



**The Mount Vernon Council of Citizens Associations, Inc.**

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Planning Commissioner Earl Flanagan  
Supervisor Dan Storck

Jan 25, 2018

**Ref:** MVCCA (AC) Resolution 2018-01-- PA- 2015-IV-MV1 EMBARK and Richmond Highway Widening Design additional comments

The Mount Vernon Council of Citizen's Associations submitted our initial comments and recommendations on Dec. 26, 2017. We reserved the right to provide additional comments and recommendations prior to the public hearing. The attached resolution provides those additional comments.

We ask for your support on this matter.

*Katherine Ward*

Katherine Ward  
Co-Chair  
MVCCA

Enclosed: MVCCA (AC) Resolution 2018-01 Additional Input to the EMBARK Comp-Plan Land Use and Transportation Recommendations on the Metrorail Extension

**MVCCA (AC) Resolution 2018-01 Additional Input to the EMBARK Comp-Plan Land Use and Transportation Recommendations on the Metrorail Extension**

**(PA 2015-IV-MV1, Embark Richmond Highway and Richmond Highway Widening Design)**

**A.** Whereas : The MVCCA reserved the right to offer additional resolves to land use and transportation aspects to our MVCCA (AC) 2017-01 previous Resolution dated Dec 26, 2017;

**B.** Whereas: The MVCCA offers the following additional changes to PA 2015-IV-MV1 dated Nov 29, 2017;

**C.** Whereas: Anything other than an underground metro line in or alongside of the Richmond Highway Corridor will interfere with the” main street” vision of the corridor and place a segregated divide between Mount Vernon and Lee Districts and the CBC’s and the suburban neighborhoods along the corridor;

**D.** Whereas: The comprehensive plan is the “citizen’s plan” therefore, it should be written in such a way that the average citizen can easily understand its intent. Pages 15, 18, 19 and 21 of staff report and pages 36,37,42,58,131,142,145,146,162,and 166 ( there may be other pages as well) imply that Metrorail development levels have been recommended- then they imply this additional development will be considered in the future once funding is agreed to- then they say before the development increase is allowed an assessment of feasibility and future transportation analysis needs to be completed. They also imply that none of this can be done until funding has been agreed to and obtained. MVCCA believes it’s hard to determine funding levels if an analysis is not completed.

**E.** Whereas: The Resolution for Support of the Recommendations of the Rt. 1 Multimodal Alternative Analysis dated Oct. 27, 2014 signed by the Steering Committee and the BOS’s May 12, 2015 board matter indicates that future Metrorail is anticipated and planning and policy guidance needs to support this future extension of the Metrorail. (attached)

**F.** Whereas: The Rt 1 Multimodal Alternative Analysis timelines offer clear direction to get the Metrorail in place (attached)

**G.** Whereas: The document uses the word “if” throughout and if as defined by Webster’s does not create any action forward as indicated by Phase VI of the multimodal alternative analysis , the executive committee or the BOS.

**F.** Whereas: Repurposing of Commercial Office buildings in CBC’s into mixed use with residential has already been approved by the BOS- Staff is currently working on a staff report to make this repurposing authorized in the whole of the County as proposed by Supervisor Cook.

1. Therefore Be It Resolved: MVCCA requests the Planning Commission and the BOS ensure that the Metrorail and land use development analysis language through-out PA 2015-IV-MV1 is consistent and that this language supports the Multimodal Alternative Analysis Study (MAAS) phase IV and the established MAAS timelines for the execution/implementation of Metrorail's future extension from Beacon/Groveton and Hybla Valley.

2. Further Be It Resolved (Page 35 Concept for Future Development 3<sup>rd</sup> paragraph):

Add after last sentence: **Where appropriate in the SNA's consideration should be given to repurposing of commercial office buildings that are vacant, under-utilized or partially vacant for conversion into mixed use to include residential units.**

3. Further Be It Resolved (Page 36 paragraph 3. Guiding Planning Principles):

“3.) Provide a variety of safe, reliable, effective, and interconnected transportation modes by:

- a. Supporting a bus rapid transit system primarily in an exclusive **north and south travel-lanes** from the Huntington Metrorail Station to Accotink Village, and Metrorail extension from the Huntington Metrorail Station to Hybla Valley.”

