS and proposed General Plans encouraged the reduction of the 4,750 park-and-ride spaces at Route 606 Station. In the Supplemental Draft EIS, the Project Team proposed, later recommended, and the decision-makers selected a reduction to 2,750 spaces.

In his February 1994 plan and his December 2003 technical report, the owner-developer suggests that the Project Team consider the reduction of capital costs by the use of a surface park-and-ride facility in lieu of a structured one for the Route 606 Station. He also suggests the relocation and reconfiguration of the park-and-ride facilities by using Airport property north and south of the Dulles Greenway and using Area 3 of his ownership.

The Project Team discourages the separation of station facilities, particularly those of moderate size. If there were two park-and-ride facilities, totaling 2,000 spaces, a park-and-ride customer of Metrorail would not readily and conveniently reach one facility if the other became full first. The Project Team also discourages the separation of the station bus and Kiss & Ride facilities from the Area 1 TREC development, since there can be intermodal transfer and direct connections between the station facilities and the TREC development.

Interchange Modifications

The owner-developer has consistently commented in the two public comment periods and requested in several coordination meetings with the Project Team that the eastbound exit ramp of the interchange between the Dulles Greenway and Route 606 be modified in order to serve the alternative park-and-ride facilities south of the Greenway.

Through its travel demand forecasting and traffic analysis, the Project Team has shown that Project does not necessitate improvements to the interchange between the Dulles Greenway and Route 606. The traffic analysis in support of the Final EIS reveals that the intersection of Route 606 and Route 789 will degrade from Level of Service B in the current year to Level of Service F in the Project's forecast year of 2025, in the No-Build Alternative, that is, without the Project, due to the forecast land use. Level of service at an intersection is measured by the delay in seconds for drivers traversing the intersection. In the opening year of 2015 and in forecast year of 2025, the Full LPA increases the delay. The Project's mitigation for the opening year of 2015 is the addition of a right turn lane from southbound Route 789 to westbound Route 606. As shared with other stakeholders in the Dulles Corridor, the Project Team notes that the traffic conditions of station access should not be a major concern to the County nor to the owner-developer. The peak activity at the station will be early on weekday mornings and the park-and-ride structure will likely be full before the local peak hour of local development. For instance, the final park-and-ride customers of Metrorail would arrive before 7:30 a.m., while the local peak hour would be between 7:30 a.m. and 8:30 a.m.

The suggested modifications of the interchange are not in conformance with A Policy on Geometric Design of Highways and Streets (Green Book) of the American Association of State Highway and Transportation Officials (AASHTO). In particular, the modifications create an interchange between the Dulles Greenway and two crossroads and place a driveway on the eastbound exit ramp. An interchange with two crossroads (in this case, Route 606 and the development roadway) creates complex signing for the exit; moreover, the driver will have unconventional decision-points in a short length of travel. The presence of the ramp toll plaza worsens the signing, the line of sight to the decision-points and the inherent weave between the plaza and ramp terminal.

The driveway on the exit ramp violates the denial of access line established for this freeway by the owner of the Dulles Greenway. That denial of access is an integral element for safe and efficient operations of freeways.

While there are other reasons for eliminating this suggestion for modifications, one to add is that the driver, having exited the Dulles Greenway via the eastbound exit ramp and then the development roadway, will not have a clear understanding of the return to the Dulles Greenway. His orientation will be confused, unlike the exactness of the conventional exit maneuver to the primary crossroad, Route 606.

In the formulation of its Team recommendations (February and March 2004), the Project Team concluded, as it did in October and November 2002 Team recommendations, that it could not accommodate the suggested alternatives of the owner-developer.

Following the revising of the LPA and approval of the revised General Plans, the Project Team participated in a May 2004 meeting with the owner-developer, his consultants, a member of the Commonwealth Transportation Board, MWA, TRIP II, and Loudoun County. The purpose of the meeting was to review the above issues with all interest parties. The meeting did not result in a change in the selected LPA and approved General Plans.

As stated in the final Team recommendations, the Team will continue to coordinate the pedestrian connections between the station facilities and the proposed development north of Route 606 Station.

Rezoning Property in Loudoun County, Tax Map 78

Public Comment: Through Loudoun County Office of Transportation Services (OTS) staff, we met with your staff in January 2001 to review the project status and have coordinated with the County to refine the land plans to provide a transit-oriented development at the future transit site. We are in the process of rezoning the land - designated on Loudoun County Tax Map 78 as parcel 22 (MCPI 120-38-9029), Tax

Map 92 Parcel 40 (MCPI 121-36-3578), Tax Map 42 Parcel 42 (MCPI 121-47-6616), and Tax Map 93 Parcels 1 (MCPI 120-29-7420) and Parcel 2 (MCPI 089-25-8906)- to accommodate PD-TRC land use activities consistent with the County's General Land Use Plan and the Countywide Transportation Plan (CTP), revised through July 2001. We have provided electronic versions of our filings to CTC. In December 2001, the County and representatives of the Trustees met to refine the land use plan through a charrette process, which WMATA staff were involved, to develop an updated plan which still included the dedication of land for the future transit uses. If the land is not rezoned by the Loudoun County Board of Supervisors in the Fall 2002, the Trustees will proceed with development according to the approved "by-right" subdivision plan for residential uses in the CR-1 Zoning District, which does not include dedication for the transit facilities. The existing zoning is not consistent with the County's Revised General Plan and VDRPT objectives in the Draft Environmental Impact Statement. (0451, 0451-L -3)

Response: *Comment noted. The Project Team acknowledges participation in the ongoing coordination efforts related to this zoning application and will continue to work with Loudoun County and Trustee representatives in support of the integration of station facilities with plans for transit-oriented development. The analysis of land use impacts in the Final EIS is based on currently adopted and approved zoning and land use plans. The design of the station facilities at the Route 772 Station in the General Plans (Final EIS Volume V) accommodates the station requirements within the limits of the proposed dedication as identified to the project, but does not presuppose this dedication.*

Consider Land Use and Affordable Housing During FEIS/PE Phase

Public Comment: During the FEIS and rail PE process we need hard work on...Plans for phasing of land development and provision of affordable housing. (0173, 0213-M -10)

Response: *The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among these goals of the efforts. All land use decisions are under the jurisdiction of local governments.*

EIS Density Projections Does Not Account for Rezoning and Bonus Densities

Public Comment: Additionally, EIS density projections are based on the county's comprehensive plan and fail to account for rezonings and increased transit-related bonus densities that will undoubtedly occur along the corridor. If the optimistic EIS work trip ridership projections of 20 to 30 percent are to be believed, then the vast majority of the 70 to 80 percent remaining work trips will be by car. (0150, 0150-T -4)

Response: *The analysis in Chapter 5 of the Draft EIS presents the potential effects of increasing densities as part of the discussion of secondary development. This analysis was included in the Draft EIS to address comments received during the public scoping process about the need to quantify the potential effects of increased density at transit station areas.*

The change in development character in the corridor is discussed in Chapter 5 of the Final EIS. The land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. Density bonuses related to transit oriented development will increase transit ridership, but the majority of the work trips will still be completed by automobile.

