C. RICHMOND HIGHWAY CORRIDOR

The Richmond Highway Corridor stretches for nearly 7 ½ miles of the U.S. 1 Highway from the boundary of the City of Alexandria on the north to Fort Belvoir and Woodlawn Plantation on the south (see Map 12 for the general area included in this study). Richmond Highway serves a dual purpose as a multi-functional, north-south oriented transportation route. It carries through-commuter traffic between the southern part of Fairfax County and counties to the south and Alexandria, Arlington and Washington to the north. It also functions as the "Main Street" of the Richmond Highway Corridor that serves the many commercial and residential uses located on or adjacent to it. The width of the highway varies from four to six lanes. Service drives exist sporadically along Richmond Highway.

For planning purposes, the corridor is divided into six Community Business Centers (CBC) that function as nodes for higher intensity commercial development separated by Suburban Neighborhood Areas (SNA), which function as residential neighborhoods. The six CBCs from north to south are the following: North Gateway; Penn Daw; Beacon Groveton; Hybla Valley/ Gum Springs; South County Center; and Woodlawn. The Concept for Future Development for the Richmond Highway Corridor envisions these CBCs to provide primarily community-serving retail and office uses. These centers serve as focal points, or nodes, where commercial activities are planned to concentrate. The CBCs are separated from one another by suburban neighborhood areas (SNA) envisioned to be developed as primarily residential areas with secondary support retail and office uses. The intent of the CBC and the SNA concept is to foster revitalization, redevelopment and the creation of distinctive urban environments that are economically sound and offer attractive opportunities to live, shop, and work.

Existing Development

Existing land uses along the Richmond Highway Corridor are predominantly commercial and consist of uncoordinated retail and other commercial enterprises. Renovation of retail centers has occurred in the Hybla Valley/Gum Springs and Beacon Groveton CBCs. Long-standing strip-retail establishments include a variety of types and sizes of gas stations, restaurants, motels, banks, home and auto-related businesses. Major shopping centers within the corridor include Penn Daw Plaza, Beacon Mall, Hybla Valley and Engleside/Woodlawn. Housing types vary widely and include low density, single-family detached and newer townhouse residential neighborhoods to older mobile home parks. High-rise apartments and condominiums are located in the northern section of the corridor near the Huntington Metro Station. Garden apartments comprise a significant portion of the housing units in the area. A number of townhouse communities have been built along the corridor and provide a transition between higher density commercial and residential uses to low-density, single-family residential neighborhoods.

The Richmond Highway Corridor consists of approximately 928 acres. The distribution of land use by acreage is as listed below:

- 34 acres (4%) are in government/public facilities/institutional use, including easements and rights-of-way.
- 33 acres (4%) of total acreage are developed in hotel uses.
- 37 acres, (about 4%) are in industrial use.
- 70 acres (8%) are developed as office use.
- Including open land within residential subdivisions, 39 acres are in open space which is

approximately 4% of the corridor's acreage.

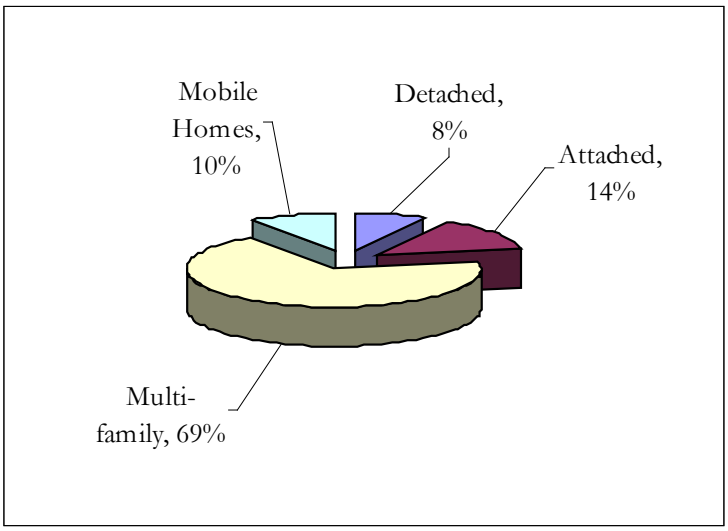
- A total of 0.4 acres of land is used for parks, which is 0.04% of land in the entire corridor. However, Huntley Meadows a 1,429 acre park is located just outside the corridor
- 306 acres (33%) are in residential use.
- 311 acres (34%) are developed for retail uses.
- 98 acres (11%) are vacant.

The locations of the existing land uses are shown in Map 13.

