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Department of Planning & Zoning**

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**STAFF REPORT
2005-2006 AREA PLANS REVIEW**

SUPERVISOR DISTRICT: Mount Vernon, Lee

APR ITEM: 05-IV-4LP
05-IV-35MV

NOMINATOR(S): Errol Bergsagel (Mount Vernon Council of Citizens Associations)

ACREAGE: N/A

TAX MAP I.D. NUMBER(S): N/A

GENERAL LOCATION: Route 1 – Richmond Highway, between the Capital Beltway and the Occoquan River

PLANNING AREA(S): Area IV

District(s): Mount Vernon, Lower Potomac Planning Districts

Sector(s): MV1 Huntington, MV2 Hybla Valley, MV3 Belle Haven, MV5 Groveton, MV6 Fort Hunt, MV7 Mount Vernon, and MV8 Woodlawn, LP2 Lorton South Route 1, LP4 Fort Belvoir Community Planning Sectors

Special Area(s): N/A

ADOPTED PLAN MAP: N/A

ADOPTED PLAN TEXT: See attachment

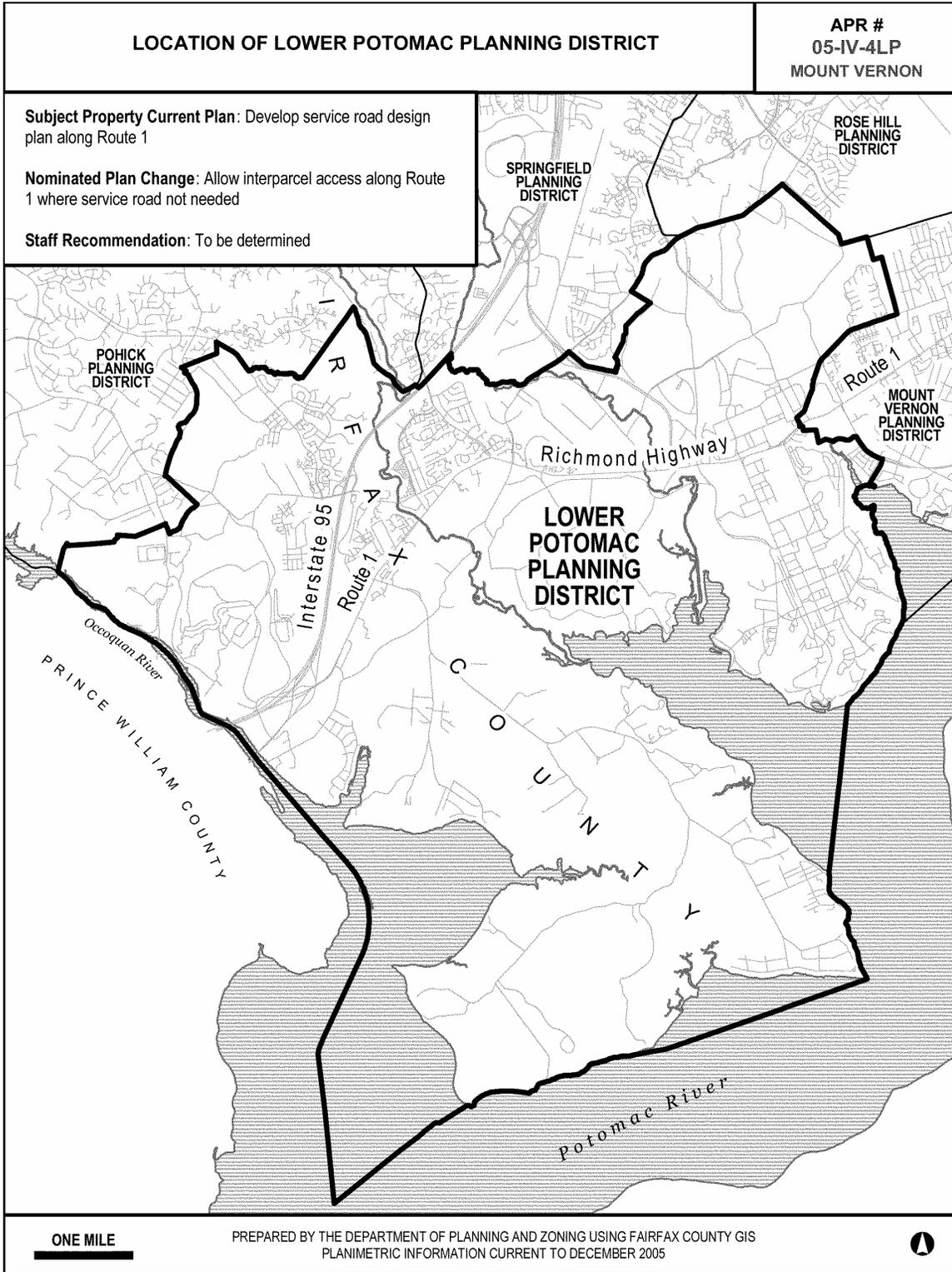
PROPOSED PLAN AMENDMENT:

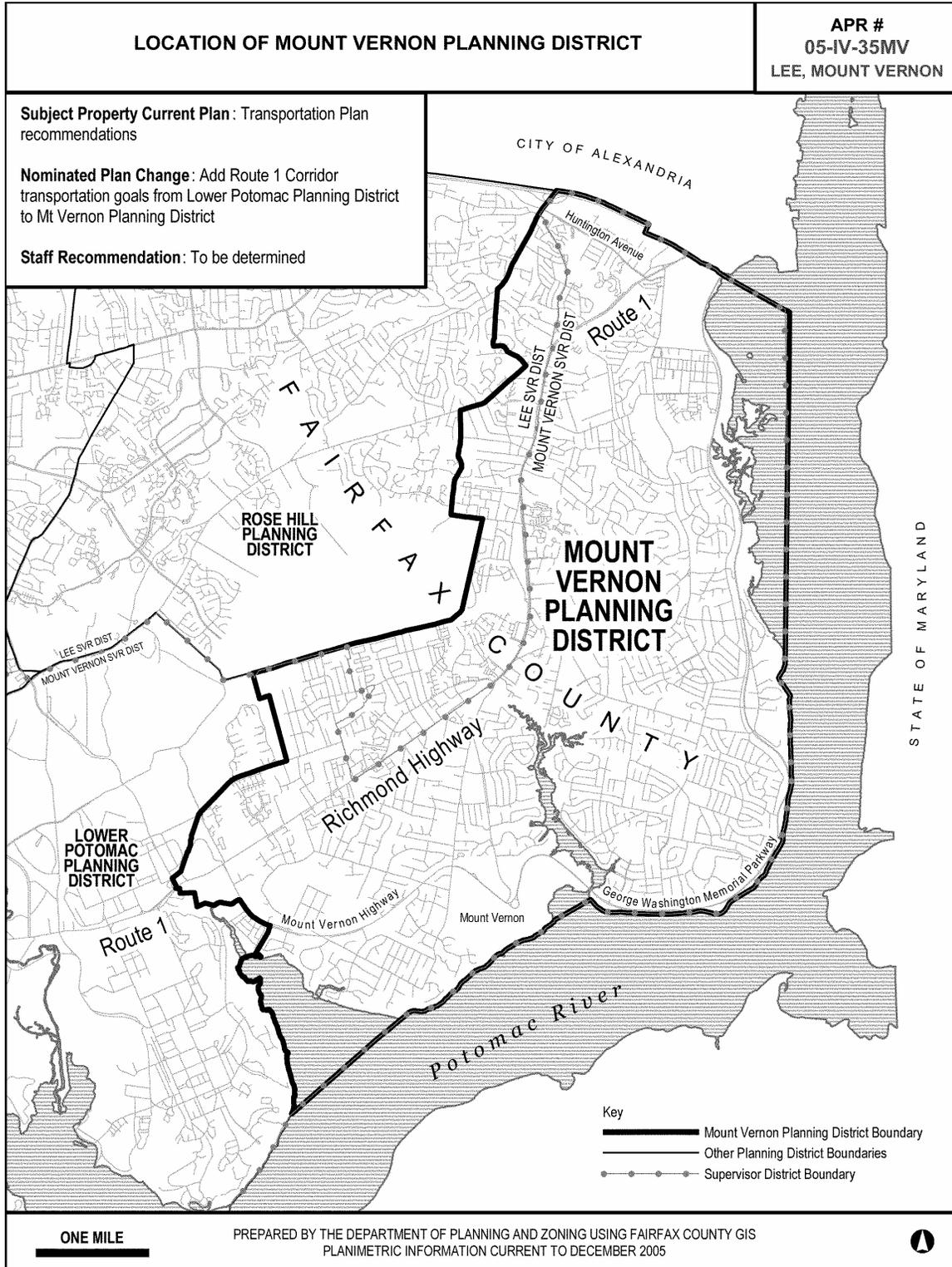
05-IV-4LP: Add text in the section on Service Roads under Transportation Goals for the Lower Potomac Planning District, Districtwide Recommendations, to permit inter-parcel access distant from Route 1 as a substitute where a service road is not needed to complete an existing system, or would generate traffic problems.