Rail Will Not Influence Land Use in Dulles Corridor

Public Comment: Many of the so-called supporters of what they are calling Rail Now are utopian city planner types who think that their preferred technology of public transit will improve the quality and nature of development in this area. They ignore the fact that Metro in the Maryland I-270 corridor has not made any difference in what has been built. They also ignore the fact that the Dulles Corridor's tremendous boom in the last twenty years, which has consumed almost all the available land, happened without wasteful subsidized rail - perhaps because of it. Stated simply, the Dulles Corridor is built out. The projections in the EIS for added development due to density bonuses around rail stations are fantasies. In the future, as in the past, building densities will be dominated by the economics of on-site parking, not by nearby transit opportunities. These people also ignore the spill-over effect on their neighborhoods as commuters avoid the soon to be doubled tolls on the main highway. (0162, 0162-M -7)

Response: *Comment noted. The analysis in Chapter 5 of the Draft EIS presented the potential effects of increasing densities as part of the discussion of secondary development. This analysis was included in the Draft EIS to address comments received during the public scoping process about the need to quantify the potential effects of increased density at transit station areas. In addition, the traffic effects of increased density are presented in the traffic Analysis and Station Access Study Technical Report (June 2002). Potential changes in development character in the corridor are discussed in Chapter 5 of the Final EIS.*

Use of Half-Mile Radii to Estimate Pedestrian Accessibility of Stations

Public Comment: The diagrams I saw with the circles around them, the different radii, were as the crow flies, not as people walk, and I'm afraid that those distances are much, much harder -- much longer in real life. (0066, 0254-T -2)

Response: *The radii selected for analysis are based on the geographic distance and not actual walking distances or times. The use of the half-mile radii is consistent with the methodology requested by FTA in evaluating population and employment statistics for station areas and is also consistent with distances incorporated into the comprehensive plan language adopted in Fairfax and Loudoun counties.*

Metrorail Extension Will Cause Residential Areas to Convert to Commercial Uses

Public Comment: I would also like to note for residents out in this area that watching metro come into Arlington and to Fairfax, that so many residential areas were converted into commercial areas that people who are in residential areas now should consider whether metro will really benefit them or not. (0262, 0262-T -4)

Response: *As stated in Chapter 3 of the Final EIS the land use plans adopted by local governments within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable bicycle-friendly development patterns near the transit stations. Any development in the corridor would be under the regulation of local jurisdictions.*

Recommend Preparing Alternate Land Use Scenarios

Public Comment: The agencies involved prepare transportation analyses with the use of transportation models, and these models incorporate a definition of the surrounding land use. There is nothing preventing you from preparing scenarios of alternate land use patterns over time to demonstrate to local planners what the result of these patterns will have on transportation factors. You should certainly work with local planners and citizens in defining what alternatives to analyze. This effort does not conflict with local land use planning; rather it simply provides your expertise to assist decision makers on these complex issues. It will constitute integration of land use and transportation planning, which is a mandate of the regional plan and it can be part of an EIS, an assurance received from Secretary Clement in a recent meeting with several environmental leaders. (0158, 0475-L -3)

Response: *The analysis in Chapter 5 of the Draft EIS presented the potential effects of increasing densities as part of the discussion of secondary development. This analysis was included in the Draft EIS to address comments received during the public scoping process about the need to quantify the potential effects of increased density at transit station areas. In addition, the traffic effects of increased density are presented in the Traffic Analysis and Station Access Study Technical Report (June 2002).*

Potential changes in development character in the corridor are discussed in Chapter 5 of the Final EIS.

Need to Ensure Careful Planning for Future Land Use

Public Comment: Since various state and local elected officials are also members of various committees, planning groups, etc. either directly or indirectly connected to the Dulles Corridor Project, and many of them favor the rail option, it behooves them to ensure there is careful planning for related land use. This should be done with an eye to not approving plans that would overwhelm whichever option is adopted and leave us where we are now. (0401, 0401- L-6)

Response: *The timing and approval of site-specific plans and implementation of land use decisions within the corridor is under the control of local government.*

Need to Plan for Transit-Oriented Mixed-Use Development in Station Areas

Public Comment: We would strongly encourage WMATA to assist Loudoun County in implementing the TOD policies set forth in its Revised General Plan by allowing for TOD development on both sides of the future median transit station. (0014, 0014-L –9)

Public Comment: We recommend that Loudoun and Fairfax counties undertake station access studies to review these parking need projections. With the right kind of mixed-use development encouraged immediately adjacent to the stations instead of single use parking garages, rail ridership can be enhanced and the number of parking spaces substantially reduced. If transit-oriented development is encouraged adjacent to the stations, cost savings from scaled-down parking could be spent on providing improved feeder bus service. Priority should be giving to walking, bicycling and feeder bus service to the stations. Any parking facilities that are provided should be integrated into mixed-use projects that provide housing and generate economic activity, ridership, and tax revenues. (0141, 0443-E –5)

Public Comment: Effective public transportation requires appropriately high density, mixed use development within easy walking distance & a walkable bike-friendly station area environment. (0066, 0066-CC-1)

Public Comment: In conjunction with the rail construction, please also initiate needed transit oriented development around the rail stops. It is time for America to return to building small towns filled with stores, homes, apartments, small offices, retirement homes, and most importantly schools. This will allow people not only to walk to work or to the Metro to get to work, but they would then be able to walk to do their errands, walk to school, and walk to their entertainment. Which will greatly decrease congestion on the roads. This would also greatly increase the sense of community, which has been lacking in America since we made an over commitment to roads and suburban sprawl. With an increased sense of connection to others through communities people's lives will be infinitely more fulfilling. (0103, 0103-E – 2)

Public Comment: Planning for urban mixed-use development in the area of rail transit stations in the Dulles Corridor needs to continue to be developed and looked at. (0244, 0244-T –4)

Public Comment: I strongly support the concept of planning for intensive urban scale mixed use development within a reasonable walking distance of the rail stations. Again, the Reston charette has been referred to, and other efforts, to look at what could be done. (0088, 0172-T –3)

Public Comment: I strongly support the concept of planning for intensive, urban scale mixed use development within a reasonable walking distance of rail stations in the Dulles Corridor. This type of development should generate better utilization of the rail system by bringing more potential users within the immediate service perimeter of the system. While local land use policy is not within the direct purview of the EIS, local government emphasis upon effective land use at each station should considerably expand potential transit ridership well beyond the estimates used by the consultants to evaluate the economic feasibility of the system in the Draft EIS report. We must be mindful, however, that with greater density of development we will see a full range of associated challenges to accommodate the increased activity. Transit, highway and local government officials must be given the resources and the responsibility to assure that the additional challenges associate with a sophisticated transit system can be effectively accommodated. (0088, 0211-M –7)

Public Comment: We strongly support the concept of planning for mixed-use development that allows for significant residential, commercial, retail and public uses within a reasonable walking distance to the rail transit stations. (0204, 0247-T –5)

Public Comment: I live and work in Herndon, but I am appearing this evening as one of the two managing cotrustees of the Ruth C. Launders Marital Trust. The trust owns approximately 50 acres of undeveloped land located at the southwest quadrant of the Dulles Airport Access Road and Centerville Road, Virginia Route 657. Most of the site is within a one-half-mile radius of the proposed Route 28 transit station stop. The trust also belongs to Dulles LEADER and the Dulles Corridor Rail Association. We believe that the trust's real estate is the largest uncommitted parcel along the Dulles Toll Road. We have recently filed a zoning application to develop this site with other 2 million square feet of mixed uses, including office, retail and residential. This proposal seeks to capitalize on recent amendments to the county's master plan intended to promote the use of mass transit. This interplay of varied uses in an urban setting will encourage use of rapid transit and lessen dependence on the automobile. (0175, 0175-T –1)

