

Embark Richmond Highway Advisory Group Meeting #10

September 26, 2016



Presentation Outline

- Updated meeting information
- Project status
- Recent staff activities
- Feedback from July community meeting
- Draft land use alternative and conceptual massing diagrams Huntington, Penn Daw, Beacon/Groveton BRT station areas

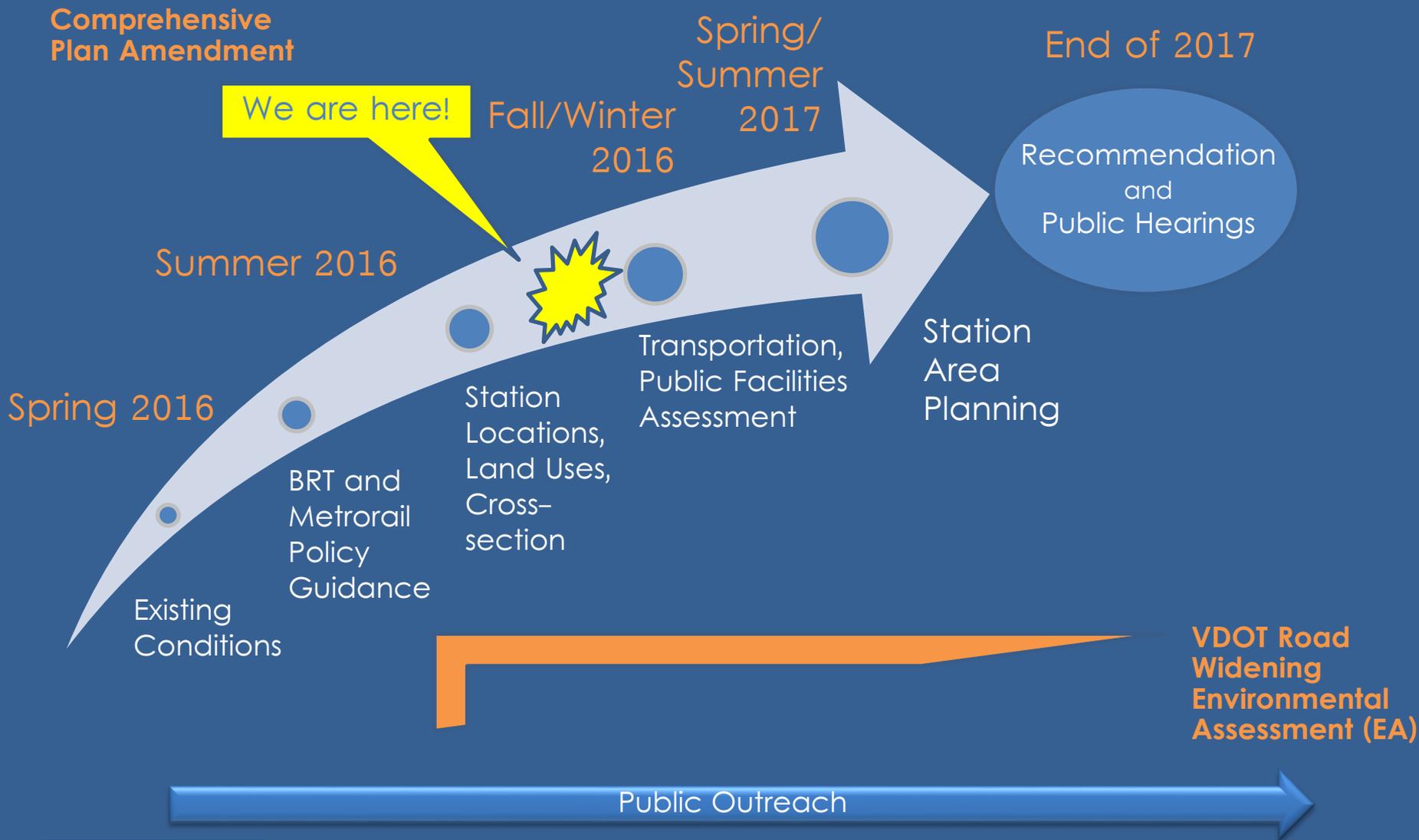
I. MEETING INFORMATION

Updated meeting information

- October
 - Advisory Group: Oct. 24, 6:30 to 9:00 pm, South County Center
- November
 - Advisory Group: Nov. 14, 8:30 to 10:30 am, South County Center
 - Community meeting #3: Nov. 29, 7:00 to 9:00 pm, location TBD
- December
 - Advisory Group: No agenda items at this time. Reconvene January 23, 7:00 to 9:00 pm

II. PROJECT SCHEDULE AND STAFF ACTIVITIES

General Timeline



Comprehensive Plan Project Schedule



Recent Staff Activities

1. Community Outreach

- Podcast, and a video from July meeting are on the website.
- [Ask Fairfax!](#) Q+A Archive
- Channel 16 video anticipated to be completed in November.
- Requests for meetings