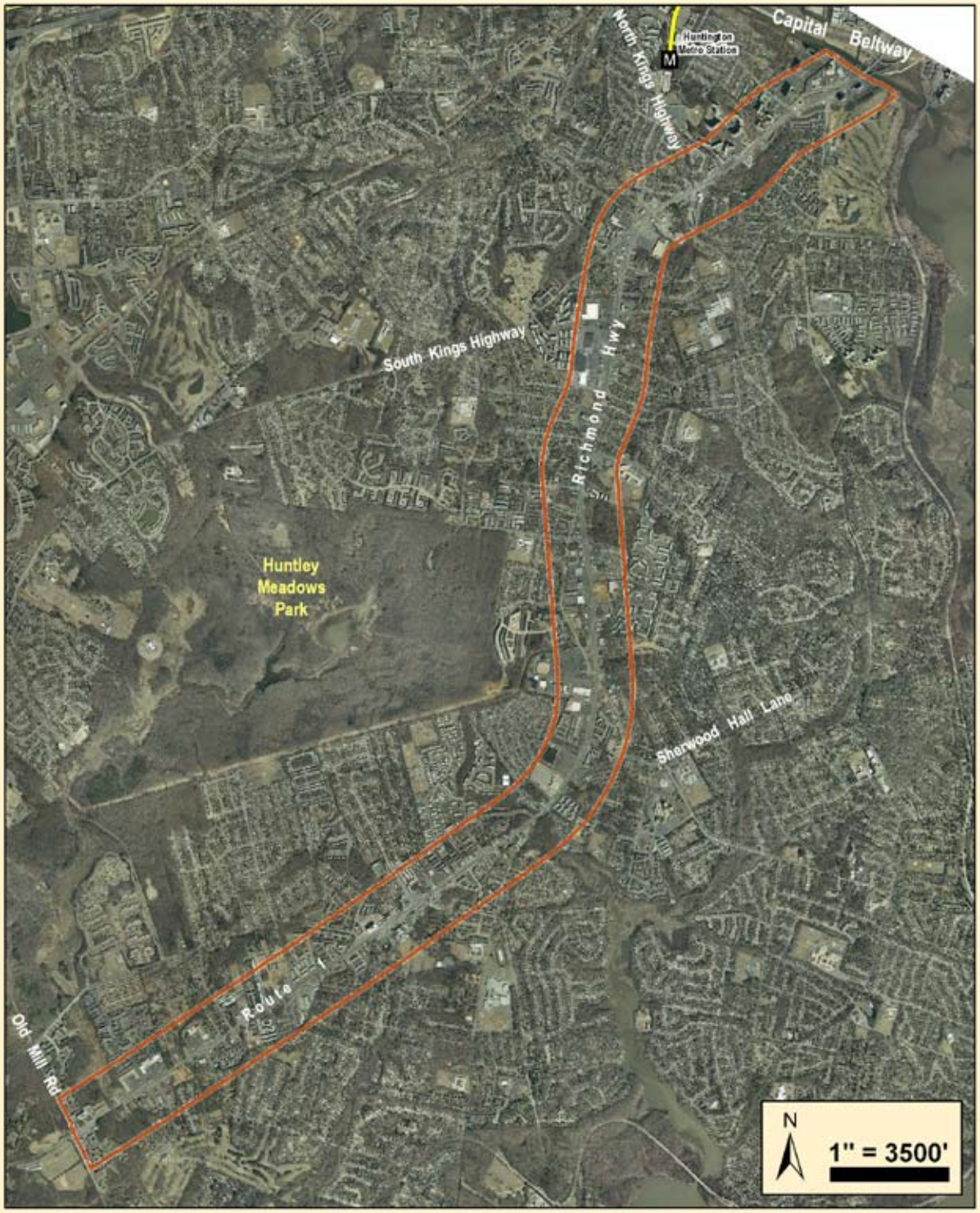
Residential
The types of housing units in the Richmond Highway Corridor are categorized as detached, attached, multi-family, and mobile homes. Figure 3.1 summarizes their distribution in graphical form.

The Richmond Highway Corridor contains 4,256 residential units of which 8% are single-family detached, 14% are single-family attached, 69% are multi-family, and 10% are mobile-homes. The multi-family units include low-rise, mid-rise, and high rise apartments and condominiums. Overall, the residential portion covers 306 acres of land which comprises 33% of the land in the corridor.

Figure 3.1: Residential Unit Distribution by Type



There are thirteen multi-family developments in the Richmond Highway Corridor that contain 2,541 are rental units and 371 ownership condominium units. Of these developments, all are garden style low-rise units except the Riverside Apartments (999 units), which is a high-rise building in the North Gateway CBC near the Huntington metro station. All multi-family units along the study area were built in the 1960s and 1970s except Gum-Springs Apartments (2003) and South Meadow Condominiums (1995-2000).



