

**PRELIMINARY
STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW**

SUPERVISOR DISTRICT: LEE, MOUNT VERNON

APR ITEM: 09-IV-12MV
09-IV-14MV

NOMINATOR(S): Patrick Rea, Mount Vernon Council of Citizens' Associations

ACREAGE: **12MV:** 121.72
14MV: 75.97

TAX MAP I.D. NUMBERS: **12MV:** 92-4 ((9)) All; 101-2 ((1)) 12A,12A1,12C,12D,12E,12F; 101-2 ((6)) 504A,504B,505,506,507A,507B,513,514A,A
14MV: 92-2 ((1)) 13A,16I; 92-2 ((18))(6) 1A; 92-2 ((18))(7) 8A, 9; 93-1 ((1)) 1,1A,2,5,19,21,22,24-26,74B,75A,76A,77A,78,97,98; 93-1 ((16)) 13,14; 93-1 ((17))) 1,1A,2,5,602A,A,B; 93-1 ((18))(A)1,5; 93-1 ((18))(B) 49,52,55; 93-1 ((18))(C) 83; 93-1 ((18))(D) 117,126,130,138; 93-1 ((18))(E) 150,153,156; 93-1 ((27)) All; 93-1 ((38))(1) All

GENERAL LOCATION: **12MV:** South side of Richmond Highway, generally near Fordson Road intersection.
14MV: West and east side of Richmond Highway, generally near Beacon Hill Road intersection.

PLANNING AREA: IV
District: Mount Vernon
Sector: N/A
Special Areas: **12MV:** Hybla Valley/Gum Springs CBC, Land Unit C, Sub-Units D-1, D-2, D-3, D-4
14MV: Beacon Groveton CBC

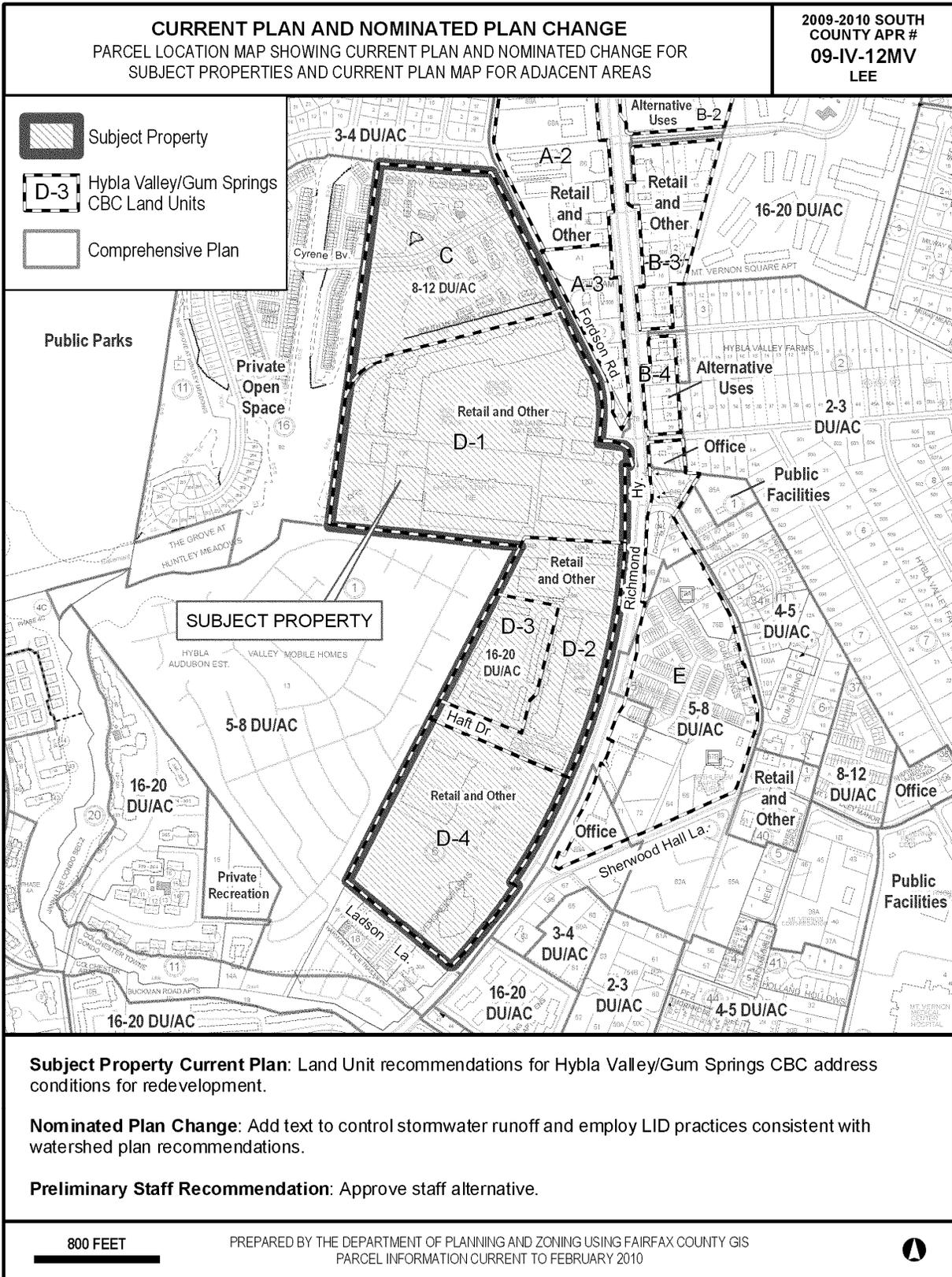
ADOPTED PLAN MAP: **12MV:** Retail and other, residential 8-12 du/ac, residential 16-20 du/ac
14MV: Residential 2-3 du/ac, residential 3-4 du/ac, office, retail and other, alternative uses

