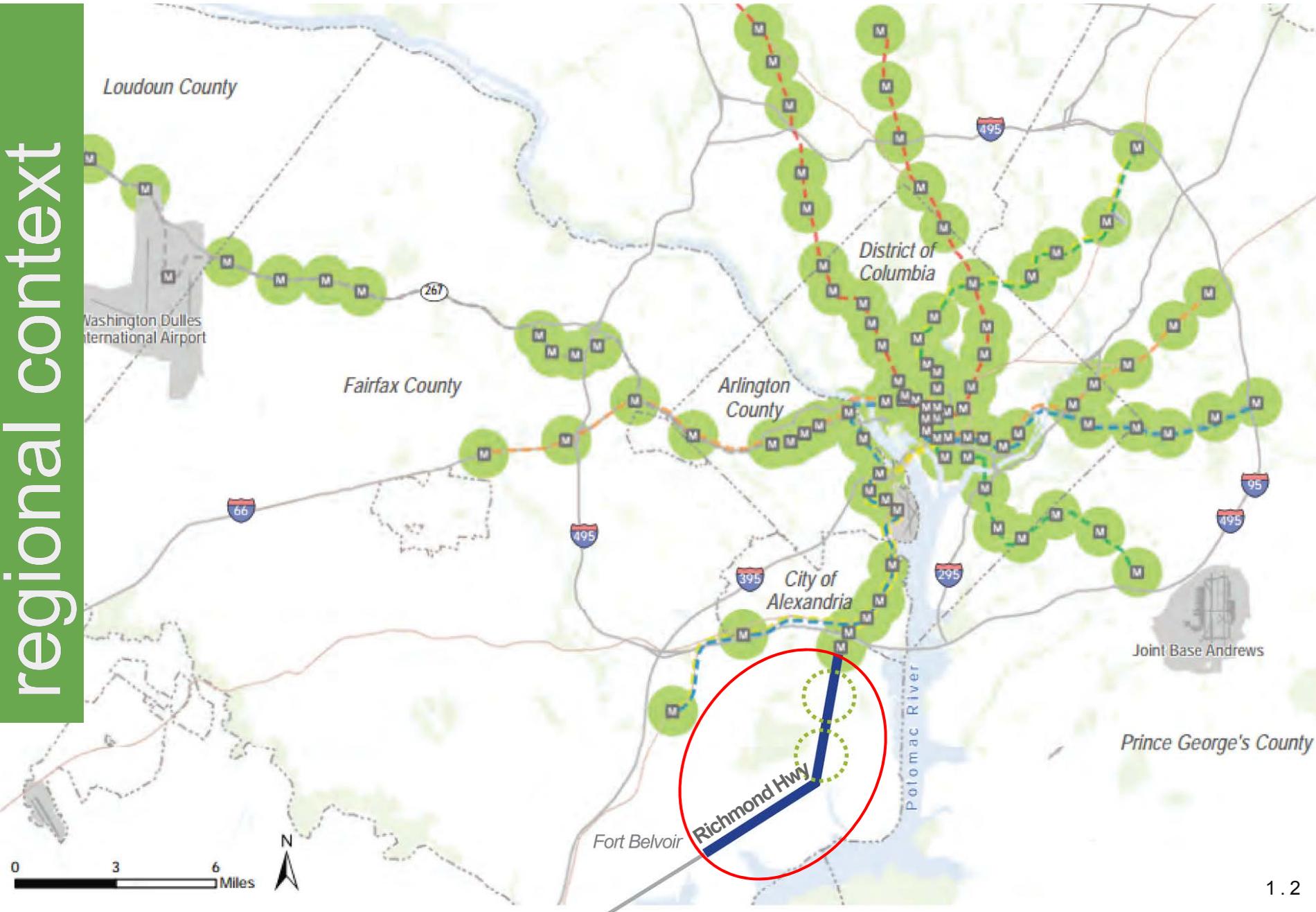


embark richmond highway

An integrated urban design, land use, and transportation plan designed to propel an aging suburban corridor into an urban, mixed-use community that supports multimodal investments.



regional context



Traveler breakdown (2015)

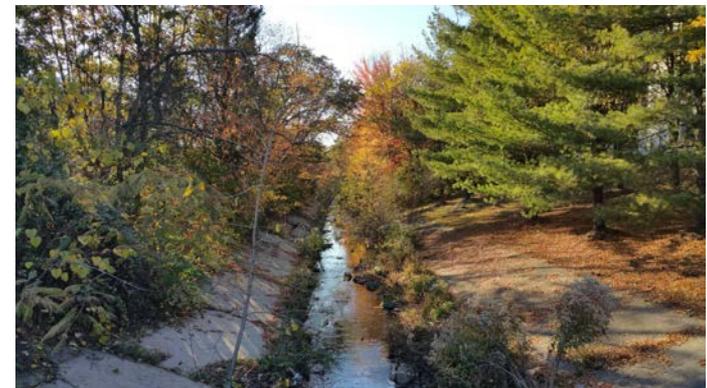
- 51,000 average daily trips
- 11,000 daily bus riders

Issues

- Discontinuous 4 and 6 lane sections
- Congestion
- Intermittent service drives
- Transit dependency
- Inconsistent pedestrian facilities/crossings
- Inadequate bicycle facilities