2. Funding Applications Activity – Briefing at October AG Meeting

- Federal Transit Administration (FTA) Transit-Oriented Development Pilot Program – Applied June 2016 for \$400,000 – Announcement Fall 2016
- Commonwealth Transportation Board (CTB) Smart Scale FY 2018–23
 - Applications due September 30
 - Route 1 Widening, Route 235 to Napper, \$90M Request
 - Implementation of BRT, \$100M to \$300M Request

3. Evaluation of site-specific Plan amendments

- Lennar (Huntington Transit Development Area) Oct 18 BOS public hearing
- Novus (Penn Daw CBC) Oct 18 BOS public hearing
- North Hill (North of Hybla Valley CBC) Dec. 6 BOS public hearing

III. JULY 25 COMMUNITY MEETING OUTCOMES

July 25th Community Meeting

Presented:

- Conceptual grid of streets
- Draft Richmond Highway cross section
- Measures of Effectiveness for transportation analysis

Asked for Input on:

- Cross section, conceptual grid of streets, MOEs
- Access to station
 - How will people get to the stations?
 - How to improve getting to a station?
- Preferences – Like/Dislike

Draft Richmond Highway cross section feedback

- Preference for landscape panel between roadway and bike lane, this configuration has been carried forward for refinement.

How would you get to station?

- Walk: 21
- Bike: 15
- Public transportation: 12
- Drive: 11

How to improve access?

- Safe sidewalks and street crossing
- Lighting

Community Meeting – Additional Feedback

What do you like most about the ideas?

- Bike and pedestrian friendly streets
- Building communities around transit hubs
- Planning for the future of Richmond Highway

What concerns do you have?

- Environmental impact
- Effect on existing businesses
- Undergrounding utilities

Additional information requested

- Cost and funding sources
- Neighborhood impact
- Plans for specific areas like Penn Daw

Follow on Actions

1. Responding to comment card questions.
 - Over 90 questions submitted.
 - Sorted by popular topics, answering those first. First group of responses online. Will update as more responses are finalized.
2. Map updates: Creating maps that better highlight environmental features.
3. Ongoing discussions about undergrounding utilities.
4. Program Management Consultant to develop funding plan for BRT beginning in early 2017.

IV. DRAFT LAND USE ALTERNATIVE

Factors for Developing Land Use Alternative

Land use alternative may include increased density and/or a different mix of uses to support BRT.

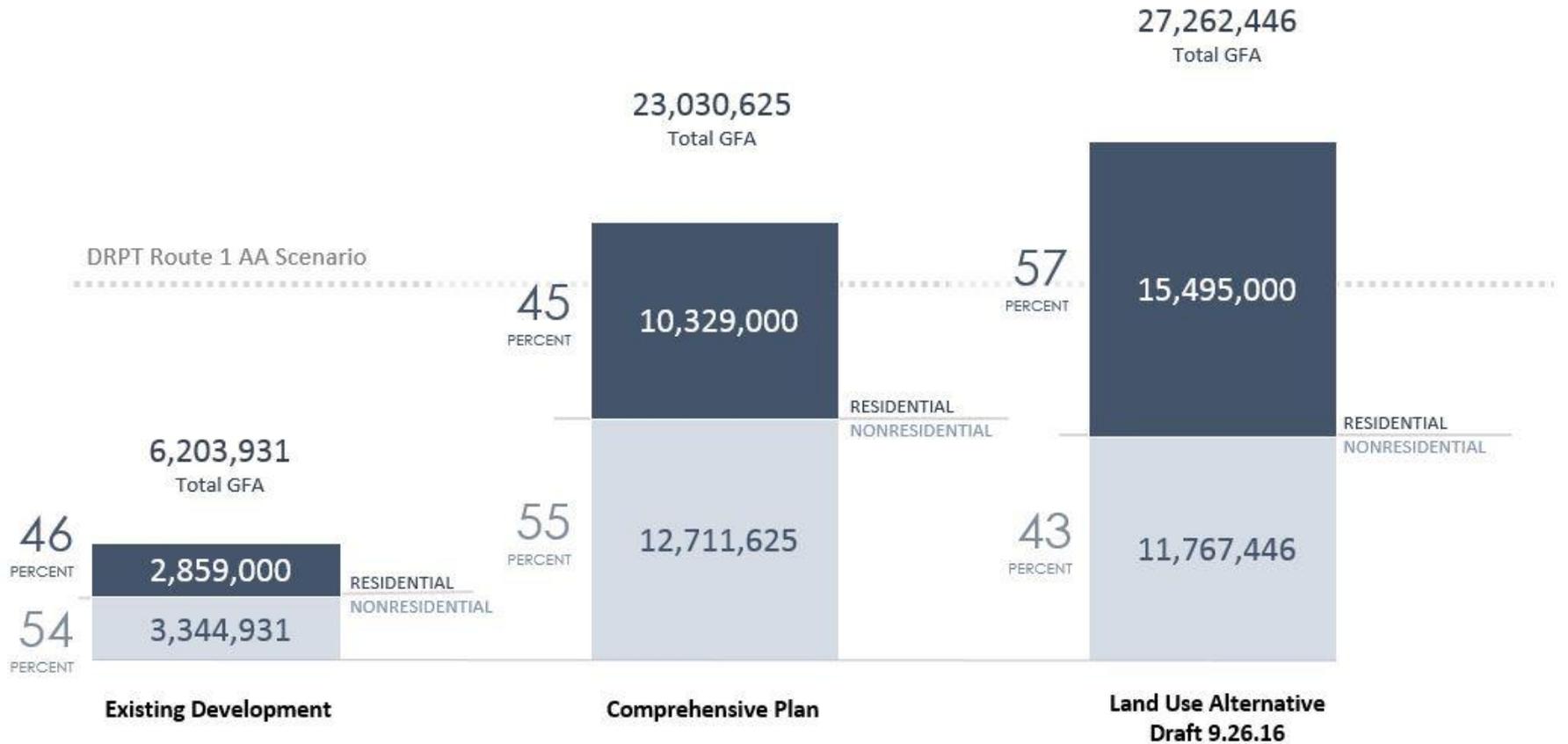
- Location within 10-minute walk of a BRT station (supports BRT ridership)
- Ability to create a grid pattern and walkable blocks
- Ability to establish effective transitions along edges of station areas
- Ability to protect/restore environmentally sensitive areas
- Ease of parcel assemblage and configuration
- Property ownership patterns
- Market awareness
- Pending Plan amendments and zoning cases

