

visualize2045

A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Presentation Series: Implementing the Concepts of TPB's
Seven Endorsed Initiatives

Embark Richmond Highway

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Fairfax County DOT

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COG DCPS

TPB Technical Committee
May 4, 2018

Purpose of Presentation Series

- The TPB's endorsement of seven aspirational initiatives calls for future concerted action by the TPB and local jurisdictions to move these ideas forward.
- This presentation series will highlight examples of local planning in the region that embodies Visualize 2045's seven endorsed initiatives.



Embark Richmond Highway: Related Initiatives

Bring Jobs and Housing Closer Together

“Embark Richmond Highway is an initiative to provide multimodal transportation solutions and create opportunities for economic development in the Richmond Highway Corridor”

Guiding Planning Principles (*partial list*)

- *Economic Success and Revitalization*
- *Stable Residential Communities*
- *Safe, Effective and Interconnected Transportation Modes*
- *Health and Leisure: Create Places for Walking, Biking*
- *High Quality Urban Design*



Embark Richmond Highway: Related Initiatives

Expand Bus Rapid Transit Regionwide

Embark Richmond Highway BRT line creates 7.5 mile transit connection between Huntington and Fort Belvoir

- A key transportation goal of Embark is to increase transit ridership along the Richmond Highway Corridor
- Builds on VDRPT Route 1 Multimodal Alternatives Analysis for the Richmond Highway/Route 1 corridor from I-495 to Woodbridge



PDTAC briefings on land use plans and major transportation projects

- Embark Richmond Highway
- Potomac Yards and Eisenhower Avenue
- Purple Line and PLCC (*May*)
- Loudoun County Silver Line (*June*)



Embark Richmond Highway

TRANSPORTATION PLANNING BOARD TECHNICAL COMMITTEE MWCOCG

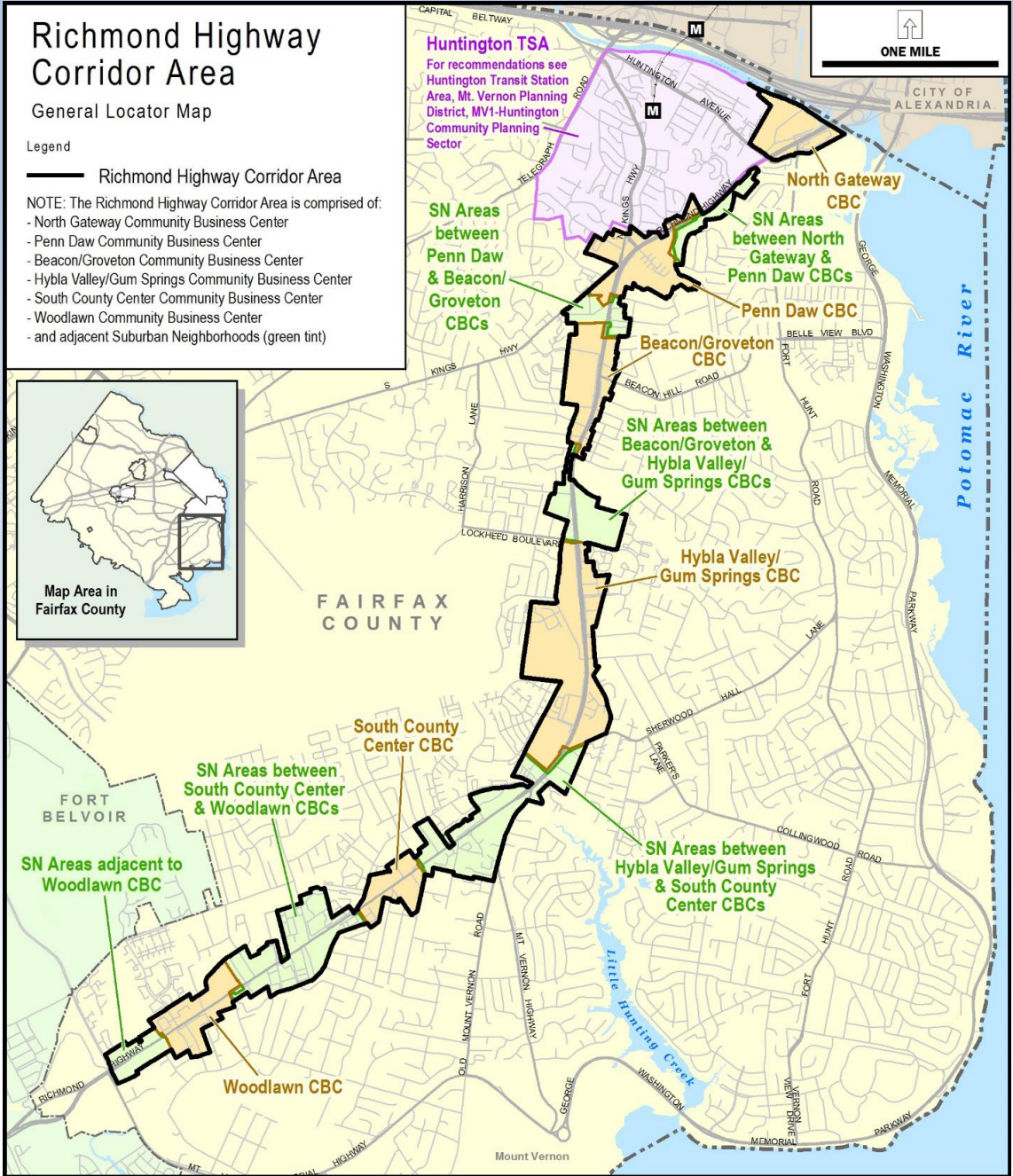
May 04, 2018



Agenda

- The Route 1 Corridor
- Embark Richmond Highway, creating a multimodal future
- Selection of Bus Rapid Transit & Metrorail modes
- Richmond Highway's multimodal complete street
- Board Authorization
- Addressing social equity
- Achieving goals in growth and urban design
- Transit Oriented Development and CBC Connections
- Incorporating innovative solutions

General Location



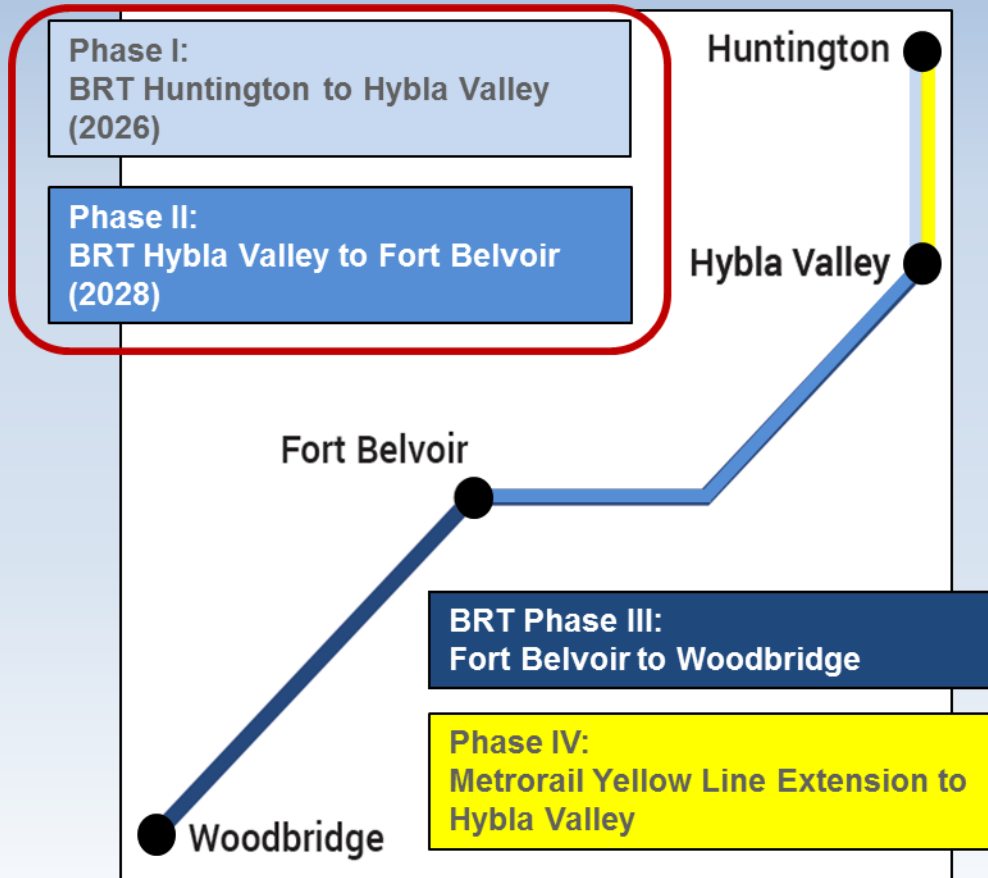
VDOT Route 1 Centerline Design Study

- HJR 217/SB121 (1998) – Stafford County Line to Capital Beltway
- Prioritization and funding for improvements.
- Addresses increased travel demand in corridor and need for coordinated revitalization efforts in Prince William and Fairfax Counties.
 - Increase safety
 - Increase traffic capacity
 - Facilitate bicycle and pedestrian movement
 - Improve aesthetics
 - Increase transit usage
 - Promote economic redevelopment
- CTB decisions in 2004, except Armistead Road (Lorton) to Capital Beltway, pending transit study
- Transit study funded and commenced by DRPT in 2013

