

This document lists suggested revisions to the draft mark-up of the Richmond Highway Corridor Plan text for the **(1) Concept for Future Development, Planning Objectives and Areawide Recommendations dated March 24, 2016**, and **(2) the glossary definition for Bus Rapid Transit (BRT) dated April 15, 2016**. The draft documents can be found online at:

- (1) http://www.fairfaxcounty.gov/dpz/embarkrichmondhwy/meetings/advisorygroup/3-28-2016/richmondhwyarea_workingdraftplantext_3-24-2016.pdf
- (2) http://www.fairfaxcounty.gov/dpz/embarkrichmondhwy/meetings/advisorygroup/4-25-2016/markup1_tod_and_brt_plan_guidance.pdf

The suggestions are organized by topic area. Preliminary staff recommendations on how these ideas should be considered are organized in the matrix on the following pages. The suggested responses are categorized as follows:

Suggestion accepted: Text or idea is proposed to be incorporated.

Suggestion modified: Text or idea is proposed to be modified and incorporated.

Suggestion noted: Text or idea does not need to be addressed in the Comprehensive Plan guidance for the reasons noted.

Number	Topic	Section of Comprehensive Plan guidance	Suggestion	Response
1	BRT Definition and TOD Guidance	Glossary	Add “ <u>innovative fare collection</u> ” and “ <u>optimized signal timing and intersection treatment</u> ” to the definition for bus rapid transit.	<p>Suggestions accepted. See underlined text for incorporation of new text: BUS RAPID TRANSIT (BRT): A flexible, rubber-tired, rapid-transit mode that mostly operates in a dedicated right-of-way with at-grade intersections. Limited sections are in mixed traffic. BRT is an integrated system of facilities, services, and amenities that collectively improves the speed, reliability, and identity of bus transit. Distinguishing features may include:</p> <ul style="list-style-type: none"> • Distinctive and clearly designated stops/stations with unique passenger amenities at regularly spaced stations; • Standard or extended-size buses with distinct appearance, high quality passenger comfort, low floor or high platform, and multiple doors for easy and fast boarding/alighting at stops/stations; • Frequent service headways throughout the day; • <u>Off-board fare collection</u>; and • Well organized movement of buses along the line, including <u>optimized signal timing and intersection treatments</u>, dispatching at stops and passenger information controlled by various Intelligent Transportation Systems (ITS) measures to provide reliability.
2	New transit service	Concept for Future Development	Add following statement: “ <u>Redevelopment plans along Richmond Highway will hinge on creation of a new robust, high quality transit service, specifically Bus Rapid Transit with exclusive lanes and the</u>	<p>Suggestion noted, no Plan change recommended. The Concept for Future Development establishes the vision for the county’s future growth and land preservation by the eight land classification categories or types.</p>

			<p><u>eventual extension of Metro to Hybla Valley, as recommended by the Route 1 Transit Study</u>".</p>	<p>All community business centers (CBCs) fall under one land classification, therefore the statement specific to the Richmond Highway Corridor is not applicable to the broad characterization of the CBCs. This type of statement may be appropriate for inclusion in the guidance specific to the Richmond Highway Corridor, and is noted by staff for consideration in the corridor-specific section of the Comprehensive Plan.</p>
3	Revitalization	Planning Objectives	<p><i>Revise the first bullet as follows: "Promote revitalization along the Richmond Highway Corridor that enhances quality of life by encouraging the creation of <u>attractive, functional and vibrant</u> CBCs using <u>smart growth principles, including urban mixed-use and mixed-income development, local street networks designed as "complete streets" safe for bicycling and walking and an exclusive transit right-of-way</u>".</i></p>	<p>Suggestion modified. Staff proposes incorporating elements of the proposed revisions as follows:</p> <p>Planning Objectives, 3rd bullet: "Provide a variety of transportation options that improve connectivity, including the implementation of a bus rapid transit system <u>in an exclusive right-of-way...</u>"</p> <p>Areawide Recommendations, Land Use, 1st bullet: "Promote <u>urban</u> mixed-use development..."</p> <p>Areawide Recommendations, Transportation, 5th bullet: "Encourage better access and functional amenities <u>by implementing "complete street" designs</u> that better integrate pedestrian, bicycle and vehicular traffic systems..."</p>
4	Health and Leisure Needs	Planning Objectives	<p><i>Revise the second bullet as follows: "Ensure that the health and leisure needs of residents, visitors, and employees are well-provided for and integral to any</i></p>	<p>Suggestion modified. The Areawide Recommendations for Parks and Recreation include the provision of parks and recreational opportunities consistent with the Urban Parks</p>