Development Patterns and Environment

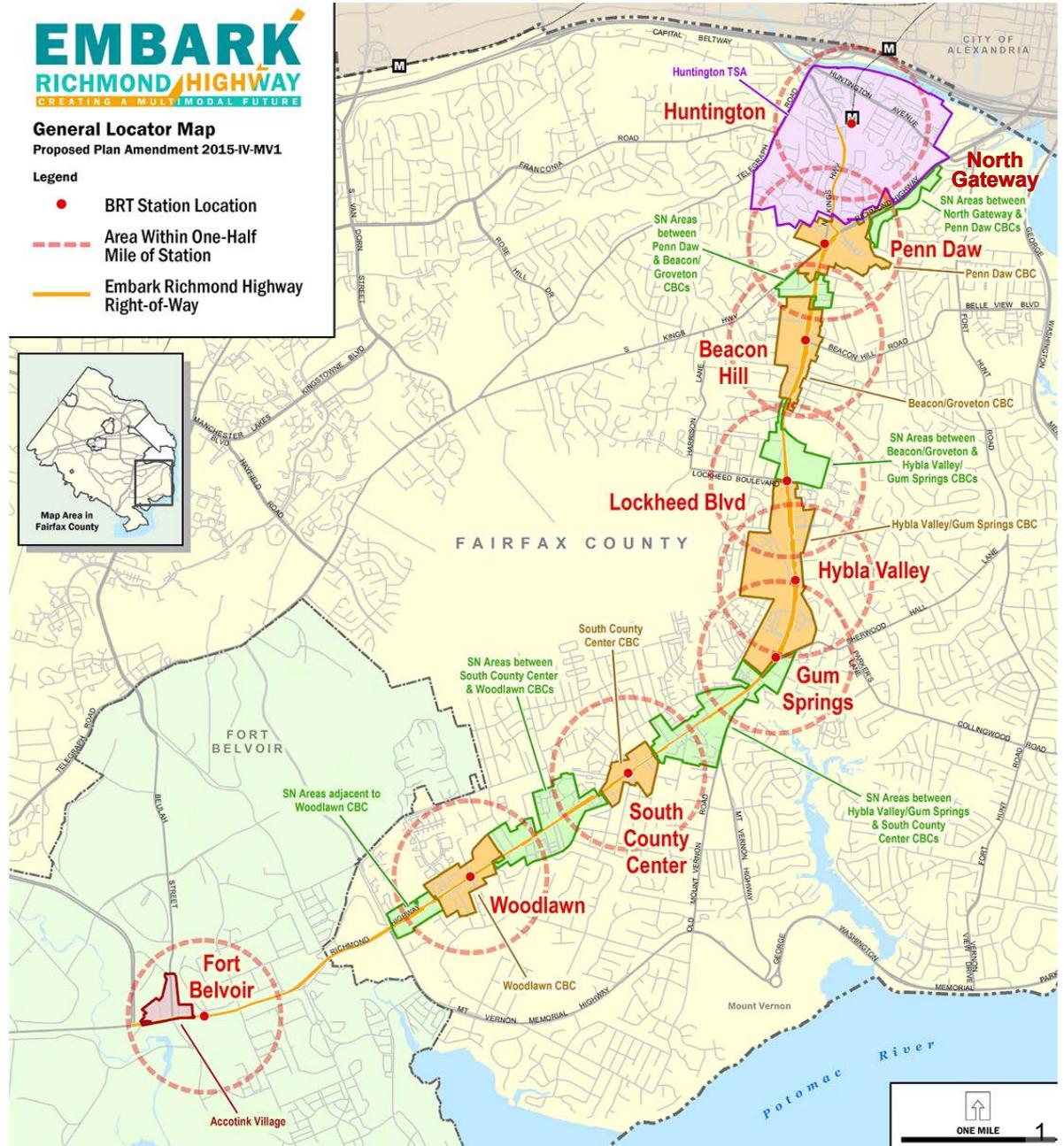
- Residential, strip commercial, Fort Belvoir
- Historic, community, and environmental assets



What is a CBC?

CBCs or *Community Business Centers* are historically older commercial centers that are planned to be redeveloped as mixed-use pedestrian-oriented places.

There are 6 CBCs on the Richmond Highway corridor



County Initiated **Embark** after a 2015 Virginia Department of Rail and Public Transportation Study was completed

Embark has three parts:

Comprehensive
Urban Design
and Land Use
Plan

cp

Widening/
Multimodal
Improvements/
dedication for
BRT

hy

Median-running
BRT from Metro
to Fort Belvoir
*(future extension
of Metro)*

brt

- 1 Use guiding **planning principles** created by the community as the basis for decision-making

- 2 **Concentrate redevelopment** potential and transportation improvements in the CBCs

- 3 Rebalance land uses for a **mix of residential and non-residential** to support BRT

- 4 Provide a **resilient transportation system** that does not exclusively rely on Richmond Highway or the single-occupant vehicle

- 5 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



Promote Revitalization



Support the corridor's economic success



Provide for the health and leisure needs of residents, visitors, and employees



Maintain the residential nature of communities surrounding the CBCs



Offer safe, reliable and interconnected transportation modes



Preserve, enhance, and restore the environment



Encourage high-quality urban design



Accept responsibility for the stewardship of historic resources

Penn Daw CBC (existing)



PENN DAW CBC | TRANSIT GATEWAY

cbc concepts



RENDERING | LIVABILITY SPINE



CONCEPT

- ▶ High intensity transit-oriented development node and transportation gateway
- ▶ Potential BRT station at the intersection of Richmond Highway and Kings Highway
- ▶ New multimodal connections and public spaces link both sides of the Community Business Center (CBC) and enhance pedestrian realm
- ▶ A new civic plaza at the planned BRT station will be created through the planned separation of North and South Kings Highways from Richmond Highway
- ▶ A new east-west connection between South Kings Highway and Richmond Highway will be constructed to the south of the potential BRT station

