

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

SUPERVISOR DISTRICT: MOUNT VERNON

BRAC APR ITEM(S): 09-IV-1MV
09-IV-15MV
09-IV-3MV

NOMINATORS: 09-IV-1MV: Patrick Rea, MVCCA
09-IV-15MV: Patrick Rea, MVCCA
09-IV-3MV: Keith C. Martin

ACREAGE(S): 1MV: 15.3 Acres;
15MV: 2.52 Acres;
3MV: 8.5 acres

TAX MAP I.D.: 1MV: 83-2((1))2A,2B,2C, 83-4((1))1
15MV: 83-3 ((1))67A,69,69A,70, 83-4((1))2
3MV: 83-3 ((1)) 76

GENERAL LOCATION: 1MV: North of Richmond Highway, east of Cameron Run Terrace (Sub-unit A-1).
15MV: Island of land between Old Richmond Highway and Richmond Highway (Sub-unit A-2).
3MV: Southwest corner of Richmond Highway (Rt. 1) and Huntington Avenue (Land Unit R).

PLANNING AREA: IV

District: Mount Vernon

Sector: Huntington Community Planning Sector

Special Areas: 1MV: North Gateway CBC (A-1) Richmond Highway Corridor Area
15MV: North Gateway CBC (A-2) Richmond Highway Corridor Area
3MV: Land Unit R, Huntington Transit Station Area

ADOPTED PLAN MAP: 1MV: Alternative uses
15MV: Retail and other
3MV: Residential use at 20+ dwelling units per acre (du/ac)

ADOPTED PLAN TEXT: 1MV: Sub-unit A-1 – Retail, office or residential uses up to .50 FAR. Option for mixed-use development up to 1.0 FAR provided specific conditions are met. Alternative option for high rise residential use up to 30 du/ac with substantial parcel consolidation and other conditions.

15MV: Sub-unit A-2 – Consolidation of all parcels and redevelopment with neighborhood serving retail up to .25 FAR.

Option for full consolidation with Sub-unit A-1 in a unified mixed-use development up to 1.0 FAR.

3MV: Land Unit R - residential development at 40 du/ac provided specific conditions are met, density of up to 50 du/ac may be considered if Huntington Avenue and Richmond Highway can be proven to operate at levels of service acceptable to VDOT and the County.

For complete Plan text see Attachment 1

PROPOSED PLAN AMENDMENTS: **1MV:** Sub-unit A-1 – Option for mixed-use office (999,232 square feet), hotel (266,462 sf) and retail (66,615 sf) development up to 2.0 FAR provided that specific conditions are met. Remove residential development options.

15MV: Sub-unit A-2 – Consolidate with Sub-unit A-1 in a unified mixed use office (197,620 sf), restaurant and retail (21,957 sf) development up to 2.0 FAR provided that specific conditions are met. Remove residential development options.

3MV: Mixed-use development retaining existing multifamily units at 52 du/ac and add hotel use up to 200,000 square feet. (1.67 FAR overall)

CURRENT ZONING: **1MV:** C-8 (Commercial – High Intensity Office)
15MV: C-8 (Commercial – High Intensity Office)
3MV: PDH-40