Route 1



Multimodal Alternatives Analysis



*Route 1 Multimodal Alternatives Analysis, February 2015

<http://www.drpt.virginia.gov/media/1591/route-1-final-report-with-appendices-february-2015.pdf>

Board Authorization

On May 12, 2015, the Board of Supervisors initiated the Embark Richmond Highway Comprehensive Plan Amendment,

- endorsing the DRPT AA recommendations
- authorizing the Embark Plan Amendment
- directing staff to proceed with NEPA

The Plan Amendment would include:

- refinement the adopted Comprehensive Plan recommendations
- evaluation and incorporation of the AA recommendations
- assessment of mix of land uses and transportation recommendations around the potential bus rapid transit stations along the corridor between Huntington and Fort Belvoir.

Diversity & Social Equity

Fairfax County embraces its growing diverse population and recognizes it as a tremendous asset towards economic success, but also knows that racial and social inequities still do exist.



<https://www.fairfaxcountyy.gov/topics/one-fairfax>

The *One Fairfax* Policy, which was incorporated into Embark, provides a framework to advance equity in alignment with our stated visions and priorities.

- Reliable, high-frequency, high-quality transit for all
- Upgraded bicycle and pedestrian facilities for all
- Enhanced connections and access to and from activity centers
- Improved green infrastructure and expanded network of open spaces and parks
- Affordable and accessible housing policies for wide range of incomes, ages, abilities

Economic Success

- Improve access to employment and training
- Retain and increase jobs
- Attract the next generation workforce
- Provide a variety of housing types
- Balance the timing of development with transportation improvements and public facilities

Transportation/Land Use Coordination

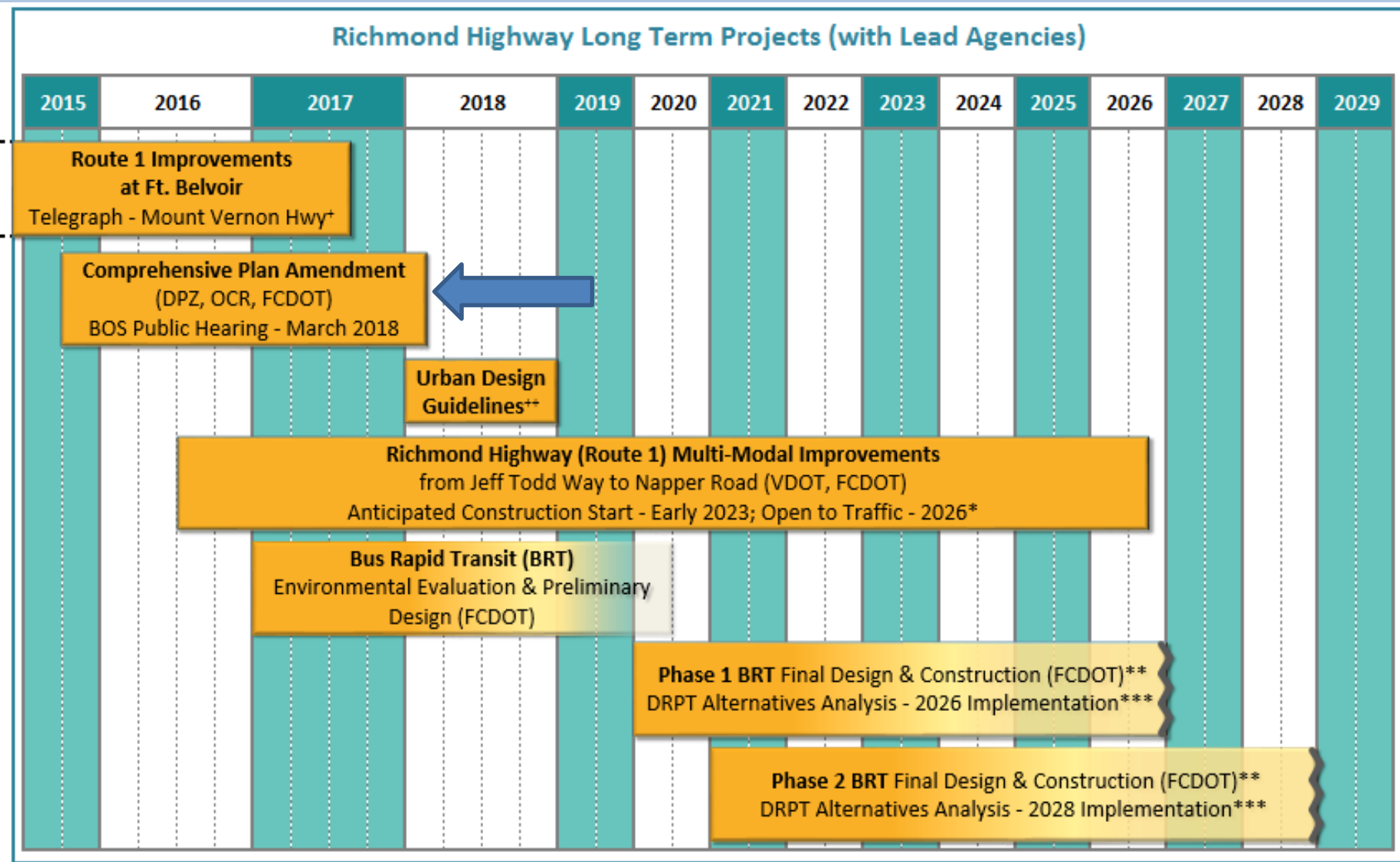


Embarc Richmond Highway is an initiative focused on creating a multimodal future for Richmond Highway Corridor where residents, workers, and visitors can walk, bike, or drive to the places they want to go. The components of the Embarc Richmond Highway project include:



- ⇒ Fairfax County-led components of EMBARK are providing the vision for the design of the widening of Richmond Highway from Jeff Todd Way to Napper Road
- ⇒ Coordination between state and local agencies occurs at project progress meetings and during informal discussions and mini-workshops.
- ⇒ VDOT maintains Richmond Highway and makes final decisions considering the positions of its partners and the public
- ⇒ Fairfax County Board of Supervisors will be asked to provide endorsement of this project.

Coordination with Corridor Projects



Achieving Goals

- Use guiding **planning principles** created by the community as the basis for decision-making
- **Concentrate redevelopment** potential and transportation improvements in the CBCs and around BRT stations
- Rebalance land uses for a **mix of residential and non-residential** to support BRT
- Provide a **resilient transportation system** that does not exclusively rely on Richmond Highway or the single-occupant vehicle (SOV)
- Establish a **unique identity** for each CBC based on the area's historic and/or environmental assets. Integrate this identity into public spaces, urban design, and transportation improvements