Para 3. ) Add additional sub paragraphs:

Add subparagraph f. **All efforts are to be taken to ensure the Metrorail will be undergrounded**

Add subparagraph g. **In accordance with the Multimodal Alternative Analysis Time-line actions shall be taken to prepare the NEPA study, Engineering Designs and Funding Plan for the Yellow Line Metro extension and complete the design with a stated goal of completion of the Yellow Line by 2039.**

4. Further Be It Resolved (Page 37 4. f. Guiding Principles):

Add after word projects- **at the time of the road widening of Richmond Highway**

5. Further Be It Resolved (Page 40, Corridor-wide (CW) Guidelines, Land Use, and Development Potential:

“The quantification shown in Figure 3 does not include additional development potential for the Beacon/Groveton and Hybla Valley/Gum Springs CBCs under a scenario where Metrorail is extended to these areas in the future. Additional development potential under a Metrorail scenario will be **updated promptly upon completion of the BRT in** coordination with the execution of a Full Funding Grant Agreement to design and build the Metrorail extension.

6. Further Be It Resolved (Page 42, CW Guidelines, Land Use, Metrorail Level of Development):

“The Comprehensive Plan includes recommendations for additional development potential of for the Beacon/Groveton and Hybla Valley/Gum Springs CBCs under a **scenario when** Metrorail is extended to these areas in the future. This additional development under a Metrorail scenario **will be updated when** a funding agreement to **design and** build the Metrorail extension has been executed by all funding stakeholders (for example, a Full Funding Grant Agreement). ~~Additionally, before such an increase in development potential is allowed in these areas, **An**~~

update of related impacts of the extension of Metrorail, and an identification of options to mitigate transportation and other impacts will be completed and any necessary mitigation identified. This analysis will be completed in conjunction with the Virginia Department of Transportation.

7. Further Be It Resolved (Page 58, CW Guidelines, Transportation, Public Transportation, Metrorail):

Beacon/Groveton and Hybla Valley/Gum Springs CBCs is envisioned as a continuation of the multimodal character of the Richmond Highway Corridor. This extension may occur after the BRT system is in place.

The following recommendation(s) apply.

- **Determine and mitigate** transportation and other ~~related~~ impacts of extending the Metrorail Yellow Line from the Huntington Metrorail Station to the Beacon/Groveton and Hybla Valley/Gum Springs **CBCs and identify necessary mitigation measures.**

8. Further Be It Resolved (Page 131, Community Business Centers (CBC), Beacon/Groveton CBC):

“This CBC is planned to be served by BRT and, ultimately, by a Metrorail Station. Figure 32 shows the geographic location of land units within the Beacon/Groveton CBC. The redevelopment option for Land Unit A that is depicted on the Conceptual Plan corresponds to the ~~BRT~~ level of development that would precede the ultimate Metrorail level. However, within the text there are general land use recommendations for additional density in Land Unit A **are to be updated for be implementation of** the Metrorail extension to Beacon/Groveton. The Metrorail level of development **will be updated when** a Full Funding Grant Agreement or a comparable funding agreement to design and build the Metrorail extension has been executed by all funding stakeholders. Prior to any implementation of Metrorail levels of development, a corridor-wide transportation analysis assuming these Metrorail levels of development should be completed **promptly upon completion of the BRT in coordination with the Virginia Department of Transportation.**

9. Further Be It Resolved (Page 142, Community Business Centers, Beacon/Groveton CBC, Multimodal Transportation Improvements):

The Beacon/Groveton CBC is primarily served by Richmond Highway, Beacon Hill Road, Memorial Street, and Southgate Drive. Existing roads on the eastside of Richmond Highway from Dawn Drive south to Popkins Lane have mostly been constructed with perpendicular intersections and could serve as additional connections and complement the grid of streets recommended below. The general location for the proposed BRT station for this CBC is at the intersection of Richmond Highway and Beacon Hill Road. **Additionally, an extension of the Yellow-line Metrorail from Huntington is planned with a single station in this CBC.** See Figure 38 Beacon/Groveton CBC Map for recommendations to this and other nearby roadways. The following is a list of recommended improvements for the Beacon Groveton CBC:

10. Further Be It Resolved (Page 145, CBC, Beacon/Groveton CBC, Land Unit Recommendations Development Potential)

“Figure 40 contains the estimated maximum development potential inclusive of the redevelopment options for the Beacon/Groveton CBC. The estimate does not include additional development potential under a scenario where Metrorail is extended to this area in the future. Additional development potential associated with a Metrorail station will be **updated promptly upon completion of the BRT** in coordination with the execution of a funding agreement to design and build the Metrorail extension. Prior to any implementation of Metrorail levels of development, a corridor-wide transportation analysis assuming these Metrorail levels of development should be completed.”