			future growth and development, <u>including provision for “complete streets”, parks, trails and recreational facilities.</u> “	<p>Framework; this addresses parks and recreational facilities. Trails are addressed under the Areawide Recommendations for Transportation and Urban Design.</p> <p>Staff proposes incorporating “complete streets” as follows: Areawide Recommendations, Transportation, Bullet 2: “Facilitate the usage of transit by residents of surrounding neighborhoods by providing <u>complete streets that integrate</u> pedestrian, bicycle, and vehicular interconnectivity in the CBCs through a system of pedestrian walkways, trails, bike routes, and a grid of streets.</p>
5	Transportation	Planning Objectives	<p><i>Revise the third bullet as follows:</i> “Provide a variety of transportation options that improve <u>frequency, speed, reliability, and connectivity</u>, including the implementation of a bus rapid transit system from the Huntington Metrorail station to Accotink Village, Fort Belvoir and a Metrorail Yellow Line extension from the Huntington Metrorail station to Hybla Valley.”</p>	Suggestion accepted.
6	Economic Success	Planning Objectives	<p><i>Revise the fifth bullet as follows:</i> “Support the economic success of the corridor by creating a <u>walkable environment, housing, and parks and recreation</u> conducive to the retention and expansion of existing employers, attraction of new employers, <u>and job and</u></p>	<p>Suggestion modified. There are other elements in addition to walkability, housing, and parks and recreation that support economic development and attract employers. Staff proposed incorporating some of the revisions as follows: “Support the economic success of the corridor by creating an environment conducive to the</p>

			<u>skills enhancement for residents of the corridor.</u>	retention and expansion of existing employers, attraction of new employers, <u>and job and skills enhancement for residents of the corridor.</u>
7	Stable residential neighborhoods	Planning Objectives	<i>Revise the sixth bullet as follows:</i> “Maintain the primarily residential nature of stable communities surrounding the CBCs <u>while improving the availability of affordable housing in the corridor.</u> ”	Suggestion noted, no Plan change recommended. At this time, a decision has not been made about the amount of affordable and workforce housing to be recommended with redevelopment; e.g. will the policy be a 1 for 1 replacement? Staff suggests revisiting this suggestion once a policy decision has been made.
8	Public Facilities	Areawide Recommendations	<i>Add the following text:</i> <u>Provide public facilities appropriate for planned land densities, economic development potential, parks and recreation criteria, and adequate public buildings.</u>	Suggestion noted, no Plan change recommended. Page 1, Bullet 4 of the draft Planning Objectives addresses the need to ensure redevelopment is timed with necessary supportive transportation infrastructure and public facilities: <i>“Balance the timing of development with supportive transportation improvements and public facilities.”</i> This broader statement ensures the consideration of all necessary public facilities and other needs, including parks and human services. Typically, the need for public facilities cannot be demonstrated in terms of economic development potential; public facilities are generally measured through criteria such as the estimated number of school age children or number of additional vehicular trips generated by a proposed development.
9	Land Use	Areawide Recommendations	<i>Revise the second bullet as follows:</i> “Incorporate <u>urban form with ground floor retail uses or other active uses, buildings built to the sidewalk, and complete street standards to support walking, bicycling, and transit use.</u> and well-designed building ”	Suggestion modified. Staff proposes incorporating some of the revisions as follows: “Incorporate ground floor retail uses or other active uses, <u>buildings built to the sidewalk,</u> well-designed building frontages to support safe and