05-IV-35MV: Add text on Transportation Goals for the Lower Potomac Planning District to the Mount Vernon Planning Districtwide Recommendations, under Transportation, to correct an oversight.

SUMMARY OF STAFF RECOMMENDATION

Approve Nomination as submitted
 Approve Staff alternative
 Retain Adopted Plan





CONTEXT

General Location

The nomination involves the Richmond Highway transportation Plan recommendations for the Mount Vernon and Lower Potomac Planning Districts.

PLANNING HISTORY

No Comprehensive Plan changes were proposed for this area since 1997.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2003 Edition, Area IV, Lower Potomac Planning District, as amended through 6-20-2005, Overview Section, District-wide Transportation Recommendations, pages 5-8:

“Transportation Goals for the Route 1 Corridor

The following goals are intended to guide general transportation decisions in the Route 1 Corridor:

- Route 1 needs extensive improvements to accomplish the goals of (1) providing improved traffic circulation and increased traffic safety during both peak and non-peak hours; (2) maximizing the use of existing highway facilities to move people and goods more efficiently; (3) implementing a firm policy concerning service roads along Route 1, with clear design standards for their development; (4) promoting the increased usage of ridesharing and public transportation to reduce reliance on automobiles; and (5) minimizing the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of the district.

The following changes are recommended for accomplishment within the next twenty years. The changes are listed in order of their importance. Priorities for implementation should be consistent with the importance of the improvement, ease of accomplishment, and availability of funds.

- Access to/from the City of Alexandria - Widen Route 1 to six travel lanes plus acceleration/deceleration lanes from Fort Hunt Road to Franklin Street in Alexandria, in order to alleviate the present bottleneck into and out of Alexandria. This improvement is essential to the long-term benefit of other proposals for widening Route 1, improving Fort Hunt Road, and implementing HOV lanes south of this point.
- Service Roads - Develop and implement a Service Road Design Plan and Map for Route

1 between the Capital Beltway and the Occoquan River. In developing the Service Road Design Plan, consider the desirability of one-way versus two-way service roads. Develop a Service Road Design Plan which provides for construction of the remaining section of service road where needed to serve commercial and residential development and elimination of perpendicular curb cuts to reduce marginal friction for through traffic, construction of slip ramps between intersections, signalization, and turn prohibitions. Construct service roads which intersect cross streets as far back from the main roadway on Route 1 as practical, and connect directly with Route 1 at intersections. Until such a Service Road Design Plan is adopted, all development or redevelopment of properties fronting on Route 1 should provide or should dedicate land for a service road, with appropriate setback of the service road from the main roadway at signalized intersections.

- Public Transportation - Establish regular shuttle bus service along Route 1 between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Route 1. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of Route 1. Evaluate the long-term feasibility of using the median along Route 1 Highway for development of a people mover or light rail mass transit system.
- Route 1 Widening and Access - Widen to six travel lanes from the Buckman Road/Route 235 intersection to the Prince William County line. Limit access to the Route 1 main roadway between the Capital Beltway and the Occoquan River to signalized intersections, grade-separated interchanges, and slip ramps from service roads to the maximum extent possible. Where necessary, realign intersecting streets to eliminate offset and angled intersections with Route 1.
- Pedestrian/Bicyclist Services - Provide trails within the public right-of-way along the length of Route 1. Provide sidewalk access to the Route 1 main roadway between the Capital Beltway and the Occoquan River, where needed, to serve adjacent residential and commercial development. Provide adequately marked and appropriately controlled crosswalks to encourage pedestrian/bicyclist movement and assure pedestrian/ bicyclist safety.
- Traffic Signalization - Connect all traffic signals to a centrally controlled and performance monitored computer system. Minimize the addition of new traffic signals at any intersection currently without signals and encourage other alternatives for handling access to the main roadway on Route 1. When new traffic signals are installed, consider the consolidation of existing traffic signals. Prohibit left hand turns onto and off of unprotected Route 1 intersections.
- High Occupancy Vehicle (HOV) Lanes - Utilize the curb lanes along Route 1 HOV lanes for buses, carpools and vanpools during the AM and PM peak hours. Consider, however, HOV operation only if it can be accomplished without adding more travel

lanes, because widening the highway from six to eight lanes would be too disruptive to existing commercial and residential development. Implement the first phase of HOV operation from Fort Hunt Road to Buckman Road/Route 235 North in coordination with the widening of Route 1 over the Capital Beltway and the implementation of a Service Road Design Plan. Identify locations for commuter parking lots.