ADOPTED PLAN TEXT: **12MV:** Land Unit recommendations for the Hybla Valley/Gum Springs CBC address conditions for redevelopment.
14MV: Land Unit recommendations for the Beacon Groveton CBC address conditions for redevelopment.

For complete plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/planareas.htm>

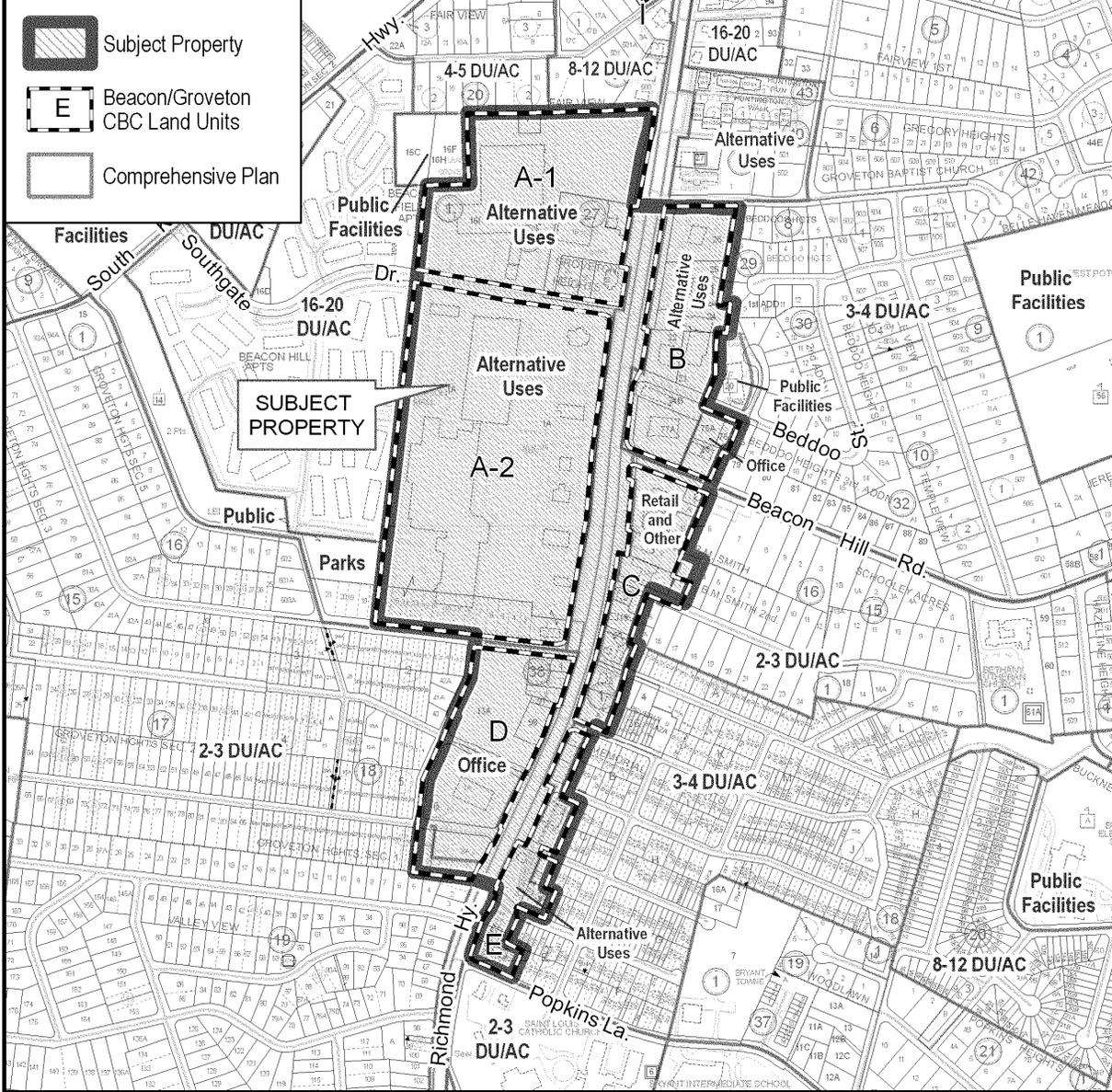
PROPOSED PLAN AMENDMENTS:

Add text to control stormwater runoff and employ LID practices consistent with watershed plan recommendations (Attachments I and II).



CURRENT PLAN AND NOMINATED PLAN CHANGE
 PARCEL LOCATION MAP SHOWING CURRENT PLAN AND NOMINATED CHANGE FOR
 SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

2009-2010 SOUTH
 COUNTY APR #
09-IV-14MV
 LEE; MT VERNON



Subject Property Current Plan: Land Unit recommendations for Beacon/Groveton CBC address conditions for redevelopment.