Public Comment: I'd like to see the Metro here become more than a commuter rail. Let's build stations and vibrant neighborhoods around them. I'd love to take the Metro down from the last stop in Ashburn to DC to see theater at night. I'd love to take the Metro down to shop and eat at Reston Town Center, maybe even have a drink, in the evening. (0232, 0232-L –3)

Public Comment: High density mixed use development is essential within a quarter mile and half mile radii of all stations and stops. Where stations would be located in the freeway median, serious consideration should be given to decking over the freeway and building high density development on the air rights. (0066, 0254-T –1)

Public Comment: Our support for the Dulles rail project or any transit project, for that matter, has always been contingent upon having real plans to focus development within one quarter and one half mile of the transit stations in high quality, new urbanist designed communities. (0149, 0149-T –4) (0149, 0180-T –3)

Public Comment: We will optimize ridership and reduce traffic congestion if we get the mix of office, retail, residential and services right. If we have ground-floor retail, if we have offices over stores, residences over stores, good sidewalks and narrower streets, good street grids, public parks and plazas, bike lanes, extensive bike parking at the stations, reduced parking requirements for TOD buildings, transit passes and benefits and other demand management measures, and also good feeder bus service. (0149, 0180-T –9) (0149, 0205-M –2)

Public Comment: We need to consider all these plans in a holistic fashion. We need to consider transit-oriented development and walkable communities. (0181, 0181-T –10)

Public Comment: Changes to land use are also the fastest thing we can do to cut vehicles miles traveled and are critical for making transit work. (0149, 0180-T –2)

Public Comment: I think we are on track to doing it right and getting the land use to relate to rail. (0141, 0167-T –7)

Public Comment: We want to optimize ridership and reduce traffic congestion by getting the right mix of office, retail, residential, and other services. We need ground floor retail. We need offices over stores. We need residents over stores. We need good sidewalks and narrower streets. We need good street grids. We need public parks and plazas. We need bike lanes. We need extensive bike parking at the stations. We need reduced parking requirements for transit-oriented development buildings. We need transit passes and benefits and other demand management measures and absolutely need good feeder bus service to all of these stations. (0149, 0149-T –7)

Public Comment: We need ground floor retail, offices over stores, residences over stores, good sidewalks and narrower streets, good street grids, public parks and plazas, bike lanes, extensive bike parking at the stations, reduced parking requirements for transit-oriented buildings, transit passes and benefits, and other demand management measures, and good feeder bus service. (0251, 0251-T –3)

Response: *The change in development character in the corridor is discussed in Chapter 5 of the Final EIS. The land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts.*

Support Parking Located at One-Half to Three-Quarter Mile from Stations

Public Comment: In order for the project to be successful in the near term, additional parking may be in order. However, it must not occupy the prime real estate closest to the stations. We support placement of parking from a half to 3/4 of a mile from the stations to attract riders and provide access to retail along the route to the station. This factor, which will impact ridership and the project's success, is not addressed in the DEIS. (0158, 0475-L –8) (0188, 0188-T –5) (0188, 0217-M –5)

Response: *Stations need to accommodate multiple arrival modes, including pedestrian, bicycle, feeder bus, private shuttles, and private autos. Each is important in building and maintaining ridership, and availability of daily parking is particularly influential in attracting choice riders – those who have a car available for a trip but choose to use transit. Providing such parking within a reasonable distance of the station does not preclude transit-oriented station-area development. Mixed-use, pedestrian-oriented, compact development can be integrated with parking areas. WMATA design criteria establish the maximum acceptable distance between the station park-and-ride facilities and the station entrance to be 1,500 feet. Locating the station parking more remote than this would need to be weighed against negative impact on patronage.*

Parking is a potential element of joint development opportunities in the Town of Herndon, and at the Wiehle Avenue Station. Other parking facilities may be provided through the proffer system or as incorporated into private development proposals. The parking facilities that are currently under development or proposed for the corridor have been assessed for ridership effects in the Final EIS. The actual location and implementation of remote station parking would be under the control of the local jurisdictions that implement parking requirements as part of their local land use regulations.

Opportunities for Mixed-Income Housing and Rebuilding Communities at Rail Stations

Public Comment: Further, there is a higher growth potential for mixed income housing near the rail station areas along the corridor. Reston Interfaith is particularly interested in this issue because the rail option provides opportunities for increased low-income housing in the vicinity of major work centers such as Tyson's Corner and Dulles Airport as well as the new ones that will be created at the proposed rail stops. (0193, 0238-M –3) (0193, 0193-T –3)

Public Comment: Some of the transit-oriented development proposals, they're not in place yet. Once again, the inner Purple Line is already going to be servicing an area that's proposed for smart growth. Smart growth should be about rebuilding existing communities, not building new ones out in the middle of a field and sending a rail line out with the hopes that people are going to use it, especially when all these supposed TODs are going to come with two-car garages, anyway. (0112, 0245-T –6)

Response: As stated in Chapter 5 of the Final EIS, the analysis of land use effects and the change in character within the corridor is built on the currently adopted land use regulations within the corridor, which encourage the provision of transit within the Dulles Corridor and implement land use regulations that support transit. The implementation of the ultimate form of development and the decision on the appropriate location of growth is under the authority of the local governments in the area.

Location of Structure in the DAAR Median Will Impede Station-Area Development

Public Comment: Location, location, location: a phrase used by realtors to describe the importance of this one factor in determining the value or potential value of any given property. From the beginning of the process, the locations that would best serve residents and employees have been excluded from consideration. Now we are considering locations that guarantee that there will be no development within the most important 1/8-mile of stations and no residential development within 1/4-mile of stations. We are building one mistake on top of another. (0209, 0209-M –3)

Response: The median of the DIAAH has been studied as a location for rapid transit since that roadway was constructed and the median dedicated for that use. The level of projected commercial and residential growth in the corridor within defined transit station areas is presented in Chapter 5 of the Final EIS. The Final EIS the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will work with the local government to support access to transit stations for pedestrians and cyclists and to implement transit-oriented development initiatives, although implementation of this form of development on private land is under the jurisdiction of the local governments in the area.

BRT May Preclude Future Smart Growth Land Use

Public Comment: If BRT is to be implemented, landowners may build non-transit-oriented development which will foreclose future smart growth. (0144, 0144-T –10)

Response: BRT was eliminated from further consideration after the public and interagency review and comment on the Draft EIS. The form of development and implementation of any site-specific private development opportunities within the corridor is under the authority of the local governments. Elements of transit-oriented development had been incorporated into the land use regulations for Fairfax and Loudoun counties in conjunction with the provision of BRT service, but at densities below those allowed with the Metrorail Alternative. T

Protect Nearby Open Space

Public Comment: We also support the protection of nearby open space to offset new development. (0233, 0426-M –43)

Response: *Comment noted. As stated on page 5-18 and 5-19 of the Draft EIS, local regulations do call for the creation of plazas and landscaped environments to encourage pedestrian movements and incorporate open spaces in proximity to the transit stations.*

As stated in Chapter 5 of the Final EIS, the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts.

