

Embark Richmond Highway Open House

May 9, 2016



Tonight's Presentation

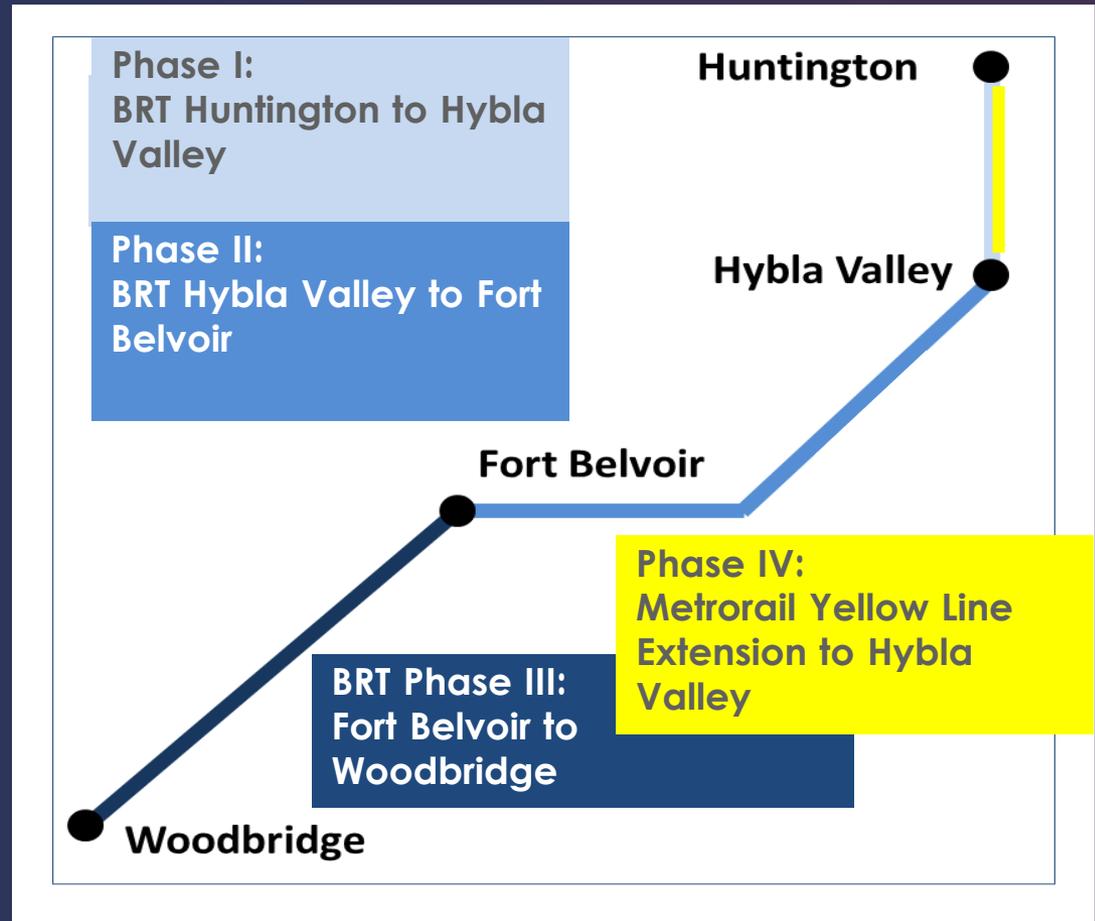
- What is Embark Richmond Highway?
- What is Bus Rapid Transit or BRT?
- What could a transit-oriented future mean for Richmond Highway?
- What is the project timeline?
- How can you be involved?

Embark Richmond Highway

- Next step in creating a walkable, bikable, transit-oriented Richmond Hwy.
- Dependent on land use changes and funding
- Builds upon a state-led study to identify the type of transit mode:

“BRT/Metrorail Hybrid”

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



Embark Components: Huntington to Accotink



Comprehensive Planning

- Refine transportation guidance, including planned transit modes
- Refine planned land use and urban design guidance at 9 stations in support of BRT

Environmental work

- Supporting Bus Rapid Transit and Route 1 widening

What is Bus Rapid Transit (BRT)?