Nominated Plan Change: Add text to control stormwater runoff and employ LID practices consistent with watershed plan recommendations.

Preliminary Staff Recommendation: Approve staff alternative.

CRITICAL ISSUES

- The subject areas are both Community Business Centers (CBCs) along the Richmond Highway Corridor. Nomination 12 MV consists of Land Unit C and Sub-units D-1, D-2, D-3, and D-4 of the Hybla Valley/Gum Springs CBC. The Mount Vernon Plaza and the South Valley Shopping Center comprise the focal point of the subject area, providing over 550,000 square feet of retail space. These centers are set back from the highway and are characterized by great expanses of parking lot frontage and poorly designed circulation patterns. Plan recommendations envision this area as a well-designed mix of uses that will become a lively local activity center. Residential and retail uses are present in the rest of the subject area along Richmond Highway.
- Nomination 14 MV addresses the Beacon Groveton CBC, which is focused on the Beacon Mall community shopping center. Office uses exist in the Metrocall building on the corner of Beddoo Street, Groveton Street and Richmond Highway. A variety of retail operations continue to the north of Beacon Mall. These large retail centers on the west side of Richmond Highway provide an opportunity for redevelopment, design and appearance enhancements, and access and circulation improvements. Beacon Mall is planned for office and retail uses with an option for a high intensity mixed-use redevelopment project for the entire mall site and the retail center located to the north of Beacon Mall. The Groveton redevelopment site is planned for redevelopment to office space with an option for high density residential use with office and support retail. Office and retail uses are planned for the east side of Richmond Highway. Intensities and heights on the east side of Richmond Highway are limited by the shallow depths and adjacent residential neighborhoods.
- Nomination 12MV is within the Little Hunting Creek watershed, and nomination 14MV is within the Little Hunting Creek, Belle Haven, and Cameron Run watersheds. Fairfax County is currently in the process of creating watershed plans for each watershed in its boundaries. The Little Hunting Creek Watershed Management Plan was approved by the Board of Supervisors on February 5, 2005 and the Cameron Run Watershed Management Plan was approved by the Board of Supervisors on August 6, 2007. These plans, which cover part of the Richmond Highway Corridor, outline a number of actions to be taken that would improve the quality of the Little Hunting Creek and Cameron Run watersheds. The county has not yet moved to the implementation phase of the Watershed Plans, pending the completion of plans for other watersheds.
- Both nominations propose to add language to each land unit to better control stormwater runoff consistent with the approved watershed plans. Nomination 12MV would add "Provide mitigation of existing stormwater impacts" as a condition for Sub-units A-1 and A-2, and Land Units B, D, and E. Additional text would be added to Land Units C and D to achieve better stormwater runoff control and add more flexibility for stormwater management techniques. Language encouraging the consideration of commercial Low Impact Development (LID) techniques would be added to Sub-Units A-1 and A-2.
- Nomination 14MV would add language to all of the land units that would recommend consultation of the Little Hunting Creek Watershed Management Plan, consistent with the Policy Plan, environmental objective 2, policy m. Additionally, language encouraging the consideration of commercial Low Impact Development (LID) techniques would be added to Sub-units D-1, D-2, and D-4. Mitigation of existing stormwater impacts would be added as a condition for increased density to Land Unit C and Sub-unit D-1, along with the restoration of riparian buffers in Land Unit C.

ATTACHMENT I

NOMINATED PLAN TEXT – 09-IV-12MV

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-3-2009, Richmond Highway Corridor Area, pages 48-50:

Additions are shown underlined and deletions are shown with a ~~strikethrough~~.

“Land Unit C

Land Unit C is located adjacent to the Mount Vernon Plaza Shopping Center along the west side of Fordson Road and is planned for residential use at 8-12 dwelling units per acre.

Consistent with the Policy Plan, environmental objective 2, policy m, the Little Hunting Creek Watershed Management Plan should be consulted for this area. Any redevelopment should be removed from Resource Protection Areas.

As an option, up to 15 dwelling units per acre may be appropriate if it can be demonstrated that such development is of sufficiently high quality to be an appropriate and compatible use adjacent to the stable Hybla Valley residential community. In order to accomplish that, development should meet the following conditions:

- Townhouses, at the lower end of the planned density range, buffered by a 60-foot landscaped strip, instead of the required 25-foot strip along the northern edge of the property, are the most dense type of development to occur next to the Hybla Valley subdivision;
- Garden apartments are restricted to the central and southern portions of the tract;
- The quality of construction and appearance of the development are compatible with the Hybla Valley subdivision;
- Because of the high water table in the area, a drainage study is undertaken and any proposed development ensures that it will ~~not add to existing drainage problems~~ provide mitigation of existing stormwater impacts; ~~and~~
- The stream and riparian buffers of North Little Hunting Creek on the south boundary of this property are restored; and
- Adequate recreational space should be supplied within the project boundaries to serve the needs of the residents.

Sub-unit D-1

Sub-unit D-1 includes Mount Vernon Plaza and South Valley Shopping Center, located on the west side of Richmond Highway at Fordson Road, and is planned for retail use up to .50 FAR.

