

# Embark Richmond Highway Advisory Group Meeting #3

December 9, 2015



# Presentation Outline

- Project Recap and Detailed Approach
- Current Comprehensive Plan – Corridor Land Use Recommendations
- Land Use Comparison - VDRPT and Comprehensive Plan land uses
- Questions and Answers

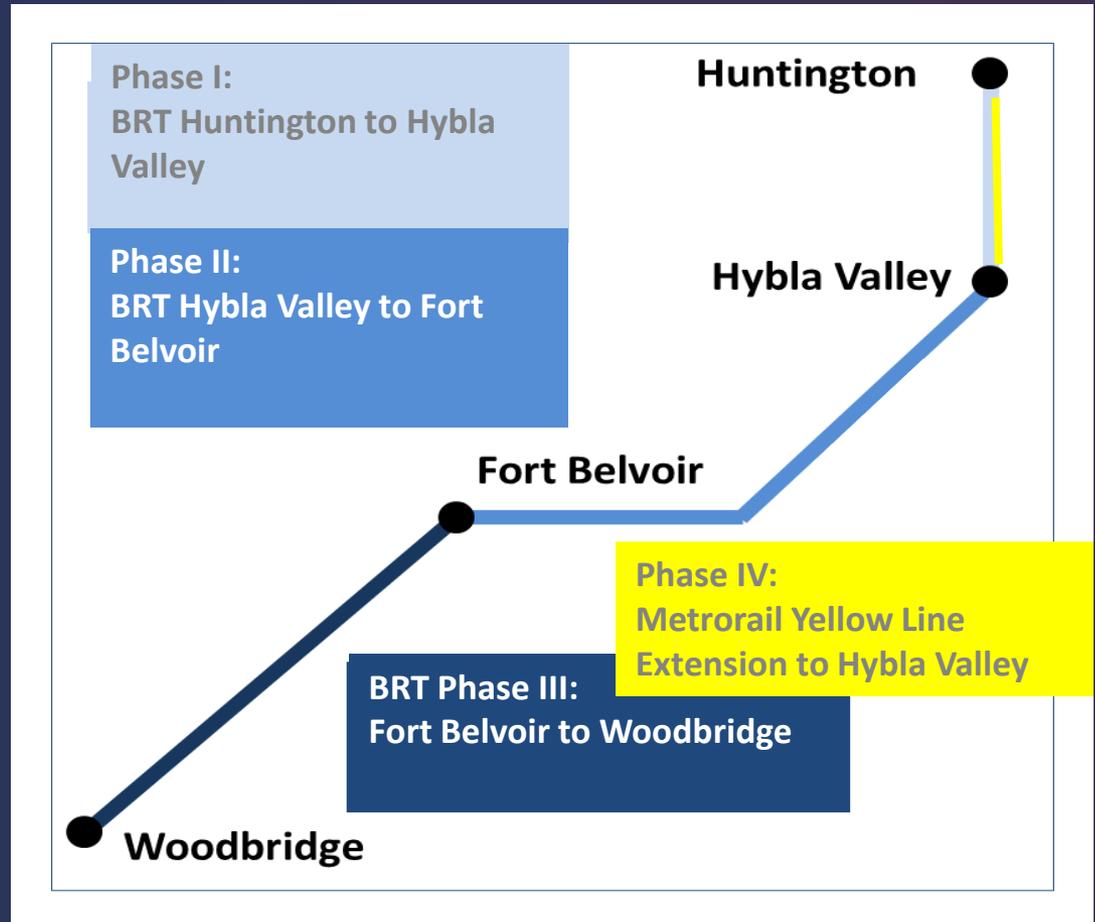
# I. PROJECT RECAP AND DETAILED APPROACH

# Route 1 Multimodal Alternatives Analysis

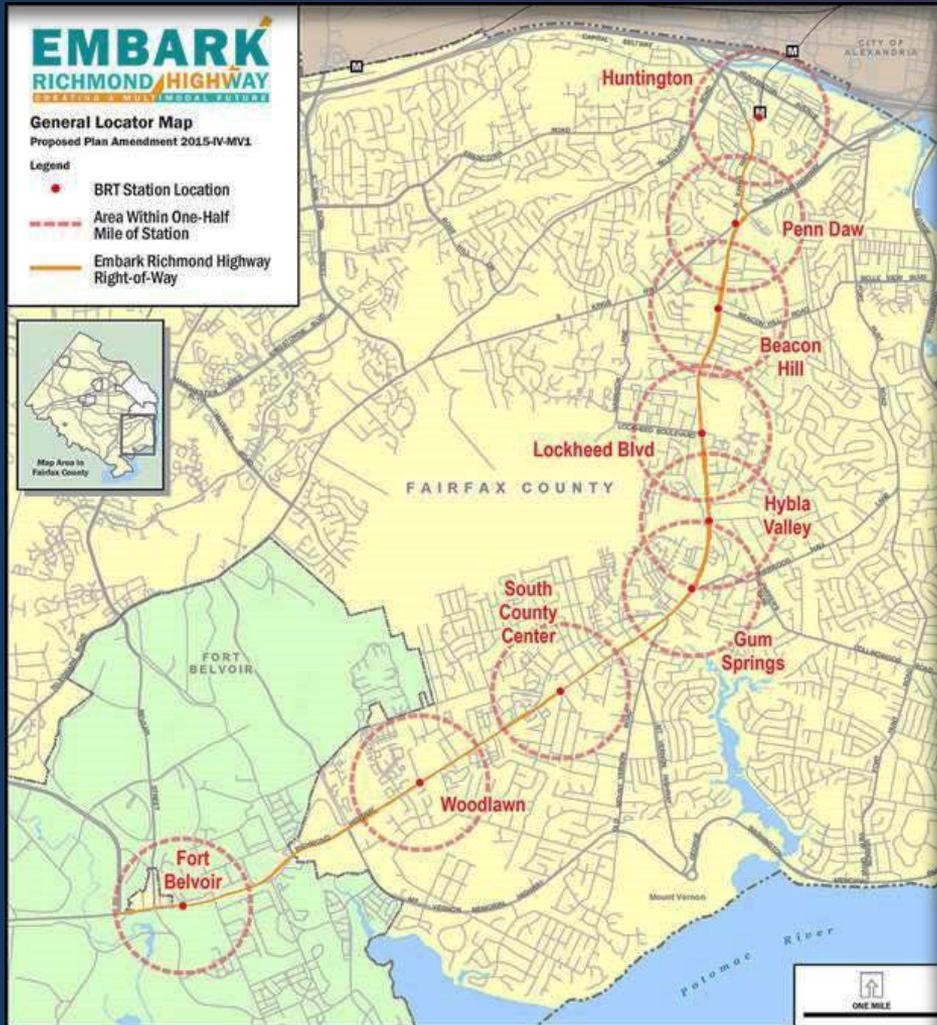
## Executive Steering Committee Resolution:

### “BRT/Metrorail Hybrid” (Alt 4)

- Median running Bus Rapid Transit (BRT)
- Metrorail extension to Hybla Valley
- Roadway Widening
- Bicycle and Pedestrian Facilities

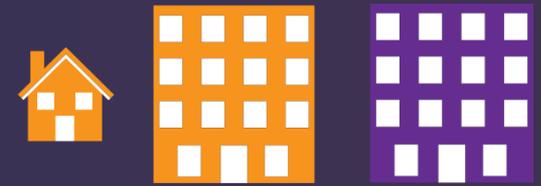


# Board of Supervisors Action - May 12, 2015

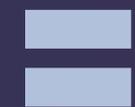


1. Endorsed the Route 1 AA Executive Steering Committee Resolution for multimodal improvements of “BRT/Metrorail Hybrid.”
2. Authorized a Comprehensive Plan amendment to assess and refine the Route 1 AA recommendations, Huntington to Accotink Village, Fort Belvoir.
3. Directed staff to conduct an EA and initiate design for BRT and the associated road widening of Route 1, from the Huntington Metrorail Station to Accotink Village.

# Linking Land Use and Transportation Planning



Increased demand for residential units, commercial space and transit ridership



Support high quality community development and enhanced transit

# Embark General Timeline and Key Components

## Spring 2015 – Spring 2016

- Develop policy guidance for BRT and Metrorail
- Evaluate and refine BRT station locations
- Evaluate land uses within ½ mile radius around stations

## Summer 2016 – Summer 2017

- Assess infrastructure requirements:
  - Transportation analysis
  - Schools, parks, public safety, etc.
- Revise street cross sections and corridor design standards

## Fall 2017 – Early 2018

- Refine land uses based on impact analysis
- Finalize land use and transportation recommendations
- Conduct public hearings (final action on Plan amendment)

## Early 2018 – End of 2018

- Additional Activities:
- Complete urban design guidelines

Road Widening Env. Assess. (VDOT)

BRT Env. Assess. (FCDOT)

Public Outreach

# Plan Amendment Detailed Schedule

Fall 2015 through Spring 2016



## Existing Conditions

- Fall – Gather Data (demographics, traffic counts, public facilities)
- Winter – Draft map-based profiles
- February 2016 – Advisory Group (AG) review
- March 2016 – Revise profiles



## BRT and Metrorail policy guidance

- Fall – Revise policy guidance to include BRT and Metrorail
- February 2016 – AG review
- March 2016 – Publish revised draft



## Land Use Review

- Fall – Data Collection and Comparison
- Winter – Draft preliminary issues and scenarios, including refining conceptual grid/station location
- March 2016 – AG review of preliminary draft