Current and Proposed Plan Development Potential

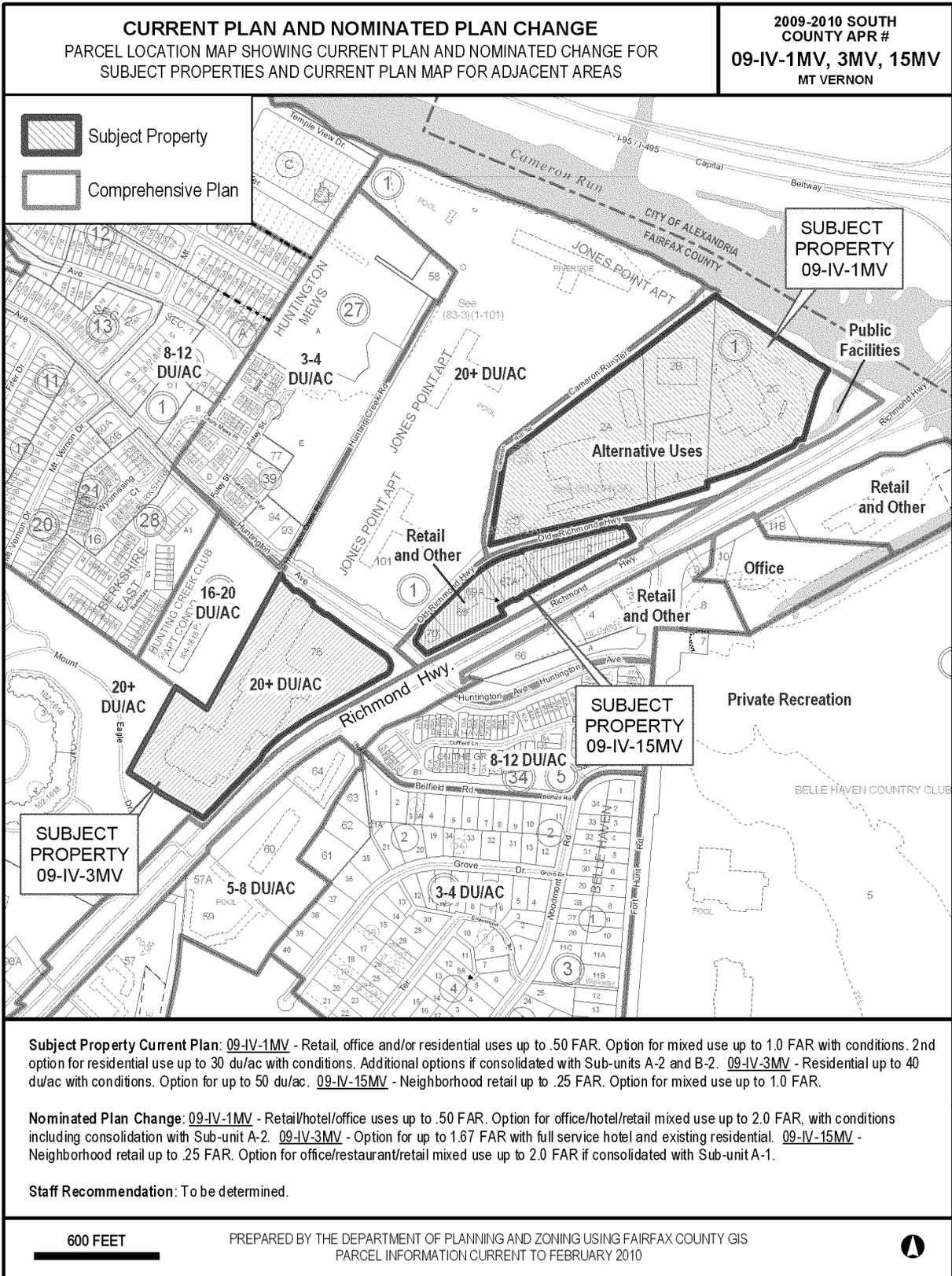
Nomination	Acres	Current Plan Base	Current Plan Option 1	Proposed Plan Base (GFA)	Proposed Plan Option
09-IV-1MV	15.3	Residential: 133 du Office: 166,500 Retail: 33,300	Residential: 266 du Office: 333,000 Retail: 66,600	Office/hotel: 316,360 Retail: 16,650 sf	Office/hotel: 1,265,500 Retail: 66,600
09-IV-15MV	2.52	Retail: 27,500 sf	Residential: 44 du Retail: 11,000 Office: 55,000 sf	Retail: 27,500 sf	Office: 198,000 Retail: 22,000 sf
09-IV-3MV	8.5	Residential: 340 Retail/office: 39,200	Residential: 425 du Retail/office: 39,200	Residential: 443 du Hotel: 200,000 sf	same
Total	26.32	Res: 473 du Retail: 80,800 sf Office: 185,700	Res: 735 du Retail: 97,600 sf Office: 407,200 sf	Res: 443 du Retail: 244,150 sf Office/Hotel: 516,360	Res: 443 du Retail: 88,600 sf Office/Hotel: 1,665,500 sf

SUMMARY OF STAFF RECOMMENDATION:

- Approve Nomination as submitted
- Approve Staff Alternative (3MV)
- Retain Adopted Plan (1MV & 15MV)

Staff feels that item 3MV could result in substantial benefits in terms of additional quality hotel space coming to the Huntington Transit Station Area in the future, without generating a significant amount of additional traffic. However additional considerations should be addressed in the proposed Plan text recommended to ensure infill development is compatible with the surrounding residential developments.

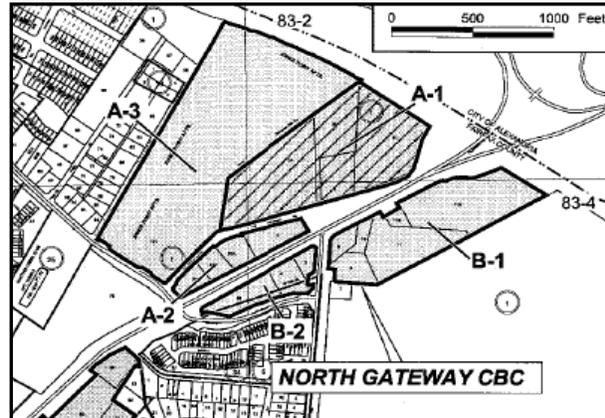
Staff recommends retaining the current Plan guidance for items 1MV and 15MV. The proposed nominations would significantly increase the development potential and associated traffic in the area. In addition, removing residential use from the allowed mix of uses may negatively impact the options for developing the site. Maintaining residential use as a component to higher-intensity mixed use development would provide greater flexibility for redevelopment, and could be a way to ameliorate transportation impacts that may not be achievable with only non-residential mixed use. In order to comply with Virginia State code, the nominators of 1MV and 15MV must prepare and submit a traffic impact study to the Virginia Department of Transportation for their review and comment.



BACKGROUND:

Items 1MV and 15MV are within the North Gateway Community Business Center (CBC), along Richmond Highway on the north side of Huntington Avenue. The North Gateway CBC is an entry point to Fairfax County from points north including the Nation's Capital, the City of Alexandria and the Capital Beltway (I-495).

Item 1MV is coterminous with sub-unit A-1. The site currently holds two car dealerships, a restaurant, and mid-rise office uses. Cameron Run borders the site on the north. Item 1MV also is adjacent to office and commercial uses located across Richmond Highway to the northeast, and office and commercial uses to the southeast along Richmond Highway described within item 15MV. To the west of item 1MV is the multifamily residential development of Riverside Apartments.



North Gateway CBC Land Units

Item 15MV, coterminous with land sub-unit A-2, is an island of land between Old Richmond Highway on the west and Richmond Highway on the east. A bank, motel, neighborhood serving commercial uses, low-rise office uses and vacant building currently occupy the site. Commercial uses and single family residential uses are located east of sub-unit A-2 and multifamily residential uses are located south and west. There are commercial and office uses located to the northwest of this sub-area.