Healthline BRT
Cleveland, Ohio

BRT Passenger Experience: High-Quality Transit



*Arlington/Alexandria
Metroway Route Map*



Eugene, Oregon

Convenient

Frequent service (no schedule needed)

Simple Route Structure

Faster

Dedicated Lanes

Traffic Signal Priority

Comfortable

Station Shelters, seating

Vehicle comfort & amenities

LOCAL EXAMPLE:
Arlington/Alexandria, VA Metroway BRT
Alexandria portion open 2014, Median Dedicated Transit



Related Activity – BRT System Planning and Design



BRT System (Huntington to Accotink)

- Approx. \$4M grant for BRT implementation awarded to County
 - From the State in FY 2016
- Currently Seeking a Project Management Consultant Team
 - Will aid County in Environmental, Design and Implementation work
 - Proposals due by June 17, 2016
- Traffic Consultant Counting Vehicle Volumes on Route 1
 - Will examine Intersections, Turn Lanes and Pedestrian & Bicycle Activity
- Transportation Analysis to Support Comprehensive Plan Amendment
 - Will begin soon
- Anticipated operation beyond 2028

Related Activity – Route 1 Widening



Telegraph Road to Mount Vernon Memorial Highway/Jeff Todd Way

- Federal Highway Administration, Eastern Federal Lands Highways Division administering
- Anticipated Completion: December 31, 2016
- www.rte1ftbelvoir.com

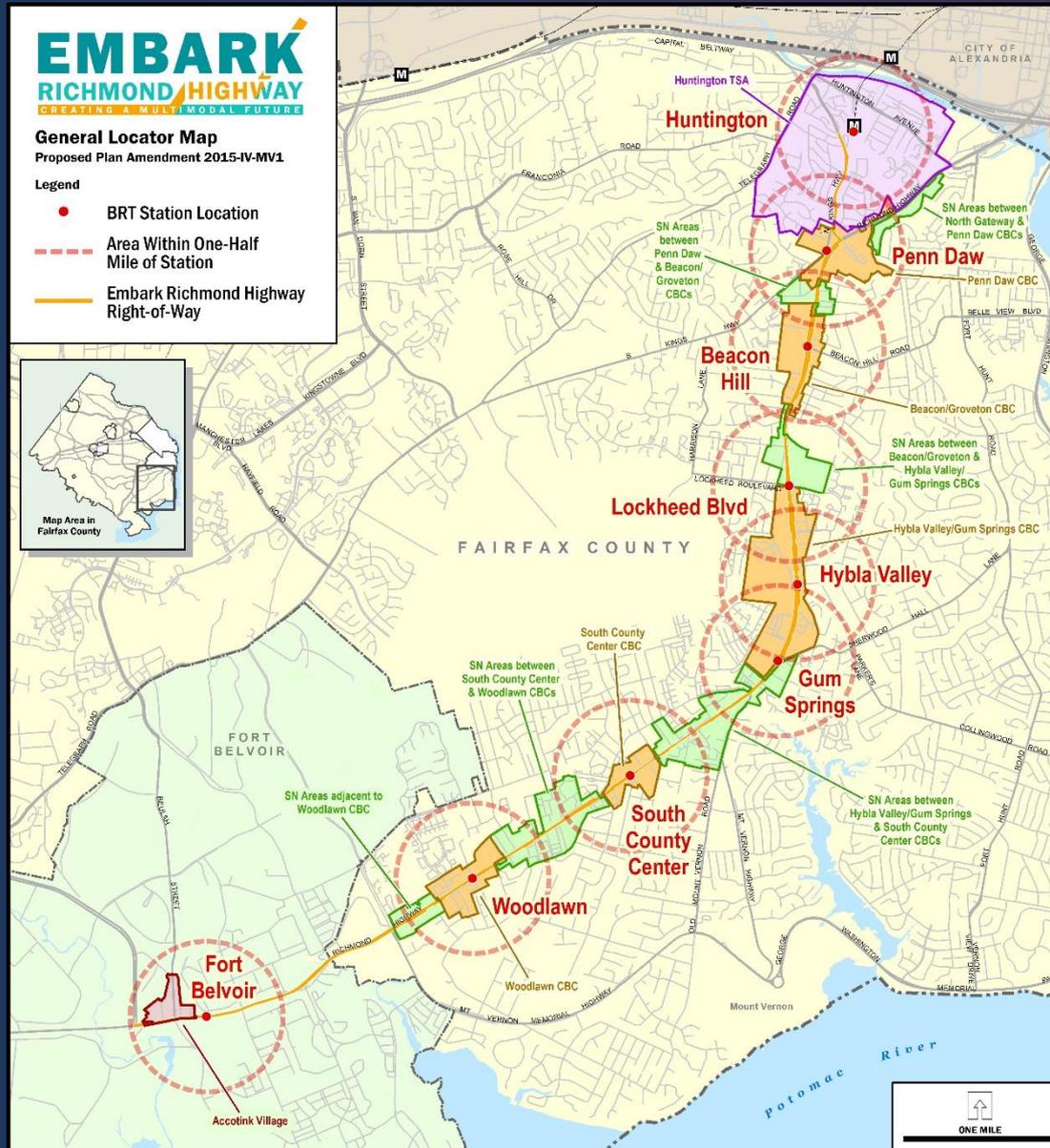
Mount Vernon Memorial Highway/Jeff Todd Way to Napper Road