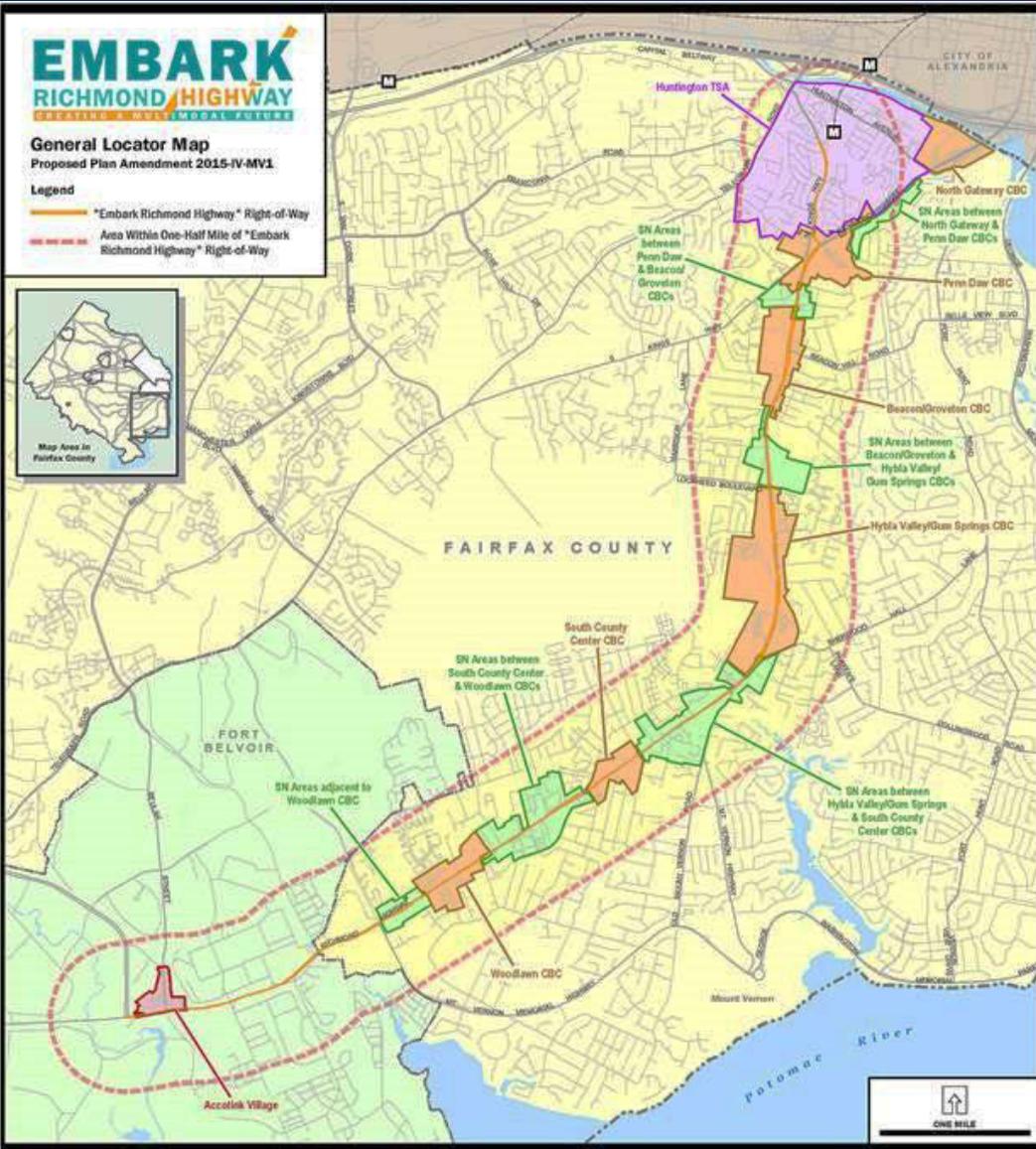
Fall  
2015 -  
Strategy  
and  
Toolkit

Public Outreach

Spring  
2016 –  
Public  
Meeting

## II. ADOPTED COMPREHENSIVE PLAN: CORRIDOR LAND USE

# Comprehensive Plan Guidance



## Concept for Future Development:

- Six development nodes
  - Huntington Transit Station Area
  - 5 Community Business Centers
    - Penn Daw CBC
    - Beacon Groveton CBC
    - Hybla Valley CBC
    - South County Center CBC
    - Woodlawn CBC
  - Suburban Neighborhoods
    - Areas surrounding CBCs, including between CBCs
    - Accotink Village

# Comprehensive Plan Guidance

**Transit Station Areas:** Areas that are adjacent to and directly influenced by the presence of access points to the Metrorail system.

- *Promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the station.*
- *Shaped by the area's access characteristics and the relationship of the station to surrounding stable neighborhoods.*
- *A balance of uses and implementation of design guidelines should be achieved to create desirable neighborhoods.*



# Comprehensive Plan Guidance

**Community Business Centers:** Older areas that emerged along major roadways

- *Redevelopment should encourage a mix of uses focused around a core area of higher intensity and create a more vibrant environment throughout the day.*
- *Protect surrounding stable residential neighborhoods.*
- *Emphasize design that advances pedestrian amenities and circulation.*
- *Optimize the generally older road networks.*