Item 3MV is located within Land Unit R of the Huntington Transit Station Area, on the southwest corner of the intersection of Huntington Avenue and Richmond Highway. The site is occupied by the Huntington Gateway Apartments, as well as some office and retail space. The parcel is bordered by high-rise multifamily uses directly to the south (Montebello), across Huntington Avenue to the north (Riverside), and to the west (Hunting Creek).

CRITICAL ISSUES**Land Use**

The Comprehensive Plan notes the North Gateway Community Business Center is an important entry point to historic Richmond Highway from points north, providing an initial impression for Fairfax County to visitors and residents alike. Due to the prominent gateway location, high quality urban design is especially important in any redevelopment that occurs. The area is planned to redevelop to high-rise residential or, as an alternative, a mixed-use project including residential, office and/or retail uses. These planned uses complement the advantageous transit/transportation-oriented location and are compatible with the surrounding character and density. The proposal to increase the allowable development intensity in this area from 1.0 FAR to 2.0 FAR may help spur redevelopment given the location and proximity to major transportation routes and transit facilities, given the right conditions. However, the impact of that intensity on the transportation network could be severe.

At 2.0 FAR, Subunits A-1 and A-2 would be planned for the highest intensities of anywhere along the Richmond Highway corridor. Fairfax County policy reserves high intensities for sites within ½ mile of a transit station. These sites are almost a mile from the Huntington Metro Station.

The proposals in nominations 1MV and 15MV could provide an incentive to redevelop these areas with higher quality development than the existing commercial and office developments, and to include urban design features that would improve the area's appearance as a visible gateway into Fairfax County from points north.

Although redevelopment with higher quality development is desirable, removal of the residential use from the allowable uses for 1MV and 15MV is problematic. Maintaining residential use as a component of higher-intensity mixed use development would provide greater flexibility for redevelopment, and could ameliorate transportation impacts that may not be achievable with non-residential mixed use. Residential use, if sited and designed properly, could also help to create a transition to the adjacent high-rise residential development to the west. As market conditions are subject to frequent changes, permitting residential use in a mixed use project could be advantageous to revitalization.

Item 3MV is currently developed with a community of 443 high-rise residential units, as well as approximately 40,000 square feet of office and retail uses. The proposed 200,000 square foot hotel would replace the existing office and retail use, while keeping the existing residential development intact. The proposed hotel use in 3MV could fulfill a need for higher-quality hotel space within proximity of the Huntington TSA. Removal of the existing commercial uses would impact the customers who currently rely on the goods and services provided. Including some ground floor retail uses in the new hotel building could provide an opportunity for the existing businesses to relocate on the site.

The new hotel building would be an infill development, and should be carefully designed and sited to limit the impact on the surrounding area. The building footprint should be minimized. As discussed in the transportation section below, the site may be impacted by the need to provide right of way (ROW) for the planned interchange improvement at Huntington Avenue and Richmond Highway.

Parks

Employees, shoppers and hotel guests will need leisure opportunities. The integration of urban parks in the overall development design could enhance the desirability of the project, contribute to revitalization efforts and activate the area. The provision of indoor recreation facilities for employees and hotel guests is also appropriate.

If the nominations are recommended for approval, the following conditions should be applied:

- The impact on parks and recreation should be mitigated per County policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan;
- Assure inclusion of Comprehensive Plan language supporting pedestrian connectivity and creation of usable open spaces such as pocket parks, plazas, common greens and recreation-focused urban parks;

- Assure inclusion of Comprehensive Plan language requiring construction of the trail along Cameron Run associated with Sub-unit A-1 as well as all Comprehensive Plan trails;
- Include plan language supporting the provision of all year active recreation facilities for workforce and hotel guests; and
- Urban park features, such as pedestrian accessible plazas and seating areas, and Neighborhood Park facilities should be constructed in conjunction with the proposed development.

Revitalization

The North Gateway CBC is within the Richmond Highway Commercial Revitalization District. These areas are targeted for special business and development incentives designed to revitalize the County’s older commercial areas. Current Plan guidance also acknowledges the opportunity for redevelopment.

Although redevelopment with higher quality development is desirable, removal of the residential use from the allowable uses for 1MV and 15MV is problematic. As market conditions are subject to economic fluctuations, permitting residential use in a mixed use project could provide needed flexibility to achieve revitalization goals.

Schools

These APR nominations fall within the boundaries of Cameron Elementary School, Twain Middle School, and Edison High School. The capacity and projected enrollments for these schools is shown in the chart below.

School	Capacity	Enrollment (9/30/09)	2010-2011 Projected Enrollment	Capacity Balance 2010-2011	2014-15 Projected Enrollment	Capacity Balance 2014-15
Cameron ES	720	506	511	209	450	270
Twain MS	875	823	810	65	833	42
Edison HS	1800	1729	1696	104	1684	316

Capacity and enrollment are based on the FCPS FY 2011-15 CIP.

The multifamily residential units in item 3MV currently exist and are not proposed to be redeveloped. Neither of the other nominations propose new residential units. Therefore, an impact on schools is not anticipated.

Transportation

The North Gateway CBC is an area experiencing high levels of traffic congestion, due to its location just south of the interchange of Richmond Highway with the Capital Beltway. Intersections in the area currently operate at poor levels of service in the AM and PM peak hours of travel. The Comprehensive Plan sets forth extensive transportation conditions to be met in order to develop at the optional 1.0 FAR level of development. These conditions include provision of efficient internal vehicular circulation, consolidated access points, site access located away from major intersections, provisions for improved pedestrian access, and achievement of a level of service of no worse than LOS “D”.