- Environmental and design work underway to widen from 4 to 6 lanes
- \$10M funding approved for this segment: \$1M Northern Virginia Transportation Authority (NVTA) and \$9M federal Regional Surface Transportation Program (RSTP)

Preliminary Engineering Study Initiated

- From Occoquan River Bridge to Pohick Road
- County-Funded
- Anticipated Completion of Phase 1 of the Study is Late Fall 2016

Station Location Concepts



What does transit-oriented development (TOD) mean for Richmond Hwy?



- Mixed-use neighborhoods at stations -
- Compact development, live-work-shop-play environments -
- Scale development around stations to support transit -

Vibrant, Walkable Places and Spaces



- Expanded, connected roadways, walkways, trails, and bicycle facilities -
- Modernized storm-water management and stream restoration -
- Communities amenities, public plazas, green infrastructure -
- Attractive and safe streetscapes -
- Urban park networks -

Embark – Comprehensive Plan Amendment

Route 1 
Multimodal Alternatives Analysis

EXECUTIVE BRIEF
February 2015



The Comprehensive Plan for Fairfax County, Virginia

Area IV

INCLUDING:

- Lower Potomac Planning District
- Mount Vernon Planning District
- Rose Hill Planning District
- Springfield Planning District
- Franconia-Springfield Area and Fort Belvoir North Area



A Fairfax County,
Virginia publication

2013 EDITION

The Comprehensive Plan is on the Fairfax County Web site at:
www.fairfaxcounty.gov/dpz/comprehensiveplan

The Web version of the Plan is always the most up-to-date. Compare this printed document with the Comprehensive Plan on the Web to determine if this volume has been updated with the most recent amendments.



Community Advisory Group

- **Composition**

- Southeast Fairfax Development Corporation representatives
- Mount Vernon and Lee community representatives
- At-large member