GRID OF STREETS

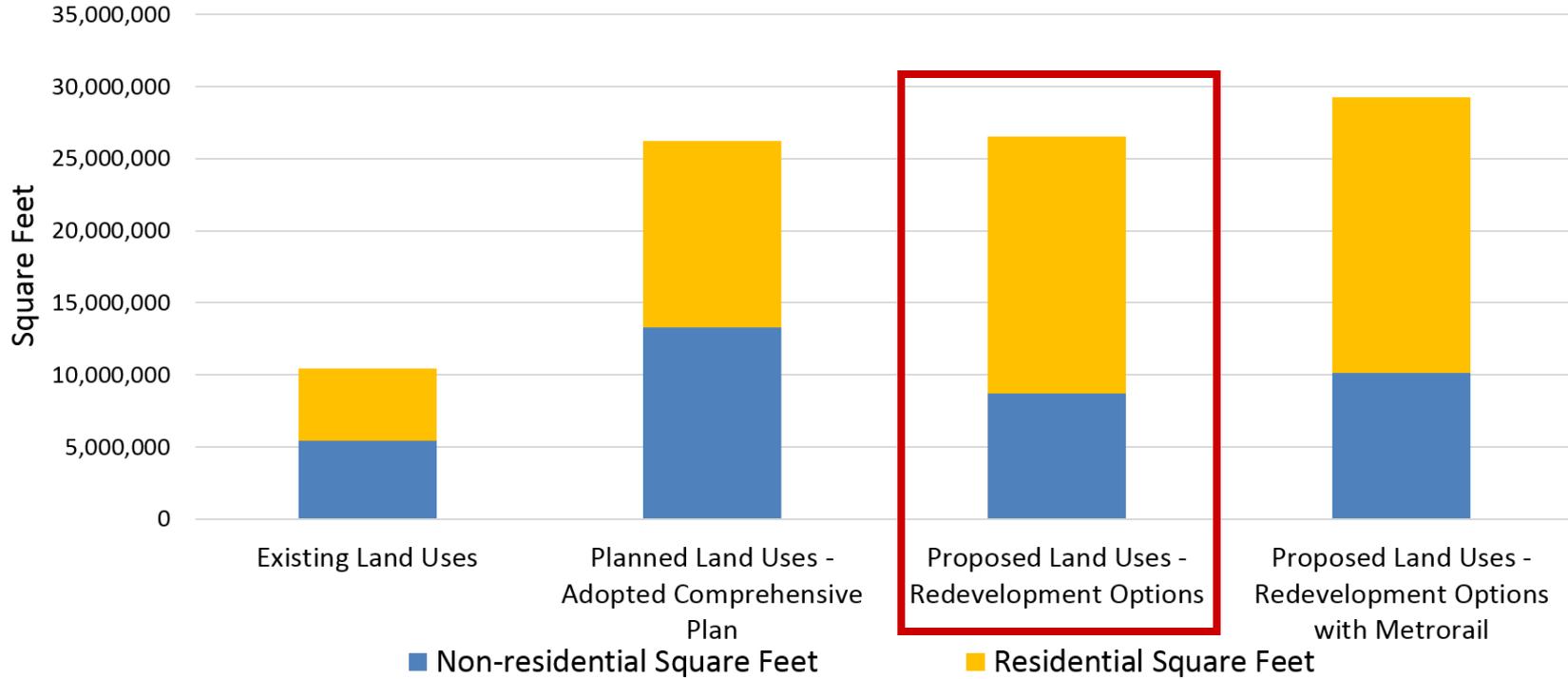
- ▶ Multimodal grid of streets on the east side of the CBC will include a livability spine running parallel to Richmond Highway
- ▶ Livability spine will function as a main street and feature a linear park

LAND USE/DESIGN

- ▶ Tallest buildings close to the potential BRT station, up to 15 stories
- ▶ Buildings taper to 12 stories adjacent to the livability spine and down to 3-4 stories adjacent to the neighborhood
- ▶ Up to 915,000 gross square feet (2,663 jobs) of non-residential uses and up to 2,910 residential dwelling units are proposed



Land Use Comparison



Rebalanced for residential (elimination of office)

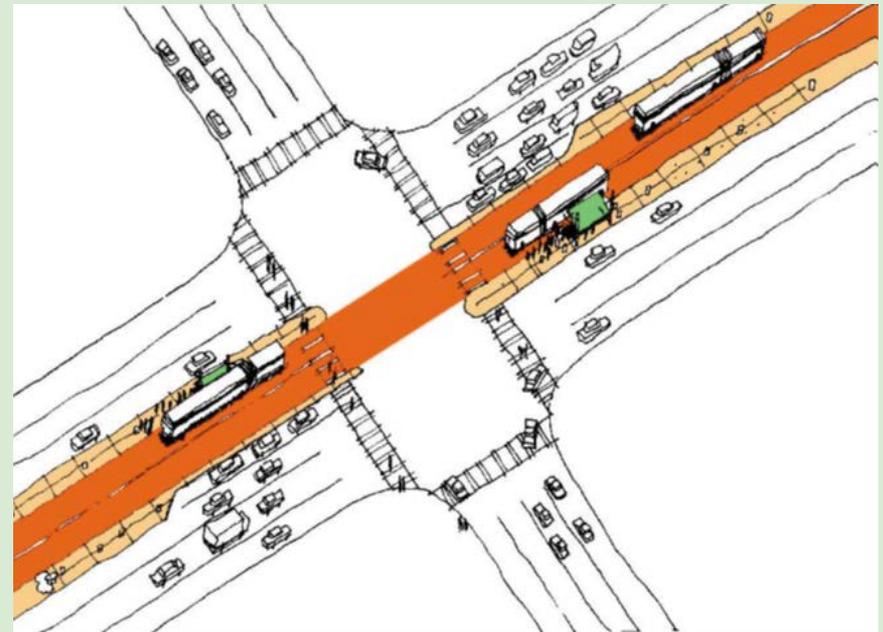
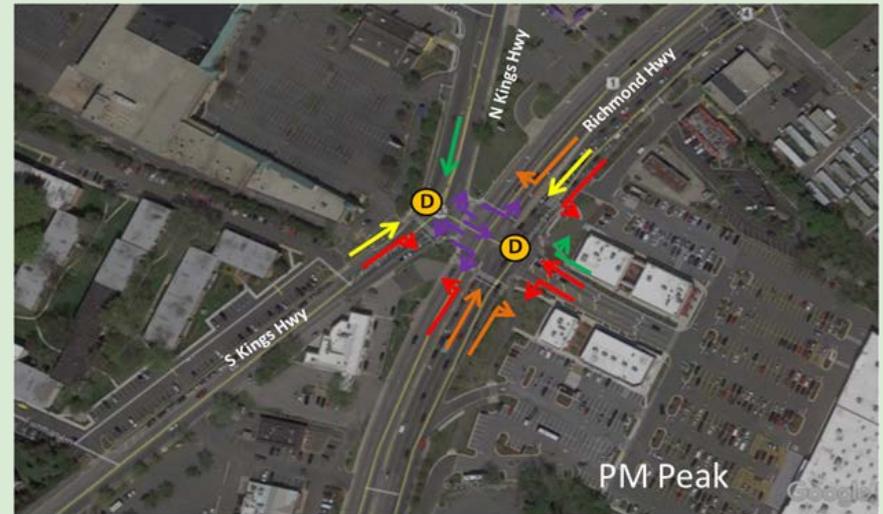
Transportation Goals