The subject properties of all three nominations are located approximately ¾ to 1 mile east of the Huntington Metro Station entrance along Huntington Avenue. This is beyond the area considered by the Comprehensive Plan to be optimum for Transit-Oriented Development which is a maximum of ½ mile. Further, the Plan recommends that the highest intensity development be focused within areas not more than ¼ mile from the Metro Transit Station, and development intensities and heights should taper down within areas located between ¼ mile and ½ mile from the Metro Transit Station. These nominations do not meet the criteria for it to be considered a transit-oriented development.

1MV: The nomination is estimated to generate 5,850 additional daily trips over the current Comprehensive Plan. On a peak hour basis, the proposed plan would generate 772 additional AM peak hour trips, and 806 PM peak hour trips. This increase would represent a substantial impact to, and could potentially create adversities within, the proximate transportation network. A Chapter 527 Traffic Impact Study is required.

Trip Generation Estimates for APR #09-IV-1MV

Scenario	Daily	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
<u>Current Comp Plan (1.0 FAR Option)</u>					
Shopping Center (820); 66.603 KSF	5,214	41	26	238	247
General Office (710); 333.016 KSF	3,369	432	59	77	375
Multifamily Apartmt (220); 266 DU	1,736	27	107	107	57
Total	10,319	500	192	422	679
<u>Proposed Amendmt (2.0 FAR Option)</u>					
Shopping Center (820); 66.603 KSF	5,214	41	26	238	247
General Office (710); 999.049 KSF	7,850	1,041	142	204	994
Hotel (310); 380 RM ⁽¹⁾	3,105	131	83	119	85
Total	16,169	1,213	251	561	1,346
Net Impact of Proposed Amendment Above Comp Plan	5,850	713	59	139	667

Trip Generation derived from the Institute of Traffic Engineers (ITE), Trip Generation, 8th Edition (2008). Trip Generation estimates are provided for general order-of-magnitude comparisons, only, and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations.

(1) Number of rooms for Hotel based on total square footage and 700 square feet per room.

15MV: The nomination is estimated to generate 1,941 additional daily trips over the current Comprehensive Plan. On a peak hour basis, the proposed plan would generate 193 additional AM peak hour trips, and 203 PM peak hour trips.

Trip Generation Estimates for APR #09-IV-15MV

Scenario	Daily	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
<u>Current Comp Plan (1.0 FAR Option)</u>					
Shopping Center (820); 10.977 KSF	1,617	7	4	71	74
General Office (710); 54.886 KSF	841	102	14	24	116
Multifamily Apartmt (220); 44 DU	390	5	20	27	15
Total	2,848	114	38	122	205
<u>Proposed Amendmt (2.0 FAR Option)</u>					
Shopping Center (820); 21.957 KSF	2,535	13	9	113	117
General Office (710); 197.620 KSF	2,254	284	39	51	289
Total	4,789	297	48	164	366

Scenario	Daily	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
Net Impact of Proposed Amendment Above Comp Plan	1,941	183	10	42	161

Trip Generation derived from the Institute of Traffic Engineers (ITE), Trip Generation, 8th Edition (2008). Trip Generation estimates are provided for general order-of-magnitude comparisons, only, and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations.

3MV: The nomination is estimated to generate 300 additional daily trips over the current Comprehensive Plan. On a peak hour basis, the proposed plan would generate 70 additional AM peak hour trips, and decrease the number of PM peak hour trips by 159.

Trip Generation Estimates for APR #09-IV-3MV

Scenario	Daily	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
<u>Current Comp Plan (52 du/ac Option)</u>					
Multifamily Apartmt (220); 443 DU	2,808	44	177	170	91
General Office (710); 29.2 KSF	517	62	8	19	93
Shopping Center (820); 10.0 KSF	1,520	6	4	67	69
Total	4,845	112	189	256	253
<u>Proposed Amendmt (1.67 FAR Opt)</u>					
Multifamily Apartmt (220); 443 DU	2,808	44	177	170	91
Hotel (310); 286 RM ⁽¹⁾	2,337	92	58	90	79
Total	5,145	136	235	260	170
Net Impact of Proposed Amendment Above Comp Plan	300	24	46	4	(163)

Trip Generation derived from the Institute of Traffic Engineers (ITE), Trip Generation, 8th Edition (2008). Trip Generation estimates are provided for general order-of-magnitude comparisons, only, and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations.

(1) Number of rooms for Hotel based on 200,000 total square feet, 700 square feet per room

Cumulatively, the total impact of all three proposed amendments to the North Gateway area would be an increase of 8,091 vehicular trips per day compared to the current Plan. On a peak hour basis, the proposed nominations are estimated to generate over 1,035 additional trips in the AM peak hour of travel, and over 850 additional trips in the PM peak hour of travel. Because of their proximity to each other, these nominations have a cumulative impact on the surrounding area’s transportation network and should be considered in one VDOT 527 review. Additional analysis of 1MV and 15MV is required to determine if the cumulative impact of the traffic generated by the plan amendments would require improvements of Richmond Highway, Fort Hunt Road and/or Huntington Avenue in the vicinity of the site to provide additional capacity to handle traffic loads.

Should these nominations be recommended for approval, the following provisions should be recognized in the Plan guidance:

- The Comprehensive Plan calls for a grade separated interchange at the intersection of Richmond Highway with Huntington Avenue. Further study is required to establish preliminary concepts for this improvement and to determine if additional right-of-way along Richmond Highway may be needed.