			frontages to support safe and attractive pedestrian spaces and transit usage.”	attractive pedestrian spaces, and <u>complete street standards to support walking, bicycling, and transit use.</u> ”
10	Land Use	Areawide Recommendations	<i>Remove the following guidance: “<u>Strongly discourage fast food restaurants, car washes, alternative lending institutions, mini-warehouses and pawn shops as they are not consistent with quality revitalization, as well as freestanding uses with drive-through facilities that create high traffic volumes along the corridor and that contribute to the strip-commercial character of Richmond Highway.</u>”</i>	Suggestion noted, no Plan change recommended. The adopted Plan guidance addressing these types of stand-alone uses and strip commercial development has a history of support by the community, as they are not part of the community’s vision for a future high-quality, live-work-shop mixed use environment. Free-standing, drive-through facilities also contribute to on-site and off-site traffic circulation problems that contribute to vehicular congestion in the corridor. There may be instances when comparable types of uses may be appropriate as an interim condition, if they meet the guidelines for interim improvements of commercial establishments, contained in Appendix 6 of the Land Use section of the Policy Plan.
11	Transportation	Areawide Recommendations	<i>Add the following text: <u>Mitigate traffic congestion caused by factors specific to the Route 1 Corridor: 1) traffic infusion from PG County, MD to Fort Belvoir; 2) through traffic from PG County, MD and D.C.; 3) visitor traffic to Mount Vernon and the forthcoming Army Museum.</u></i>	Suggestion noted, no Plan change recommended. Bullet 1 of the draft Transportation Areawide Recommendations states reducing congestion is an objective for the Richmond Highway Corridor. Staff suggests retaining the statement as currently proposed. The volume of traffic from the surrounding area and visitor traffic for nearby destinations are factored into the travel demand model.
12	Transportation	Areawide Recommendations	<i>Replace the first bullet as follows: <u>“Mitigate traffic and improve circulation through high capacity transit, connected street networks in the CBCs, and bicycle</u></i>	Suggestion noted, no Plan change recommended. Multimodal connectivity in the community business centers is addressed in the 2 nd bullet under Transportation.

			and pedestrian investments. Reduce congestion and improve traffic circulation and safety.”	
13	Transportation	Areawide Recommendations	<p><i>Revise the seventh bullet as follows:</i></p> <ul style="list-style-type: none"> • Provide a <u>pedestrian network network for pedestrians, bicyclists and those with physical challenges</u> that is traffic-sheltered, well-identified and pleasant to use, with access to shopping, employment, and transit.” 	Suggestion accepted.
14	Urban Design	Areawide Recommendations	<p><i>Revise the third bullet as follows:</i> Apply a comprehensive <u>complete streets design to all roads in the corridor to define the character and function of each component of the street network and ensure the safety for all corridor users, including motorists and non-motorists.</u> streetscape typology and design to all roads in the corridor to define the character and function of each component of the street network.”</p>	<p>Suggestion modified. Some of the grid network streets may be pedestrian-only. Staff proposes incorporating some of the modifications as follows: “Apply a comprehensive streetscape <u>street typology and design to all roads in the corridor to define the character and function of each component of the street network and ensure the safety for all corridor users, including motorists and non-motorists.</u>”</p>
15	Urban Design	Areawide Recommendations	<p><i>Revise the fifth bullet as follows:</i> “Provide for a safe, harmonious, barrier-free network of appropriately-sized pedestrian connections between existing and new uses and leading to transit stops”.</p>	<p>Suggestion noted, no Plan change recommended. This suggestion is the same text proposed in the mark-up dated March 24, 2016.</p>
16	Urban Design	Areawide Recommendations	<p><i>Revise the sixth bullet as follows:</i> <u>“Buildings should be built in an urban form up to the sidewalk, with active and permeable ground floors (no blank walls), with well-located public plazas and greens. Form-based zoning should be included as an implementation measure.</u> Buildings</p>	<p>Suggestion modified. Implementation will likely be addressed in a separate section of the Plan text for the Richmond Highway Corridor. The inclusion of green space is addressed by the urban parks standards, which encourages these parks be incorporated with redevelopment proposals where appropriate.</p>

