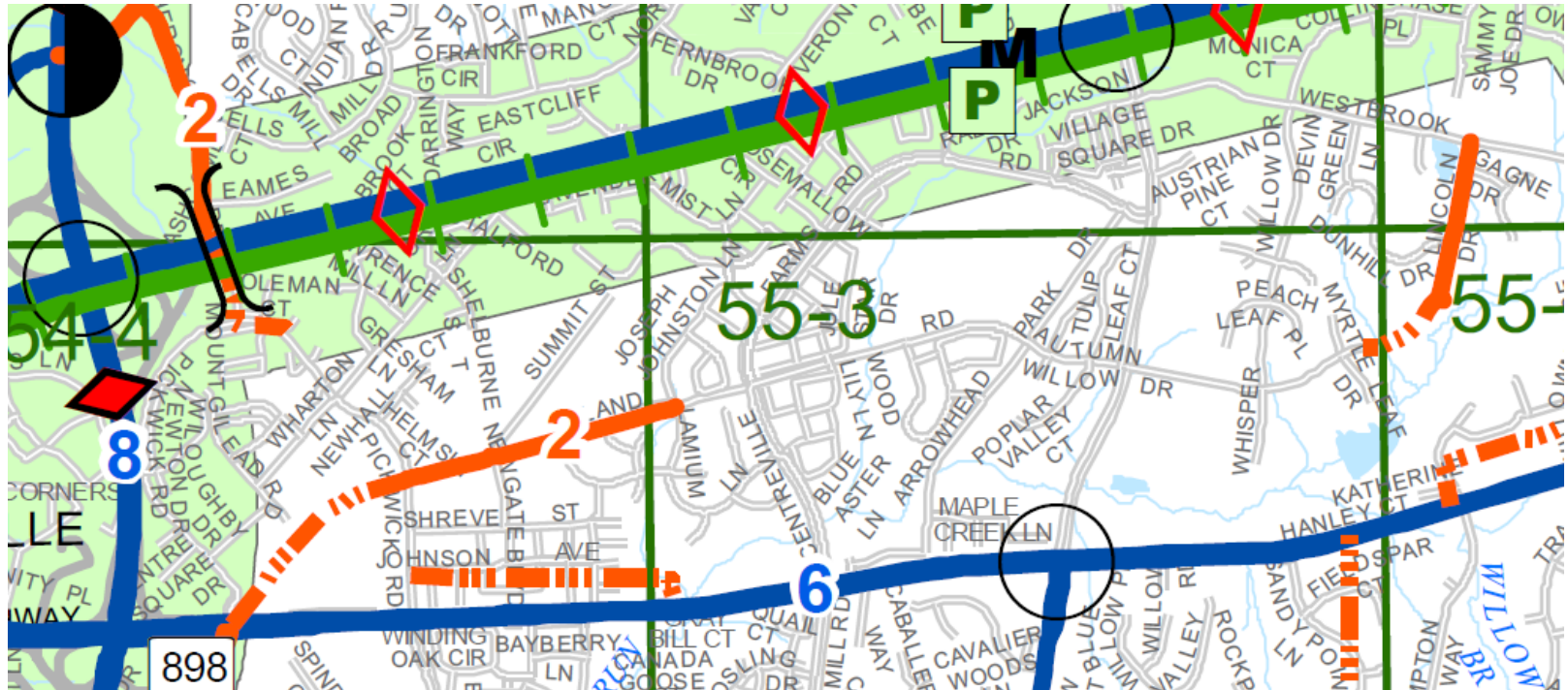




County of Fairfax, Virginia

Leland Road Plan Amendment



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Long Range Planning Division

Sully District

April 13, 2015



Background

On January 29th, 2013, the Fairfax County Board of Supervisors approved a motion authorizing Fairfax County Staff to process an out-of-turn Plan Amendment to evaluate removing the extension of Leland Road, to Braddock Road and Lee Highway from its existing terminus at Pickwick Road, from the Fairfax County Transportation Plan Map.

Reasons Expressed:

- Continually needing to address for special permit amendment to operate the Centreville Preschool.
- Inconsistency with Centreville Historic Overlay District.
- Potential conflicts with long term Fairfax County Park Authority plans.