Fairfax County Should Continue Work on Mixed-Use Development Policies

Public Comment: Although significant initial steps have been made by the two counties, as noted above, in adopting policies to encourage mixed-use transit-oriented development, much remains to make this a reality. Several of the recommendations above are critical in doing this. In addition, Fairfax County should continue to work on its policies and development regulations toward this end. Mixed-use development should be fostered immediately, at appropriate densities, and development plans should be required to show how development can be staged during the rail transit development process and beyond. (0478, 0484-E –23)

Response: *Comment noted. As stated in Chapter 5 of the Final EIS, the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be the goals of the efforts. However, all land use decisions such as the provision of affordable housing and phasing of development are under the responsibility of local jurisdictions.*

Need Affordable Housing in Station Areas

Public Comment: Affordable housing should be a significant component of plans for the station areas, as now stated in the Fairfax County's Comprehensive Plan. As the station area development planning process evolves, goals should be established, with funding mechanisms, to provide housing for as high a proportion of employees of all income ranges in the station areas as feasible, in order to eliminate the maximum amount of peak period motor vehicle trips and achieve other related community development objectives. (0478, 0484-E –24)

Response: *As discussed in Chapter 5 of the Final EIS, the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development (including diverse housing types), and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. However, all land use decisions such as the provision of affordable housing and phasing of development are under the jurisdiction of local governments.*

Consider Air Rights and Station Access in Planning Stage

Public Comment: We believe that with this project, there is an important opportunity for the County to continue to make investments in transit and transit-oriented development around metro stations. For example, station access for walking and biking should be incorporated into the planning stage. Also, air rights (or, large platforms over the stations) could be offered and maintained in the design stage for future higher density development. (0233, 0426-M –42)

Response: *As described in Chapter 5 of the Final EIS, the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns within one-quarter mile and one-half mile of the transit stations. With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. However, all land use decisions such as the provision of affordable housing and phasing of development are under the jurisdiction of local government*

Do Not Encourage Increased Density at Tysons Corner

Public Comment: Following the tragedy of 9-11 I feel it is more important than ever to decentralize. Why would we build high rises to house the best minds of the people who would be working in Tysons Corner? If anything, we need to stop developing Tysons to be so dense. If computers can so easily talk to each other there is no need to concentrate its operations in one local. Now more than ever we need not to build high rises in between the flight paths of National Airport and Dulles. No more development of Tysons. Let's save the humility of the neighborhood even if saving it costs us more than developing it. That would be ok. (0052, 0052-CC-1)

Response: *Chapter 1 of the Final EIS describes the Dulles Corridor and identifies the need for the proposed Dulles Corridor Rapid Transit Project.*

Coordinate Increased Density with Transportation Improvements

Public Comment: We are afraid that the County will zone increased density but road mitigation measures or Metrorail will be delayed or never happen. We therefore recommend approval of increased density zoning only when: Mitigation measures are actually implemented, and Funds are not only approved, but are released for the Operating Segment that includes Mid-Corridor service. Higher density facilities should be timed to coincide or follow the arrival of Metrorail and road mitigation measures. (0210, 0210-M –12)

Public Comment: Metrorail allows the highest densities at the station areas of any options, and will generate the greater ridership, but we are concerned about major congestion unless substantial mitigation efforts are made. Increased densities may appear before Metrorail service and mitigation plans are implemented. Higher density facilities should be timed to coincide with or follow the arrival of Metrorail and road mitigation measures, focusing on pedestrian friendly, transit-oriented developmental and travel demand management. (0233, 0426-M –7)

Public Comment: Increased densities may appear before metrorail service and mitigation plans are implemented. (0170, 0170-T –5)

Response: *Potential mitigation measures associated with the proposed increase in density at transit station areas are discussed in Chapter 9 of the Final EIS. The counties have a*

mechanism to ensure that appropriate mitigation measures accompany future development through the zoning application and permitting process. Also, as described in Chapter 5, the level of development presents a full build-out analysis and local government may limit growth if their mitigation measures designed to limit the effects of increased density are not effective. Actual implementation of transit-oriented development and the timing and increase in densities is under the jurisdiction of the local governments in the area.

Support for Increased Density at Station Areas

Public Comment: The Committee for Dulles strongly supports the concept of planning for intensive, urban scale mixed use development allowing for significant residential, commercial, retail and public uses within a reasonable walking distance of the rail transit stations in the Dulles Corridor. This type of development should generate better utilization of the rail system by bringing more potential users within the immediate service perimeter of the system. While local land use policy is not within the direct purview of the EIS, local government emphasis upon effective land use at each station should considerably expand potential transit ridership well beyond the estimates used by the consultants to evaluate the economic feasibility of the system in the Draft EIS report. (0204, 0204-M –7)

Public Comment: Intensity of Development: the one factor that is a proven guarantee of success of a metro station. Rather than use the successful models of intense development near stations, the template for station design will be based on our low-density failures. (0209,0209-M –2)

Response: *As stated in Chapter 5 of the Final EIS, the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. However, all land use decisions such as the provision of affordable housing and phasing of development are under the jurisdiction of local governments.*

Focus Density Within One-Quarter Mile of Stations

Public Comment: We will optimize ridership, fare box and tax revenues through focusing the highest density within one-quarter mile of the stations, and this means considering air rights development or at least airport-style moving sidewalks to speed pedestrians to the edge of the right of way. Once again, most transit advocates and experts talk about it being important to focus the highest density within a quarter-mile walk. (0149, 0180-T –8)

Use Air Rights to Optimize Ridership, Fare Box, and Tax Revenues

Public Comment: We will optimize ridership, fare box and tax revenues through focusing as high as density. We need to consider air rights development absolutely. If you don't do air rights development, we ought to be considering some sort of moving sidewalks in air conditioning, as today demonstrates would be important, to get people to the edge of this massive right of way, if you insist on running the rail out the right of way. We don't want to repeat the problems with I-66 rail. (0149, 0149-T –6)

Response: *As described in Chapter 5 of the Final EIS, the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns within one-quarter mile and one-half mile of the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. However, all land use decisions such as the provision of affordable housing and phasing of development are under the jurisdiction of local governments.*

With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators. If a joint-development project would affect the design of the project, the technical issues would be resolved during preliminary engineering. Loudoun counties

Analysis of Density Bonuses in Draft EIS

Public Comment: The need for speed has kept me from adequately reviewing the entire draft environmental impact study for finding the information pertaining to the density bonuses which, from what I have seen, is not adequately addressed. When this study was done, were the density bonuses taken into account? If they are to be left to the county to consider after the metro is fully approved and funded, which it will not be until next November, that is an environmental impact that has not been properly assessed. (0159, 0159-T –1)

Response: *Chapter 5 of the Final EIS address potential development at the proposed transit station areas. Chapter 9 of the Final EIS presents an analysis of the potential effects of increasing densities as part of the discussion of secondary development, and quantifies the effects of implementing density bonuses in the corridor at transit station areas. This analysis was included in the Final EIS to address comments received during the public scoping process about the need to quantify the potential effects of increased density at transit station areas. The actual level of development and implementation of any site-specific private development opportunities within the corridor is under the control of the local governments.*

Impact at Increased Density in Dulles Corridor

Public Comment: The next principle is one of freedom. In the early days of the U.S., it was a man and his horse. Everybody forgets that today it's a man and a woman and a car. It is the essential element of freedom. I can go where I want when I want. And what we are trying to do in this process is tell people how they are going to get there and how they are going to live. So we are completely recharacterizing the county. We are talking about a high-density county. I lived in Bethesda when the Bethesda metro came out. I watched the Baronet Theater torn down and an entire Bethesda metro center built on top of it. I wouldn't live in Bethesda today if you paid me. And that's what is going to happen to this section of Fairfax County. So as you're watching all this growth that's going to happen and this tax base that's going to fund this hypergrowth, I am afraid that you are going to see over time a change in the demographics of the county, and you won't see the property value increase. As you see people move in and tax these additional trips, you're going to see an additional change in the character of the population and the tax base that supports it. (0191, 0191-T –5)