Guiding Planning Principles

Promote revitalization along the corridor



Encourage high-quality urban design



Ensure the health and leisure needs are provided



Offer safe, reliable, effective, and interconnected transportation modes



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

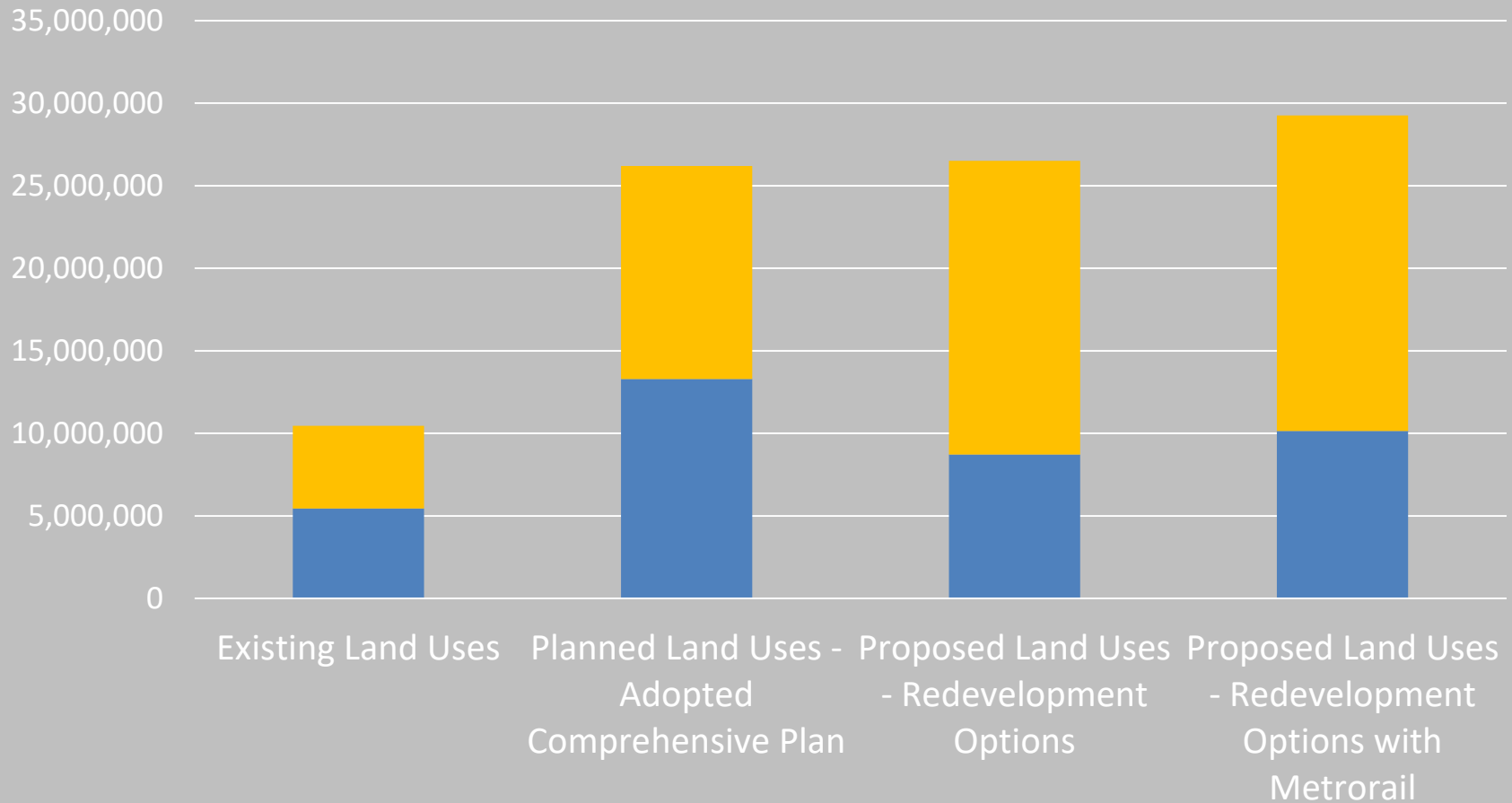


Transportation Goals

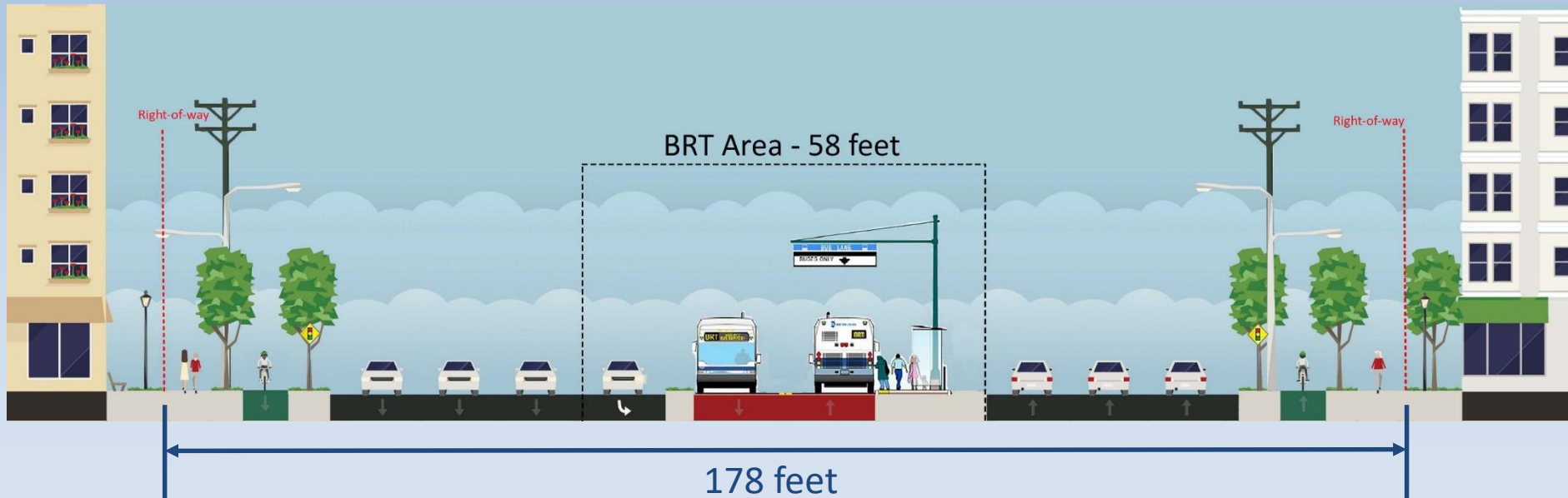
- Provide safe, reliable, effective, and interconnected transportation modes
 - Reserve exclusive right-of-way for BRT and re-purpose service drives
 - Provide infrastructure that reduces SOVs and encourages public transit use, walking, and bicycling for all ages and abilities
 - Provide complete street network (grids of streets) within CBCs and connect to adjacent neighborhoods
 - Consolidate entrances, reduce curb cuts, improve access and enhance signage

Balanced Mix of Uses

■ Non-residential Square Feet ■ Residential Square Feet



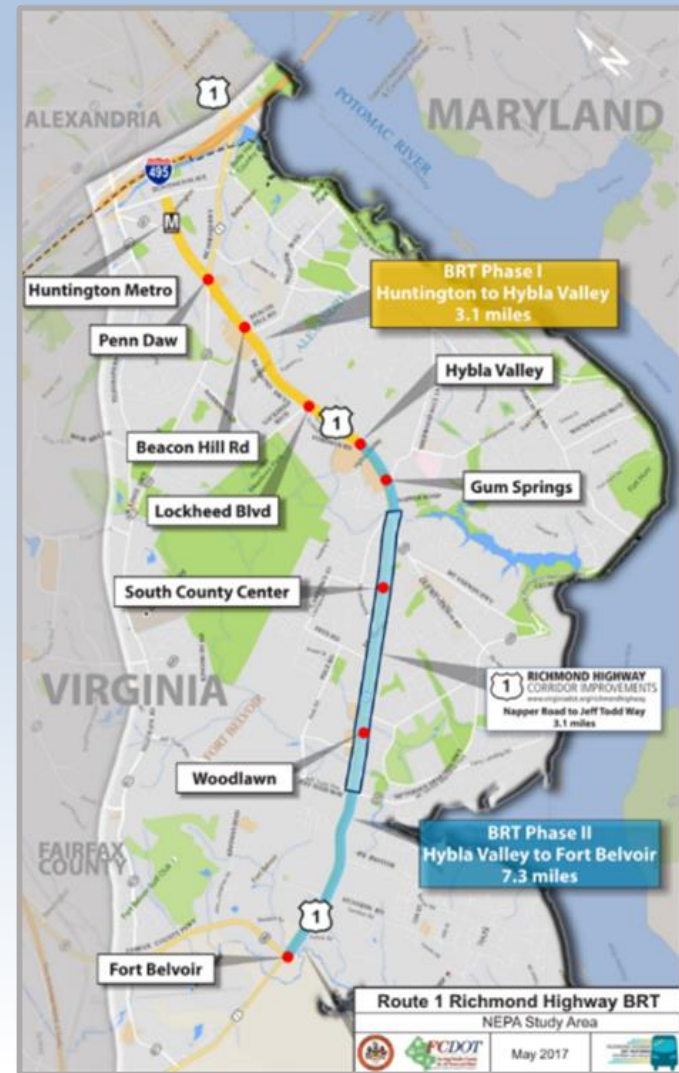
Multimodal Complete Street



- Two-way BRT transitway in Richmond Highway center median (BRT in mixed traffic on North Kings Highway)
- Consistent six (6) travel lanes
- Continuous bicycle (separated, directional cycle tracks) and pedestrian facilities (wide sidewalks)
- Streetscaping, amenities