Consistent with the Policy Plan, environmental objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. New commercial Low Impact Development (LID) practices should be implemented in

Mount Vernon Plaza and South Valley Shopping Center to control stormwater runoff, and North Little Hunting Creek north and west of Mount Vernon Plaza should be restored. Riparian buffers should be restored to a natural state, and any redevelopment should be removed from Resource Protection Areas.

As an option, this land unit should serve as the focal point and core area of the Hybla Valley/Gum Springs Community Business Center. This sub-unit is planned for a high-quality, development that may incorporate multiple uses up to .70 FAR, including residential, office, hotel and/or retail uses. Any redevelopment proposed in this sub-unit should better integrate this area through improvements to interparcel and pedestrian access, internal circulation, landscaping, screening and buffering to adjacent residential uses, facade improvements and coordination of signage. In addition, the following conditions should be met:

- Full parcel consolidation is achieved except the Virginia Power substation located on Tax Map parcel 101-2((1))12C;
- A well-integrated mix of uses, including retail, office, hotel and residential uses, is provided. Non-residential development should be oriented toward Richmond Highway with residential uses located toward the middle and rear of the property;
- Effective buffering and screening to adjacent uses is provided and maintained;
- Connecting, safe pedestrian travelways to adjacent land uses are provided;
- Building heights are tapered down toward adjacent residential uses;
- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Hybla Valley/Gum Springs Community Business Center should be included. The urban design recommendations found at the end of this Plan are to be used as a guide;
- Structured parking is encouraged;
- Provide an acceptable detailed transportation analysis that identifies transportation improvements required to support the development. The transportation network for this center should provide efficient internal circulation and address access difficulties on or near this site;
- Provide transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site transit facility and transit service sufficient to mitigate adverse impacts on the adjacent roadway network, as determined during the development review process;
- Accommodate in the design of the project a future transit station at this site; ~~and~~
- Adequate measures to mitigate against undue environmental impact are provided including preservation of streams and floodplains, with their existing vegetation, on the property as private open space. Where past practices have degraded these streams, bioengineering approaches to restore them to more natural conditions and functions should be utilized-; and

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- Provide mitigation of existing stormwater impacts.

Sub-unit D-2

Sub-unit D-2 is located on the west side of Richmond Highway and includes the Mount Vernon Crossroads and Hybla Valley Center shopping centers. It is planned for retail use with intensities up to .50 FAR. Any redevelopment proposed in this sub-unit should better integrate this area through improvements to interparcel and pedestrian access, internal circulation, landscaping, screening and buffering to adjacent residential uses, facade improvements and coordination of signage.

Consistent with the Policy Plan, environmental objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. New commercial Low Impact Development (LID) practices should be utilized in the Hybla Plaza and Hybla Valley Center to better control stormwater runoff.

Sub-unit D-3

This sub-unit contains the Murraygate Apartments and is planned for residential use at 16-20 dwelling units per acre.

Consistent with the Policy Plan, environmental objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted.

Sub-unit D-4

This sub-unit contains a Wal-Mart store and Multiplex Theater and is planned for retail use up to .50 FAR.

Consistent with the Policy Plan, environmental objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan should be consulted for this area. New commercial Low Impact Development (LID) practices should be utilized in the Multiplex Theater and Walmart sites to better control stormwater runoff.”

ATTACHMENT II**NOMINATED PLAN TEXT – 09-IV-14MV**

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-3-2009, Richmond Highway Corridor Area, pages 40-44:

Additions are shown underlined and deletions are shown with a ~~strikethrough~~.

“Sub-unit A-1

Located at the northwest intersection of Richmond Highway and Southgate Boulevard, this area is planned for retail and/or office uses up to .50 FAR.

Consistent with the Policy Plan, Environment Section, objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. A commercial Low Impact Development (LID) demonstration project in this area should be considered.

As an option and in order to enhance the economic viability of Sub-unit A-1, a well-designed, integrated mix of office, high rise residential, retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the following conditions are met:

- Substantial consolidation of parcels is obtained and where consolidation of parcels is not obtained, existing uses should be integrated into the site design by providing interparcel vehicular and pedestrian access;
- Intensities and building heights should be tapered to mitigate bulk and height impacts to residential uses to the west and to create a pedestrian-oriented scale along Richmond Highway and Southgate Drive;
- Building design is of high architectural quality and is combined with an innovative and creative use of surrounding pedestrian open space in such a manner as to reduce the effect of the building height and bulk;
- Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Beacon/Groveton Community Business Center is provided. The urban design recommendations found at the end of this Plan should be used as a guide;
- Effective buffering and screening are provided and maintained for differing adjacent land uses;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site transit facility and transit service sufficient to mitigate adverse impacts on the

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- adjacent roadway network, are provided as determined during the development review process;
- Access points are consolidated along Richmond Highway and an efficient internal circulation system provided;
 - Traffic circulation on the site must ensure safe and orderly access to adjacent arterials; and
 - Pedestrian circulation and the use of mass transit is encouraged through site design, and connection with proposed and existing pedestrian circulation systems in the area and other methods.
 - Provide mitigation of existing stormwater impacts.