Response: *All local land use decisions in the corridor are under the control of local government, namely Fairfax County, the Town of Herndon, and Loudoun County. As described in Chapter 5 of the Final EIS, the land use plans adopted by local government within the Dulles Corridor contain guidelines to support higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. As described in Chapter 9 of the Final EIS, this transit-related development would have an induced effect on the level of density expected to occur in the corridor. In addition, increased transportation access is expected to have a corresponding positive effect on property values within the immediate vicinity (one-half mile) of the stations. The Final EIS does not estimate any changes in the relative socio-economic characteristics of the increased population that would result from the project.*

Need for More Comprehensive Analysis of Higher Density Scenarios

Public Comment: While we think the rail now concept in the DEIS has merit, we have some concerns about the DEIS and the planning it reflects. This is a complex project and in order for it to succeed, it will be necessary to consider and coordinate all the elements. This includes assuring that the kind of land use planning that will bring about the quantity and quality of development that will make the project viable occurs. We acknowledge that land use planning is a local government function and that you use the forecasts of the Council of Governments, but we think that much more can and must be done to ensure the success of this project. For example, the EIS should do a more comprehensive analysis of higher density scenarios. The density forecasts in the current DEIS do not adequately illustrate potential development. (0158, 0475-L -2)

Response: *The analysis in the Final EIS addresses potential development at the proposed transit station areas, but does not use that growth to ensure the success of the project, as specified in the comment, but rather to develop an analysis of potential effects. Chapter 9 of the Final EIS presents an analysis of the potential effects of increasing densities as part of the discussion of secondary development, and quantifies the effects of implementing density bonuses in the corridor at transit station areas. This analysis was included in the Final EIS to address comments received during the public scoping process about the need to quantify the potential effects of increased density at transit station areas. The actual level of development and implementation of any site-specific private development opportunities within the corridor is under the control of the local governments.*

Impact of Increased Density on Wiehle Avenue Area

Public Comment: The DEIS states that the Metro Rail would result in increase density along Wiehle Avenue area of 8,201 residents and work force of 21,814 and in the Reston Parkway area 9,860 residents and work force of 28,714. Why is this increase in density necessary? Is it necessary to support heavy rail and pay the 3-1/2 billion-dollar cost to construct and maintain? (0189, 0448-E -2)

Public Comment: I also am concerned that rail stations, particularly the critical one at Wiehle Avenue, include high-density land use planning with attentiveness to pedestrian access. Currently, the intersection at Wiehle Ave. and Sunset Hills Road is a nightmare for pedestrians. (0125, 0125-E -2)

Response: *The regionally approved land use projections prepared by the Metropolitan Washington Council of Governments (Round 6.3) were used to project growth within the corridor. Both Fairfax and Loudoun counties have adopted policies to implement transit-oriented development at stations if transit service is constructed in the corridor. These policies include density bonuses for some parcels that are in proximity to the station platforms and would allow for higher levels of mixed-use, pedestrian-friendly development than would otherwise exist without transit in the corridor. Although these policies are intended to support transit within the corridor, the increase in growth associated with these policies is not part of the project justification as stated in the purpose and need. An additional analysis of the effects of increased growth was prepared to respond to issues raised by citizens and local governments during the public scoping process. Local government controls implementation of policies that support additional growth within the corridor. The effects of these policies are analyzed to determine effects, but not to justify the selection of any particular alternative.*

As stated in Chapter 5 of the Final EIS, the local jurisdiction's land use regulations supporting transit-oriented development have been summarized in relation to the project. The land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will work with the local governments to support access to transit stations for pedestrians, and all stations have been designed to provide access for pedestrians. The intersection at Wiehle Avenue and Sunset Hills Road in Reston is located within the half-mile radius of the transit station area, but is not directly

linked to the transit station itself. Thus, improvements to this intersection to improve pedestrian movements would be the responsibility of Fairfax County and/or the Virginia Department of Transportation.

Consider Impacts from Increased Floor Area Ratios in Station Areas

Public Comment: Analyze and accommodate impacts from the increases in floor area ratios permitted in rail station areas by the Fairfax County Comprehensive Plan, when the site is selected and programmed for design and construction. (0392, 0392-L –4)

Response: *Comment noted. The change in development character in the corridor is discussed in Chapter 5 of the Final EIS. This chapter also discusses the change in floor area ratios, referred to in the document as density bonuses.*

Station Area Development Depends on Funding for Transit

Public Comment: For Tysons Corner, the proposal is to have three to six stations. We need to understand that under our new comprehensive plan language, the proposed sites have great potential for intense development. The trigger for this development is not when the station is constructed; it is when the funding package for transit has been executed by all funding stakeholders. (0147, 0147-T –4)

Response: *The change in development character in Tysons Corner is discussed in Chapter 5 of the Final EIS. The analysis in the Final EIS addresses potential development that is within Tysons Corner at the proposed transit station areas. The form of development and implementation of any site-specific private development opportunities within the corridor is under the control of the local government.*

Do Not Increase Density to Justify Rail Option

Public Comment: The rail project should be designed to handle current and future growth in the county that will occur, regardless of the transportation capacity. This rail project should not be used to justify increased growth -- as is already being suggested. (0007, 0007-E –1)

Public Comment: I prefer just not building this at all if the density of development must be raised. (0082, 0082-CC-3)

Response: *The project is being designed with consideration of both current and future growth. The regionally approved land use projections prepared by the Metropolitan Washington Council of Governments (Round 6.3) were used to project growth within the corridor. The local governments have adopted policies to implement transit-oriented development at stations if transit service is constructed in the corridor. These policies include density bonuses for some parcels that are in proximity to the station platforms and would allow for higher levels of mixed-use, pedestrian-friendly development than would otherwise exist without transit in the corridor. Although these policies are intended to support transit within the corridor, the increase in growth associated with these policies is not part of the project justification.*

Impacts of Metrorail Alignment Options on Future Land Use

Public Comment: How many millions of square feet developed land can occur in Tysons Corner? If we select alignment T-1, which will have office, retail, hotel, industrial, institutional and residential, we could have 2.5 million square feet of development. Alignment T-6 and T-9, using the same uses, it can add up to 3.2 million square feet of development. And alignment T-4, the uses add up to 4.4 million square feet of development. (0147, 0147-T –5)

Response: *The Project Team recommended and the decision-makers selected the Metrorail Extension with Alignment T6 in Tysons Corner as the Locally Preferred Alternative. Alignments*

T1, T4 and T9 were eliminated from further consideration after the public and interagency review and comment on the Draft EIS. As studied in the Draft EIS, the level of developed land within Tysons Corner would have varied depending on the number of stations built and the provision of bonuses due to the inclusion of housing within the mix of development, as controlled in the land use regulations of Fairfax County. Information from Fairfax County indicated that the total amount of developed land, also known as build-out, varied from a three- station alignment such as T1 with a total of about 66 million square feet of development (including residential development and the use of density and housing bonuses), to a maximum of about 70 million with a six-station alignment such as T4 (including residential development and the use of density and housing bonuses). The overall amount, form of development, and implementation of any site-specific private development opportunities within the corridor is under the control of the local government. This level of analysis was prepared to allow decision makers to discern major difference in development potential among the alternatives studied in the Draft EIS. Only corridor development projections for the Wiehle Avenue Extension and the full LPA were presented in the Final EIS.