- Reversible Lanes - Use reversible lanes to handle peak hour traffic flows south of Fort Belvoir and study the feasibility of reversible lanes on the remainder of Route 1.
- Interchanges - Construct grade-separated interchanges to accommodate major turning movements onto and off of Route 1 only where such interchanges will not adversely impact on adjacent commercial or residential development and/or historic areas. Consider such interchanges, when constructed, on a north/south priority after the Fairfax County Parkway interchange is constructed.
- Funding Mechanism - In order to pay for the transportation improvements needed to support new development and redevelopment, create an impact fee, contribution formula, a special tax district or other mechanism to assess fees on any new commercial and residential projects along the Route 1 Corridor that involve an increase in density from present levels. South of Fort Belvoir, the creation of any funding mechanism should be coordinated with, or folded into, any Lorton Area Funding Plan being considered or adopted for that area. Develop standard formulas based upon formulas used elsewhere in Fairfax County.”

ANALYSIS

05-IV-35MV: Transportation Goals for the Route 1 Corridor were adopted for the Lower Potomac Planning District during the Planning Horizons process 1990-1991, but were left out of the Mount Vernon Planning District portion of the Area IV Plan. Staff acknowledges that these goals should have been applied to both districts, but through an oversight were left out of the Mount Vernon portion of the Comprehensive Plan. Since the time these goals were adopted, progress has made in implementing much of this policy and design guidance. In 1999, an amendment to the Comprehensive Plan governing the Richmond Highway Corridor Area (Mount Vernon Planning District) was adopted. This amendment updated and revised some of the previous policy and design guidance for the Richmond Highway Corridor.

05-IV-4LP: Transportation Goals for the Route 1 Corridor should apply to both the Lower Potomac Planning District as well as the Mount Vernon Planning District portion of the Area IV Plan, as per APR nomination 05-IV-35MV, which staff supports in revised form. This amendment would therefore apply to both Districts, even though it is nominated only for the Lower Potomac Planning District. Interparcel access as a replacement for service roads along the Richmond Highway Corridor was adopted as a policy in the Comprehensive Plan amendment of the Richmond Highway Corridor Area plan in 1999.

RECOMMENDATION

Staff recommends approval of a staff alternative which adds this text to the Mount Vernon District transportation section of the Area IV Plan, but with some editing and updating to reflect current and adopted policy and design guidance for the Richmond Highway Corridor. The staff alternative supports the inclusion of the transportation recommendations from the Lower Potomac Planning District in the Mount Vernon Planning District section. It also replaces the reference to “Route 1” with “Richmond Highway.” Furthermore, with the approval of 4LP and 35MV simultaneously, the nominated changes proposed in 4LP also would apply to the Mount Vernon Planning District as well.

MODIFY: Fairfax County Comprehensive Plan, 2003 Edition, Area IV, Lower Potomac Planning District, as amended through 6-20-2005, Overview Section, District-wide Transportation Recommendations, pages 5-8, and

ADD ALL

TEXT: Fairfax County Comprehensive Plan, 2003 Edition, Area IV, Mount Vernon Planning District, as amended through 4-25-2005, Overview Section, District-wide Transportation Recommendations, pages 4:

(Additions are shown underlined; deletions are shown with a ~~striketrough~~):

“Transportation Goals for the ~~Route 1~~ Richmond Highway Corridor

The following goals are intended to guide general transportation decisions in the ~~Route 1~~ Richmond Highway Corridor:

- ~~Route 1~~ Richmond Highway needs extensive improvements to accomplish the goals of (1) providing improved traffic circulation and increased traffic safety during both peak and non-peak hours; (2) maximizing the use of existing highway facilities to move people and goods more efficiently; (3) implementing a firm policy concerning service roads along ~~Route 1~~ Richmond Highway, with clear design standards for their development; (4) promoting the increased usage of ridesharing and public transportation to reduce reliance on automobiles; and (5) minimizing the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of the district.

The following changes are recommended for accomplishment within the next twenty years. The changes are listed in order of their importance. Priorities for implementation should be consistent with the importance of the improvement, ease of accomplishment, and availability of funds.

- Access to/from the City of Alexandria - Widen ~~Route 1~~ Richmond Highway to six travel

lanes plus acceleration/deceleration lanes from Fort Hunt Road to Franklin Street in Alexandria, in order to alleviate the present bottleneck into and out of Alexandria. This improvement is essential to the long-term benefit of other proposals for widening ~~Route 1~~ Richmond Highway, improving Fort Hunt Road, and implementing ~~HOV lanes~~ rail or bus rapid transit south of this point.