Intensity greater than 1.0 FAR may be considered if the following conditions are also met:

- The mix of uses should include at least one-third residential; and
- Transportation improvements necessary to mitigate impacts must be included.

Sub-unit A-2

The area located on the west side of Richmond Highway between Southgate Boulevard and Memorial Street is planned for retail and/or office uses up to .50 FAR.

Consistent with the Policy Plan, Environment Section, objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. A commercial Low Impact Development (LID) demonstration project should be considered in Beacon Mall.

As an option and in order to enhance the economic viability of Sub-unit A-2, a well-designed, integrated mix of office, high rise residential, support retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the intermediate option conditions listed for Sub-unit A-1 above are met. Similarly, intensity above 1.0 FAR may be appropriate if the higher option conditions listed for Sub-Unit A-1 are also met. Provide mitigation of existing stormwater impacts.

Land Unit B

This land unit includes lots fronting on the east side of Richmond Highway from Dawn Drive to Beacon Hill Road and from Richmond Highway along Beacon Hill Road to and including Tax Map 93-1((1))78. With the exception of parcels identified below, this land unit is planned for office, and/or retail uses up to .50 FAR with building heights up to 50 feet, and/or residential use at a density of 8-12 dwelling units per acre. An intensity up to .70 FAR may be permitted if the following conditions are met:

- Reasonable consolidation of Parcels 93-1((1))21, 24, 25 and 26, and a coordinated development plan is submitted;
- In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the east;

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- Aesthetically pleasing buffers between this land unit and the adjacent residential area are provided and maintained;
 - Provision of adequate underground, structured or other parking to service all users;
 - Roadway improvements are built as needed; and
 - Inclusion of appropriate landscaping, streetscaping, and other elements of the urban design recommendations found at the end of this Plan.
 - Provide mitigation of existing stormwater impacts.

Tax Map Parcels 93-1((1))75A, 76A and 78 are planned for townhouse-style office use at an intensity of up to .35 FAR to transition to the stable residential neighborhood. An aesthetically pleasing buffering and screening treatment is to be provided and maintained between the office use and the adjacent residential area.

Land Unit C

Lots fronting on the east side of Richmond Highway between Beacon Hill Road and East Side Drive are planned for office and/or retail uses up to .50 FAR with maximum building heights of 50 feet. The development plan and architectural design should achieve consolidated access and provide and maintain aesthetically pleasing and effective screening and buffering to adjacent residential properties, and should achieve better control of stormwater runoff.

Land Unit D

The area between Richmond Highway and Donora Drive extending from Memorial Street south to midway between Clayborne Avenue and Collard Street has been designated the Groveton Redevelopment Area and is appropriate for redevelopment to medium intensity office use up to .70 FAR. This development should be attractive, well-landscaped and be made compatible with adjacent residential uses through attractive building design, site planning and architectural treatments as well as effective landscaping and buffering. Building height should be compatible with the adjacent community. In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the west.

As an option, high density residential use with office and support retail at an overall intensity up to 1.8 FAR may be appropriate for parcels 92-2((1)) 13A, 93-1((1)) 97, 98 and 93-1((38)) (1) 1,4,7 if the following conditions are met.

- Complete consolidation of the block bounded by Richmond Highway, Memorial Street, Donora Drive, and Groveton Street is achieved.
- The development includes 70,000 to 90,000 square feet of office and retail use with a minimum of 20,000 square feet of retail use and a minimum of 50,000 square feet of office. A 70,000 square feet office component is desirable.
- Concurrent development of non-residential and residential uses takes place.
- The development proposal creates a mixed-use activity center by providing the following features:

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- Locating buildings close to Richmond Highway;
 - Orienting residential and non-residential uses to sidewalks;
 - Providing streetscape amenities such as street trees, sidewalks, plazas, retail browsing areas, street furniture and landscaping; and
 - Other building elements as described in the Urban Design Recommendations of the Comprehensive Plan for the Richmond Highway Corridor.
- Buildings are designed to step down to form an appropriate transition to adjacent residential properties west of Richmond Highway. To the extent possible, buildings along Richmond Highway should be sited to avoid casting shadows on the residential neighborhood facing Donora Drive. Appropriate landscaping and façade treatment measures are taken to reduce mass and size effect of multi-story structures on this neighborhood.
 - Highway noise impact is mitigated through appropriate site and building design, and construction materials.
 - Creative stormwater management techniques are examined as an alternative to, or in addition to, underground detention facilities.
 - The existing park and recreation deficiencies are offset through provision of neighborhood park and recreation facilities. Typical facilities may include, but are not necessarily limited to the following:
 - Picnic facilities;
 - Open play areas;
 - Court facilities;
 - Playgrounds and tot lots;
 - Landscaped garden/seating areas; and
 - Activity/game areas.

In addition, urban park features should be integrated within the site, such as plazas, gathering spaces, special landscaping, street furniture, and pedestrian amenities.

- Appropriate turn lanes to and from the site and any necessary intersection improvements are provided to enhance circulation efficiency. In addition, a detailed traffic impact analysis should be done to determine possible other improvements required to mitigate the impacts of the proposed development on the transportation system. The impacts of the development allowed under this option should be offset through a combination of measures as deemed appropriate by the Department of Transportation. These measures may include a combination of capacity, roadway, pedestrian circulation, and access improvements, and an effective Transportation Demand Management (TDM) program that takes advantage of the proximity to the Metrorail and existing and future transit along Richmond Highway. The TDM program should include activities such as the provision of shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services.
- Provide mitigation of existing stormwater impacts.