Provide reliable, effective, interconnected modes that:

- 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

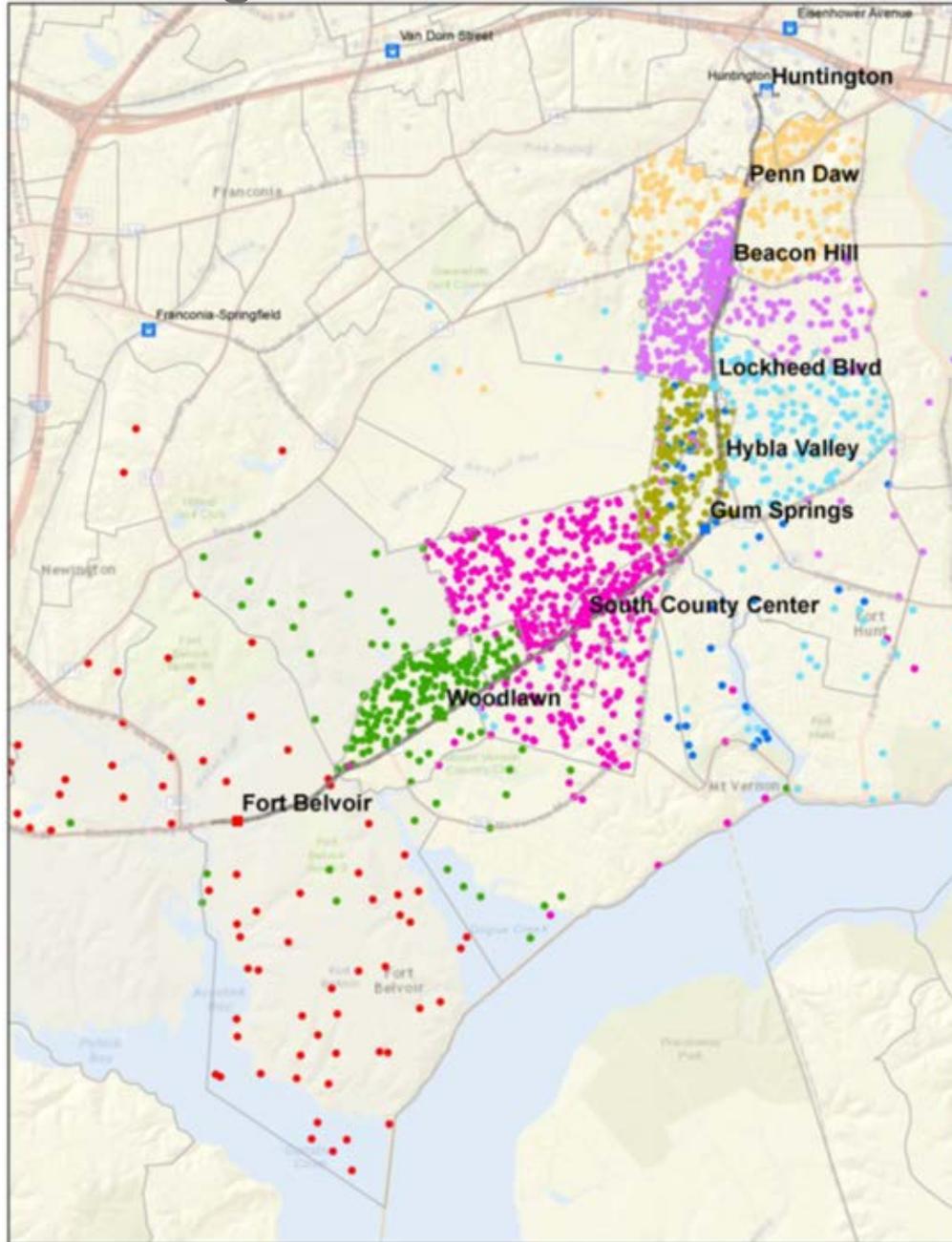
Multimodal Analysis

- Traffic and ridership forecasts for BRT-supportive land uses
- Link capacity and intersection level analyses
- Automobile & BRT travel times and speeds
- BRT ridership estimates