**11. Further Be It Resolved (Page 146, CBC, Beacon/Groveton CBC, Land Unit Recommendations, Land Unit A, Redevelopment Option):**

“Mixed-use development is recommended, consisting of up to approximately 3,500 dwelling units and 720,000 square feet of nonresidential uses. Substantial consolidation of parcels should be achieved. Where consolidation of parcels is not achieved, redevelopment proposals should be evaluated in the context of the existing and future development of the land unit. For example, residual parcels should be integrated into the site design by providing inter-parcel vehicular and pedestrian access, as appropriate. In addition, redevelopment on a portion of the land unit should not preclude the remainder of the land unit from redeveloping under the plan option in the future. This area may be appropriate for a mix of uses up to a total of approximately 6 million square feet of development.”

**12. Further Be It Resolved (Page 162, CBC, Hybla Valley CBC, Multimodal Transportation Improvements):**

“Three potential BRT stations on Richmond Highway are proposed for this CBC, which are generally planned at the intersections of Lockheed Boulevard and Dart Drive, Boswell Avenue, and Sherwood Hall Lane. In the longer term, an extension of **Yellow-line Metrorail from Huntington** is planned to terminate in this CBC with a single station.”

**13. Further Be It Resolved (Page 166, CBC, Hybla Valley CBC, Land Unit Recommendations, Development Potential):**

“Figure 52 contains the estimated maximum development potential inclusive of the redevelopment options for the Hybla Valley/Gum Springs CBC. The estimate does not include additional development potential under a scenario where Metrorail is extended to this area in the future. Additional development potential of **910,000 square feet** associated with a Metrorail station will **updated promptly upon completion of the BRT** be **the basis for the** execution of a funding agreement to design and build the Metrorail extension. **Prior to the operation of the BRT phases of development**, a corridor-wide transportation analysis assuming these Metrorail levels of development should be completed.”

**14. Further Be It Resolved: Environmental and Parks and Recreation Aspects of EMBARK Continuation of December 2017 MVCCA Resolution dated December 20, 2017**

**a.** VDOT and Fairfax County should take effective steps to capture and prevent trash generated by pedestrian and vehicular traffic along Richmond Highway from getting into local streams, including at Little Hunting Creek and Dogue Creek crossings;

**b.** Stormwater management ponds will not be placed in or near and will not impinge on or compromise Environment Quality Corridors, Resource Protection Areas, nor Floodplains;

- c. All multi-use trails and sidewalks should be planted with native trees to provide shade and encourage year-round use;
- d. To reduce adverse impacts on the Historic Huntley viewshed
  - Additional historic viewshed analysis should be required for redevelopment of all land units in the Hybla Valley/Gum Springs CBC;
  - Non-reflective or dark-colored building materials on upper stories and rooftops should be recommended in both the Woodlawn and Hybla Valley/Gum Springs CBCs.

**15. Further Be It Resolved (Page 41, CW Guidelines, Land Use, Discouraged Uses):**

“Freestanding uses with drive-through facilities and uses that create high traffic volumes which contribute to the strip-commercial character of Richmond Highway are **generally** discouraged, **particularly within the CBCs. These uses, when outside of the CBCs, and self-storage facilities within or outside the CBCs,** may be acceptable when they are consistent with the desired form and character envisioned for the Richmond Highway Corridor, are coordinated with adjacent existing or desired building and site design, and do not impede the flow of pedestrian or vehicular traffic, compromise safety, or disrupt the existing and planned interior circulation system of the center and/or building site. Establishments that are not consistent with quality revitalization, such as pawn shops and alternative lending institutions, are strongly discouraged.”

APPROVED BY THE MVCCA GENERAL COUNCIL JAN 24, 2018