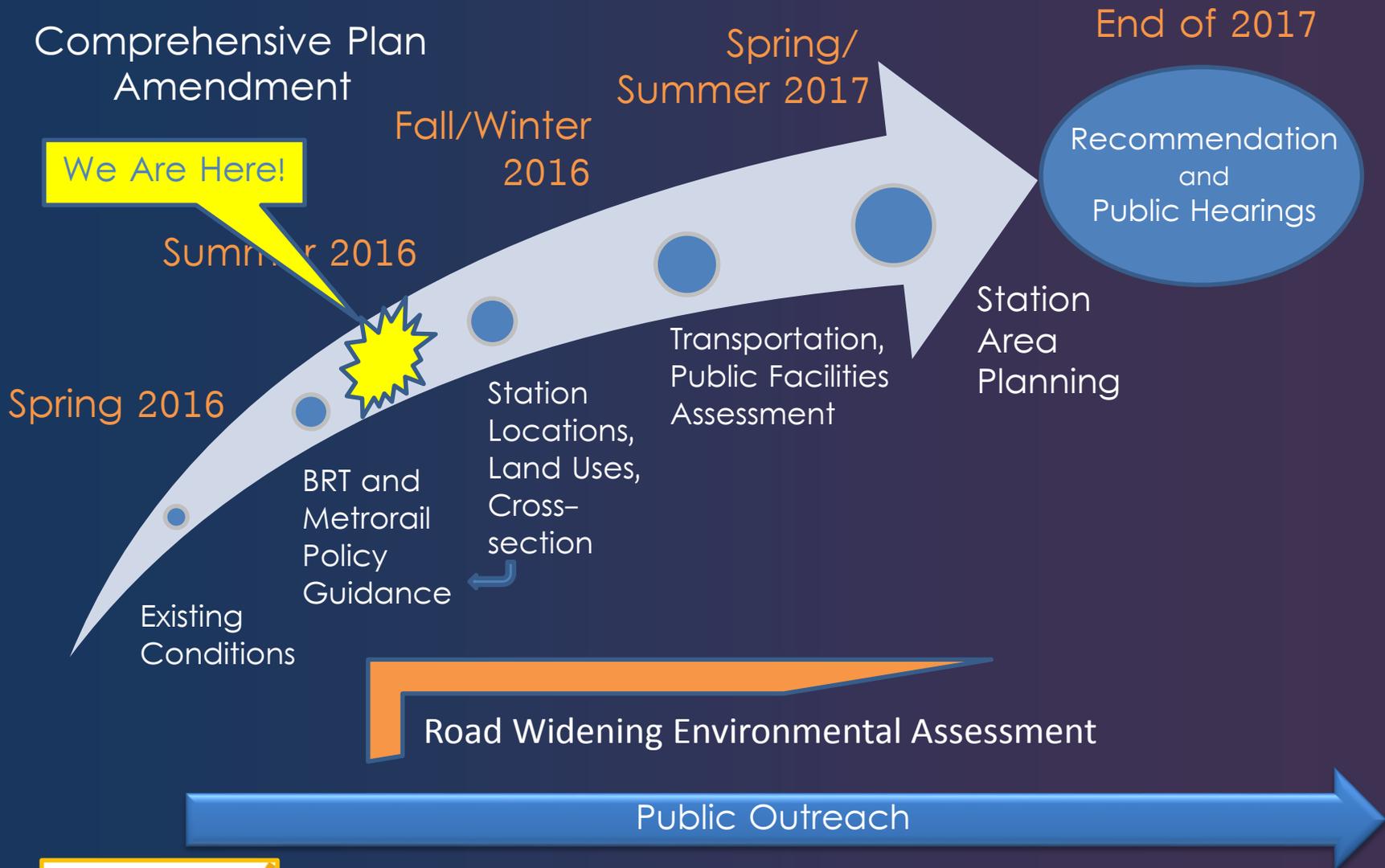
- **Standing meetings**

- 4th Monday, monthly – alternates morning/evening meetings
- Open to the public
- Public comment typically accepted at end of meetings

- **Role**

- Provide guidance to staff
- Community liaisons

Components and General Timeline



Existing Conditions Analysis



- 1 - Land Use
- 2 - Transportation
- 3 - Housing and Community Development
- 4 - Environmental Features
- 5 - Heritage Resources
- 6 - Public Schools
- 7 - Public Safety and Libraries
- 8 - Parks and Recreation

EMBARCK RICHMOND HIGHWAY PUBLIC SAFETY

FACTS AT A GLANCE

20 SCHOOLS

serve the students live in the study area

40 HISTORIC SITES

near Richmond Highway listed in the Fairfax County Inventory of Historic Sites

10 PUBLISHED SCHOOLS

at 1440' of 1440'