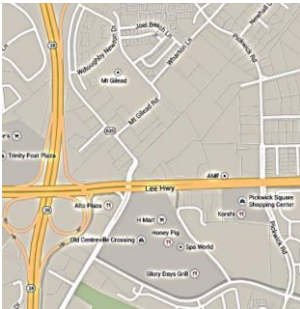
Why are new roads included on the Comprehensive Plan?

- Provides a general indication of where future roads might be needed to:
 - Address existing transportation needs.
 - Support growth over time.
 - Expand the transportation network through the development and redevelopment process.
 - Shape patterns of development.

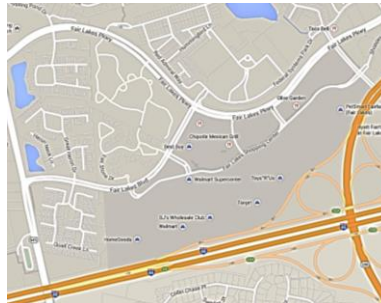


What do roads do?

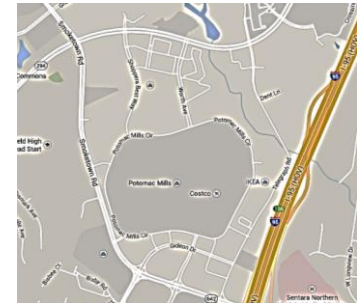
- Roads provide right-of-way for facilities and paths to move people using all modes of transportation including pedestrians, bicyclists, transit users and vehicle traffic.
- They shape the development pattern that surrounds them.
 - Roadway networks with limited connectivity, major arterials and few local streets create super blocks that promote lower density, single use, auto-oriented development. Reduces feasibility and desirability of alternative mode use and operation. Examples include:



Lee Highway/Rt.29,
Centreville, VA



Fair Lakes Shopping Center
Fairfax, VA



Potomac Mills Circle,
Woodbridge, VA

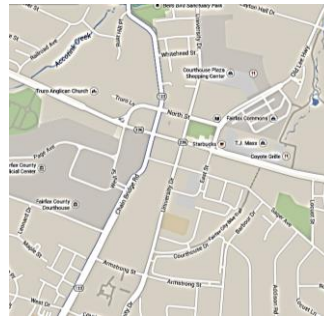


What do roads do?

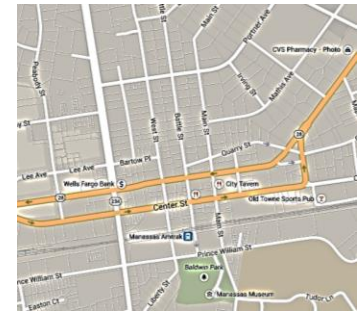
- They shape the development pattern that surrounds them.
 - Roadway networks with a high level of connectivity, and a diversity of roadway types, include smaller block sizes that promote a compact, walkable development pattern which encourages walking, biking and transit use.
 - The most walkable areas have more roads/grid of streets. Examples are:



Connecticut Ave NW,
Washington DC



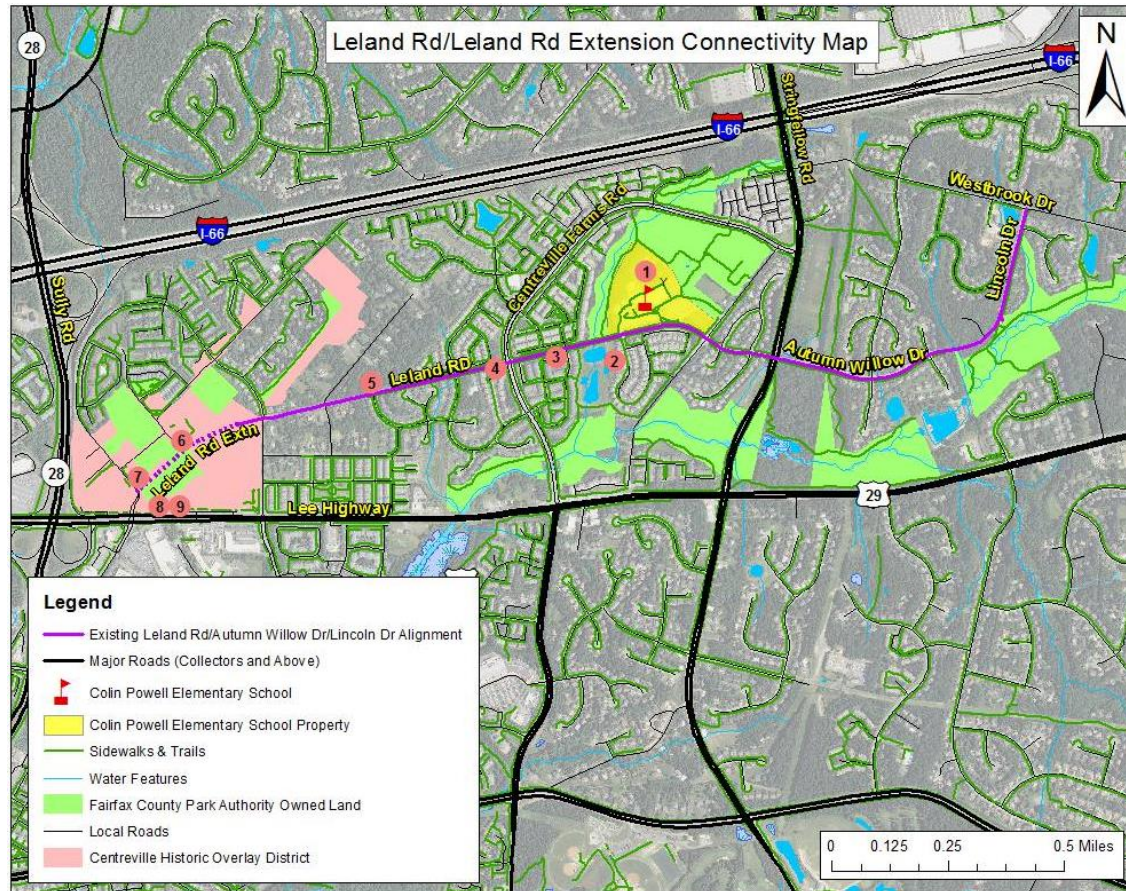
North Street,
Fairfax, VA



Center Street,
Manassas, VA



Site Visit-Findings



1. Colin Powell Elementary School



3. Existing town homes



2. Wetlands with Trails



4. Existing single family homes



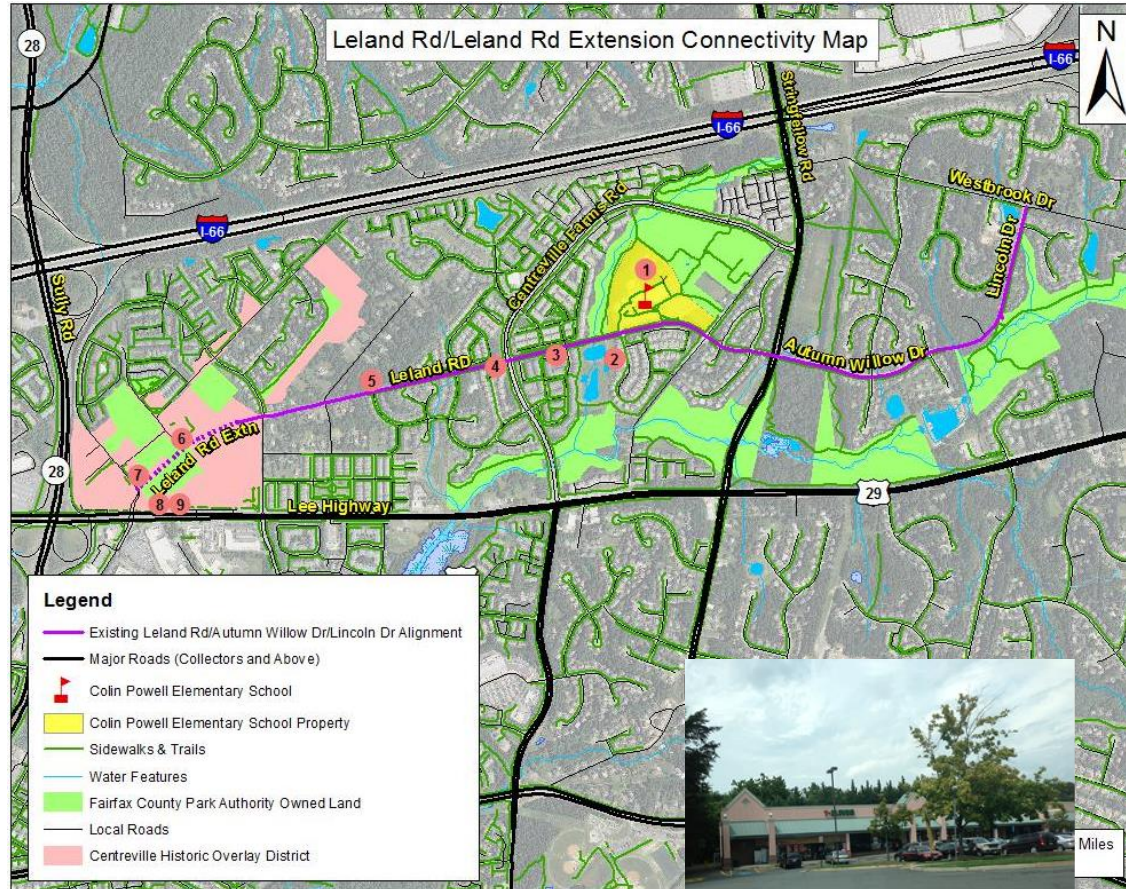
Site Visit-Findings



5. New single family development



6. Historic St. John's Episcopal Church marker



7. Centreville Preschool



8. Historic structure on Lee Highway/U.S. 29 at Braddock Road

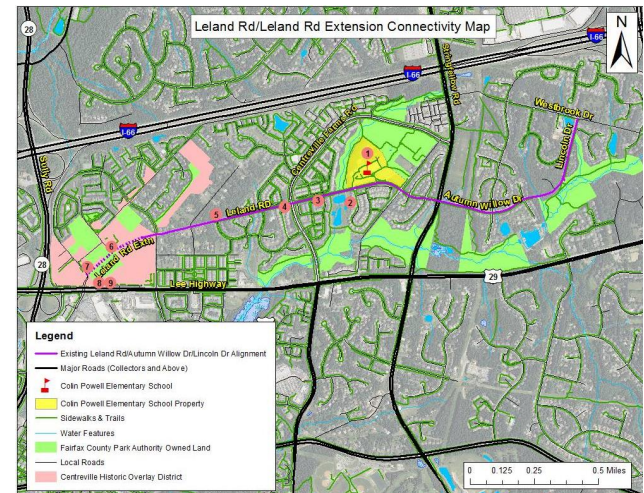


9. Auto-oriented commercial uses on Lee Highway