- The Fairfax County Transportation Plan Map shows Fort Hunt Road being extended from Richmond Highway, through the subject site of 1MV, to Cameron Run Terrace on the northern border of Sub-Unit A-1. This extension of Fort Hunt Road must be constructed with development of this site. Note that the design, alignment, cross-section and width for this planned improvement have yet to be determined.
- Richmond Highway is designated as a Principal Arterial and currently six lanes in width. While currently built to its planned number of lanes, the existing cross section does not meet the standard established in the Fairfax County Transportation Policy Plan. A 176 foot typical cross-section, established in the plan for Richmond Highway, is the result of a collaborative effort to account for vehicular, bicycle/pedestrian and future transit needs within the corridor. Further review and analysis may indicate a need for additional right-of-way dedication along the frontage of the nominated parcels. Any development of these sites should accommodate these improvements to Richmond Highway.
- Efficient internal circulation should be developed with curb cuts minimized and locations of entrances and median breaks arranged to minimize conflicts with traffic on the adjacent arterial roadways. Connectivity within the proposed site, as well as to and from external streets and neighborhoods should be considered.

Currently, this area is served by four (4) bus routes: Metrobus Route 9A; Richmond Highway Express (REX); and Fairfax Connector Routes 101 and 171. The Huntington Metrorail Station is located approximately 1 mile to the west, on Huntington Avenue. In addition, Richmond Highway is shown as an Enhanced Public Transportation Corridor (EPTC) on the Fairfax County Transportation Plan Map, with future “Metrorail/Monorail/LRT/BRT” service along the corridor. Development of this site should accommodate efficient transit operations within the corridor and vicinity.

The Fairfax County Countywide Trails Plan shows a major paved trail running along the Cameron Run waterway, a major paved trail along Richmond Highway, a minor paved trail and on-road bicycle path along Huntington Avenue, and a minor paved trail along Fort Hunt Road. Pedestrian circulation is important in this area. Any development of these sites, therefore, should accommodate the planned trail improvements. Efforts should be made to connect internal bicycle/pedestrian facilities with existing and planned County facilities.

Given its proximity to numerous existing and planned bicycle/pedestrian facilities and transit services, efforts should be made to reach certain travel demand management goals by shifting single occupant automobile users that will visit, work or shop at this site to non-automobile modes.

Resource Protection Areas (RPAs)

Environmentally-sensitive areas exist along Cameron Run.

1MV: As shown in the Environmental Assessment Map located at the end of this report, Cameron Run flows along the subject property in an east-west direction to the north of the site. A small portion along the northeastern boundary of the site contains RPA, Environmental Quality Cooridors (EQC), tidal wetlands and a major floodplain. The property may be subject to a floodplain study and a RPA

re-delineation. The environmentally sensitive portion of the site should be restored as part of any redevelopment. The Chesapeake Bay Preservation Ordinance provides that when/if redevelopment occurs the current amount of impervious surface which is in the RPA can be allowed as part of a redevelopment, but no net increase in impervious surface located in environmentally sensitive areas should occur as part of a redevelopment.

15MV: A small area of RPA extends onto the subject property near the center of the property's border with Richmond Highway. The eastern portion of the subject property is located within a 100-year floodplain. Due to the presence of the 100-year floodplain and the low elevation of the property, a floodplain study would be warranted before redevelopment of the subject property.

Tree Cover

Limited tree cover exists on the subject parcels. Any new development should incorporate landscaping to improve water quality and provide shade and screening for the proposed future use of this area.

Water Quality

Stormwater management and water quality controls and practices should be optimized for any redevelopment of the properties subject the Policy Plan. The sites should redevelop based on the laws governing new development which include a 40 percent phosphorus removal requirement for water quality and enhanced stormwater management measures. Landscaping, removal of unnecessary impervious surface and re-vegetation of the site will visually enhance new development and improve water and air quality.

Stormwater Management

In general, construction of new and renovation of existing buildings should avoid, minimize, and mitigate potential impacts to RPAs, floodplains, and wetlands. Low Impact Development and other design methods for road corridors, parking areas and buildings to offset the losses and minimize the long-term impacts of the development should be implemented. Streams with perennial flow are to have a 100-foot buffer along both sides. Mitigation of RPA impacts through the establishment of forested riparian buffer areas within the affected watershed or in nearby watersheds if there is insufficient restoration capacity on-site at least equal to the area of encroachment should be sought. Reductions in the amount of impervious surfaces on the sites would help to control stormwater runoff.

Noise

Transportation generated noise from Richmond Highway and Old Richmond Highway affects all of the parcels that front on these highways. Noise studies would be required for any noise sensitive uses (residential, hotel, etc.) which might be proposed for this land area to determine the extent of impacts and any proposed mitigation measures which might be applied. Any new residential and hotel development would be required to mitigate interior and exterior noise impacts. However, building materials can be used to mitigate interior noise for office and retail uses, if necessary.

RECOMMENDATIONS**09-IV-1MV and 15MV**

At 2.0 FAR, Subunits A-1 and A-2 would be planned for the highest intensities of anywhere along the Richmond Highway corridor. Fairfax County policy reserves higher intensities for sites within ½ mile of a transit station. These sites are almost a mile from the Huntington Metro Station, and therefore is not appropriate for 2.0 FAR. Previously staff had suggested a mixed use proposal up to a 1.5 FAR may be more appropriate for this location. Since then, further transportation analysis indicates that even that intensity may be too high for this site due to the number of trips that would be generated. Additionally, the removal of residential use from the mix of uses will limit developer options for mitigating the traffic impacts. Maintaining residential use as a component of higher-intensity mixed use development would also provide greater flexibility for redevelopment. Because the nomination does not propose residential use as a component of their mixed use development for 2.0 FAR, it can not be considered in any alternative proposed. Therefore Staff recommends retaining the current Comprehensive Plan for 1MV and 15MV.