***** DRAFT *****

The land use alternative may be modified through conceptual building massing, analysis of impacts, and community input.

CORRIDOR-WIDE LAND USE COMPARISON

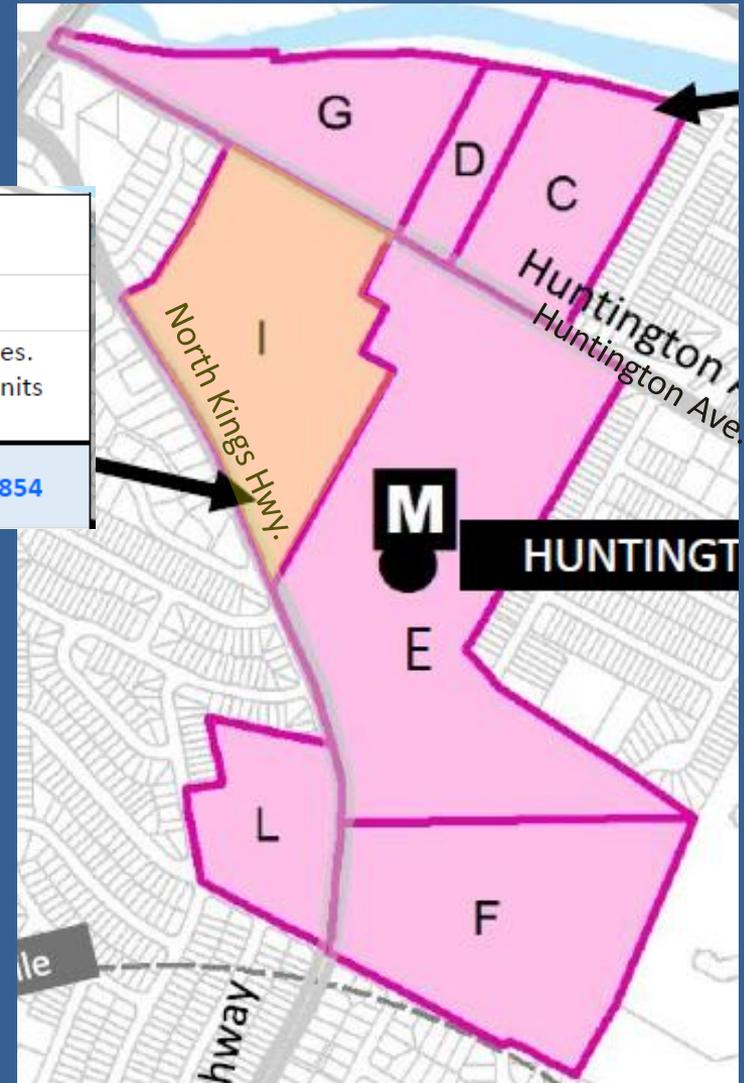
Data calculated by Gross Square Feet (GSF)



Huntington Transit Development Area (TDA)