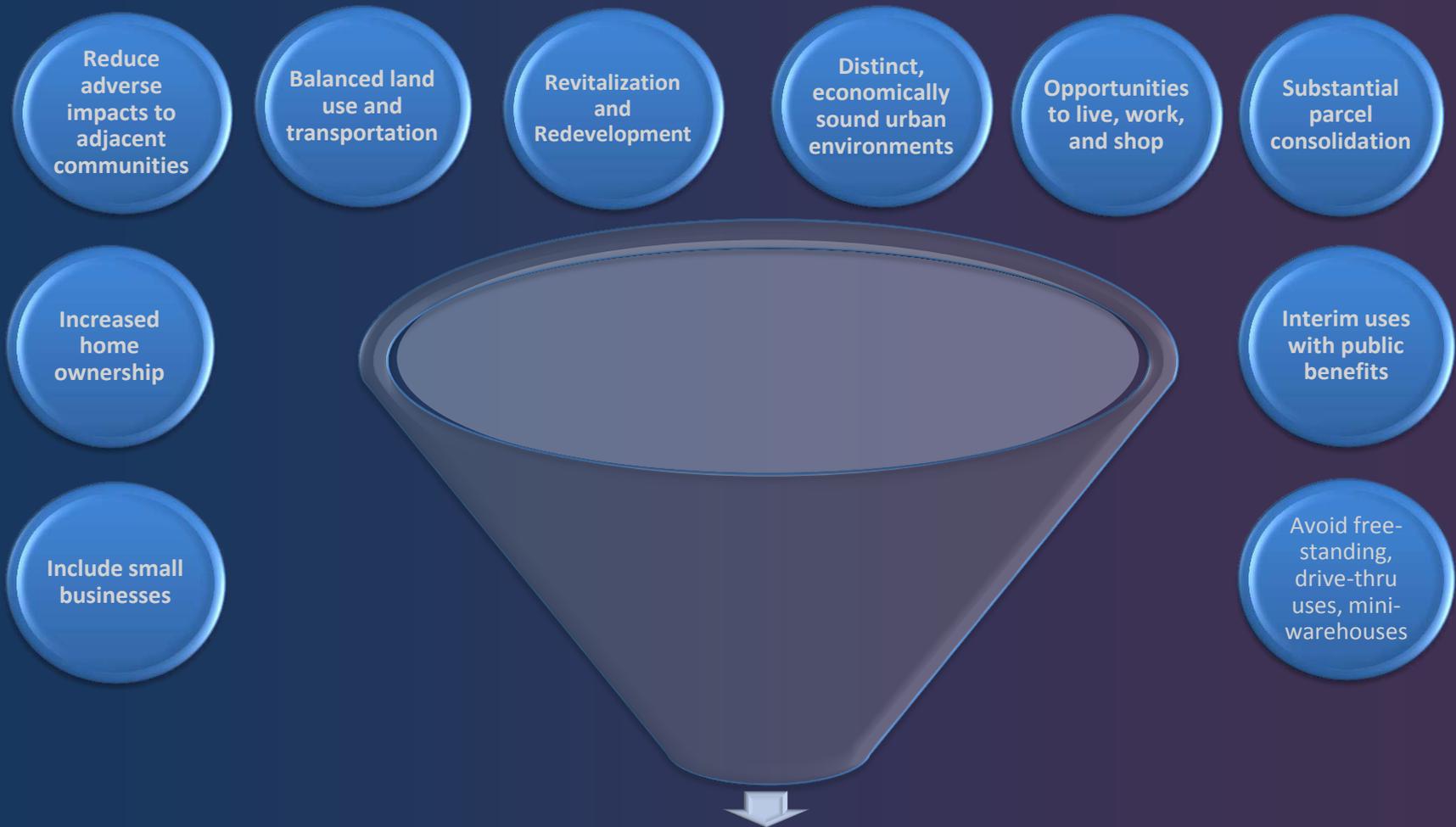
# Comprehensive Plan Guidance

**Suburban Neighborhoods:** Established neighborhoods containing a broad mix of residential densities, styles, parks and open space

- *Considered to be stable areas of little or no change.*
- *Where appropriate, supporting neighborhood-serving commercial services, public facilities, and institutional uses are encouraged, provided that the proposed intensities and character are compatible with the surrounding area.*
- *Parks and recreation facilities as needed to serve residents.*
- *Designed to prevent adverse impacts on nearby lower-density residential uses.*
- *Reliance on the automobile should be diminished by encouraging the provision of pedestrian accessible community-serving retail and support uses.*



# Richmond Highway Corridor Land Use Planning Goals and Objectives



Decisions about land use,  
development, and preservation

# Richmond Highway Corridor Transportation Objectives

Improve traffic  
circulation and traffic  
safety

Maximize the  
efficiency of existing  
facilities

Minimize impact of  
highway widening,  
roadway alignments,  
and new projects on  
adjacent residential  
areas, sensitive  
environmental areas

Promote TDM  
strategies and public  
transportation to  
reduce vehicle trips



Decisions about transportation  
planning

# III. LAND USE COMPARISON – VDRPT AND COMPREHENSIVE PLAN LAND USE

# Comprehensive Plan:

## Land Use Measurement = Density and Intensity

Residential Density = dwelling units per acre (du/ac)



3-4 du/ac (single family detached)



5-8 du/ac (townhouses)



16-20 du/ac (garden apts.)



30-40 du/ac (mid-rise apartments)

Non-residential Intensity = Floor Area Ratio (FAR)

FLOOR AREA (sq. ft.)  
of building

LAND AREA (sq. ft.)



Retail Use  
at 0.35 FAR



Office use  
at 0.50 FAR



Mixed-use  
>1.0 FAR

# VDRPT Route 1 AA:

Land Use Measurement = Activity Density

Population + Jobs

$$\text{Activity Density (AD)} = \frac{\text{Population + Jobs}}{\text{Acreage}}$$



Rosslyn (98)



Clarendon (57)