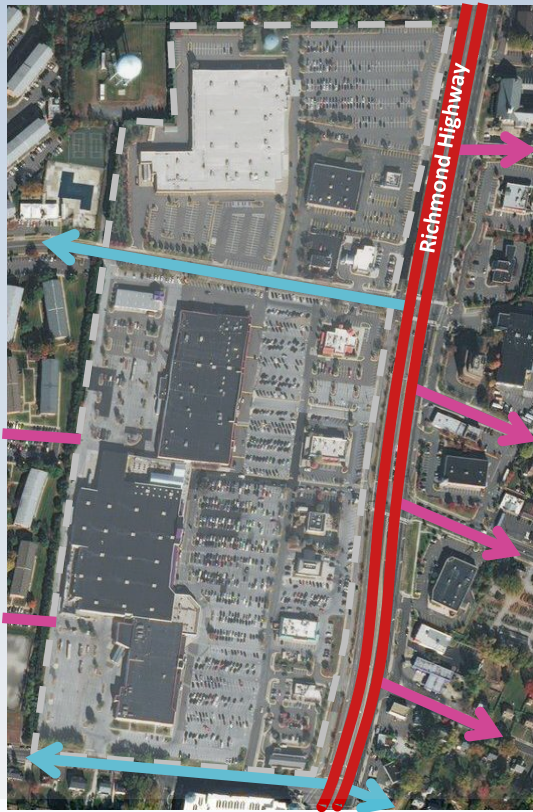
BRT Alignment and Potential Stations

- A high quality bus system delivering frequent and cost effective service at metro-level frequencies with special branded stations
- Advanced technologies to improve customer convenience and reduce delays



Increase Multimodal Connections

Existing Beacon/Groveton Shopping Center



Proposed Beacon/Groveton Concept

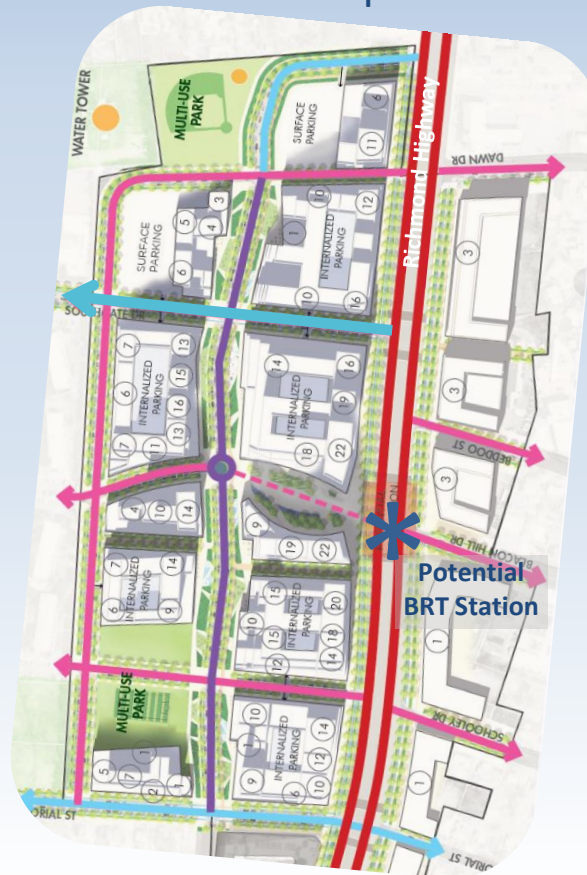
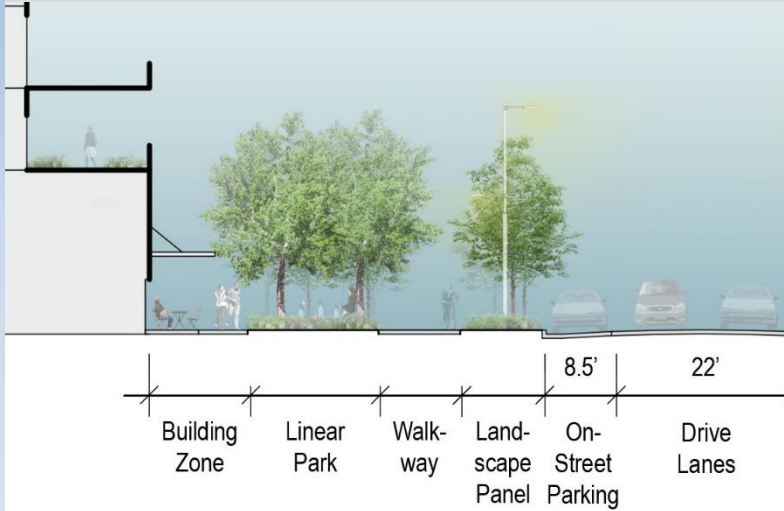


Illustration of a complete street designed for walking, biking & vehicles



Promote multimodal connectivity within and between the CBCs to improve access and provide transportation choices.

Livability Spine



Ecological Spine

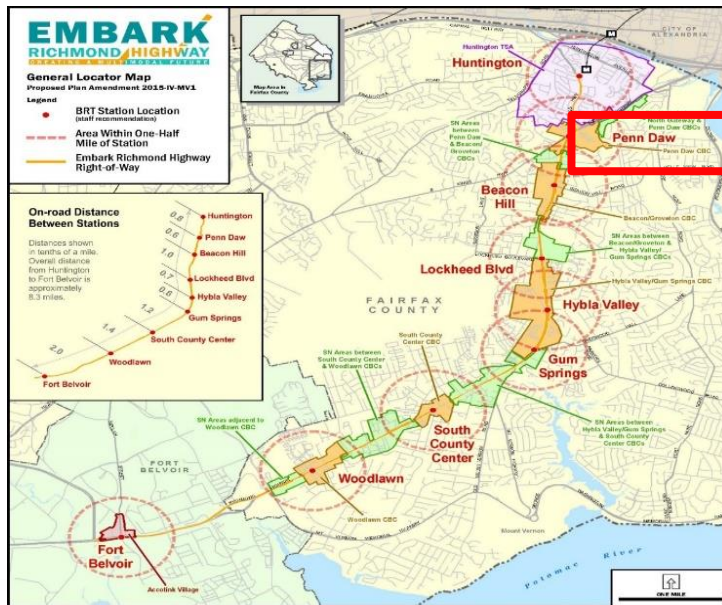
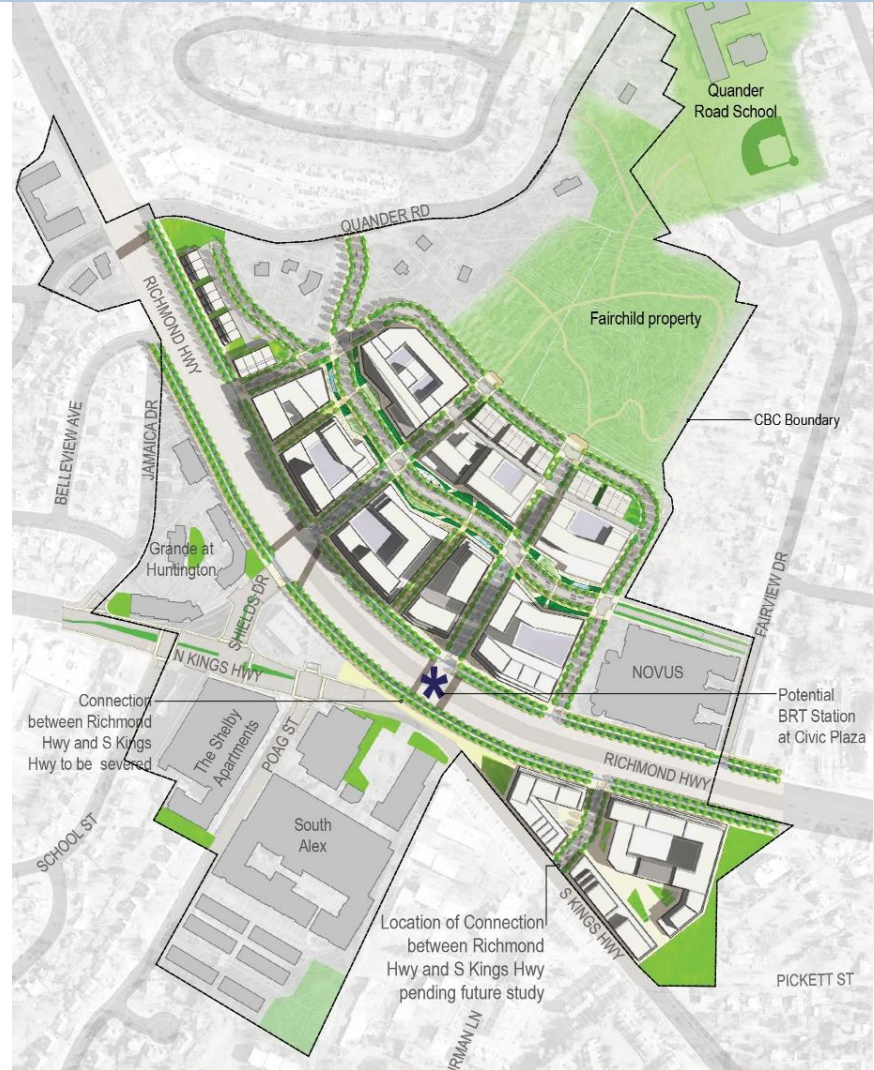
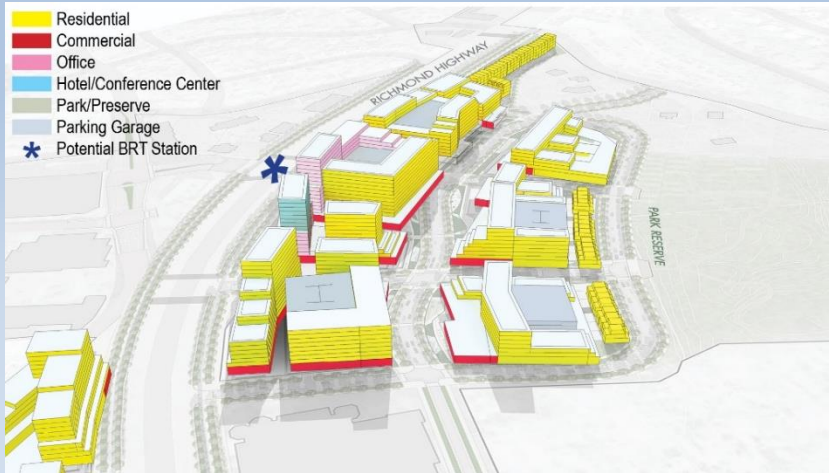