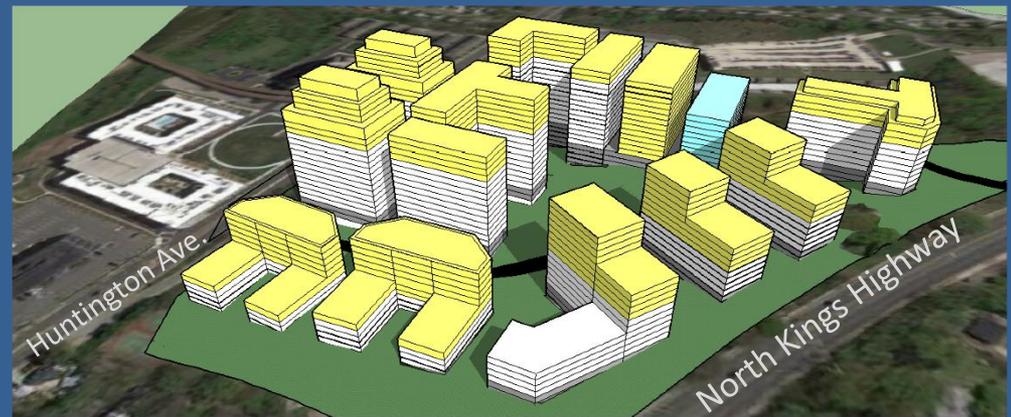
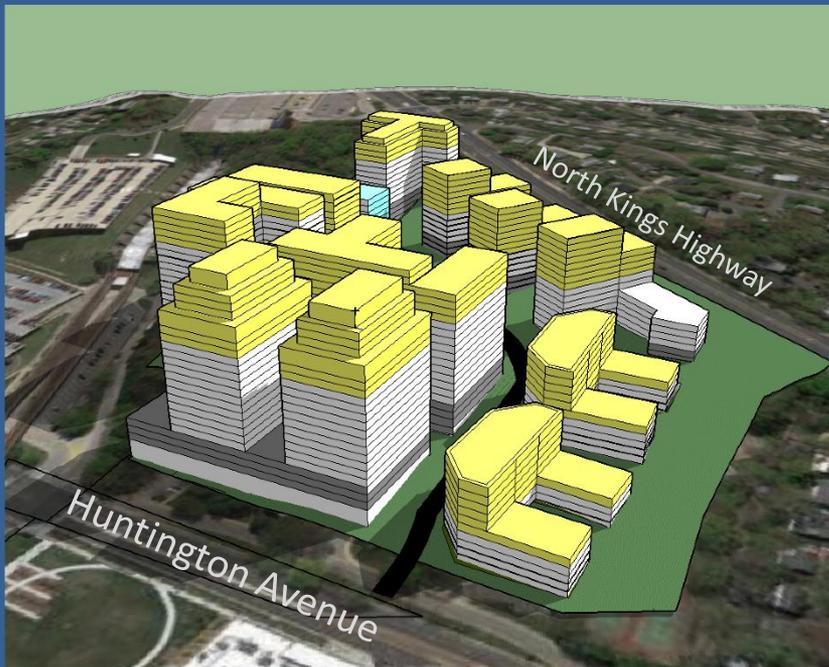
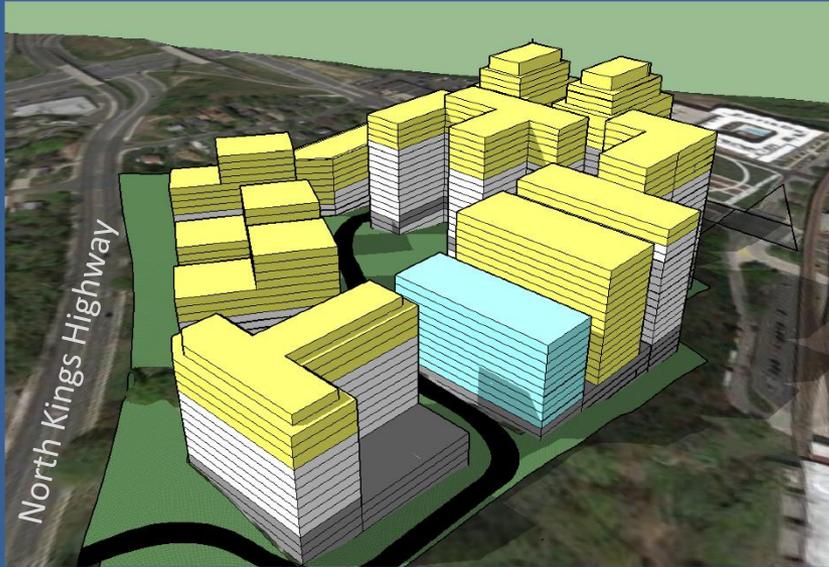
HUNTINGTON TRANSIT DEVELOPMENT AREA (South)

Land Unit	HUNTINGTON TRANSIT DEVELOPMENT AREA (South)							
	Existing Comp Plan				Initial Land Use Alternative			
	Total GSF			Res. Units	Total GSF			Res. Units
	Office	Retail	Hotel		Office	Retail	Hotel	
LU I	630,000	55,000	-	2054	630,000	55,000	120,000	2,854



- Same as July.
- Land Unit I increased from 4.0 FAR from 3.0 FAR. Will be refined with ongoing discussions.