09-IV-3MV

Staff feels that the hotel proposed for Item 3MV would benefit the area. A hotel use could benefit from the high visibility of the site from both Richmond Highway and I-495. Hotels typically generate less traffic than other commercial uses and there is a need for high-quality hotel use in the area. In fact the proposed hotel is expected to generate a relatively low 300 trips per day over the current planned uses and could actually decrease the number of trips in the PM peak hours. However, the community does have concerns about the loss of existing retail on the site. Retail space might be incorporated into the ground floor of the hotel in order to retain the commercial uses currently serving the nearby community. It is noted that right-of-way may be needed for the planned grade separated interchange at the intersection of Richmond Highway with Huntington Avenue. Staff supports nomination 3MV with some additional conditions, including updating the number of dwelling units per acre to reflect existing development. These are as shown in the suggested Plan text below. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, Amended through 8-3-2009, MV1 - Huntington Community Planning Sector, Land Units Q, R, S and U (North Gateway Area), Page 103-104:

“Near the intersection of Richmond Highway and Huntington Avenue, one portion of Land Unit R has been developed with the Hunting Creek condominiums at the planned density of 16-20 dwelling units per acre. The other portion of this land unit, approximately 9 acres, is approved for a mixed-use project of 443 dwelling units and 39,200 gross square feet of commercial space. This site (Tax Map 83-3((1))76) is planned for residential development at 40 52 dwelling units per acre, plus a full service hotel up to 200,000 square feet, in the event that the following conditions are met. ~~Coordinated development should take place so that:~~

- Project design, building materials, and layout provides a high quality development and pedestrian focused site design which should include street oriented building forms; ~~in keeping with the character of residential development in the area;~~

- Buildings should be designed in a way that unifies the site and minimizes negative impacts on the adjacent uses;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways;
- Underground structured parking is provided to serve the development;
- Implementation of an effective transportation demand management (TDM) program to reduce auto travel in the area, which could include coordinated shuttle service to Huntington Metro Station for both residents and hotel users;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters and adequate lighting;
- Creation of usable open spaces such as pocket parks, plazas, common greens and recreation-focused urban parks on the site;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
- The impact on parks and recreation should be mitigated per County policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan;
- ~~Development is screened and set back from Richmond Highway to avoid excessive building bulk in proximity to Richmond Highway and~~ to provide an adequate transition toward the lower residential densities existing and planned south of Richmond Highway and west of Fort Hunt Road;
- Mixed-use is encouraged provided that the traffic impact is thoroughly analyzed and mitigated so that Huntington Avenue and Richmond Highway adjacent to the site will operate at levels of service acceptable to the Virginia Department of Transportation and the County;
- There is an internal circulation system to allow connection with adjacent parcels;
- Vehicular access points are limited to locations as far from the Richmond Highway/Huntington Avenue intersection as possible;
- The site access points will operate at levels of service acceptable to the Virginia Department of Transportation and the County; and
- Adequate right-of-way is provided for the improvement of that intersection as planned if necessary.

~~A density of up to 50 dwelling units per acre may be considered in the event that Huntington Avenue and Richmond Highway adjacent to the site can be proven to operate at levels of service acceptable to the Virginia Department of Transportation and the County.”~~

CURRENT PLAN TEXT:**1MV & 15MV**

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, Amended through 8-3-2009, Richmond Highway Corridor Area, North Gateway and Penn Daw Community Business Centers, North Gateway Community Business Center, Page 30-33:

“Sub-unit A-1

The area along the west side of Richmond Highway between the Capital Beltway and Old Richmond Highway is planned for retail, office and/or residential uses up to .50 FAR. As an option, mixed-use development up to 1.0 FAR may be appropriate if the following conditions are met:

- A mix of uses, which may include office, retail and residential, is provided;
- Substantial and logical parcel consolidation is achieved;
- Pedestrian and vehicular connections are provided;
- Project design and layout provide a high quality development;
- The traffic impact of the proposed development is thoroughly analyzed and mitigated so that Huntington Avenue and Richmond Highway adjacent to the site will operate at levels of service no less than Level of Service D;
- An efficient internal vehicular circulation system is provided. Access points are consolidated, and placed away from existing intersections and operate at levels of service no less than Level of Service D;
- Adequate right-of-way is provided for the adjacent intersection improvements and road widenings;
- A pedestrian circulation system which encourages pedestrian traffic within the development, to adjacent developments and to the Huntington Metro Station is provided;
- Adequate measures to mitigate against environmental impact should be provided. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations; and
- Urban design elements, such as public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, streetscaping, landmarks or building designs which will denote this area as a focal point of the North Gateway Community Business Center are included. The urban design recommendations found at the end of this Plan should be used as a guide.

As an alternative option, future redevelopment of Sub-unit A-1 northwest of Old Richmond Highway for residential use up to 30 dwelling units per acre to be compatible with the surrounding high-rise residential uses may be appropriate. Substantial parcel consolidation, minimization of access points, provision of an efficient internal circulation pattern and mitigation of environmental and transportation impacts are required. See land use recommendations for Sub-units A-2 and B-2 for additional options.

Sub-unit A-2

The redevelopment of the "island" formed by Richmond Highway and Old Richmond Highway would enhance the "gateway" character of this area and should be encouraged. Consolidation of all parcels within this "island" and redevelopment of this area with neighborhood-serving retail use up to

.25 FAR is recommended. Building orientation should be to Richmond Highway but access should be to Old Richmond Highway.