Projected student population for SY 2016-2017 vs. current capacities

Capacity Projection for School Year (SY) 2016 - 2017

High School: 17,147 vs. 17,147

Elementary: 17,147 vs. 17,147

Small: 17,147 vs. 17,147

Public: 17,147 vs. 17,147

EMBARCK RICHMOND HIGHWAY HERITAGE RESOURCES

FACTS AT A GLANCE

40 HISTORIC SITES

near Richmond Highway listed in the Fairfax County Inventory of Historic Sites

1 Accotink United Methodist Church
2 Ashland
3 Bayless House
4 Beacon Field Airport at City View
5 Belvale
6 Bethlehems Baptist Church
7 Burgundy Farm Country Day School
8 Camp Humphreys Pump Station
9 Evergreen
10 Fort Hunt
11 Fort Lyon Earthworks
12 Fort Willard Circle
13 Groveton School
14 Hollin Hall
15 Hollin Hills
16 Huntley House
17 Lamond House
18 Laurel Grove Baptist Church & School
19 Little Hollin Hall
20 Mason, Otis Talbot, House
21 Mount Calvary Community Church
22 Mount Eagle
23 Mount Erin
24 Mount Vernon
25 Mount Vernon Memorial Highway
26 Olivet Episcopal Chapel
27 Original Mount Vernon High School
28 Pease Family Cemetery
29 Popkins Farm
30 Sherwood Farm
31 Spring Bank
32 Stonybrooke/Retirement
33 Tauxemont Historic District
34 Tower House
35 Union Farm
36 Washington's Grist Mill
37 Woodlawn Baptist Church
38 Woodlawn Friends Meeting House
39 Woodlawn Methodist Church
40 Woodlawn Plantation

EMBARCK RICHMOND HIGHWAY SELECTED ENVIRONMENTAL FEATURES

FACTS AT A GLANCE

578 PUBLICLY OWNED AFFORDABLE HOUSING UNITS

160 PRIVATELY OWNED AFFORDABLE HOUSING UNITS

Affordable Housing Opportunity near the study area

FAIRFAX COUNTY AFFORDABLE HOUSING UNITS

Housing units owned by the Fairfax County Redevelopment Authority (CRDA) include those that are part of the Program, the Public Housing Rental Program, and lease units that are part of the Fairfax County Rental Program.

PRIVATELY OWNED AFFORDABLE HOUSING UNITS

Privately owned housing units include federally assisted dwelling units (ADUs) and workforce dwelling units (WU).

ENVIRONMENTAL QUALITY

***** Wet mapping*****

An open space system designed to link and natural resource areas and provide passive recreation, including stream valley wildlife habitats, wetlands. The preservation of EDCs is a long-term county policy and is currently achieved through development review process, acquisition of land, and the dedication of easements.

TREE COVER

***** Wet mapping*****

Overall, existing tree cover along the Bolling Highway Corridor is minimal. The Policy emphasizes the importance of retaining environmental on developed and undeveloped sites, and the visible of these amenities is tree cover. The encourages maximizing tree planting and retention, and fulfilling tree cover requirements through tree preservation instead of replanting existing tree cover parcels.

EMBARCK RICHMOND HIGHWAY HOUSING & COMMUNITY DEVELOPMENT

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WORKFORCE DWELLING UNITS (WU)

Workforce Dwelling Units (WU) are created by the Supervision WU Policy adopted in 2007. WU are multi-story buildings which receive floor area ratio (FAR) bonuses. The WU policy is a public policy and units are allocated to three equal groups of income households earning up to 120 percent of AHI.

EMBARCK RICHMOND HIGHWAY TRANSPORTATION

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Affordable Housing Opportunity near the study area

EMBARCK RICHMOND HIGHWAY LAND USE

FACTS AT A GLANCE

Data below reflects the existing land uses in the EDC and SNA as designated in the Comprehensive Plan

Distribution of Existing Non-Residential Use by Gross Floor Area (GFA) within CECs and SNAs

Office/Retail	6%
Institutional	6%
Industrial	7%
Hotel	79%

Distribution of Existing Residential Units within CECs and SNAs

SF detached	70%
SF attached (townhouse)	9%
Multi-family	21%

BICYCLE TRAILS

EMBARCK RICHMOND HIGHWAY

FAIRFAX COUNTY VIRGINIA

Dept. of Transportation Fairfax County Webpage

EMBARCK Webpage

RICHMOND HIGHWAY DEVELOPMENT

EMBARCK Webpage

WATERSHED MANAGEMENT PLAN Fairfax County

ENVIRONMENTAL POLICY Fairfax County Comprehensive Plan

RICHMOND HIGHWAY DEVELOPMENT

EMBARCK Webpage

HISTORIC PRESERVATION & HERITAGE RESOURCES Fairfax County Webpage

EMBARCK Webpage

RICHMOND HIGHWAY DEVELOPMENT

EMBARCK Webpage

Policy Guidance

FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition
Mount Vernon Planning District, Amended through 10-20-2015
Richmond Highway Corridor Area