- Service Roads - Develop and implement a Service Road Design Plan and Map for ~~Route 1~~ Richmond Highway between the Capital Beltway and the Occoquan River. Permit interparcel access distant from Richmond Highway, as substitute where a service road is not needed to complete an existing system, or would generate traffic problems. In developing the Service Road Design Plan, consider the desirability of one-way versus two-way service roads. Develop a Service Road Design Plan which provides for construction of the remaining section of service road where needed to serve commercial and residential development and elimination of perpendicular curb cuts to reduce marginal friction for through traffic, construction of slip ramps between intersections, signalization, and turn prohibitions. Construct service roads which intersect cross streets as far back from the main roadway on ~~Route 1~~ Richmond Highway as practical, ~~and~~ connecting directly with ~~Route 1~~ Richmond Highway at intersections. Until such a Service Road Design Plan is adopted, all development or redevelopment of properties fronting on ~~Route 1~~ Richmond Highway should provide or should dedicate land for a service road, with appropriate setback of the service road from the main roadway at signalized intersections.
- Public Transportation - Establish regular ~~shuttle~~ bus service along ~~Route 1~~ Richmond Highway between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of ~~Route 1~~ Richmond Highway. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of ~~Route 1~~ Richmond Highway. Evaluate the long-term feasibility of using the median along ~~Route 1~~ Richmond Highway for development of a people mover or light rail mass transit system.
- ~~Route 1~~ Richmond Highway Widening and Access - Widen to six travel lanes from the Buckman Road/Route 235 intersection to the Prince William County line. Limit access to the ~~Route 1~~ Richmond Highway main roadway between the Capital Beltway and the Occoquan River to signalized intersections, grade-separated interchanges, and slip ramps from service roads to the maximum extent possible. Where necessary, realign intersecting streets to eliminate offset and angled intersections with ~~Route 1~~ Richmond Highway.
- Pedestrian/Bicyclist Services - Provide trails within the public right-of-way along the length of ~~Route 1~~ Richmond Highway. Provide sidewalk access to the ~~Route 1~~ Richmond Highway main roadway between the Capital Beltway and the Occoquan River, where needed, to serve adjacent residential and commercial development.

Provide adequately marked and appropriately controlled crosswalks to encourage pedestrian/bicyclist movement and assure pedestrian/ bicyclist safety.

Traffic Signalization - Connect all traffic signals to a centrally controlled and performance monitored computer system. Minimize the addition of new traffic signals at any intersection currently without signals and encourage other alternatives for handling access to the main roadway on ~~Route 1~~ Richmond Highway. When new traffic signals are installed, consider the consolidation of existing traffic signals. Prohibit left hand turns onto and off of unprotected ~~Route 1~~ Richmond Highway intersections.

- ~~High Occupancy Vehicle (HOV) Lanes~~—Utilize the curb lanes along ~~Route 1~~ as HOV lanes for buses, carpools and vanpools during the AM and PM peak hours. Consider, however, HOV operation only if it can be accomplished without adding more travel lanes, because widening the highway from six to eight lanes would be too disruptive to existing commercial and residential development. Implement the first phase of HOV operation from Fort Hunt Road to Buckman Road/Route 235 North in coordination with the widening of Route 1 over the Capital Beltway and the implementation of a Service Road Design Plan. Identify locations for commuter parking lots.
- ~~Reversible Lanes~~—Use reversible lanes to handle peak hour traffic flows south of Fort Belvoir and study the feasibility of reversible lanes on the remainder of ~~Route 1~~.
- Interchanges - Construct grade-separated interchanges to accommodate major turning movements onto and off of ~~Route 1~~ Richmond Highway only where such interchanges will not adversely impact on adjacent commercial or residential development and/or historic areas. Consider such interchanges, when constructed, on a north/south priority after the Fairfax County Parkway interchange is constructed.
- Funding Mechanism - In order to pay for the transportation improvements needed to support new development and redevelopment, create an impact fee, contribution formula, a special tax district or other mechanism to assess fees on any new commercial and residential projects along the ~~Route 1~~ Richmond Highway Corridor that involve an increase in density from present levels. South of Fort Belvoir, the creation of any funding mechanism should be coordinated with, or folded into, any Lorton Area Funding Plan being considered or adopted for that area. Develop standard formulas based upon formulas used elsewhere in Fairfax County.”

The Comprehensive Plan Map will not change.