HUNTINGTON CLUB CONCEPTUAL MASSING

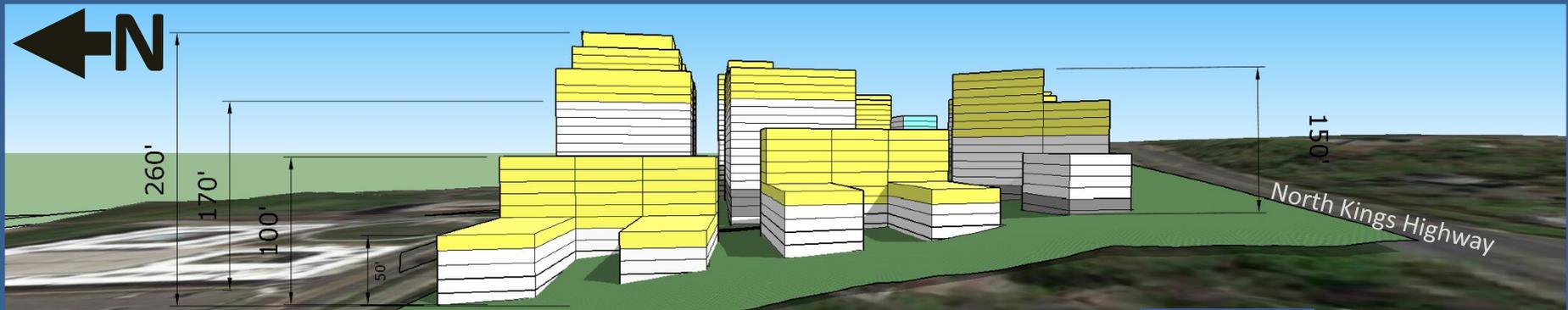
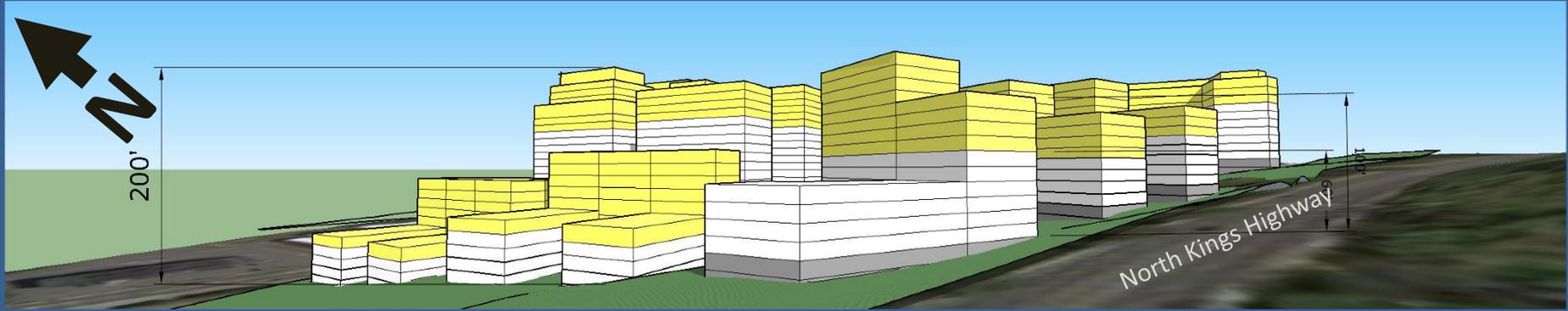