BRT Origins

transit program



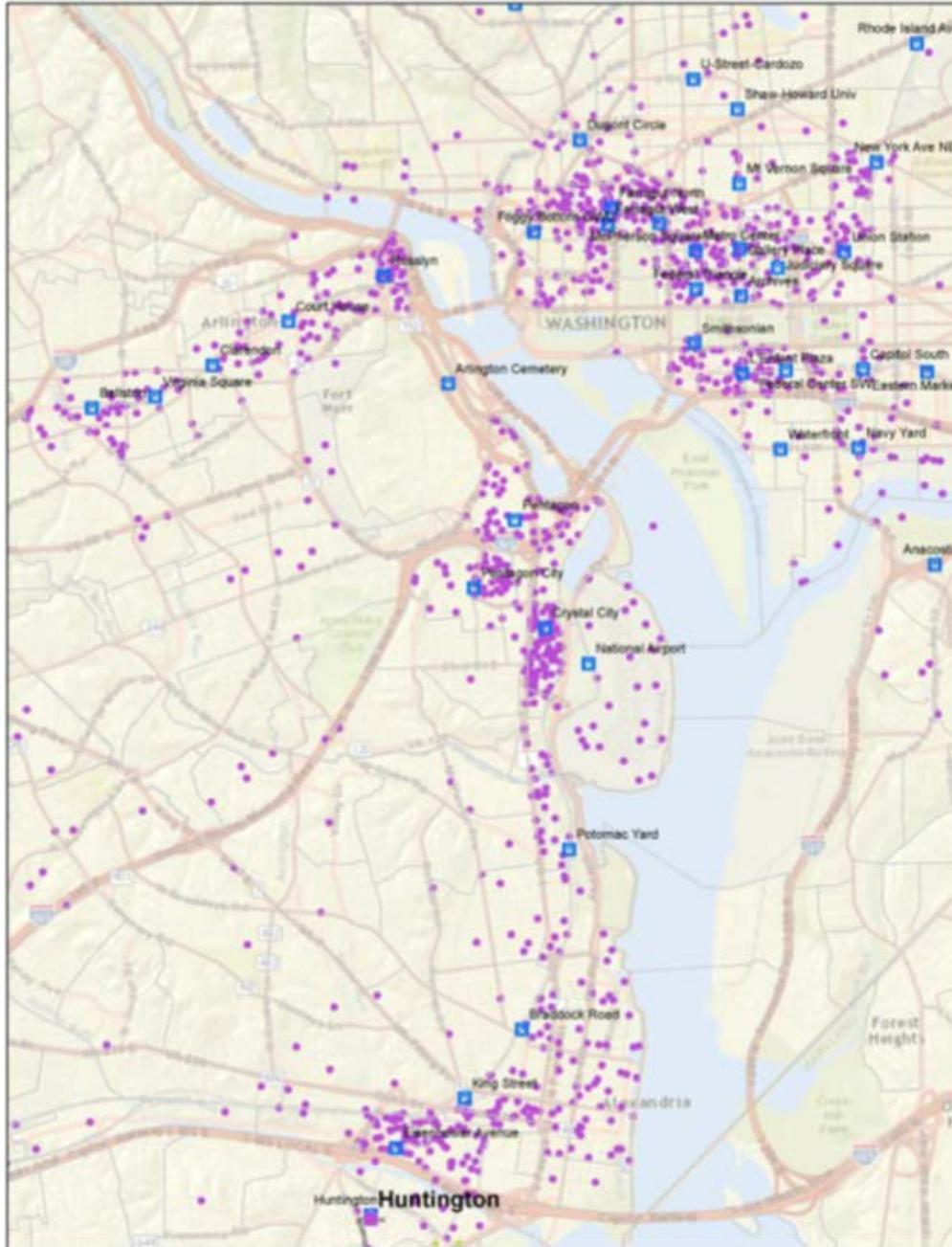
BRT Destinations

transit program

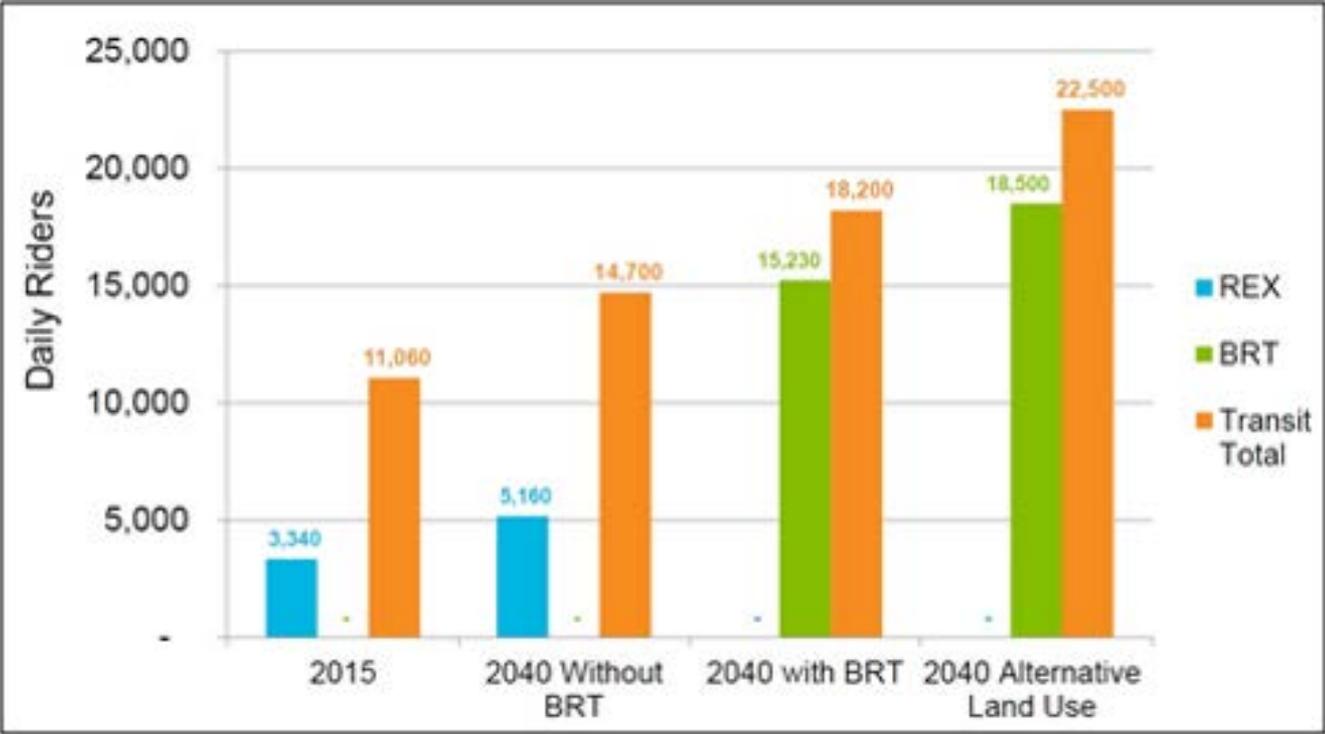


BRT Destinations DC Core

transit program



Ridership Estimates





BRT

Huntington Metrorail Station to Fort Belvoir
 Nine potential stations
 Two phases