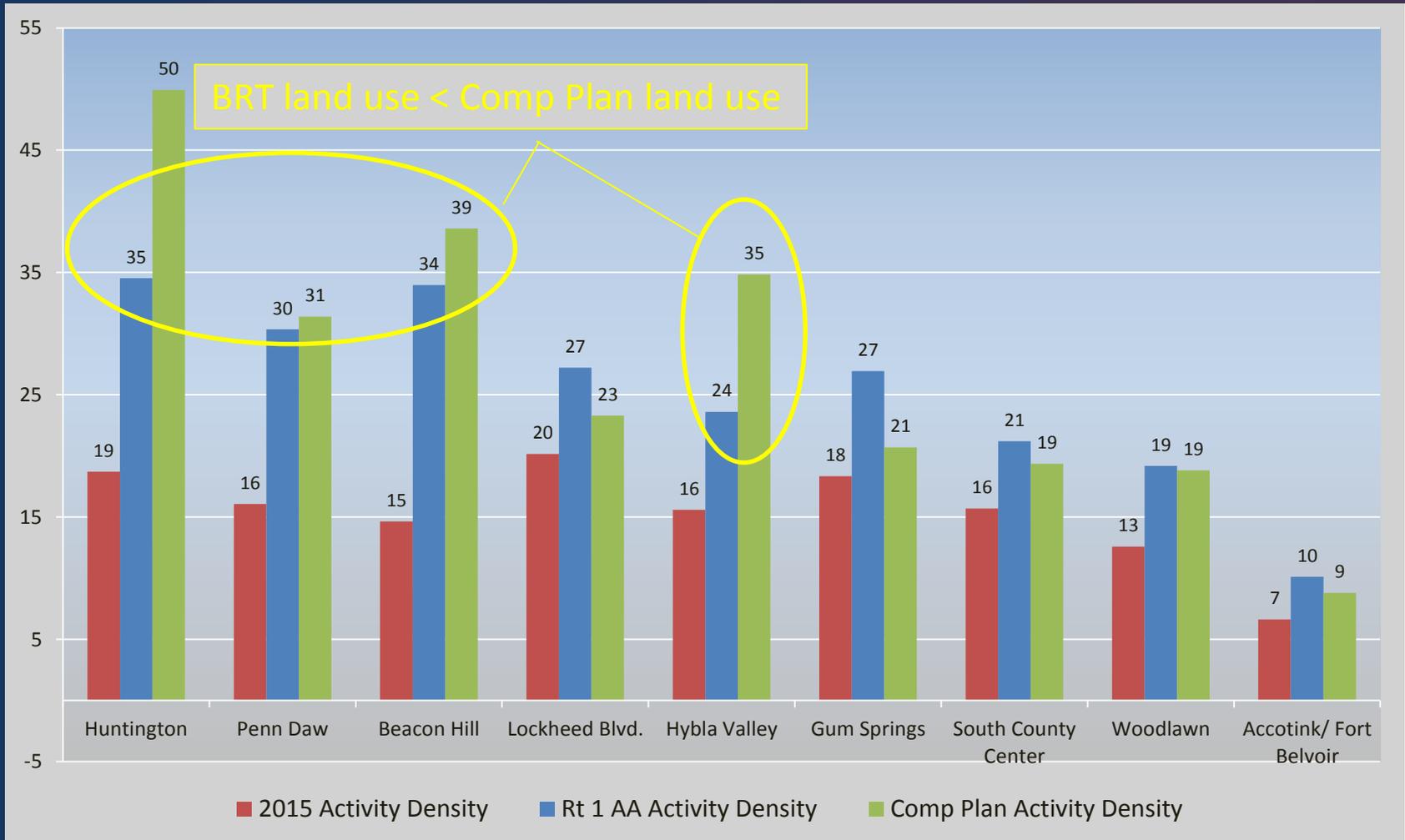


King Street (45)