Land Unit E

Lots on the east side of Richmond Highway from East Side Street to Popkins Lane are planned for townhouse-style office and/or retail use up to .30 FAR with maximum building

heights of 35 feet. The following conditions should be met with any development proposal:

- Commercially-zoned lots along Richmond Highway between Groveton Street and East Lee Avenue or East Lee Avenue and Preston Avenue or Preston Avenue and Popkins Lane are consolidated;
- Buildings are oriented to Richmond Highway with parking located at the rear of the property; and
- Effective screening and buffering are provided and maintained between the proposed development and the adjacent residential neighborhood.

With the full consolidation of Tax Map Parcels 93-1((18))(D)117, 126, 130 (pt.) and 138 located between East Lee Avenue and Preston Lane, development of townhouse-style office and/or retail use up to .50 FAR with maximum building height of 45 feet may be developed provided that:

- Buildings are oriented to Richmond Highway with parking located at the rear of the property;
- Effective screening and buffering are provided and maintained between the proposed development and the adjacent residential neighborhood;
- Retail use is limited to no more than 10,000 gsf; and
- Development should provide for compatible architecture to mitigate impacts on adjacent residential development.
- Provide mitigation of existing stormwater impacts.

Modification to minimum building set back from Richmond Highway may be appropriate in order to further revitalization goals.

An option for increased intensity up to .80 FAR could be appropriate for mixed use development consisting of multifamily residential and ground floor retail provided that:

- All conditions for the office/retail option noted above are addressed, including maximum building height;
- Appropriate noise mitigation from Richmond Highway can be demonstrated through a noise study to be reviewed at the time of rezoning; and
- Redevelopment for residential use can achieve a viable living environment that is compatible with adjacent uses.

Modification to minimum building set back from Richmond Highway may be appropriate in order to further revitalization goals provided that appropriate noise mitigation can be achieved as recommended above.”

ATTACHMENT III**PRELIMINARY STAFF RECOMMENDATION – 09-IV-12MV**

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-3-2009, Richmond Highway Corridor Area, pages 48-50:

Additions are shown underlined and deletions are shown with a ~~strikethrough~~.

“Land Unit C

Land Unit C is located adjacent to the Mount Vernon Plaza Shopping Center along the west side of Fordson Road and is planned for residential use at 8-12 dwelling units per acre.

Redevelopment should be designed such that riparian buffer areas in the Resource Protection Area/Environmental Quality Corridor along the southern boundary of the land unit will be replanted with native vegetation. Restoration of the stream should be encouraged.

As an option, up to 15 dwelling units per acre may be appropriate if it can be demonstrated that such development is of sufficiently high quality to be an appropriate and compatible use adjacent to the stable Hybla Valley residential community. In order to accomplish that, development should meet the following conditions:

- Townhouses, at the lower end of the planned density range, buffered by a 60-foot landscaped strip, instead of the required 25-foot strip along the northern edge of the property, are the most dense type of development to occur next to the Hybla Valley subdivision;
- Garden apartments are restricted to the central and southern portions of the tract;
- The quality of construction and appearance of the development are compatible with the Hybla Valley subdivision;
- Because of the high water table in the area, a drainage study is undertaken and any proposed development ensures that ~~it will not add to existing drainage problems~~ the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end; and
- Adequate recreational space should be supplied within the project boundaries to serve the needs of the residents.

Sub-unit D-1

Sub-unit D-1 includes Mount Vernon Plaza and South Valley Shopping Center, located on the west side of Richmond Highway at Fordson Road, and is planned for retail use up to .50 FAR.

Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end. Redevelopment should be designed such that riparian buffer areas in the Resource

Protection Area/Environmental Quality Corridor along the northern and western boundaries of the Sub-unit will be replanted with native vegetation.

As an option, this land unit should serve as the focal point and core area of the Hybla Valley/Gum Springs Community Business Center. This sub-unit is planned for a high-quality, development that may incorporate multiple uses up to .70 FAR, including residential, office, hotel and/or retail uses. Any redevelopment proposed in this sub-unit should better integrate this area through improvements to interparcel and pedestrian access, internal circulation, landscaping, screening and buffering to adjacent residential uses, facade improvements and coordination of signage. In addition, the following conditions should be met:

- Full parcel consolidation is achieved except the Virginia Power substation located on Tax Map parcel 101-2((1))12C;
- A well-integrated mix of uses, including retail, office, hotel and residential uses, is provided. Non-residential development should be oriented toward Richmond Highway with residential uses located toward the middle and rear of the property;
- Effective buffering and screening to adjacent uses is provided and maintained;
- Connecting, safe pedestrian travelways to adjacent land uses are provided;
- Building heights are tapered down toward adjacent residential uses;
- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Hybla Valley/Gum Springs Community Business Center should be included. The urban design recommendations found at the end of this Plan are to be used as a guide;
- Structured parking is encouraged;
- Provide an acceptable detailed transportation analysis that identifies transportation improvements required to support the development. The transportation network for this center should provide efficient internal circulation and address access difficulties on or near this site;
- Provide transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site transit facility and transit service sufficient to mitigate adverse impacts on the adjacent roadway network, as determined during the development review process;
- Accommodate in the design of the project a future transit station at this site; ~~and~~
- A stormwater management system is provided that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices is considered toward this end; and
- Adequate measures to mitigate against undue environmental impact are provided including preservation of streams and floodplains, with their existing vegetation, on the property as private open space. Where past practices have degraded these

streams, bioengineering approaches to restore them to more natural conditions and functions should be utilized.