Comprehensive Plan Vision for the CBCs

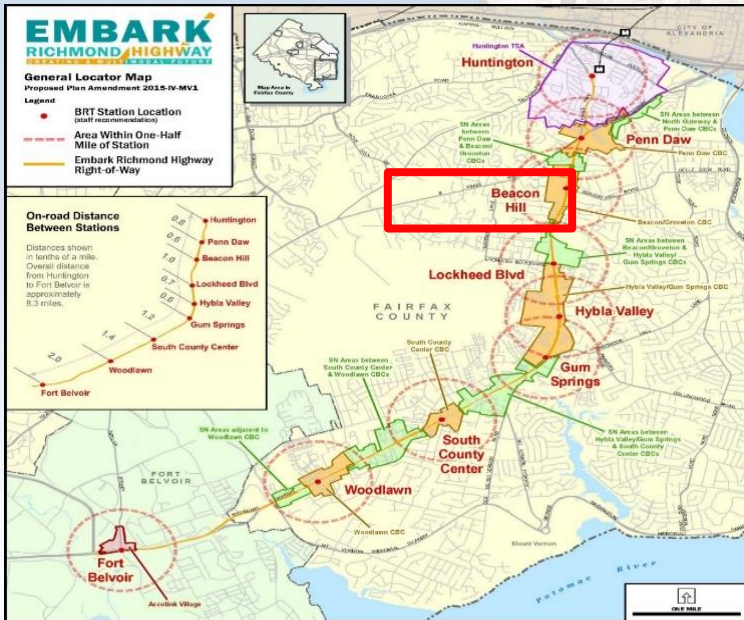
The vision for the Richmond Highway CBCs honors the legacy of the corridor and the area's unique ecological features to achieve a series of well-connected, transit-oriented activity nodes that celebrate the corridor's history, embrace its environmental features, and strengthen the greater Richmond Highway community.



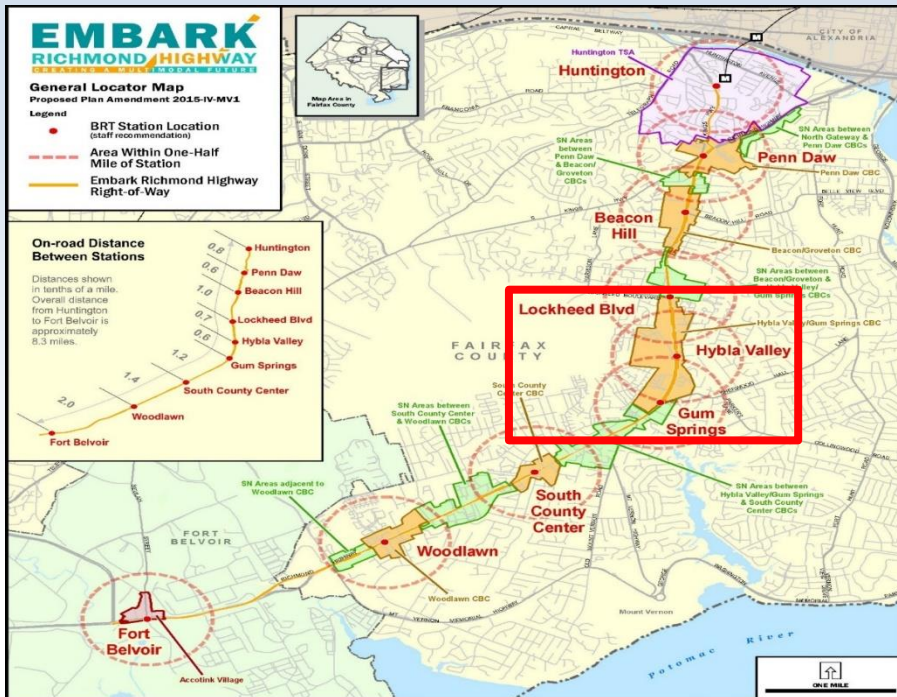
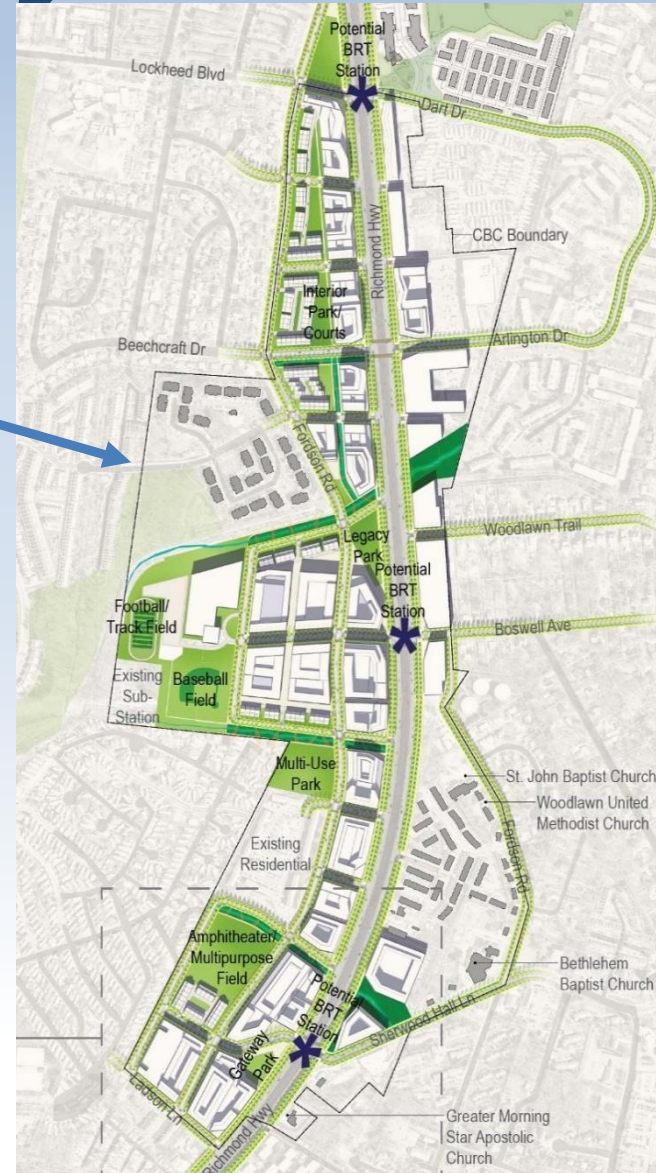
Penn Daw, The Transportation Gateway