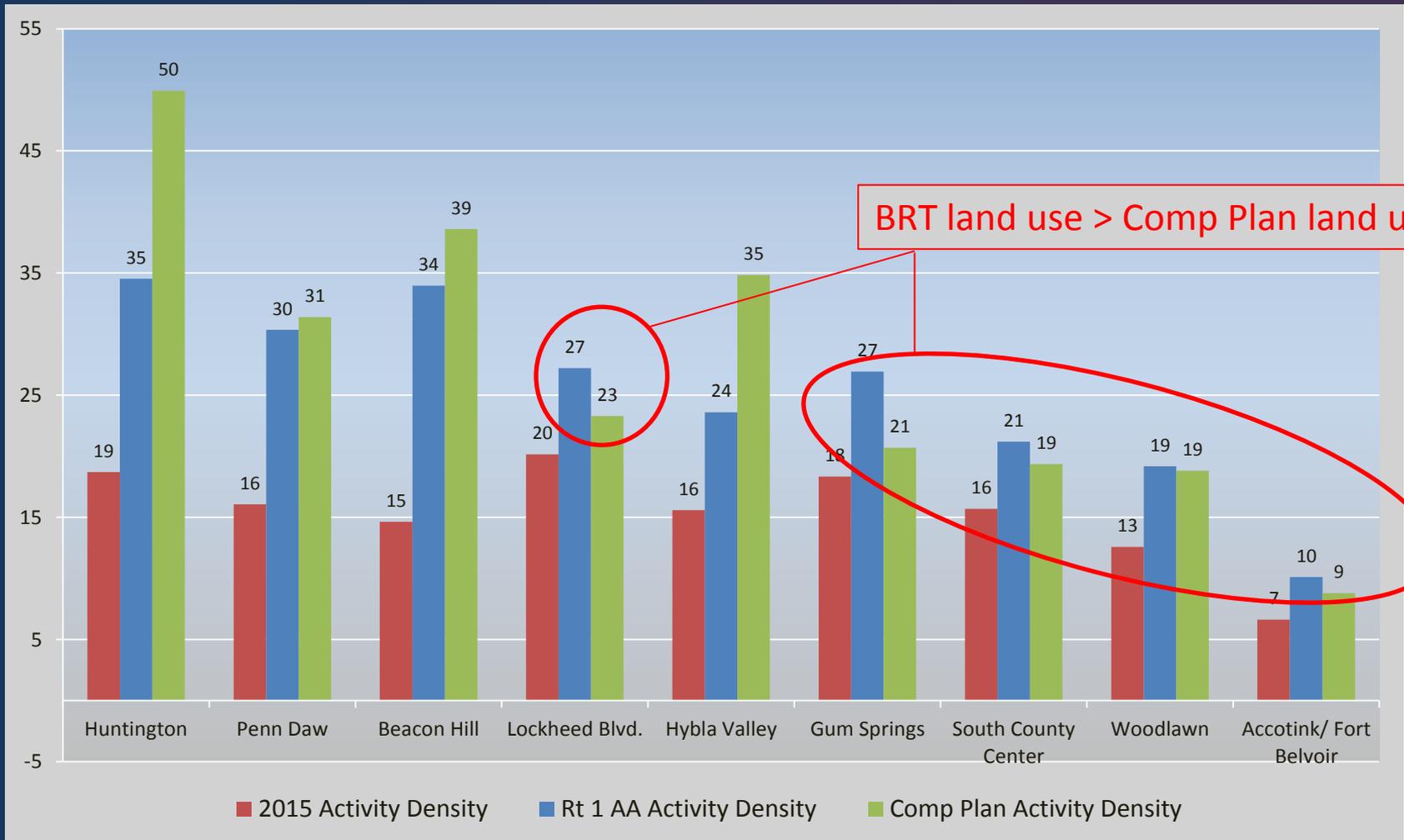


Eisenhower Ave. (38)