AREA IV
Page 26

The northern part of Richmond Highway is located in the Belle Haven and Little Hunting Creek watersheds, while the southern segment is in the Dogue Creek watershed and is affected by the floodplains and stream valleys of Dogue Creek. The entire corridor is located in the Coastal Plain geologic province and thus lies in a zone of extensive slippage-prone swelling clays and sensitive aquifer recharge. Development in the Richmond Highway Corridor has degraded all three of these watersheds by increasing stormwater runoff from impervious surfaces and decreasing groundwater recharge.

There are three stream crossings of Richmond Highway. Cameron Run crosses the highway at its northern border adjacent to the Capital Beltway and the City of Alexandria. Little Hunting Creek crosses the roadway just south of the Gum Springs community, and the North Fork of Dogue Creek crosses just east of Woodlawn Court. The creek crossings represent examples of natural breaks in the otherwise almost continuous commercial strip character of the corridor.

CONCEPT FOR FUTURE DEVELOPMENT

The Richmond Highway Corridor is envisioned to contain six Community Business Centers which provide community-serving retail, residential, and mixed uses as well as serving as focal points in the corridor. From north to south, the Community Business Centers are: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center, and Woodlawn. Areas between these Community Business Centers are classified as Suburban Neighborhoods. Densities in the site specific recommendations which follow (especially the CBC's) reflect the recognition that medium density and intensity development provides an opportunity to achieve a high standard of urban design, and to integrate office, residential, hotel, and retail uses. Throughout the Community Business Centers, provision of space for small business, particularly in the ground floor of multifamily residential or office buildings is encouraged. Along Richmond Highway, uses in Suburban Neighborhood areas shall include predominantly residential use, but may also include neighborhood-serving retail and mixed-uses among others. Specific recommendations for each Land Unit or Area defined within the Community Business Centers and Suburban Neighborhoods are contained in the site-specific language. Within the Beacon/Groveton and the Penn Daw CBCs, core areas have been identified that may be developed with high intensity uses if conditions specified in the Plan are met. The intent of recommending these levels of development is to foster revitalization, redevelopment and the creation of distinctive urban environments that are economically sound and offer attractive opportunities to live, work and shop.

PLANNING OBJECTIVES FOR THE RICHMOND HIGHWAY CORRIDOR

The following objectives are intended to guide general land use decisions for the portion of the Richmond Highway Corridor within the Mount Vernon Planning District:

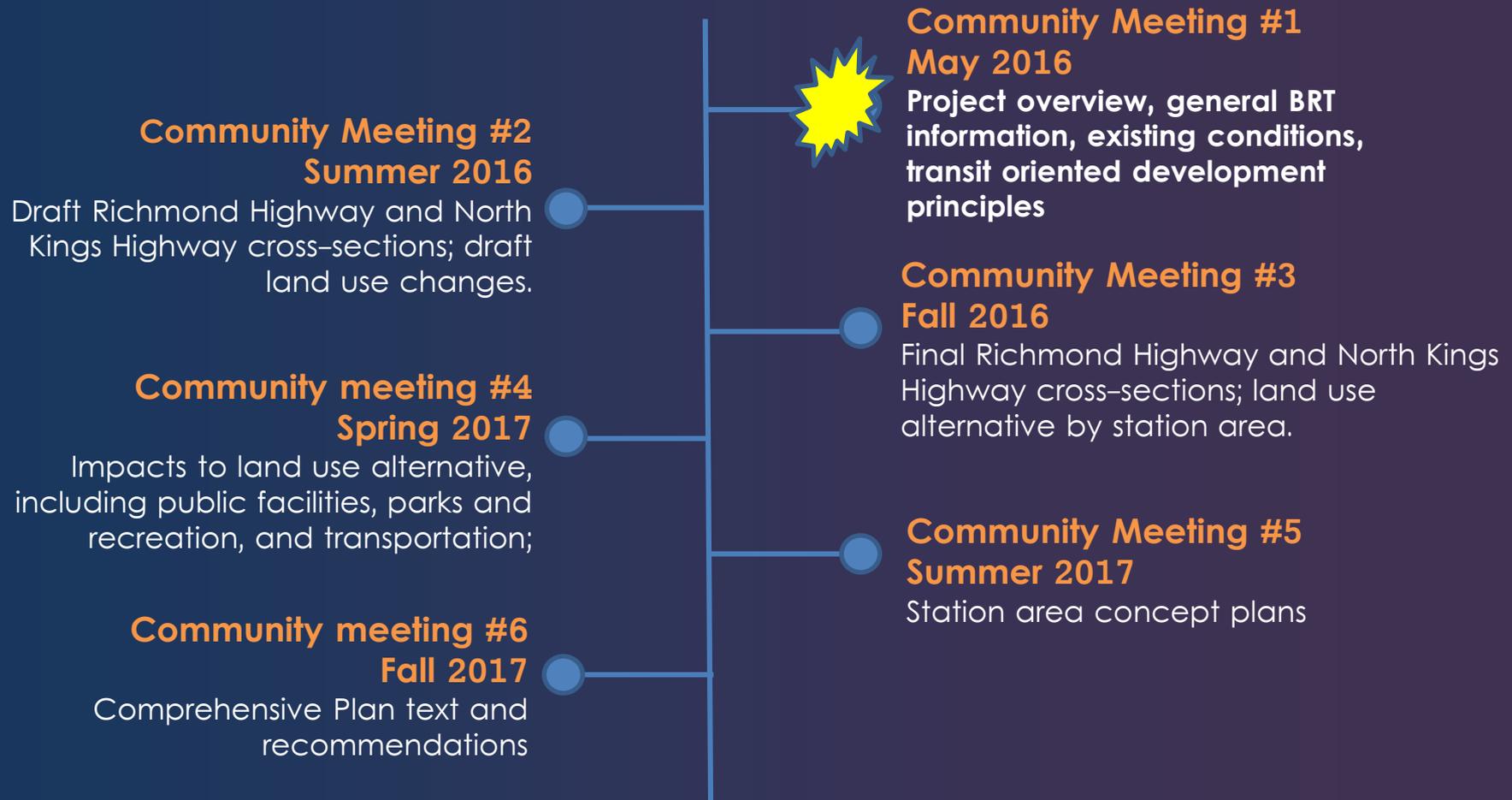
Land Use

- Plan for quality development, which may include office, retail, residential, mixed-use and institutional uses in six Community Business Centers along Richmond Highway: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center and Woodlawn. Core areas within these Community Business Centers that are appropriate for higher intensity have been identified.
- Encourage development which fosters home ownership to improve the variety of available housing.

General statements
about future vision for
the corridor:

- Promote revitalization and quality of life enhancements
- Ensure health and leisure needs of all
- Incorporate transportation options:
 - Bus Rapid Transit
 - Long-term Metrorail extension to Beacon Hill and Hybla Valley
- Growth balanced with infrastructure and public facilities
- Maintain stability of neighborhoods
- Preserve, enhance, restore environment

Planned Community Meetings



December 2017 – Planning Commission public hearing

January 2018 – Board of Supervisors public hearing

Open House Activities

- Read through display boards – See Map
 - Information about the project, existing conditions along the corridor, bus rapid transit, Rt. 1 widening
- Talk to staff about the project
 - Give us your thoughts! We are here for you
- Visit the VDOT table
 - Route 1 widening from Mount Vernon Memorial Highway/Jeff Todd Way to Napper Road
- Give us feedback
 - Sticker exercise and Survey
- Stay Informed...



Stay Informed



- Website:
<http://www.fairfaxcounty.gov/dpz/embarkrichmondhwy>
- Listserv:
<http://www.fairfaxcounty.gov/email/lists/>
- Email:
DPZ-RichmondHighway@fairfaxcounty.gov
- Facebook:
<https://www.facebook.com/fairfaxlanduse>
- Call Planning and Zoning Staff: (703)324-1380
- Call Transportation Staff: (703)877-5600

Meet us in the cafeteria for the
open house!