As an option, if Sub-unit A-2 is fully consolidated and included in a unified mixed-use development plan with Sub-unit A-1, then Sub-unit A-2 may be appropriate for mixed-use development up to 1.0 FAR. In addition to meeting the same conditions stated in the land use recommendation for Sub-unit A-1, as part of this mixed-use development, Old Richmond Highway should be vacated and access should be provided from Richmond Highway.”

3MV

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, Amended through 8-3-2009, MV1 - Huntington Community Planning Sector, Land Units Q, R, S and U (North Gateway Area), Page 103-104:

“Near the intersection of Richmond Highway and Huntington Avenue, one portion of Land Unit R has been developed with the Hunting Creek condominiums at the planned density of 16-20 dwelling units per acre. The other portion of this land unit, approximately 9 acres, is approved for a mixed-use project of 443 dwelling units and 39,200 gross square feet of commercial space. This site (Tax Map 83-3((1))76) is planned for residential development at 40 dwelling units per acre in the event that the following conditions are met. Coordinated development should take place so that:

- Project design and layout provides a high quality development in keeping with the character of residential development in the area;
- Development is screened and set back from Richmond Highway to avoid excessive building bulk in proximity to Richmond Highway and to provide an adequate transition toward the lower residential densities existing and planned south of Richmond Highway and west of Fort Hunt Road;
- Mixed-use is encouraged provided that the traffic impact is thoroughly analyzed and mitigated so that Huntington Avenue and Richmond Highway adjacent to the site will operate at levels of service acceptable to the Virginia Department of Transportation and the County;
- There is an internal circulation system to allow connection with adjacent parcels;
- Vehicular access points are limited to locations as far from the Richmond Highway/Huntington Avenue intersection as possible;
- The site access points will operate at levels of service acceptable to the Virginia Department of Transportation and the County; and
- Adequate right-of-way is provided for the improvement of that intersection if necessary.

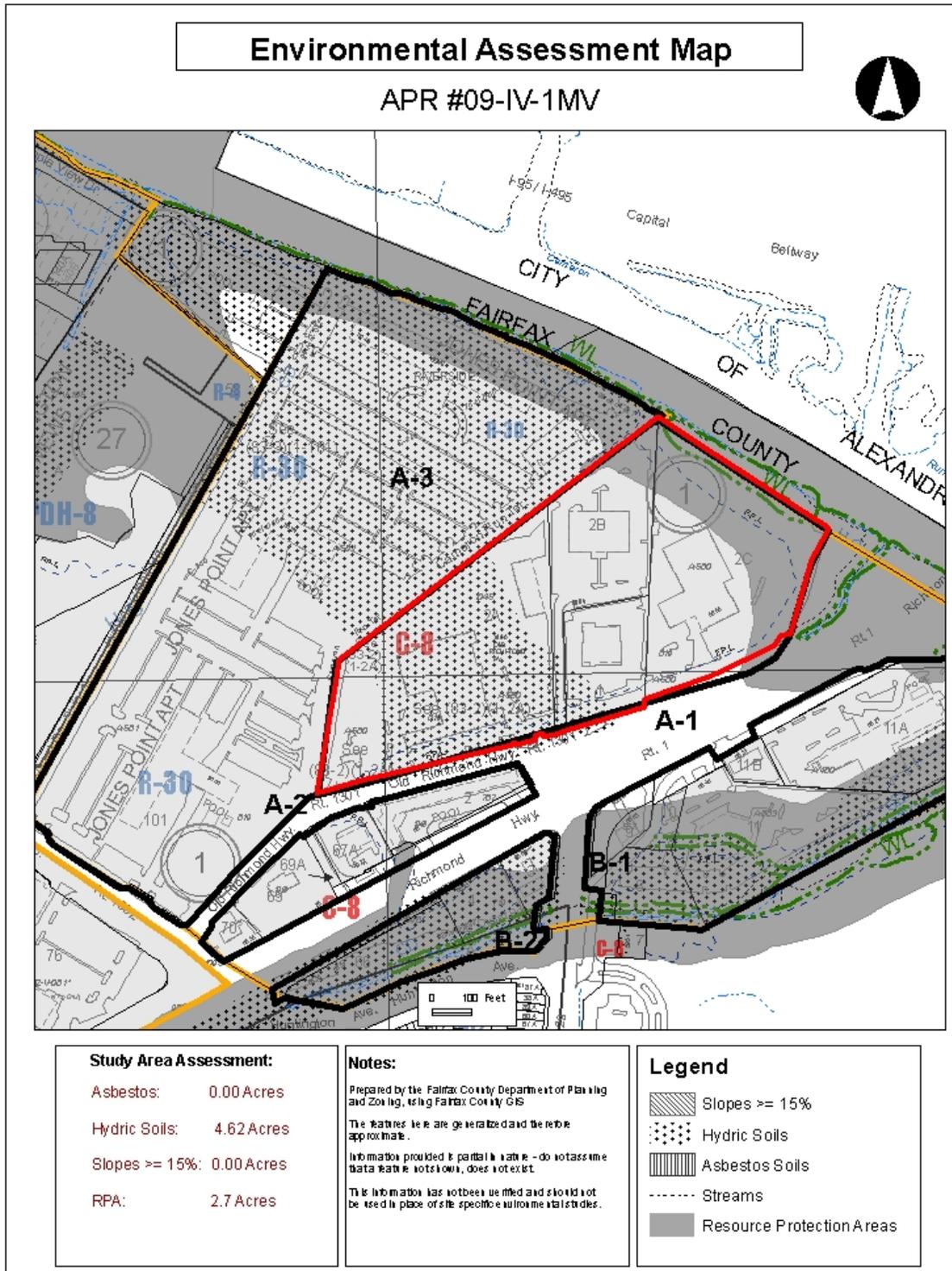
A density of up to 50 dwelling units per acre may be considered in the event that Huntington Avenue and Richmond Highway adjacent to the site can be proven to operate at levels of service acceptable to the Virginia Department of Transportation and the County.”