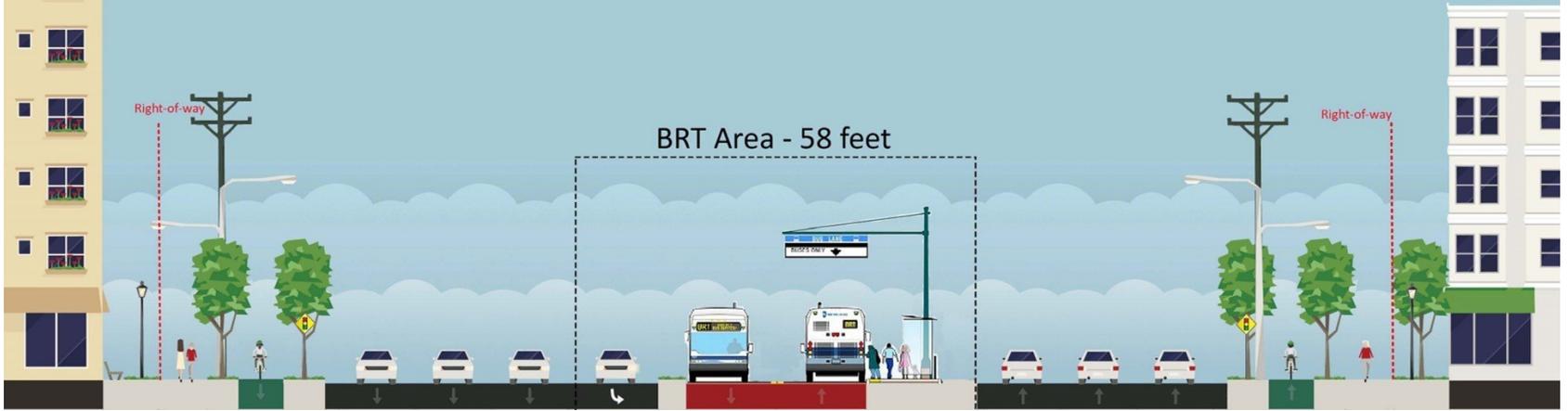
Metrorail

Future extension with two stations

Transit Program Status

Federal grant application filed
 Input and coordination in multiple tiers

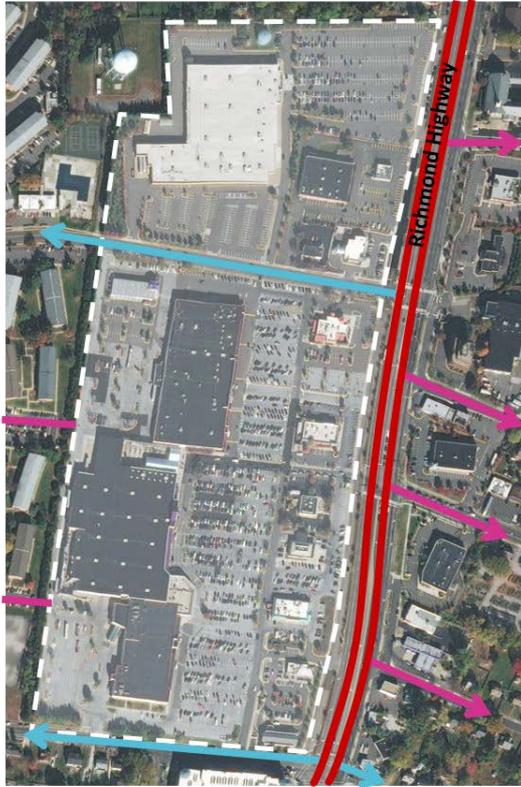
- Staff/Consultant team
- Executive Committee
- Community Advisory Group



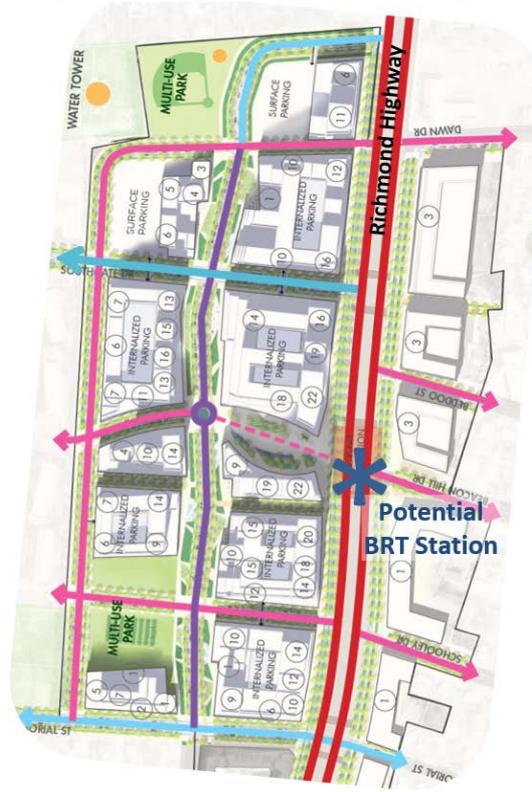
A Multimodal Future

- Continuous 6 lanes for general purpose trips
- Exclusive Transitway within wide median
- Wide sidewalks
- Continuous separated bicycle lanes
- Landscape panels, street trees, and amenities
- VDRPT "Transit Boulevard" designation