Increase Station-Area Density to Better Compete for Federal Funds

Public Comment: My concern is that I think that we have shot too low in terms of the amount of development that we are going to allow around the stations. We are going to have to compete with an awful lot of high interest people for the money that we are going to get from Federal government, and what we need is to demonstrate that we are going to get more tax improvement from the uses around the station, which means that we should consider upping the density around the stations. (0171, 0171-T –1)

Response: *The actual level of development and implementation of local land use regulations around the stations is under the control of the local government. Only those plans and regulations that are approved were considered in the Final EIS.*

Local Government Control on Future Land Use

Public Comment: How could government intervention be used to redirect and limit the location of additional businesses and housing along the corridor? (0235, 0235-E –3)

Response: *As described in Chapter 5 of the Final EIS, the land use plans adopted by local governments within the Dulles Corridor contain guidelines to support higher densities, mixed-use development, and walkable, bicycle-friendly development patterns near the transit stations.*

Rail Will Not Impact Development in Dulles Corridor

Public Comment: The fourth urban legend that somehow rail is going to magically transform into this cornucopia of extra development around rail stations, I can tell you as a professional developer that is not going to happen for two reasons. First of all, there is no land, the Dulles corridor is built out, and second, the economics of building buildings is dominated by on-site parking and transit is not going to affect that. (0184, 0184-T –5)

Response: *The growth projections used in the Final EIS are the regionally adopted land use projections as prepared by the MWCOG (Round 6.3)₂ which indicate that the corridor is not built out, even in Reston. The recently adopted land use regulations do include the opportunity to increase new residential development in the transit station areas, that would provide additional residential development in Reston, and these regulations do encourage affordable housing in the corridor. As stated in the Final EIS, the development totals are presented as a build-out scenario in that high levels of development are Chapter 5 shows that there is still additional development opportunity within the corridor.*

Metrorail's role in encouraging development is to offer alternative means of travel and increased mobility for the Dulles Corridor. The LPA, would support the economic development goals of

Fairfax County. The Fairfax County Comprehensive Plan, states, “the interests of the County as a whole are best served by a Metrorail transit system that penetrates the [Tysons Corner] core and brings riders to the jobs and shopping that are a major part of the foundation of the County’s economic well-being.”

Fairfax County Chamber of Commerce Recommends Transit-Oriented Development

Public Comment: In addition, the Fairfax County Chamber of Commerce recommends that the affected jurisdictions continue to pursue joint development efforts to provide for the ancillary facilities necessary to foster the success of mass transit service in the Dulles Corridor. On behalf of the Fairfax County Chamber of Commerce and its member businesses collectively employing over 650,000 employees throughout the Washington metropolitan region, I thank you for your consideration. (0233, 0426-M –40)

***Response:** Joint development opportunities are discussed in Chapter 5 of the Final EIS. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be the goals of the efforts. However, all land use decisions such as the provision of affordable housing and phasing of development are under the jurisdiction of local government.*

Concern Over Loss of Affordable Housing at McLean Commons

Public Comment: My concerns I am addressing to the local elected leaders and land-use planners: I am concerned for my neighbors who live in the McLean Commons Apartment Complex. The complex was recently bought by a developer who plans to raze these decent, affordable apartments and build a complex of luxury high-rise apartments. This would throw these people out of their homes, and in their place bring in thousands of more cars to the immediate area (for not all new residents will be car-less & rely solely on Metro). While I applaud the idea of placing high density housing near metro stations, I oppose taking away existing affordable high density housing in favor of more luxury development. Fairfax County doesn’t need any more luxury anything, especially when it comes at the expense of the people who are more likely to rely on public transit. (0034, 0034-CC-2)

Public Comment: Without Metro fully operational, the proposed change in the comprehensive plan for the redevelopment of the McLean Commons should not be approved or even looked at. We do not disagree with the need for rail to Dulles airport or its need in the Route 7 corridor, but not at the expense and destruction of the commons. Let’s not let the developers push more people upon us until we have an infrastructure in place. We know what is in the best interests of the developers. What is important is what is in the best interests of McLean, Pimmit Hills and Tysons residents. When the building is done, the developers go home, but we will still be here facing larger problems than we do now. And just as an aside, would you really want to live in a building that is above where a metro train goes through? (0159, 0159-T –5)

***Response:** The analysis contained in the Final EIS did not incorporate any specific redevelopment plans such as the conversion of McLean Commons mentioned in the comment, or any pending development proposals for the area. Fairfax County has the control over land use decisions in relation to any proposals for McLean Commons.*

Lack of Affordable Housing in Northern Virginia

Public Comment: Solutions to social needs: In localities, such as northern Virginia, 36 hours of work are required at minimum wage to pay Fair Market Rents; this is nearly 92 percent of a full-time work week. There is no land for housing development of any sort in Reston; we are built out. There are problems with over-occupancy in Fairfax County and we are shifting the burden of commuting to those who can least afford it. (In Northern Virginia this includes teachers, police officers and nurses.) (0209, 0209-M –5)

Response: *The growth projections used in the Final EIS are the regionally adopted land use projections as prepared by the MWCOG (Round 6.3), which indicate that the corridor is not built out, even in Reston. The recently adopted land use regulations do include the opportunity to increase new residential development in the transit station areas, that would provide additional residential development in Reston and these regulations do encourage affordable housing in the corridor. As stated in the Final EIS, the development totals are presented as a build-out scenario in that high levels of development are projected in some sections of the corridor. The development potential quantified in Chapter 5 shows that there is still additional development opportunity within the corridor.*

Apply Measures to Protect Open space in Dulles Corridor

Public Comment: Also we can apply measures to protect additional open space in the corridor in exchange for higher density in the station areas. In particular, we have often called on the state and the county to get buy-in from the rest of us and from the community by doing land exchanges. Parkland, you know, two miles from the station, in return for a developer getting air rights or development within a quarter mile of the station. (0149, 0180-T –10)

Public Comment: Finally, and I think this is very important in the Fairfax context, we need measures to protect additional open space in the corridor in exchange for higher density in the station areas. And I think Fairfax County, combined with the state, ought to staff offices that are specifically charged with doing land exchanges. Let's give the air rights away, but let's get open space protection within the same corridor at the same time. This should not be an excuse for doubling or tripling the densities, but making the density that is already planned for this corridor work better. It's the only way we're going to again reduce trips and improve. (0149, 0149-T –8)

Public Comment: Will nearby open space be protected to offset the new density? (0181, 181-T –5)

Public Comment: Finally, we need measures to protect additional open space in the corridor in exchange for higher density at the station areas. (0251, 0251-T –4)

Response:

As stated in Chapter 5 of the Final EIS, the land use plans adopted by local government within the Dulles Corridor all contain guidelines to support transit, higher densities, mixed-use development, and walkable, bike-friendly development patterns in close proximity to the transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts.

