PLAN AMENDMENT
2015-IV-MV1
Embark Richmond Highway
Route 1 Multimodal Alternatives Analysis
(Virginia Dept. of Rail and Public Transit, 2015)

**Phase I:**
Bus Rapid Transit (BRT)
Huntington to Hybla Valley

**Phase II:**
BRT Hybla Valley to Fort Belvoir

**Phase III:**
BRT Phase III: Fort Belvoir to Woodbridge

**Phase IV:**
Metrorail Yellow Line Extension to Hybla Valley

Plus:
- Continuous bicycle and pedestrian facilities
- Consistent 6-lane roadway

Richmond Highway from Interstate-495 to Accotink Village/Fort Belvoir
Bus Rapid Transit (BRT) Planning on Richmond Highway

- Provides a high quality bus system delivering frequent and cost effective service at metro-level frequencies with special branded stations.
- Utilizes advanced technologies to improve customer convenience and reduce delays.
- Operates primarily in dedicated lanes (median) and in mixed traffic on N. Kings Hwy to the Huntington Metrorail station.
Plan Amendment Process

Spring-2015

Board Authorization

Spring-2016

Scoping; Existing Conditions

Corridor-wide Planning
Objectives; BRT and
Metrorail Policy
Guidance

Fall-Winter
2016

Station Locations,
Land Uses, Cross-
section

Spring-Fall 2017

Transportation,
Public Facilities
Assessment;
Station Area
Planning

Late 2017/
Early 2018

Public
Hearings

COMMUNITY ENGAGEMENT

6 Community
Meetings
24 Advisory
Group Meetings

PUBLIC OUTREACH
OUTREACH METHODS:
- Project Website
- Facebook
- Next Door
- Ask Fairfax
- Channel 16
- Variable Message Signs
- Multilingual Flyers
- District Newsletters
- Listserv Blasts
- Bus Advertisements
- Newspaper Ads.
- Conventional Mail
- Digital surveys (iPads)
Guiding Planning Principles

Promote Revitalization along the corridor

Ensure the health and leisure needs of residents, visitors, and employees are provided

Offer safe, reliable, effective, and interconnected transportation modes

Encourage high-quality urban design
Guiding Planning Principles (Cont.)

Support the economic success of the corridor

Preserve, enhance, and restore the environment

Maintain the residential nature of communities surrounding the CBCs

Recognize and accept responsibility for the stewardship of historic resources
CBC CONCEPTS

- Majority of redevelopment remains planned within the CBCs
- Clearer definition of the identity and “place”
  - Penn Daw - Transportation Gateway
  - Beacon/Groveton – Town Center
  - Hybla Valley/Gum Springs - Legacy and Ecological Node
  - Woodlawn – Neighborhood and Tourism Hub
- Areas in between remain planned for primarily residential and institutional uses
Guiding Planning Principles to Vision Elements
Multimodal Connectivity

Existing Beacon Groveton Shopping Center

Proposed Beacon Groveton Concept

Illustrative image of a complete street designed for walking, biking & vehicles
Transit-Oriented Development & High Quality Design

Transit-oriented development

Building-to-street relationship

Penn Daw CBC example

Step-backs on upper floors for public space/green space
Network of Interconnected Park Spaces
Network of Interconnected Park Spaces

Example of Park Concept Plan - Hybla Valley/Gum Springs Community Business Center
Environmental Resources

Channeled Stream in Hybla Valley

Example stream enhancement
Ecological Spine Street/Trail
Hybla Valley/Gum Springs

Livability Spine Street
Penn Daw
Historical Legacy

Proposed Woodlawn Cultural Corridor/Tourism Hub

Public art that references the area’s history
Balanced Mix of Uses

Land Use Comparison

- Existing Land Uses
- Planned Land Uses - Adopted Comprehensive Plan
- Proposed Land Uses - Redevelopment Options
- Proposed Land Uses - Redevelopment Options with Metrorail

- Non-residential Square Feet
- Residential Square Feet
Plan Implementation

• Flexible mechanisms to achieve plan goals
• Public facilities and infrastructure to be phased to development, including a new school site
• Detailed design guidance from Urban Design Guidelines
• Funding plan for transportation improvements
• Partnerships
Staff Recommendations

• Replace Richmond Highway Corridor Guidance with new guidance on land use, transportation, urban design, public facilities, parks, etc.

• Modify Huntington Transit Station Area/MV1 Planning Sector and Lower Potomac with refined transportation recommendations (no land use changes)

• Update Parks Classifications in underlying planning districts to reflect revised designations
PLAN AMENDMENT
2015-IV-MV1
Embark Richmond Highway