Huntington Club, Land Unit I, 4.0 FAR, Total – 3,600,000 GSF

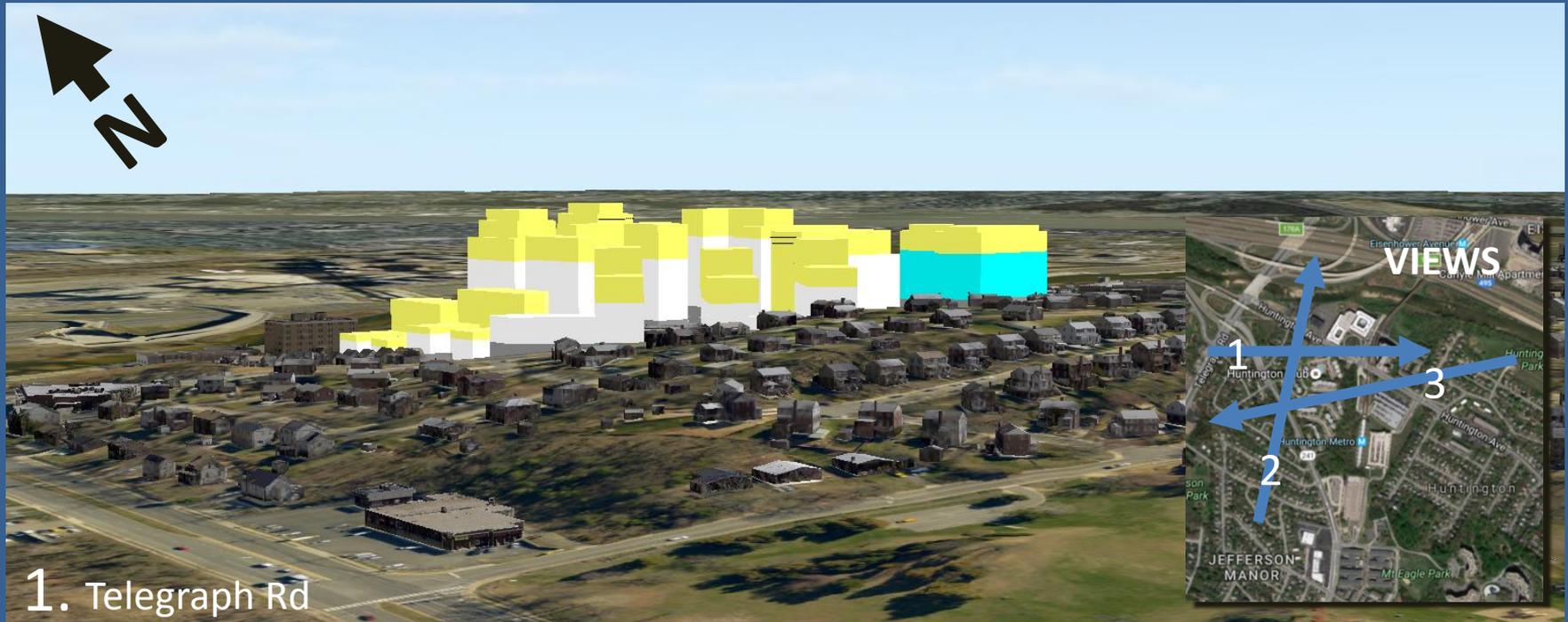
- Office – 630,000 GSF
- Residential – 2,854,000 GSF
- Retail – 55,000 GSF
- Hotel – 120,000 GSF