Doubt Over Fairfax County Growth Projections

Public Comment: We still believe in some fashion that Fairfax County is in a hypergrowth mode, aka the dot.com world, and I don't believe that assumption to be correct, but still we chase that master planning process as if it were true. (0191, 0191-T –3)

Public Comment: You will see flight from Fairfax County, and the last part of my presentation is on promises, and I will be among them. (0191, 0191-T –6)

Response: *The growth projections used in the preparation of the Final EIS are the regionally adopted land use projections (Round 6.3) prepared by MWCOG.*

B. Supplemental Draft EIS Comments

Public Comments

Utilize Options for Air Rights Development at Station Areas

Public Comment: We need to take better advantage of the air rights. (0171, 0171-T –3)

Public Comment: For rail west of Tysons Corner, focusing higher density within 1/4 mile of stations is essential, & that will require either air rights development or movable sidewalks. (0066, 0066-CC-5)

Public Comment: Consider either future air rights or an underground segment ground rights through the hill between the Wiehle Avenue and Reston Parkway stations for the rail and roadways. Add drawings showing how this could be compatible with the general plans. (0170, 0170-T –13)

Public Comment: Will air rights, large platforms over stations, be offered and/or maintained for potential higher density development? That is crucial in Reston, where we have a need for linking north and south Reston better, instead of the Chinese wall that we have now. (0181, 0181-T –4)

Public Comment: We encourage project leaders to allow offering of air rights with high-rise developments on platforms above some of the stations. There is a great interest in this concept, and we need your view of how it will affect this project. It is not mentioned in the DEIS. We would like to see the Ballston station model followed, and not the Vienna station model followed. (0188, 0188-T –3)

Public Comment: We need air right development plans, both private and public, including community services, affordable housing, open spaces, pedestrian and bike facilities, et cetera. All the great ideas that came out of the Reston charette that showed that these ideas about air rights development of that type have overwhelming support among knowledgeable actively participating residents of the community. (0173, 0173-T –7)

Public Comment: Among the alternatives to be analyzed is the impact of affecting the construction of high-rise developments on platforms above some of the stations. There is great interest in this concept and we need your view of how it will affect this project. It is not mentioned in the DEIS. (0158, 0158-T –5)

Public Comment: A proposal for air rights development over the Dulles Corridor cannot be implemented as part of this phase of the extension of rail transit in the Dulles Highway median. However, at some point in the future when economic and technical considerations permit it will be possible to more effectively bond together the two halves of the Reston Community now severed by the Dulles transportation corridor. To the extent feasible the design of rail stations must further the goal of linking opposite sides of the corridor. Nothing in the designs should in any way preclude future efforts to develop air rights linkages built across the Dulles transportation corridor. (0088, 0211-M –9)

Public Comment: What our new comprehensive plan amendments do is they bring the housing and the retail, they provide incentives to build that kind of development around the transit station areas. We had a charette, again sponsored by Supervisor Hudgins, that gave the community three days to take a look at what we wanted have out there, and in the Reston community we wanted to see air rights. We wanted to see the chance to bridge that Dulles airport access road and that toll road and nip the two sides of the community together with public plazas, community facilities, maybe schools, places of higher education. So we view it as a real opportunity to create transit-oriented villages out there, kind of in the vein that Reston was originally known for, with its fine planning. (0141, 0141-T –3)

Public Comment: During the FEIS and rail PE process we need hard work on...Air-rights development plans -- both private and public (community services, affordable housing, open spaces, pedestrian and bike facilities, etc.) (0173, 0213-M –5)

Public Comment: We encourage project leaders to allow offering of "air rights" with high-rise developments on platforms above some of the stations. There is great interest in this concept and we need your view of how it will affect this project. It is not mentioned in the DEIS. We would like to see the Ballston station model followed and not the Vienna station model. (0188, 0217-M –3)

Public Comment: To me the key words from the DEIS are found on pages 5-12, 13: "Much of the land within the station area consists of the DAAR and Dulles Toll Road and cannot be developed."

This statement:

1. Ignores the most significant factor of development near stations, intensity of development within the first 1/8th mile.
2. Ignores what is true, desirable and done in communities across the country, deck parks and air-space development.
3. Ignores solutions to social needs in Fairfax County, social equity and affordable housing.
4. Ignores the potential profits and revenues of air-space development. (0209, 0209-M –1)

Public Comment: 2. Deck parks and air-space development: In communities from Boston to Seattle, deck parks and air-space development are bridging communities that have been divided for decades by Federal Highway projects. Reston is divided exactly in half by the DAAR and the Dulles Toll Road. Plans should be made now for the inevitable reunification of Reston. (0209, 0209-M –4)

Public Comment: 4. Potential profits and revenues: We are going to spend an estimated 3 Billion dollars. Where is the return on our investment? Air-space development has the potential to add thousands of jobs and millions of dollars to northern Virginia's economy. The DEIS not only ignores this potential, but worse, it will also prevent this from ever happening. (0209, 0209-M –6)

Public Comment: We will optimize ridership, fare box and tax revenues through focusing the highest density within a quarter mile of the stations, and that means considering air rights development or moving sidewalks to speed pedestrians to the edge of the right of way. (0251, 0251-T –2)

Public Comment: By 2025 we need to reserve above ground for intra-Reston traffic to maintain our quality of life around the station areas. Consider either future air rights or an underground segment ("ground rights") through the hill between the Wiehle Ave. and Reston parkway stations for the rail and roadways. Add drawings showing how this could be compatible with the General Plans. (0210, 0210-M –8)

Public Comment: Among the alternatives to be analyzed is the impact of effecting the construction of high-rise developments on platforms above some of the stations. There is great interest in this concept and we need your view of how it will affect this project. It is not mentioned in the DEIS. (0158, 0223-M –4)

Response: *Higher density at station areas triggered by implementation of the LPA will open up opportunities for joint development, including opportunities for air rights development above transit stations. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of the local jurisdictions.*

With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators.

Public Comment: In addition, WEST GROUP PROPERTIES LLC supports the County's plans to increase land use density in the areas surrounding the proposed Metro stations including, where

economically feasible, air-rights developments over stations and parking facilities. Such a land use policy is essential to allow the County to realize the full range of benefits that the Metro system can provide. (0233, 0426-M –47)

Public Comment: We must have the foresight and ambition to exploit the inevitable creation of very high value areas along the Dulles Corridor. These areas most particularly include Reston. I agree with the comments of other people and local organizations suggesting the inclusion of planning for air rights at the Reston station stops. Air rights at these stops are particularly practical since the existing grades will allow for the roadbeds to be simply cut so that the Reston stations could be below grade. (0441, 0441-E –2)

Public Comment: Reston will be able to develop transit-oriented villages around its stations with the kind of mix of uses and careful attention to pedestrian scale, landscaping and design elements that is found in its first village center at Lake Anne. Those of us who attended the Reston Charrette were excited about using a deck over the Dulles Toll Road to provide a pedestrian link between north and south Reston and using air rights development to create plazas and bring in some of key public uses missing in Reston such as higher education facilities, schools, satellite community services, and public performance space. (0141, 0443-E –2)

Public Comment: Among the alternatives to be analyzed is the impact of even greater density than currently allowed at station areas, especially at Tysons, Reston Parkway and Wiehle Ave. One way this density could occur at the latter two stations is to allow offering of "air rights" with high-rise developments on platforms above some of the stations. There is great interest in this concept and we need your view of how it would affect this project. It is not mentioned in the DEIS. We would like to see the Clarendon Station model and not the Vienna station model. (0158, 0475-L –4)

Response: With respect to air rights development above Metrorail stations in freeway medians and Tysons Corner, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators.