Site Visit-Findings

- Leland Road, Autumn Willow Drive and Lincoln Road form a “main street” for the neighborhoods located north of Lee Highway/U.S. 29 and south of I-66 and connect these neighborhoods to an abundance of community resources.
- Combined, these roadways form an approximate 1.9 mile roadway that parallels Lee Highway from Westbrook Road to Pickwick Road, relieving congestion and giving residents an alternative to Lee Highway for local trips.

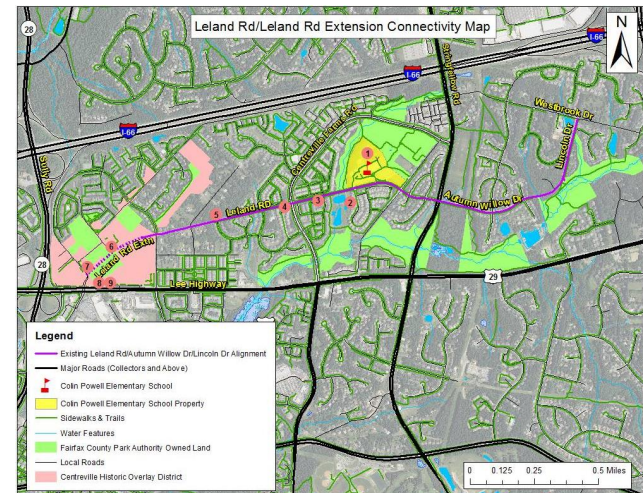




Centreville Historic Overlay District Comprehensive Plan Language

Related to development, the Plan text reads:

- “there should be connectivity with the rest of the Centreville Historic District”
- “traffic impacts on the historic district should be minimized”
- “development in this area should promote efficient functioning of intersections in the land unit” and
- “mixed-use development, with at least 25 percent retail use, is encouraged”



Expanding the network of streets in this area is crucial to supporting these goals!



Fairfax County Park Authority Long Range Plans

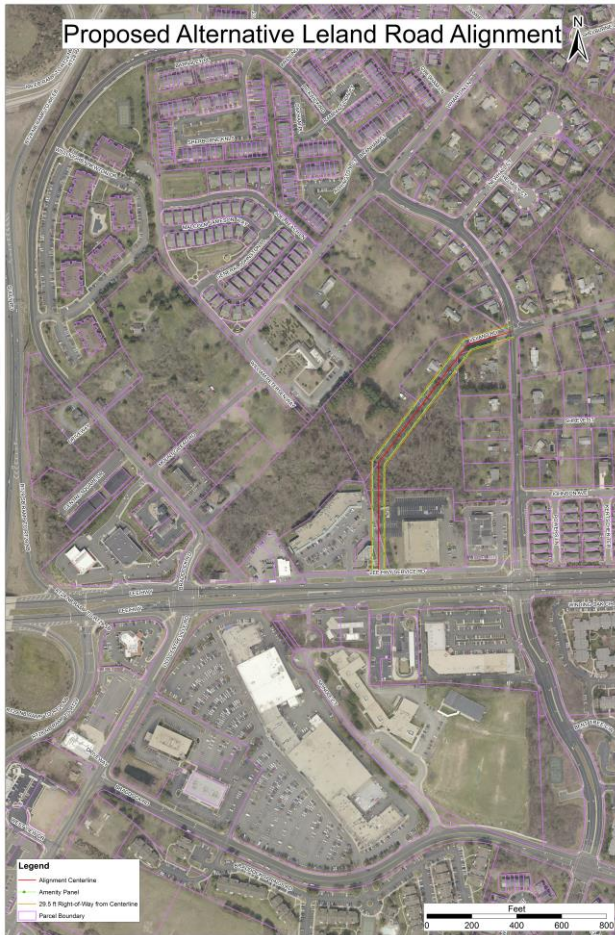


Met with Park Authority staff to determine:

- Park Authority's long term plans for the area.
- If an alternative alignment for Leland Road could be developed to benefit the PA and support the goals of the Centreville Historic District.



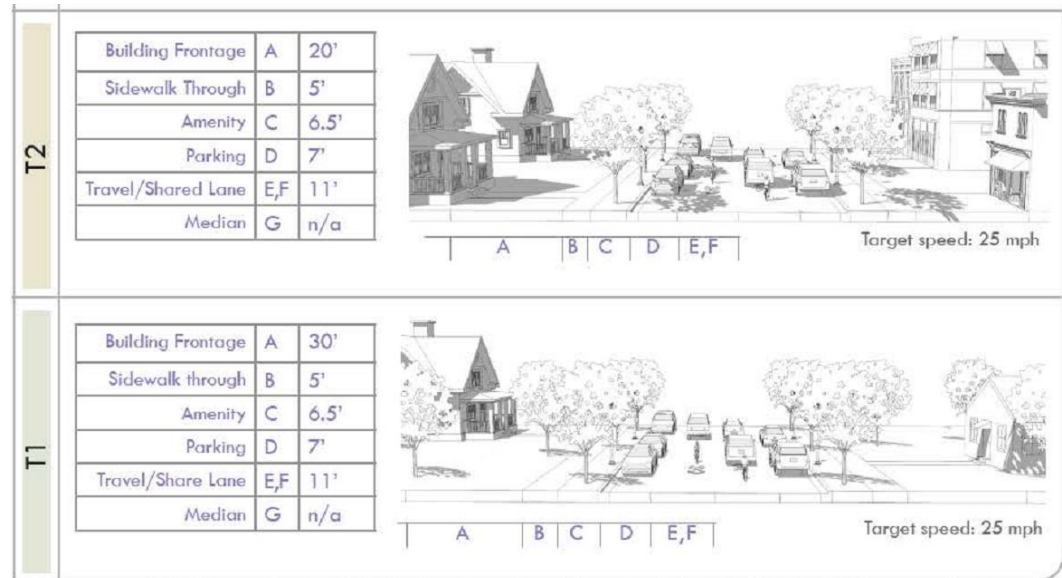
Proposed Alternative Leland Road Alignment