# Activity Density Comparison

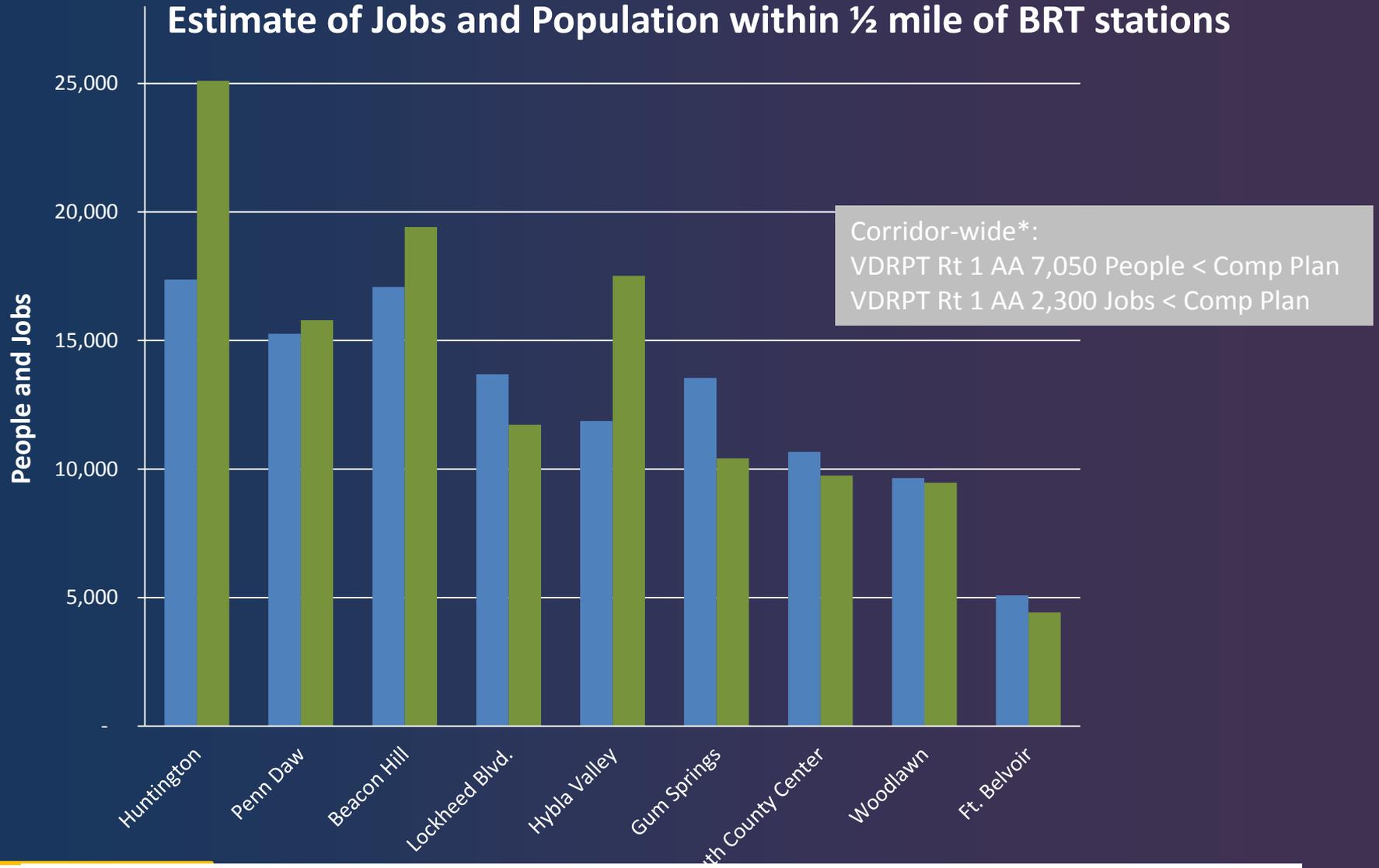


# Activity Density Comparison



# VDRPT Route 1 AA and Comp Plan Land Use Comparison

## Estimate of Jobs and Population within ½ mile of BRT stations

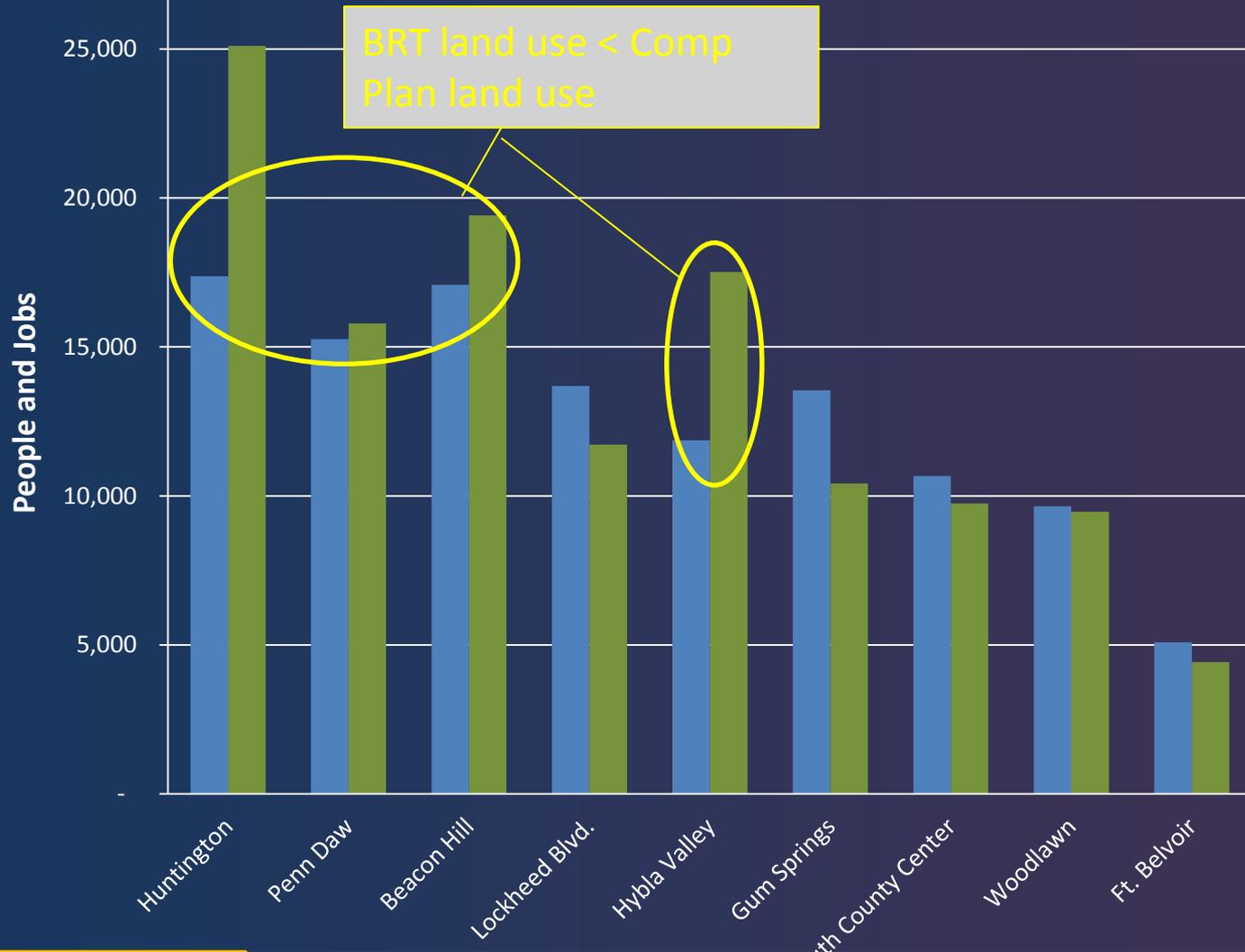



■ Rt 1 AA Pop + Emp
■ Comp Plan Pop + Emp (Horizon Year beyond 2040)