Existing Beacon Groveton Shopping Center



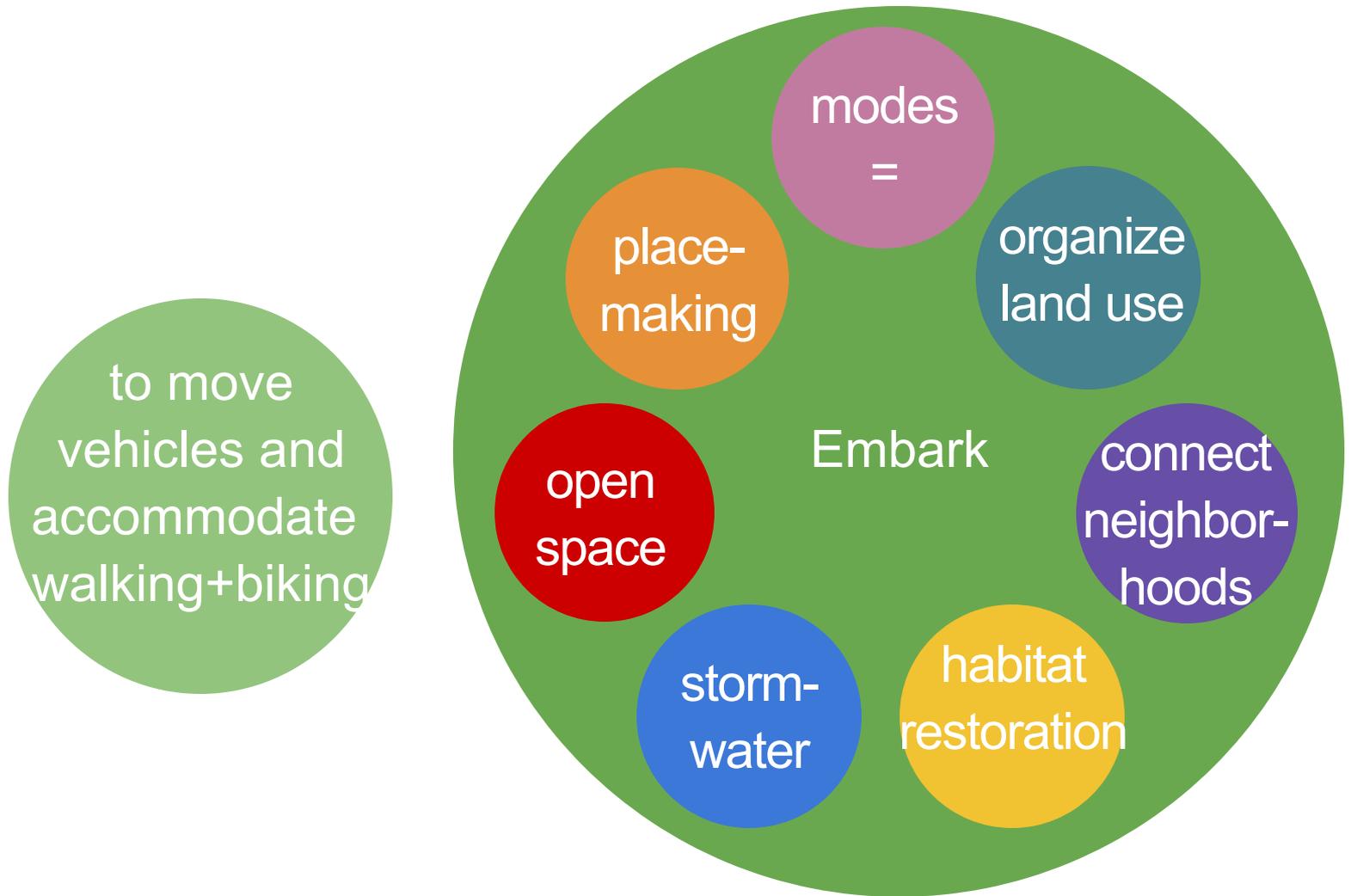
Proposed Beacon Groveton Concept



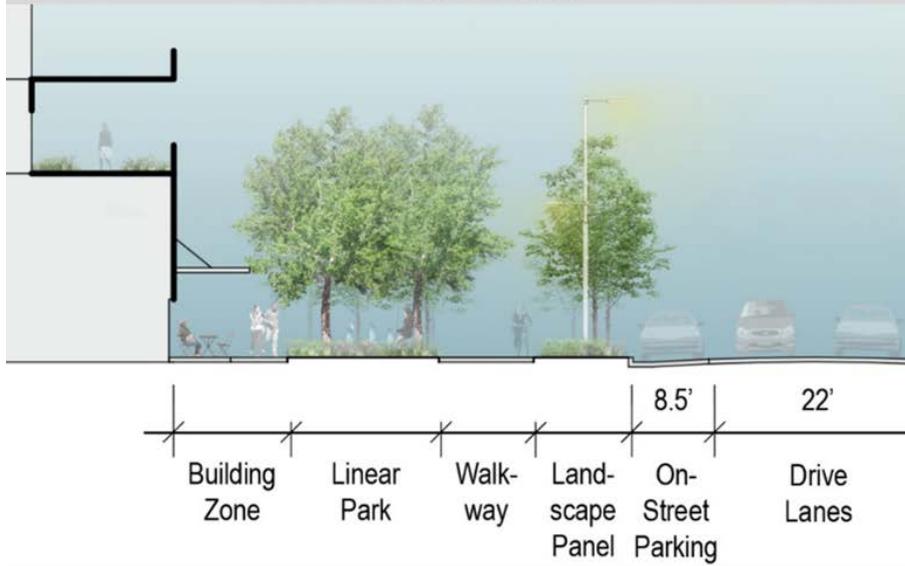
Illustrative image of a complete street designed for walking, biking & vehicles



What is the role of the street in the planning process?