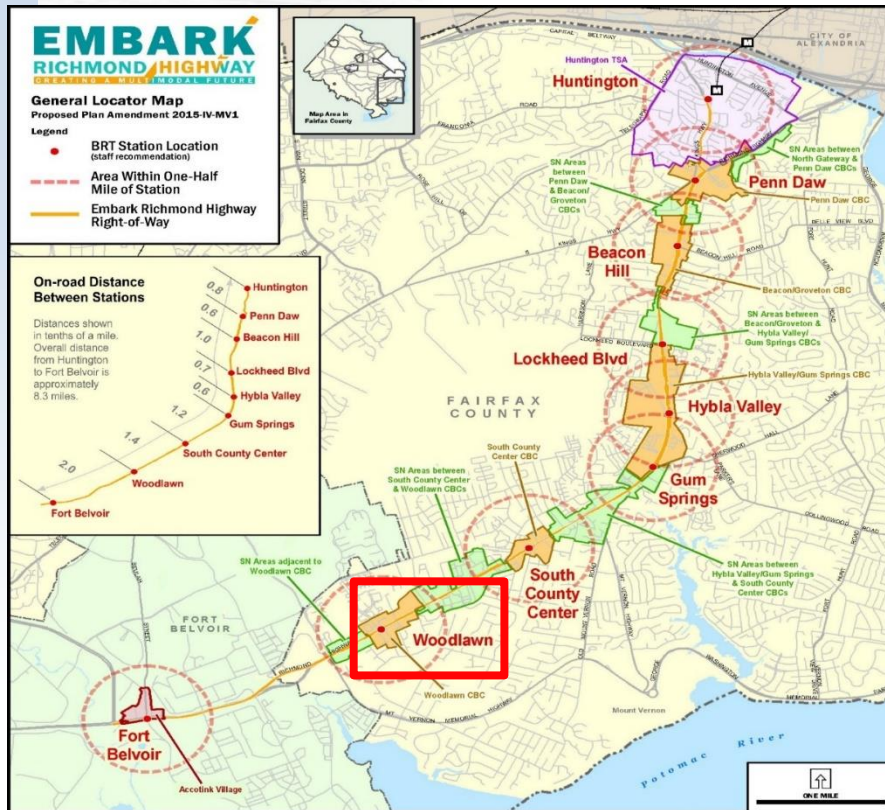
Beacon/Groveton, *The Town Center*



Hybla Valley/Gum Springs Legacy and Ecological Node

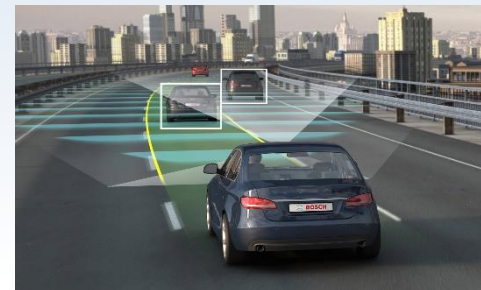


Woodlawn, Neighborhood and Tourism Hub



Feature Sustainability & New Technology

Act as stewards of the corridor's future legacy by incorporating smart and sustainable technologies and by integrating green infrastructure into new developments.



Realizing the Plan

- ***Plan adoption – March 20, 2018***
- Primary mechanism for achieving the Plan's vision is redevelopment, which will occur incrementally through zoning changes
- Redevelopment must be balanced with public facilities and infrastructure
- Phased developments should demonstrate how interim conditions of a development will meet Plan objectives and how impacts are mitigated
- Partnerships of various kinds will be necessary
- Maintenance of the public realm should be a shared public and private sector responsibility

Next Steps

- VDOT Richmond Highway Widening
- Refinement of Grids of Streets (FTA TOD Grant)
- BRT System Planning
- Transportation Funding Plan
- Urban Design Guidelines (FTA TOD Grant)
- Review and Amend Countywide Trails Plan and Bicycle Master Plan
- Review Affordable Housing Policy Guidance

Contact Us and Stay Updated

Website: <https://www.fairfaxcounty.gov/planning-zoning/embark-richmond-highway>

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

Embark Story Map

Be sure to visit our new interactive story map!



<https://fairfaxcountygis.maps.arcgis.com/apps/MapSeries/index.html?appid=7e2f347f24bd4f7e909a92b3b2f274a9>

- This interactive story map was created to engage those who would like to learn more about the Embark Plan Amendment, and the relationship of the current area to what is being proposed.
- The story map interface allows for users to interact with a geographical map of the study area and its context within the larger county and metropolitan area.

Q&A

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STAR WARS DAY
MAY THE 4TH
BE WITH YOU



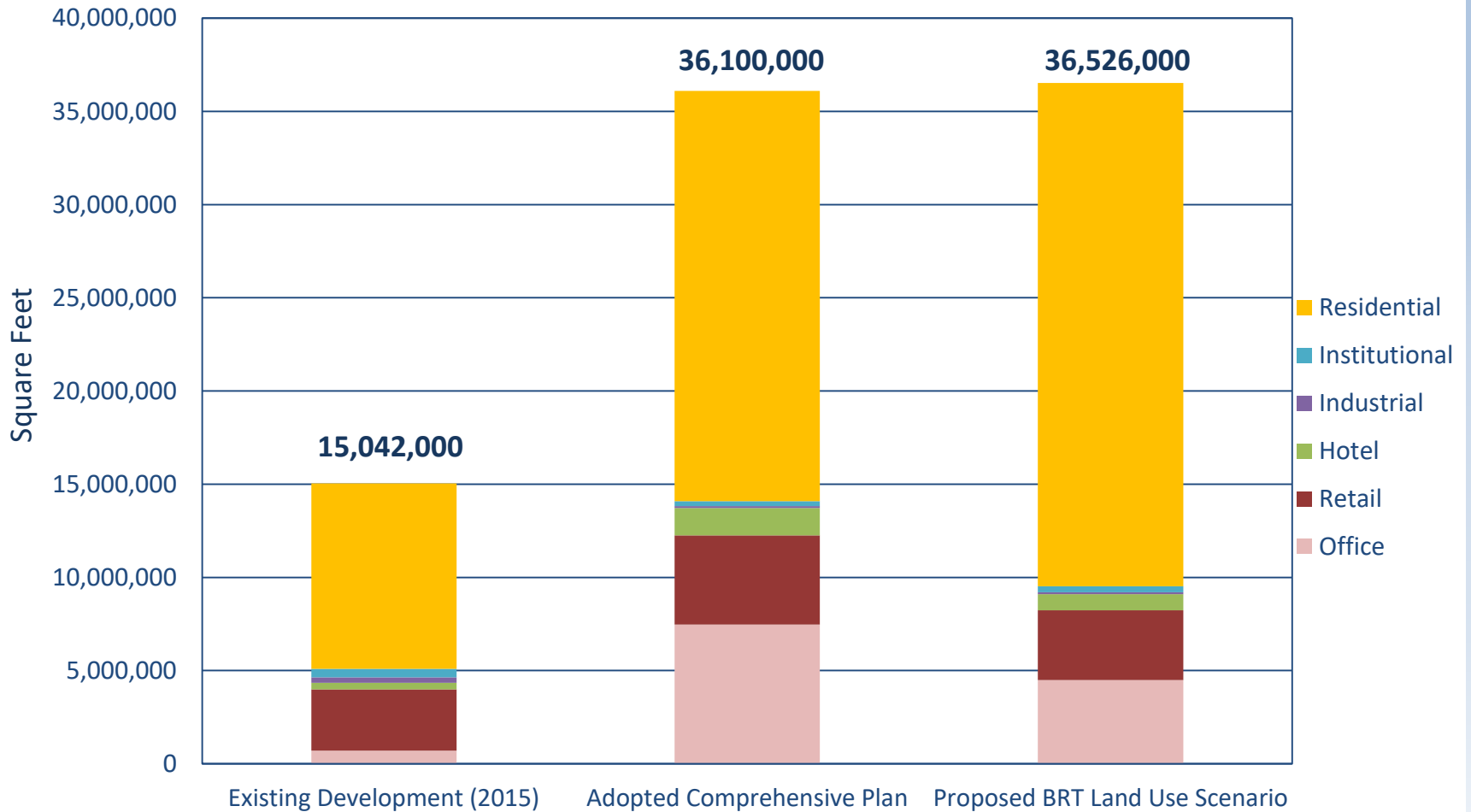
APPENDIX

Not for presentation – a guide to slides we should use

Here are some concerns:

1. How does Embark encourage economic development. The only mention of economic development is on pp 3-4 whereas other issues such as affordable housing and environmental concerns have pages in the document.
2. Why are there two cross-sections for Richmond Highway. Isn't Embark supposed to make Richmond Highway look the same from the Beltway to the Ocoquan?
3. How will requiring the under grounding of utilities with new redevelopment not be a drag on economic development?
4. Can the section on "discouraged uses" be removed? New additions to the County Code restricts placement of alternative lending institutions and the placement of pawn shops. Drive-throughs are a positive not negative community feature. Shouldn't Embark simplify the planning process?
5. Do we really need bike lanes on both sides of the highway?
6. What can be done to make the area more friendly for visitors? Landscaping? Signs?
7. Very positive about the effort to locate affordable housing next to employment opportunities.