3.0 FAR
 4.0 FAR

HUNTINGTON CLUB CONCEPTUAL MASSING



Huntington Club Conceptual Massing Views at 3.0 and 4.0 FAR



1. Telegraph Rd



2. North Kings Highway

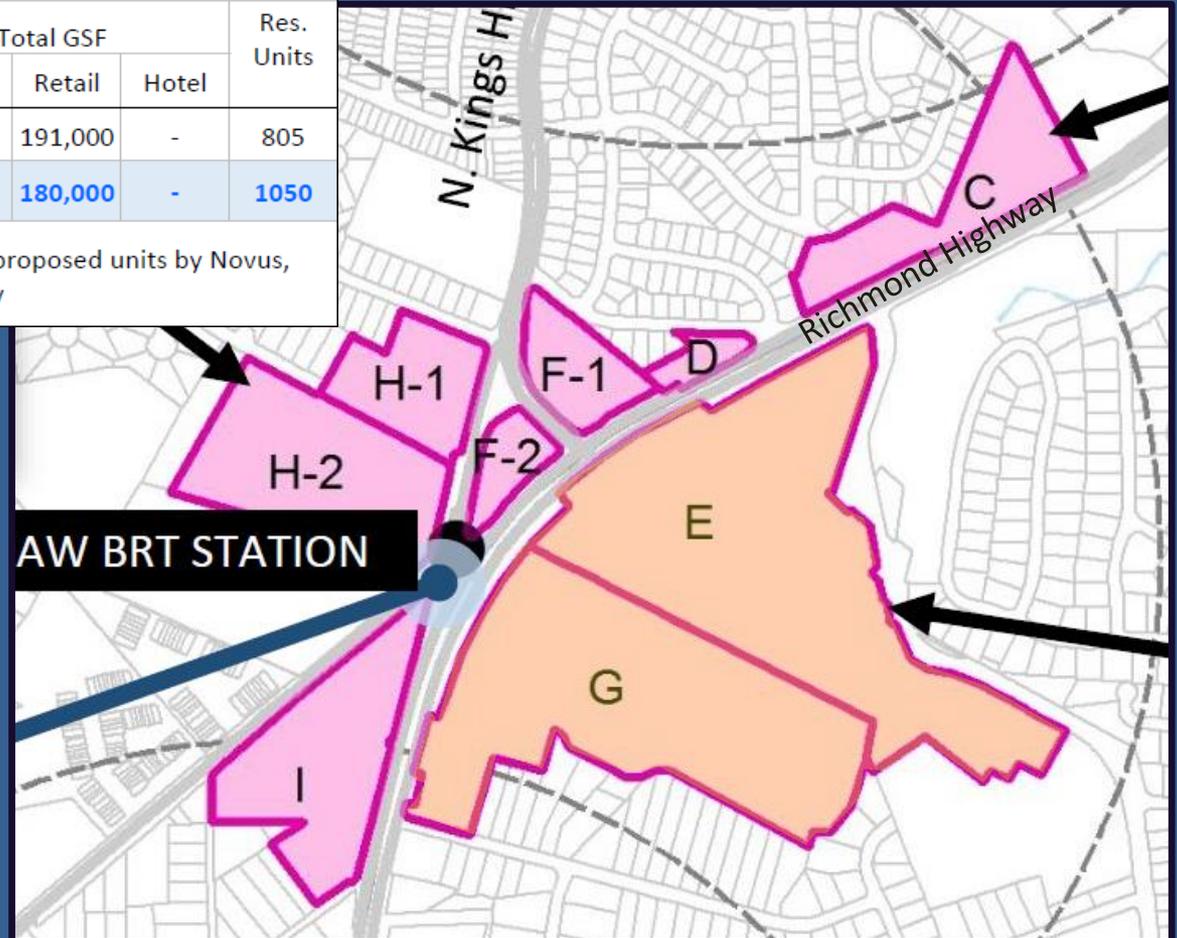


3. Huntington Park

Penn Daw Community Business Center

Land Unit	PENN DAW CBC (East)							
	Existing Comp Plan				Initial Land Use Alternative			
	Total GSF			Res. Units	Total GSF			Res. Units
	Office	Retail	Hotel		Office	Retail	Hotel	
LU E	253,000	191,000	-	805	253,000	191,000	-	805
LU G	-	331,000	-	-	50,000	180,000	-	1050

Notes: Land Unit G assumes 2.0 FAR, including 340 proposed units by Novus, excluding Fairchild property



*Changes to land use alternative from July:
Land Unit G - changed components of the mix.

PENN DAW CBC CONCEPTUAL MASSING

- Office – 303,000 GSF
- Retail – 370,000 GSF
- Residential – 1,855,000 GSF
- Urban Parks – 5 acres est.



S. Kings Hwy

Site Orientation

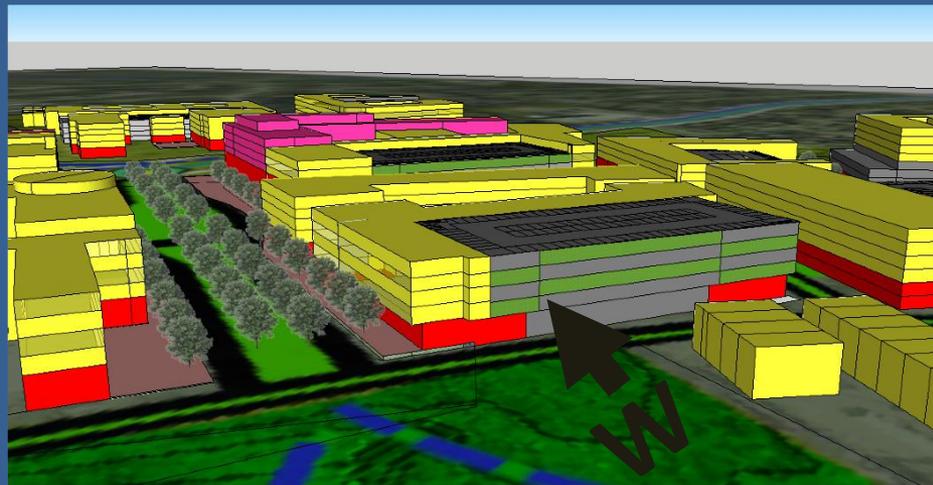
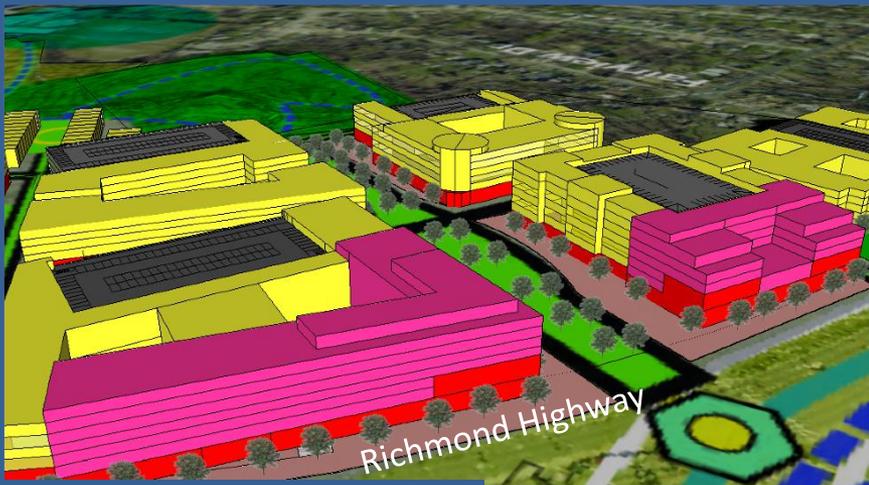
- Novus
- Office Land Unit G
- Embark BRT Station
- Office
- South Alex
- Shelby