- Runs along parcel boundaries.
- Minimizes impacts to historic district.
- Creates smaller block size.
- Supports mixed-use redevelopment of existing auto-oriented commercial properties along Lee Highway/U.S. 29.



Application of DRPT Multimodal System Design Guidelines



- Cross-sections are multi-modal, considering pedestrians, bicyclists, transit users and vehicle traffic.
- Cross-sections are context sensitive, considering the impact on, and relationship between, the travel way and the surrounding environment.

Note: DRPT stands for the Virginia Department of Rail and Public Transit



Proposed Alternative Leland Road Alignment-Pedestrian Connectivity



Area within a 10-minute walk of ★
without Proposed Leland Road Extension.

Additional area within a 10-minute
walk of ★ with Proposed Alternative
Leland Road Extension.

▲ Fairfax Connector Bus Stop



Benefits of Proposed Alternative Leland Road Alignment

- Leland Road Extension could be implemented when properties located along Lee Highway/U.S. 29 are redeveloped. An archeological survey would proceed construction to ensure potential historical artifacts are collected for preservation.
- Increased pedestrian, bicycle, transit and vehicular connectivity between the communities and resources located along Leland Road, Autumn Willow Drive and Lincoln Road, and the Centreville Historic Overlay District.
- Improved pedestrian connectivity between Lee Highway bus service and future Fairfax County Park Authority Park.
- Extends an alternative to Lee Highway/Rt.29 for local trips.



Benefits of Proposed Alternative Leland Road Alignment

- Supports the redevelopment of existing auto-oriented properties, located along Lee Highway, into a walkable, pedestrian and transit friendly development pattern.
 - Access to redeveloped properties could be provided from Leland Road Extension, allowing the removal of multiple existing curb cuts along Lee Highway.
 - Existing curb cuts along Lee Highway allow multiple uncoordinated opportunities for vehicular turning movements into properties located along Lee Highway, reducing the ability of Lee Highway to serve through trips while providing additional crossing obstacles for pedestrians.
 - Properties located along Lee Highway are currently accessed via a service road running parallel to Lee Highway. Since the Leland Road Extension would allow redeveloped parcels to consolidate access onto the Leland Road Extension, the existing access road could then be removed, bringing building faces closer to Lee Highway, improving the Lee Highway pedestrian and bicycle environment while reducing the pedestrian and bicycle crossing distance of Lee Highway.
- Improves development possibilities for existing, nearly landlocked, parcel behind the existing bowling alley.



Reasons and Responses to Plan Amendment Request

Reasons:

- Continually needing to address for special permit amendment to operate the Centreville Preschool.
- Inconsistency with Centreville Historic Overlay District.
- Potential conflicts with long term Fairfax County Park Authority plans.

Responses:

- Proposed new alternative alignment will not impact the Centreville Preschool.
- Proposed new alternative alignment is consistent with Centreville Historic Overlay District goals.
- Proposed new alignment does not conflict with long term Fairfax County Park Authority plans.



FCDOT's Recommendation

Amend the Fairfax County Transportation Plan to show the proposed new alternative alignment of the Leland Road Extension.



Next Steps

Collect input during April 13th public meeting and incorporate into FCDOT Leland Road Extension Plan Amendment Memo.



Questions?