Development Scenarios in Gross Square Feet



Includes the Huntington Transit Station Area (TSA), Community Business Centers (CBCs), and Suburban Neighborhoods

Bus Rapid Transit Project Status

- County's BRT PMC team:
 - Gathering data & performing preliminary studies
- NEPA* study to begin early 2018
- Public scoping meeting – February/March 2018
- Additional community meetings @ key milestones
- Project Contacts:

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Capital Projects & Operations Div.
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703.877.5764

Eric Teitelman
Program Manager, FCDOT
Chief, Capital Projects & Operations Div.
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*NEPA – National Environmental Policy Act, <https://www.epa.gov/nepa> 34

MWCOG Transportation Planning Board Coordination

Home > Maps > 2015 CLRP Amendment

Print Email Share

2015 CLRP Amendment



This is a summary of the major new projects or changes to existing major projects included in the 2015 Amendment to the CLRP, as it was approved on October 21, 2015. A complete listing of proposed additions and changes to all projects in the CLRP can be found in the [Air Quality Conformity Inputs for the 2015 CLRP](#).

For more information, [visit the CLRP website](#).

Tags: [Air Quality Conformity](#), [CLRP](#), [TPB](#)

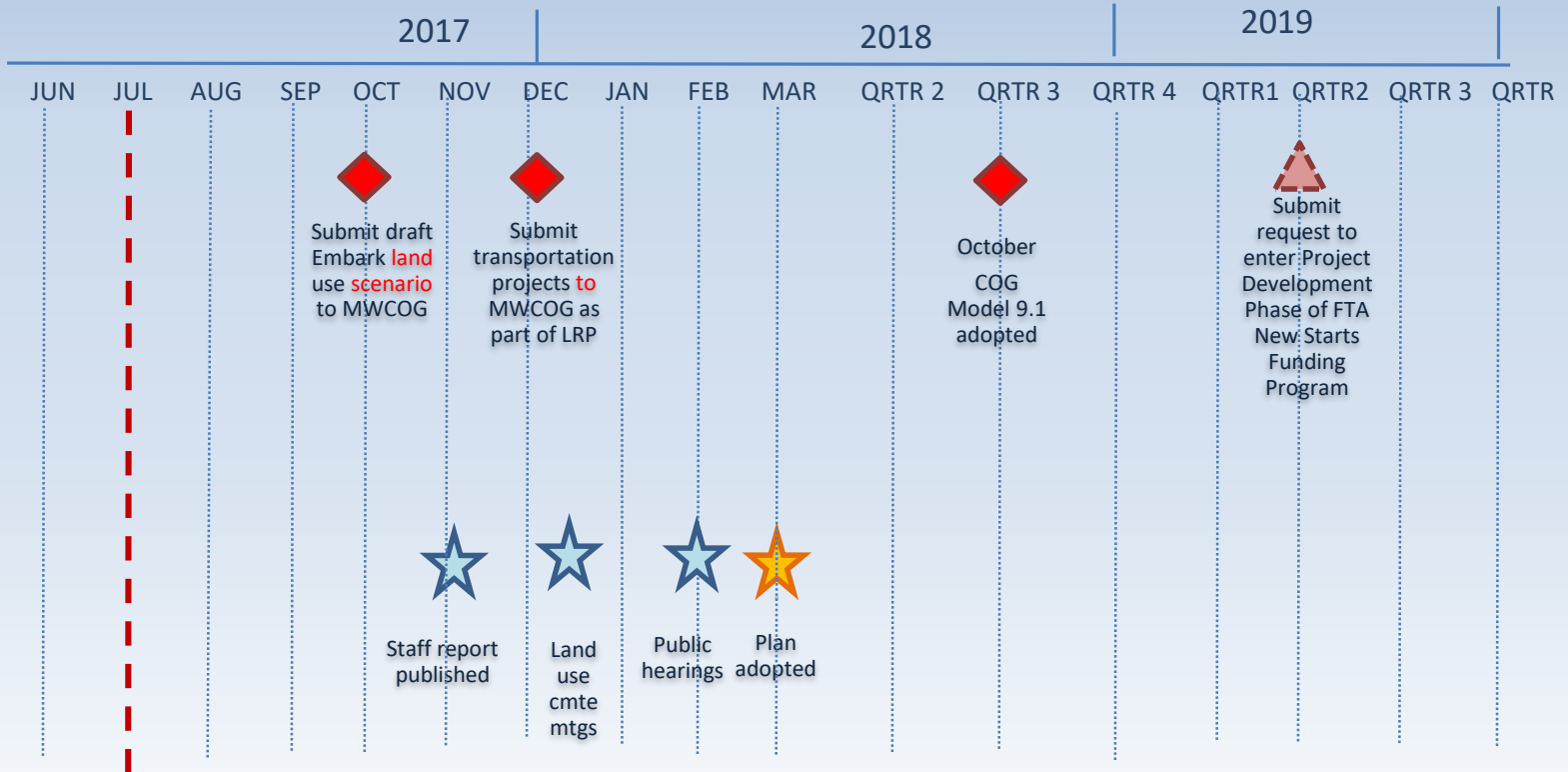
Map interface showing a project location. The popup window displays the following details:

Jurisdiction(s)	Fairfax County, Prince William County
Submitting Agency	Fairfax County
Secondary Agency	VDRPT
Projected Completion Date	2028
Total Cost	\$1 billion
Project Category	System Expansion
Project Type	Transit
Facility Name	US 1 Richmond Highway Bus Rapid Transit (BRT)
From	Hybla Valley
To	Fort Belvoir

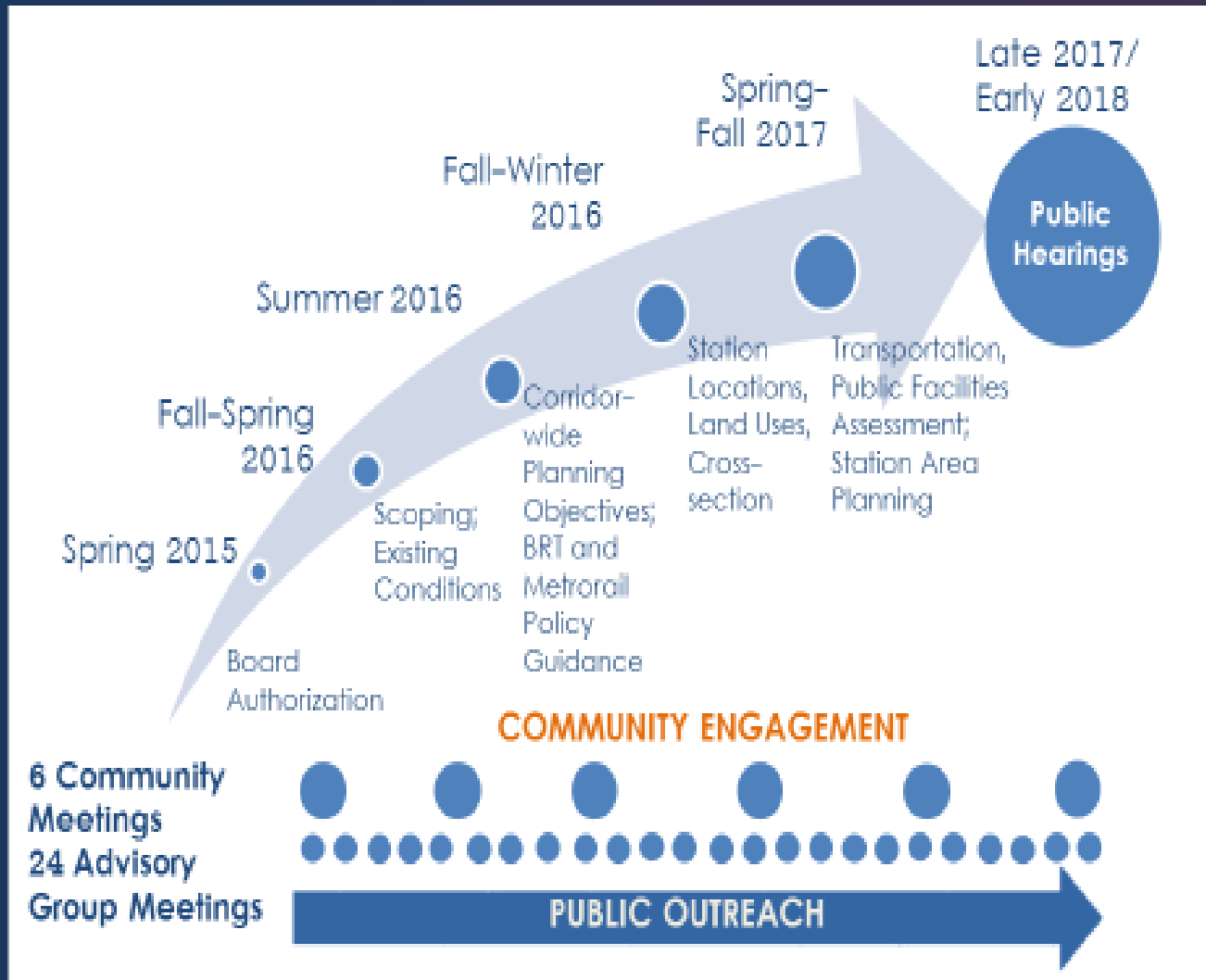
[Zoom to](#)