			and site design should support the pedestrian realm.”	Staff proposes incorporating some of the modifications as follows: “Building and site design should support the pedestrian realm. <u>Buildings should be built in an urban form up to the sidewalk, with active ground floors that do not have blank walls.</u> ”
17	Economic Development	Areawide Recommendations	<i>Revise the bullet as follows: “Provide employment opportunities and <u>better transit access to other activity centers</u> that improve the economic condition of residents in the Richmond Highway Corridor.”</i>	Suggestion accepted.
18	Economic Development	Areawide Recommendations	<i>Add a new bullet as follows: “<u>Create the combination of urban, walkable environment, bike networks, and nearby parks and recreation, to attract and retain the next generation workforce and companies</u>”.</i>	Suggestion modified. There may be other factors such as housing affordability and access to high quality public schools that also contribute to attracting and retaining employees. Therefore, staff suggests keeping this statement broad. Staff proposes incorporating some of the modifications as follows: “Create the combination of an <u>an urban, walkable environment, bike networks, and nearby parks and recreation, to attract and retain the next generation workforce and companies.</u> ”
19	Economic Development	Areawide Recommendations	<i>Add a new bullet as follows: “<u>Identify nodes which, based on multi-modal transportation access, are best suited for office development. In turn, identify those best suited for residential because of particular attributes such as nearby parks and recreation, expansive views, etc.</u>”</i>	Suggestion noted, no Plan change recommended. This proposed statement addresses the methodology used to create the recommended land use changes for the corridor. These types of statements about methodology are not included in the county’s Plan guidance.
20	Parks and Recreation	Areawide Recommendations	<i>Add a new bullet as follows: “<u>In recognition of the many streams</u>”</i>	Suggestion modified. Staff suggests addressing ecological health in the corridor that extends

			<p><u>connecting to the Potomac River, expand stream buffers, restore streams, and provide recreational access. Interconnect parks, schools and services through a combination of on-street bicycle and pedestrian facilities and trail networks”.</u></p>	<p>beyond the health of streams. Staff also suggests combining the statements and addressing public access. Staff proposes incorporating some of the modifications as follows: <u>“Encourage a comprehensive strategy to restore and protect the ecological health in the corridor and provide public access for trails and public recreation, where appropriate.”</u></p>
21	Affordable Housing	Areawide Recommendations	<p><i>Add a new bullet as follows: “<u>Identify specific strategies and tools for the preservation of existing affordable housing and inclusion of new affordable housing in redevelopment”.</u></i></p>	<p>Suggestion noted, no Plan change recommended. Strategies and recommendations for preserving and increasing the amount of affordable housing is addressed in in the Housing element of the Policy Plan.</p>
22	Environment	Areawide Recommendations	<p><i>Create two bullet points from the single statement: “Encourage development approaches that serve to reduce impervious surfaces and achieve better control over stormwater runoff in the Richmond Highway Corridor. Encourage the application of low impact development practices in stormwater management (e.g., bioretention facilities; vegetated swales) toward this end. Consideration should be given to reducing the impervious footprints of redevelopment sites and to integrating LID practices within landscaping strategies.”</i></p> <p><i>Suggested bullet points should read: “<u>Encourage redevelopment approaches to convert impervious surfaces like parking lots into mixed-use development with modern stormwater management”.</u></i></p>	<p>Suggestion modified. The ideas conveyed in the first proposed statement are addressed in the original statement. The second proposed statement seems to suggest there are different stormwater management standards for urban versus non-urban areas, which is not the case in Fairfax County. The new statements do not address reducing the amount of impervious surfaces, which is a goal for the corridor.</p> <p>Staff proposes modifications as follows: “Encourage development approaches that serve to reduce impervious surfaces and achieve better control over stormwater runoff in the Richmond Highway Corridor. Encourage the application of low impact development practices in stormwater management (e.g., bioretention facilities, <u>green roofs, vegetated swales</u>) toward this end. Consideration should be given to</p>

			<p><u>“Apply stormwater standards allowed for urban redevelopment, including application of low-impact development practices in stormwater management (e.g., bioretention facilities including cisterns; green roofs, vegetated swales).”</u></p> <p><i>Repeat the following bullet from Transportation:</i></p> <p>“Minimize the impact of transportation improvements on water quality and the ecological conditions of streams”.</p>	<p>reducing the impervious footprints of redevelopment sites and to integrating LID practices within landscaping strategies.”</p>
23	Heritage and Cultural Resources	Areawide Recommendations	<p><i>Add a new bullet as follows: “<u>The Richmond Highway Corridor passes through one of the most historic landscapes in Fairfax County, offering the potential to highlight the rich history and to expand the scope of tourism in the area</u>”.</i></p>	<p>Suggestion noted, no Plan chance recommended. Heritage Resources for the entire Mount Vernon Planning District, including the Richmond Highway Corridor, are addressed in the Heritage Resources section, Districtwide recommendations, Overview. Encouraging tourism in and connecting it to the many heritage resources in the corridor is an idea that may be considered for future revisions to the Plan guidance.</p>