Livability Spine Street Penn Daw

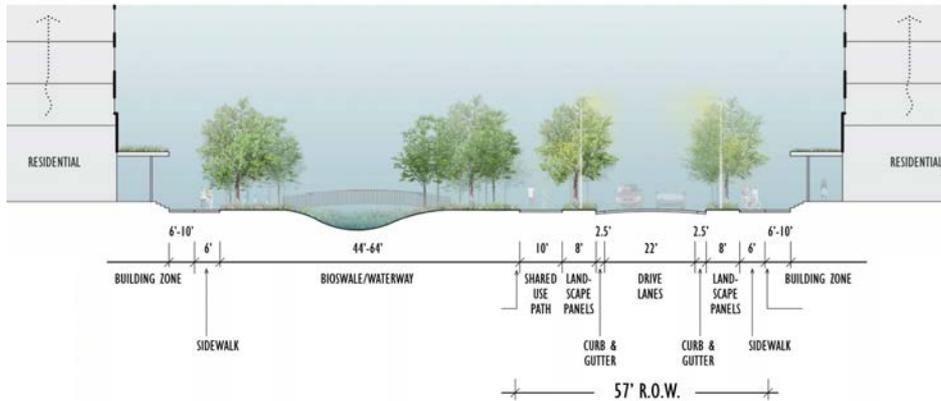


Aggregates open space provided by development along the street to create a linear park amenity

Provides community with social space and pedestrian-oriented main street

Developers can gain credit for open space requirement within public ROW

Ecological Spine Street/Trail



Community gains green space and visual amenity



Developers can gain credit for stormwater, LEED/sustainable development, open space

About the FTA TOD Planning Pilot Program



Federal Transit
Administration

Development of new or expanded mass transit systems

Comprehensive Planning efforts that:

- Improves economic development and ridership
- Fosters multimodal connectivity and accessibility
- Improves transit access for pedestrian and bicycle traffic
- Engages the private sector
- Identifies infrastructure needs
- Enable mixed-use development near transit stations

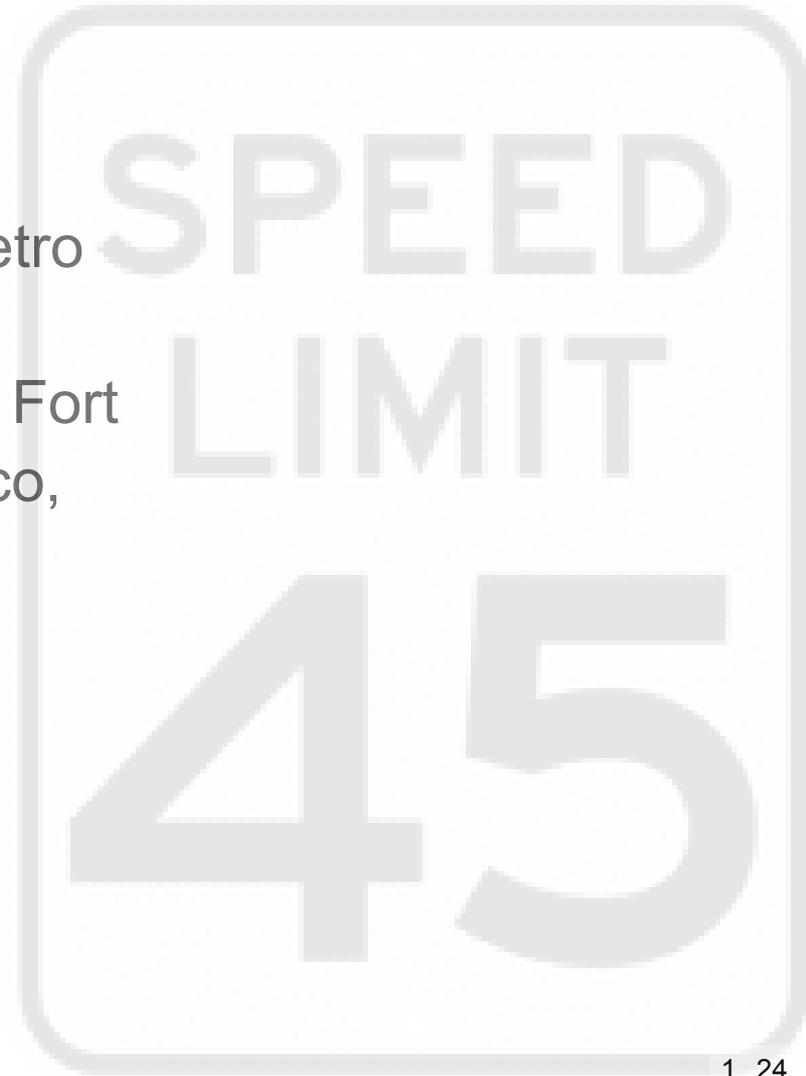
www.transit.dot.gov/TODPilot

(Annual allocation is dependent on funding)

Transit Boulevard vs. Regional Thoroughfare

US Route 1

- FHWA National Highway System (NHS)
- Provides the Washington, DC Metro with connectivity to/from points southwest, including historic sites, Fort Belvoir, Marine Corp Base Quantico, City of Richmond
- Carries 50,000+ daily trips today



Transit Boulevard vs. Regional Thoroughfare

Embark Richmond Highway

- re-prioritizes modal preferences for the corridor, with less importance on regional flow
- provides a true multimodal cross section
- re-visions US Route 1 as a “Main Street,” designated as a “Transit Boulevard,” to provide connections to the revitalized activity centers and BRT



Transit Boulevard vs. Regional Thoroughfare



Super-Street Option

- Eliminates left turns from side streets
- Hinders efficient movement to adjacent properties
- Provides better levels of service and maximizes throughput

Thomas Burke

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Fairfax County

Department of Transportation

JoAnne Fiebe

Revitalization Program Manager

Fairfax County

Office of Community Revitalization

Project was jointly developed by the Fairfax County Departments of Planning and Zoning, Transportation, Housing and Community Development, and Revitalization, and the Park Authority.

Partnered with Virginia Department of Transportation and the Southeast Fairfax Development Corporation