Sub-unit D-2

Sub-unit D-2 is located on the west side of Richmond Highway and includes the Mount Vernon Crossroads and Hybla Valley Center shopping centers. It is planned for retail use with intensities up to .50 FAR. Any redevelopment proposed in this sub-unit should better integrate this area through improvements to interparcel and pedestrian access, internal circulation, landscaping, screening and buffering to adjacent residential uses, facade improvements and coordination of signage.

Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

Sub-unit D-3

This sub-unit contains the Murraygate Apartments and is planned for residential use at 16-20 dwelling units per acre.

Sub-unit D-4

This sub-unit contains a Wal-Mart store and Multiplex Theater and is planned for retail use up to .50 FAR. Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

ATTACHMENT II**PRELIMINARY STAFF RECOMMENDATION – 09-IV-14MV**

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-3-2009, Richmond Highway Corridor Area, pages 40-44:

Additions are shown underlined and deletions are shown with a ~~strikethrough~~.

“Sub-unit A-1

Located at the northwest intersection of Richmond Highway and Southgate Boulevard, this area is planned for retail and/or office uses up to .50 FAR.

As an option and in order to enhance the economic viability of Sub-unit A-1, a well-designed, integrated mix of office, high rise residential, retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the following conditions are met:

- Substantial consolidation of parcels is obtained and where consolidation of parcels is not obtained, existing uses should be integrated into the site design by providing interparcel vehicular and pedestrian access;
- Intensities and building heights should be tapered to mitigate bulk and height impacts to residential uses to the west and to create a pedestrian-oriented scale along Richmond Highway and Southgate Drive;
- Building design is of high architectural quality and is combined with an innovative and creative use of surrounding pedestrian open space in such a manner as to reduce the effect of the building height and bulk;
- Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Beacon/Groveton Community Business Center is provided. The urban design recommendations found at the end of this Plan should be used as a guide;
- Effective buffering and screening are provided and maintained for differing adjacent land uses;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site transit facility and transit service sufficient to mitigate adverse impacts on the adjacent roadway network, are provided as determined during the development review process;
- Access points are consolidated along Richmond Highway and an efficient internal circulation system provided;

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- Traffic circulation on the site must ensure safe and orderly access to adjacent arterials; and
 - Pedestrian circulation and the use of mass transit is encouraged through site design, and connection with proposed and existing pedestrian circulation systems in the area and other methods.
 - A stormwater management system is provided that will reduce the contribution of stormwater runoff from the site to stream degradation downstream of the site substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

Intensity greater than 1.0 FAR may be considered if the following conditions are also met:

- The mix of uses should include at least one-third residential; and
- Transportation improvements necessary to mitigate impacts must be included.

Sub-unit A-2

The area located on the west side of Richmond Highway between Southgate Boulevard and Memorial Street is planned for retail and/or office uses up to .50 FAR.

As an option and in order to enhance the economic viability of Sub-unit A-2, a well-designed, integrated mix of office, high rise residential, support retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the intermediate option conditions listed for Sub-unit A-1 above are met. Similarly, intensity above 1.0 FAR may be appropriate if the higher option conditions listed for Sub-Unit A-1 are also met.

Land Unit B

This land unit includes lots fronting on the east side of Richmond Highway from Dawn Drive to Beacon Hill Road and from Richmond Highway along Beacon Hill Road to and including Tax Map 93-1((1))78. With the exception of parcels identified below, this land unit is planned for office, and/or retail uses up to .50 FAR with building heights up to 50 feet, and/or residential use at a density of 8-12 dwelling units per acre. An intensity up to .70 FAR may be permitted if the following conditions are met:

- Reasonable consolidation of Parcels 93-1((1))21, 24, 25 and 26, and a coordinated development plan is submitted;
- In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the east;
- Aesthetically pleasing buffers between this land unit and the adjacent residential area are provided and maintained;
- Provision of adequate underground, structured or other parking to service all users;
- Roadway improvements are built as needed; and

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- Inclusion of appropriate landscaping, streetscaping, and other elements of the urban design recommendations found at the end of this Plan.
 - A stormwater management system is provided that will reduce the contribution of stormwater runoff from the site to stream degradation downstream of the site substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

Tax Map Parcels 93-1((1))75A, 76A and 78 are planned for townhouse-style office use at an intensity of up to .35 FAR to transition to the stable residential neighborhood. An aesthetically pleasing buffering and screening treatment is to be provided and maintained between the office use and the adjacent residential area.