POLICY PLAN TEXT: The Policy Plan of the Fairfax County Comprehensive Plan recommends the following:

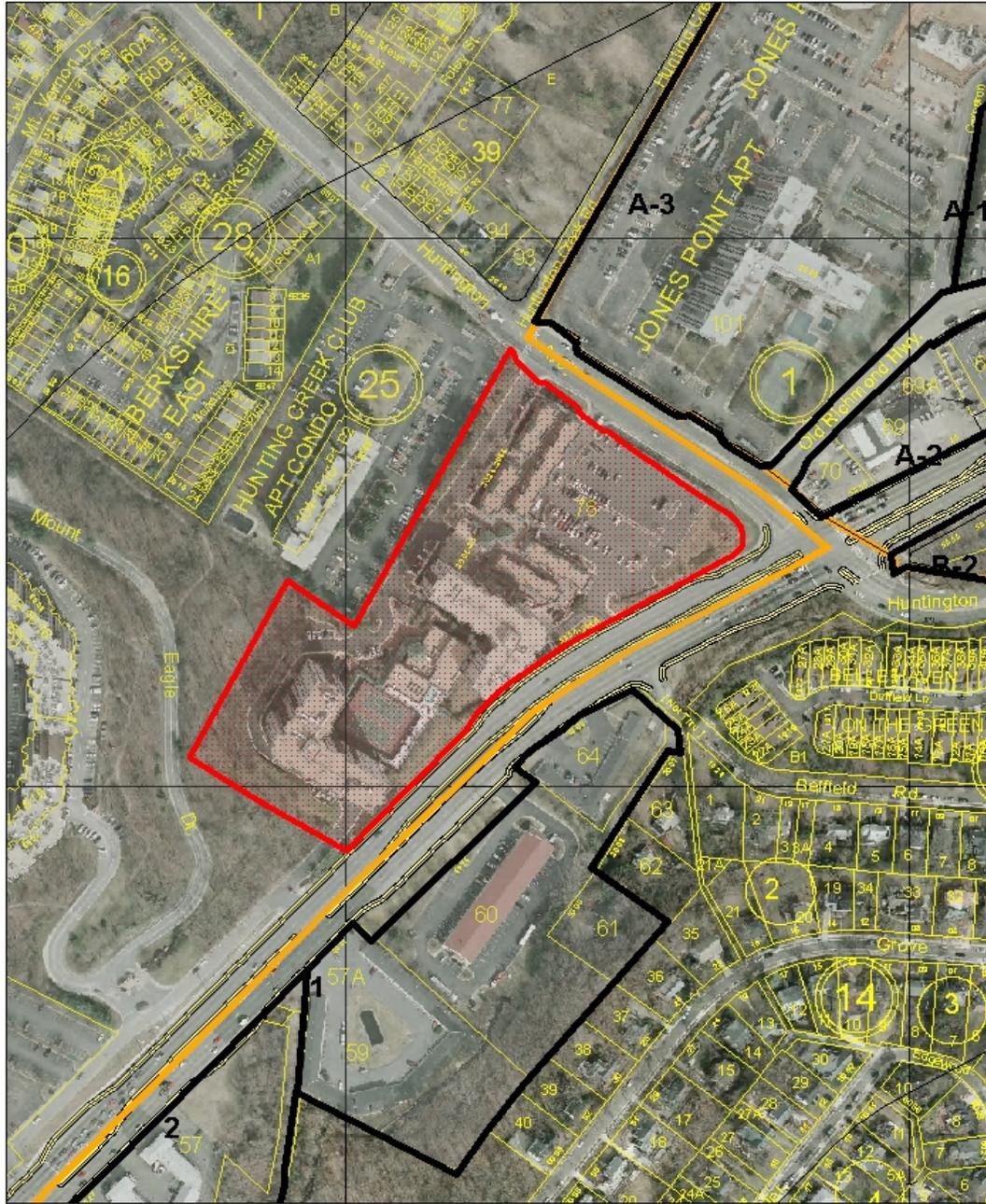
- Revitalization: Page 2, Objective 1, Policy f) Encourage mixed use development concepts which seek to create “activity centers” through the integration of retail, office and residential uses.
- Land Use: Page 4, Objective 2, Policy b) Encourage, within the Tyson’s Corner Urban Center, cores of Suburban Centers, cores of Community Business Centers, and Transit Station Areas, and other areas within these Centers that would benefit from revitalization and redevelopment, the development of mixed-use projects.
- Land Use: Page 8, Objective 12, Policy b) Limit development intensity to that which can be accommodated at acceptable levels of service with consideration of the cumulative, long-term impacts of development on the adequacy of public facilities and transportation systems.
- Transportation: Page 10, Objective 11, Policy b) Limit development to the low end of the planned range unless the applicant demonstrates that arterials and collectors within the impact area of the proposed project as defined by the County will operate at an acceptable level of service.

For complete Plan text see:

www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/



Land Unit R: APR #09-IV-3MV



0 115 230 460 Feet

Fairfax County Department of Planning and Zoning
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