\*accounts for overlapping station areas

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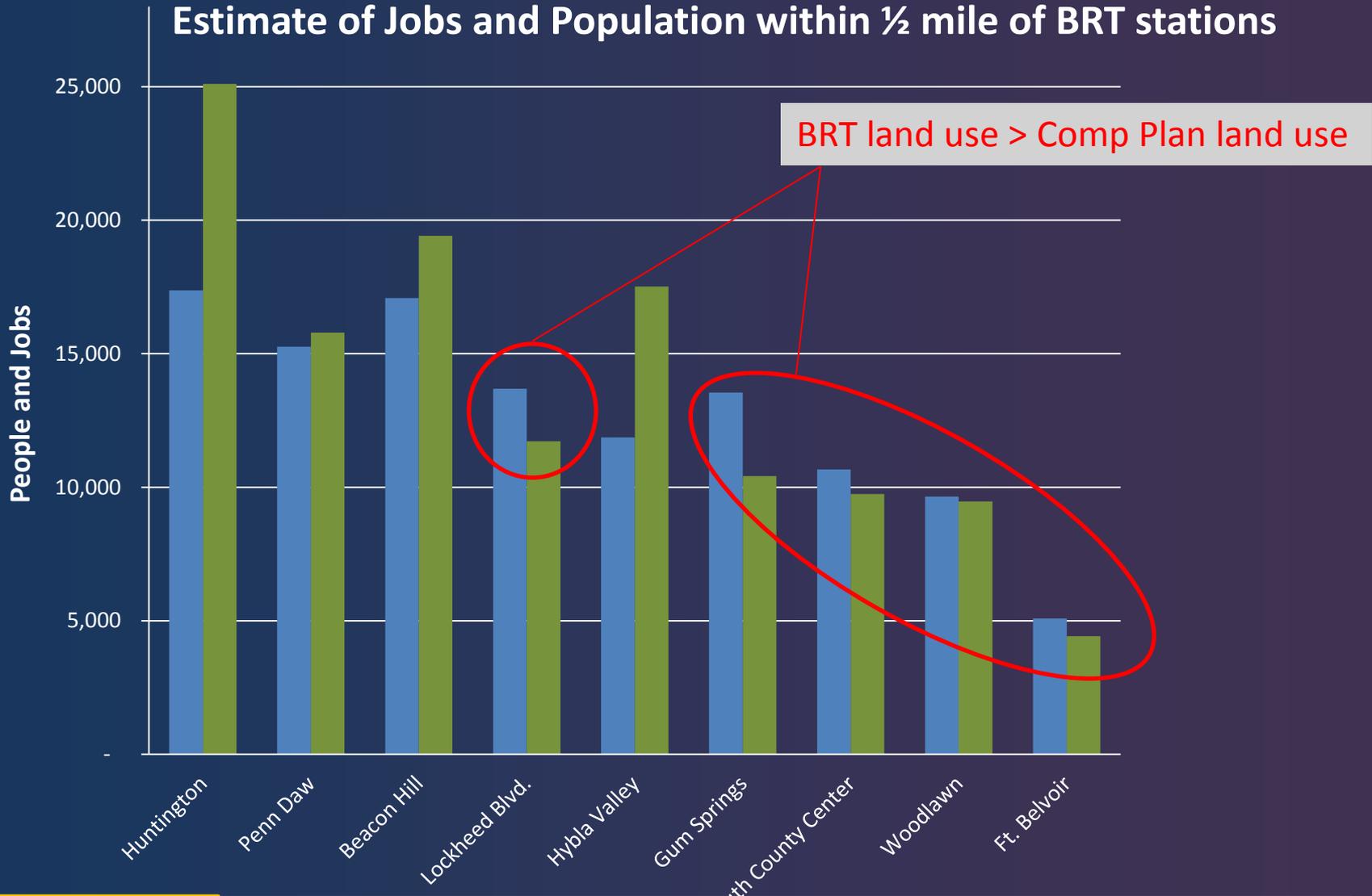
**E** **RICHMOND HIGHWAY**  
CREATING A MULTIMODAL FUTURE

■ Rt 1 AA Pop + Emp      ■ Comp Plan Pop + Emp (Horizon Year beyond 2040)

\*accounts for overlapping station areas

# VDRPT Route 1 AA and Comp Plan Land Use Comparison

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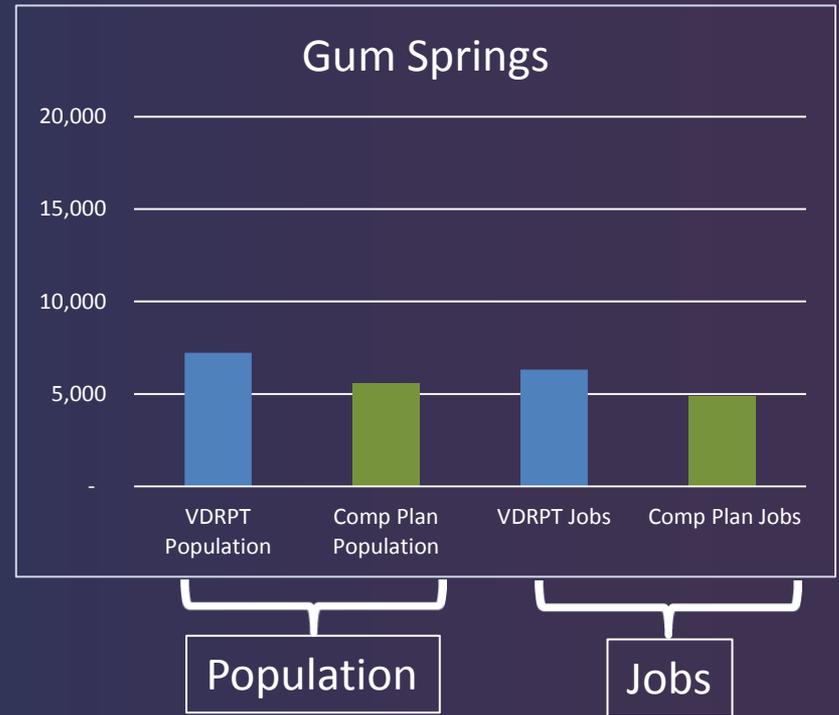



■ Rt 1 AA Pop + Emp
■ Comp Plan Pop + Emp (Horizon Year beyond 2040)

\*accounts for overlapping station areas

# Individual Station Area Examples

## Population and Jobs



■ Rt 1 AA Pop + Emp     
 ■ Comp Plan Pop + Emp (Horizon Year beyond 2040)

# Illustrative Change in Land Use Beacon Hill Example



Today (2015)



BRT Future Scenario

# Key Planning Issues Associated with BRT Alternative

- Allocation of land uses
  - More intense land uses tested in BRT option than Comp Plan, primarily in southern stations
  - Higher jobs and population in these station areas
- Further evaluation of forecasted rate of growth
- Protecting stable neighborhoods outside of station areas and environmentally sensitive areas
- Providing parks, open space, and recreation
- Ensuring public facilities and supportive infrastructure

# Next Steps and Deliverables

February  
2016

- Advisory Group (AG) to review to BRT and Metrorail policy guidance
- AG to review Existing Conditions Profiles

March 2016

- AG to review any issues with land use scenario(s) before testing

Spring 2016

- Public Meeting
  - Review Existing Conditions
  - Present land use alternatives before testing

# III. QUESTIONS AND ANSWERS