*Mix of structured and podium parking

N. Kings Hwy



PENN DAW CBC CONCEPTUAL MASSING



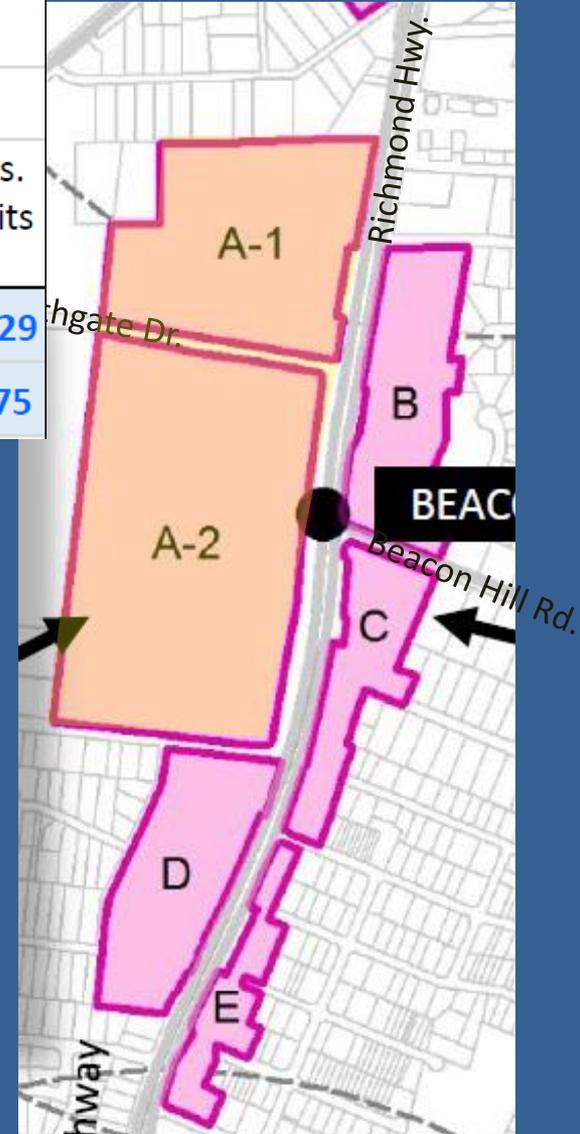
- Office – 303,000 GSF
- Retail – 370,000 GSF
- Residential – 1,855,000 GSF
- Urban Parks – 5 acres est.

Embark Station Plaza + Great Street + Retail and Placemaking Corridor

Beacon Groveton CBC

BEACON GROVETON CBC (West)

Land Unit	BEACON GROVETON CBC (West)							
	Comp Plan 2040				Initial Land Use Alternative			
	Total GSF			Res. Units	Total GSF			Res. Units
	Office	Retail	Hotel		Office	Retail	Hotel	
LU A-1	407,800	150,000	120,000	1,129	400,000	200,000	120,000	1,129
LU A-2	559,000	180,000	120,000	2,763	300,000	400,000	120,000	3,375



- *Changes to land use alternative from July:
- Land Units A-1 and A-2:
- Reduced office use
 - Increased retail and residential uses

BEACON GROVETON CONCEPTUAL MASSING

Land Unit A-1 & A-2

- Office – 700,000 GSF
- Retail – 600,000 GSF
- Residential – 4,500,000 GSF
- Hotel – 240,000 GSF
- Urban Parks – 7.1 acres est.

PHASE 1 Mid-rise +
Structured Parking + Public
Realm



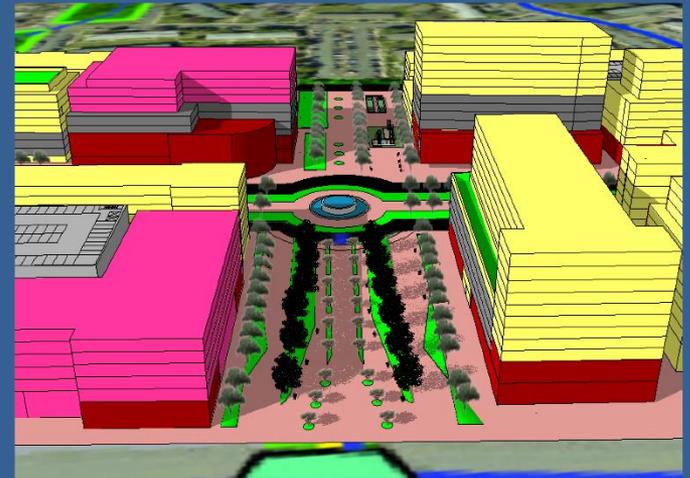
PHASE 2 High-rise + Podium
Parking + Office

BEACON GROVETON CONCEPTUAL MASSING

Land Unit A-1 & A-2

- Office – 700,000 GSF
- Retail – 600,000 GSF
- Residential – 4,500,000 GSF
- Hotel – 240,000 GSF
- Urban Parks – 7.1 acres est.

Embark Station Plaza + Great Street + Retail and Placemaking Corridor



Station Plaza



Great Street

Questions and Comments?

Next Meeting:

Advisory Group Meeting #11

October 24

6:30–9:00 pm

South County Center

Project Website:

www.fairfaxcounty.gov/dpz/embarkrichmondhwy