Land Unit C

Lots fronting on the east side of Richmond Highway between Beacon Hill Road and East Side Drive are planned for office and/or retail uses up to .50 FAR with maximum building heights of 50 feet. The development plan and architectural design should achieve consolidated access, should and provide and maintain aesthetically pleasing and effective screening and buffering to adjacent residential properties, and should include stormwater management measures that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices should be considered toward this end.

Land Unit D

The area between Richmond Highway and Donora Drive extending from Memorial Street south to midway between Clayborne Avenue and Collard Street has been designated the Groveton Redevelopment Area and is appropriate for redevelopment to medium intensity office use up to .70 FAR. This development should be attractive, well-landscaped and be made compatible with adjacent residential uses through attractive building design, site planning and architectural treatments as well as effective landscaping and buffering. Building height should be compatible with the adjacent community. In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the west.

As an option, high density residential use with office and support retail at an overall intensity up to 1.8 FAR may be appropriate for parcels 92-2((1)) 13A, 93-1((1)) 97, 98 and 93-1((38)) (1) 1,4,7 if the following conditions are met.

- Complete consolidation of the block bounded by Richmond Highway, Memorial Street, Donora Drive, and Groveton Street is achieved.
- The development includes 70,000 to 90,000 square feet of office and retail use with a minimum of 20,000 square feet of retail use and a minimum of 50,000 square feet of office. A 70,000 square feet office component is desirable.
- Concurrent development of non-residential and residential uses takes place.
- The development proposal creates a mixed-use activity center by providing the following features:
 - Locating buildings close to Richmond Highway;
 - Orienting residential and non-residential uses to sidewalks;

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- Providing streetscape amenities such as street trees, sidewalks, plazas, retail browsing areas, street furniture and landscaping; and
 - Other building elements as described in the Urban Design Recommendations of the Comprehensive Plan for the Richmond Highway Corridor.
 - Buildings are designed to step down to form an appropriate transition to adjacent residential properties west of Richmond Highway. To the extent possible, buildings along Richmond Highway should be sited to avoid casting shadows on the residential neighborhood facing Donora Drive. Appropriate landscaping and façade treatment measures are taken to reduce mass and size effect of multi-story structures on this neighborhood.
 - Highway noise impact is mitigated through appropriate site and building design, and construction materials.
 - Creative stormwater management techniques are examined as an alternative to, or in addition to, underground detention facilities.
 - The existing park and recreation deficiencies are offset through provision of neighborhood park and recreation facilities. Typical facilities may include, but are not necessarily limited to the following:
 - Picnic facilities;
 - Open play areas;
 - Court facilities;
 - Playgrounds and tot lots;
 - Landscaped garden/seating areas; and
 - Activity/game areas.

In addition, urban park features should be integrated within the site, such as plazas, gathering spaces, special landscaping, street furniture, and pedestrian amenities.

- Appropriate turn lanes to and from the site and any necessary intersection improvements are provided to enhance circulation efficiency. In addition, a detailed traffic impact analysis should be done to determine possible other improvements required to mitigate the impacts of the proposed development on the transportation system. The impacts of the development allowed under this option should be offset through a combination of measures as deemed appropriate by the Department of Transportation. These measures may include a combination of capacity, roadway, pedestrian circulation, and access improvements, and an effective Transportation Demand Management (TDM) program that takes advantage of the proximity to the Metrorail and existing and future transit along Richmond Highway. The TDM program should include activities such as the provision of shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services.
- A stormwater management system is provided that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices is considered toward this end.

Land Unit E

Lots on the east side of Richmond Highway from East Side Street to Popkins Lane are planned for townhouse-style office and/or retail use up to .30 FAR with maximum building heights of 35 feet. The following conditions should be met with any development proposal:

- Commercially-zoned lots along Richmond Highway between Groveton Street and East Lee Avenue or East Lee Avenue and Preston Avenue or Preston Avenue and Popkins Lane are consolidated;
- Buildings are oriented to Richmond Highway with parking located at the rear of the property; and
- Effective screening and buffering are provided and maintained between the proposed development and the adjacent residential neighborhood.

With the full consolidation of Tax Map Parcels 93-1((18))(D)117, 126, 130 (pt.) and 138 located between East Lee Avenue and Preston Lane, development of townhouse-style office and/or retail use up to .50 FAR with maximum building height of 45 feet may be developed provided that:

- Buildings are oriented to Richmond Highway with parking located at the rear of the property;
- Effective screening and buffering are provided and maintained between the proposed development and the adjacent residential neighborhood;
- Retail use is limited to no more than 10,000 gsf; and
- Development should provide for compatible architecture to mitigate impacts on adjacent residential development.
- A stormwater management system is provided that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices is considered toward this end.

Modification to minimum building set back from Richmond Highway may be appropriate in order to further revitalization goals.

An option for increased intensity up to .80 FAR could be appropriate for mixed use development consisting of multifamily residential and ground floor retail provided that:

- All conditions for the office/retail option noted above are addressed, including maximum building height;
- Appropriate noise mitigation from Richmond Highway can be demonstrated through a noise study to be reviewed at the time of rezoning; and
- Redevelopment for residential use can achieve a viable living environment that is compatible with adjacent uses.

Modification to minimum building set back from Richmond Highway may be appropriate in order to further revitalization goals provided that appropriate noise mitigation can be achieved as recommended above.”