General Plans Do Not Help unite North and South Reston

Public Comment: The General Plans do little to help knit together north and south Reston. Future air rights must be considered. (0233, 0426-M –6)

Public Comment: The general plans do little to help knit north and south Reston together. (0170, 0170-T –4)

Response: With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be the goals of the efforts. All land use decisions are under the jurisdiction of local government. It should be noted that the need to "knit together" north and south Reston is not related to the impacts of this project, since the presence of the Dulles Toll Road between north and south Reston is part of the existing condition, and would not be a result of implementation of the LPA, within the corridor. One of the benefits of providing transit in the corridor may be to create pedestrian-friendly environments at the transit stations that can serve to enhance linkages as implemented by Fairfax County.

Consider Recommendations from the Reston Charette

Public Comment: At the April 2002 Reston Charrette there was an overwhelming consensus that air-rights development was an essential and major component for achieving the community's vision for the station areas. Much of what came out of that charrette focused on development with primary responsibility being the public sector -- e.g., affordable housing, public open spaces, public access facilities, linkages across the Dulles highway, community uses in and around the stations, and a possible major cultural center. Private development of housing, retail, office, and other uses was also envisioned, and some private sector investigation of this potential has already been done. In order to coordinate all these potential uses, a plan and a means to achieve them should be developed. This plan should be developed to assure the creation of very transit-oriented development and reduce non-transit-oriented development throughout the corridor. The ownership and control of air-rights development needs to be defined through a cooperative effort of Fairfax County, the Airports Authority, the Dulles Corridor Rapid Transit Project, and Virginia, in cooperation with community organizations and property owners. The control of uses for air-rights development is most logically a responsibility of Fairfax County through its Comprehensive Plan, zoning, and development control processes. A task force effort involving staff, community organizations, and property owners should be initiated soon in order to assure that potential opportunities are taken advantage of as the station development process proceeds. The County should review and modify all of its regulations as they relate to air-rights development to eliminate or modify inappropriate barriers such as current parking requirements and street standards. The County should also create incentives for transferring existing development rights from other localities to the station areas in order to assure a net reduction motor vehicle trips insofar as feasible. (0478, 0484-E -16)

Response: *The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be the goals of the efforts. All land use decisions are under the jurisdiction of local government.*

With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators.

Consider Opportunities for Air Rights at Reston Stations

Public Comment: The county park and ride site provides an excellent opportunity for a joint development project in Reston. While the community needs some parking, it also envisions an urban village center at the transit station with housing and shops, as well as offices. Given the strong community support for air rights development, we also want to work with the project engineers to ensure that the design and construction of the Reston stations enables this significant development opportunity. Air rights provide the opportunity to create landscapes plazas over the Dulles Toll Road/Dulles Airport Access Road linking north and south Reston. (0141, 0443-E -8)

Public Comment: The major issues at the Reston Parkway and Wiehle Avenue stations are station access issue, transit-oriented development, air-rights, and joint development of parking and mixed use at the Wiehle Avenue station. As you know, all of the major organizations in Reston - the Reston Association, Reston Community Association, and the Greater Reston Chamber of Commerce -- support four-quadrant access to the rail stations. The recently adopted amendments to the Fairfax County Comprehensive Plan include this goal for the transit station areas. We know this will require work closely with properties owner and developers to achieve. We would like to work the project engineers and the County to adopt guidelines and develop concept plans that show how this enhanced access could be achieved. We view the coming of rail to Reston as an opportunity to knit the community together. The last thing we want to see is the stations become yet another barrier between north and south and east and west in Reston. (0141, 0443-E -7)

Response: Opportunities for joint development at the Wiehle Avenue Station were identified in Chapter 5 of the Final EIS. The Project Team will continue to participate in the efforts of Fairfax and Loudoun counties and of private stakeholders for the creation of transit-oriented development at the new Metrorail stations. Advanced urban design and friendly pedestrian connections will be among the goals of these efforts. All land use decisions are under the jurisdiction of local governments.

Fairfax County Supervisor Hudgins has appointed the Wiehle Avenue Steering Committee, which will advise the County staff in the creation of a Request For Proposal (RFP) to solicit transit-oriented joint development proposals for a mixed use development of the County-owned parcel adjacent to the station. Using the conclusions from the Supervisor's Reston Charrette as a starting point, the committee is establishing the process, scope and criteria for the RFP.

With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators.

Population and Employment Projections

Public Comment: The Supplemental Draft EIS provides a range of "Population increase at stations" for Phase 1 that is so extreme and wide as to be meaningless: 13%-986% (e.g., TABLE 2-2). (0068 0173-30)

Response: The population percentages displayed in Table 2-2 of the Supplemental Draft EIS represented the range of potential population increases at the different station areas. Additional detail regarding the station area development potential is presented in Chapter 5 of the Final EIS. These percentages represent the potential effects of the maximum development that would be permitted under current zoning regulations and allowable density bonuses with implementation of the LPA.

Need for Funding of Transit Oriented Development

Public Comment: PEC proposes that the TODs west of Tysons be targeted for funding based on criteria of housing and employment levels that are reasonably expected to occur rather than on date certain straight-line trend projections stretching out many decades. (0115 0135-3)

Response: As described in Chapter 5 of the Final EIS, the regionally approved land use and population estimates developed by MWCOG (Round 6.3) were used for the No Build Alternative. The actual level of development and implementation of any site-specific development opportunities within the corridor are under the control of the local jurisdictions. The level of development projected in the Final EIS represents the maximum allowable development under current zoning regulations and allowable density bonuses with implementation of the LPA.

Use of Air Rights Over Station

Public Comment: The use of air rights over stations, where the development would be economically feasible, would stimulate new revenue for the system and for the jurisdictions. As the project moves forward, opportunities for air rights developments should be welcomed and incorporated in station design. (0108 0127-7)

Public Comment: [Reston Association] supports the air rights concept for a deck over the Dulles corridor highways that would accommodate parking, direct access for pedestrians, bicycles, and feeder buses, and mixed-use development. (0039 0040-10)

Public Comment: [Reston Citizen's Association] supports the air rights development of a deck over the Dulles highway that would accommodate parking, provide access for pedestrians, bicycles, and feeder buses from all directions, and supports mixed-use development immediately adjacent to the station entrances above the highway in order for the community to be integrated across the highway and integrated with the station. (0040 0041-7)

Response: *With respect to air rights development above Metrorail stations in freeway medians, the Project Team acknowledges that the two Counties govern land use and that FAA, MWAA, VDOT and TRIP II, as the owners and/or operators of the DIAAH, Dulles Toll Road and Dulles Greenway, must be involved. Therefore, the Project Team will await any initiative of the two Counties with the involvement of the highway owners and operators.*

Need for Transit Oriented Development Patterns

Public Comment: The existing condition is that the current Virginia Transit System has multiple transit stations in place that continue to fail as actual transit-oriented development. Those stations are instead commuter depositories that perpetuate the myth that we can live 50 miles from our job and expect a speedy, uncomplicated trip to work and back home daily. The priority capital investment of both public and private sectors should be in those nonfunctioning TODs. (0115 0135-2)

Public Comment: The more immediate need is to invest in transforming the nonfunctioning rail stations into viable transit-oriented developments and to secure the Tysons, Springfield, and Wilson Bridge TOD additions. (0115 0135-4)

Response: *Comment Noted. Your participation in the public hearings and your opinions regarding what you believe would best serve the needs of the Dulles Corridor and region are important to us and were considered by decision-makers in revising the LPA and preparation of the Final EIS.*