MWCOG 9.1 Coordination



Plan Amendment Process

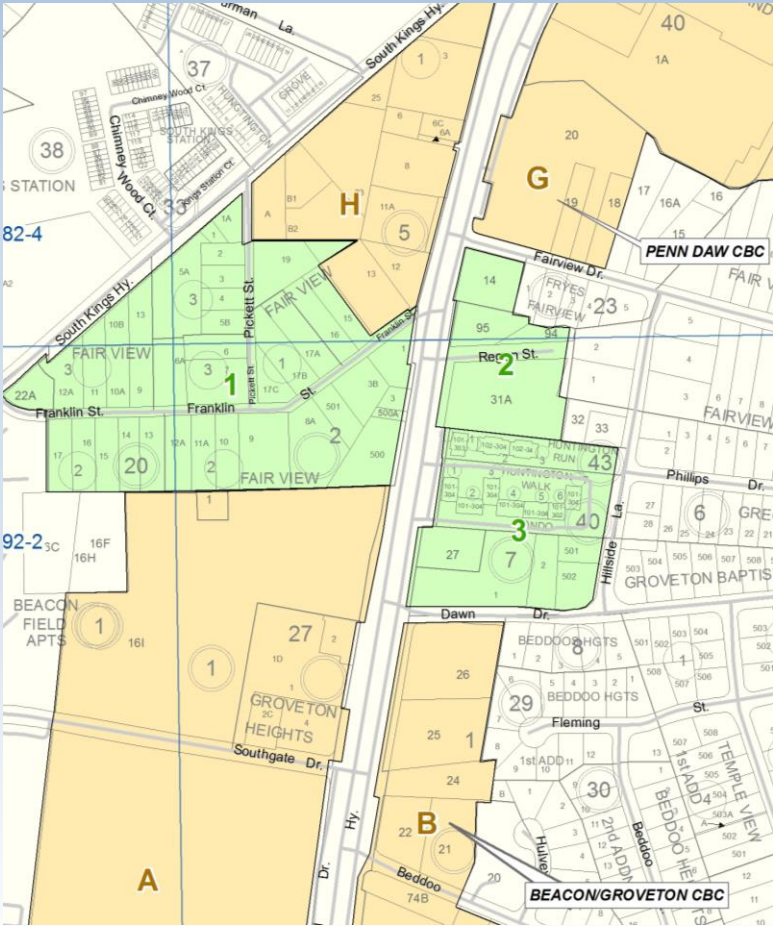


BOS Review
March 2018

Stable Residential Communities outside of CBCs

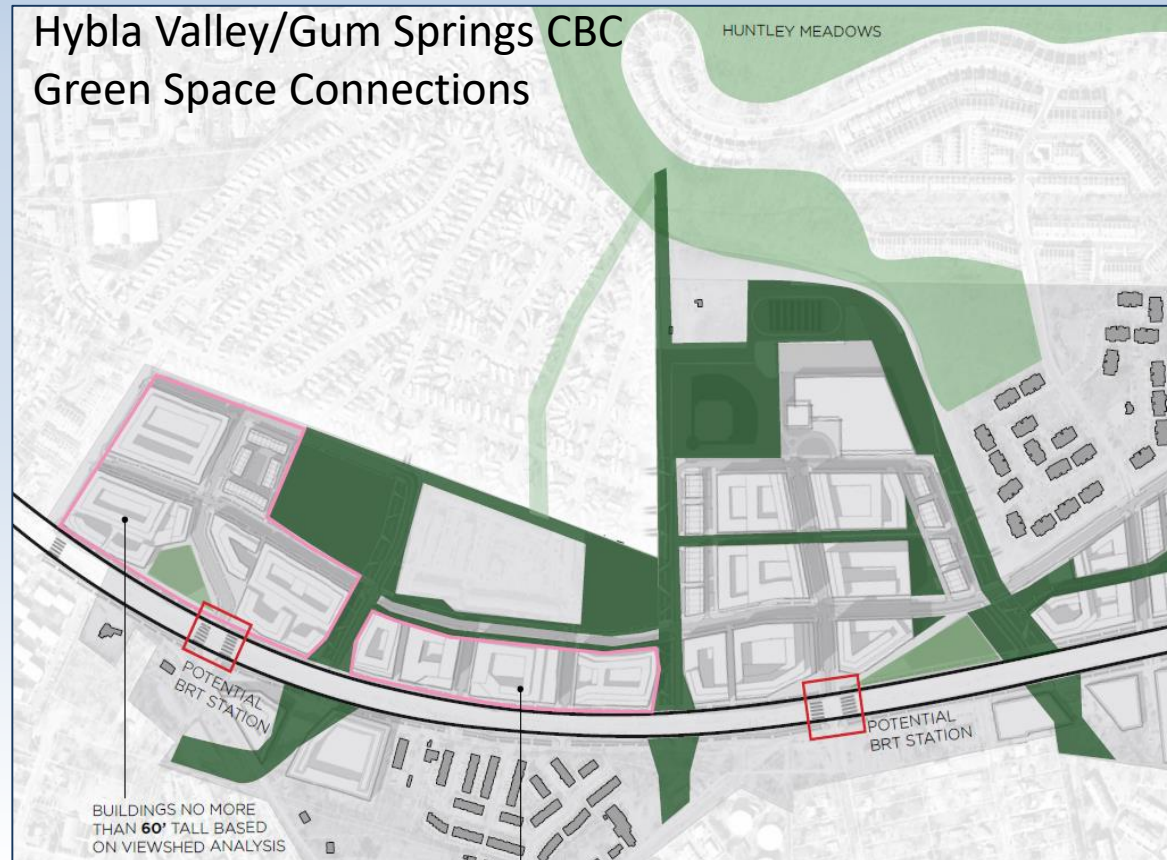
Maintain the primarily residential nature of stable communities surrounding the CBCs:

- Plan for primarily residential, institutional, and open spaces outside CBCs
- Provide a variety of residential housing types within the CBCs to preserve lower density neighborhoods
- Establish effective transitions to neighborhoods



Preserve, Enhance, and Restore the Environment

- Reduce impervious surfaces and improve stormwater runoff control
- Restore streams and riparian areas where practical
- Preserve existing trees and plant native trees and vegetation
- Encourage sustainable landscape design



High Quality Urban Design

- Use common design elements to create a visually cohesive corridor
- Achieve mixed-use developments within the CBCs that create a distinct sense of place and showcase the legacy of each area
- Encourage the design of great public parks and plazas
- Provide guidance on site and building design, building heights, placement of parking
- Design buildings around transit stations to create focal points
- Apply a range of street types to promote a walkable, multimodal transportation network

Utilities Relocation Overview

- Utilities are not just overhead powerlines:
 - Power lines for transmission and distribution
 - Telecommunication lines (telephone, cable, fiber optic)
 - Water, sewer, stormwater, and gas lines (main trunk lines as well as distribution)
 - Electrical transformers, pull boxes, junction and booster boxes, switches, light and utility poles, traffic signalization, etc.
- Relocation is costly and time consuming:
 - Costs for design, planning, construction
 - Multiple utility companies and owners involved in design
 - Utilities are complex entities; must be moved in sequence
 - Utility companies control schedule of which County has no control
 - Adjacent property owners and stakeholders for easements (relocation, purchasing and rededication of easements – legal public process, then providing service to properties)