Aerial
Richmond Highway Corridor

Prepared by Dept. of Planning & Zoning January 2008
Flight Date: March 2004

Map 12

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Figure 3.2: Existing Residential Unit Distribution by Unit Type

Land Use Types	Existing Development (GFA)		Proportion of Development	
	County Total	Study Area Total	Percent of County	Percent of Study Area
Residential				
Detached	185,292	331	49%	8%
Attached	84,642	590	22%	14%
Multi-family	106,965	2,919	28%	69%
Mobile Homes	1,740	416	0.46%	10%
Total	**378,639**	**4,256**	**100%**	**100%**

Figure 3.2 compares the housing stock for the subject area with that of the County (Demographic Reports 2004 data). The percentage of attached units for the two areas is comparable. However, the numbers diverge when detached, multi-family, and mobile home units are considered. The County has 49% of its housing stock built with detached units whereas the study area has only 8%. Twenty eight percent of the units in the County are multi-family whereas they make up 69% for the subject area. The subject area's mobile-homes comprise 10% of the total residential units, while the proportion of mobile homes to total residential units countywide is 0.5%. The study area's 416 mobile homes account for 24% of the total mobile homes in the County. The five mobile home developments within the Richmond Highway Corridor are: Penn Daw Terrace Trailer Park, Woodley Nightingale Mobile Homes, Evergreen Farms Mobile Units, Engleside Trailer Park, and Rays Trailer Park.

Figure 3.3: Distribution of Development by Land Use in GFA and Acres

	GFA	Percent of	Land Area	Percent of	Percent of	Non-Res
Land Use	**Sq. Ft.**	**Total Non-res GFA**	**Acres**	**Total Non-res Land**	**Total Land**	**FAR**
Residential	N/A	N/A	305.7	N/A	33%	N/A
Office	861,462	19%	70.0	11%	8%	0.28
Retail	2,660,776	59%	310.6	50%	34%	0.20
Hotel	439,996	10%	32.9	5%	4%	0.31
Industrial	380,022	8%	36.5	6%	4%	0.24
Govt/ Institutional	165,839	4%	33.6	5%	4%	0.11
Private Recreation	0	0%	0.0	0%	0%	0.00
Open Space	N/A	N/A	38.8	6%	4%	N/A
Parks	N/A	N/A	0.4	0.06%	Less than 1 percent	N/A
Vacant	N/A	N/A	97.8	16%	11%	N/A
Total	**4,508,095**	**100%**	**926**	**100%**	**100%**	**N/A**

Non-residential

The Richmond Highway Corridor is primarily non-residential in terms of land use, which accounts for 67% of the acreage within the corridor. The non-residential development in the corridor consists of office, retail, hotel, industrial, and government/institutional/public facilities. Parks, open space, and vacant parcels are also present in the area and are expressed in acres

in Figure 3.3, under the column heading Land Area. Figure 3.3 compares the gross floor area (GFA) and land acreage between various land uses in tabular form and Figure 3.4 compares the GFA between the land uses in a graphical form. Figure 3.5 compares the proportion of existing non-residential development between the County and the study area.

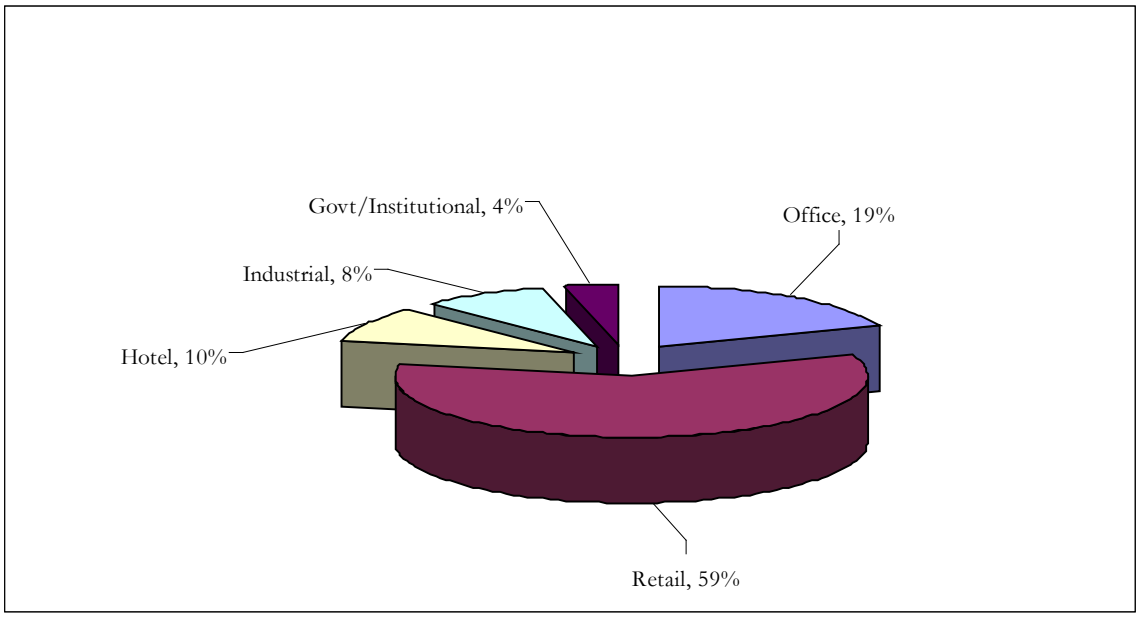
Office

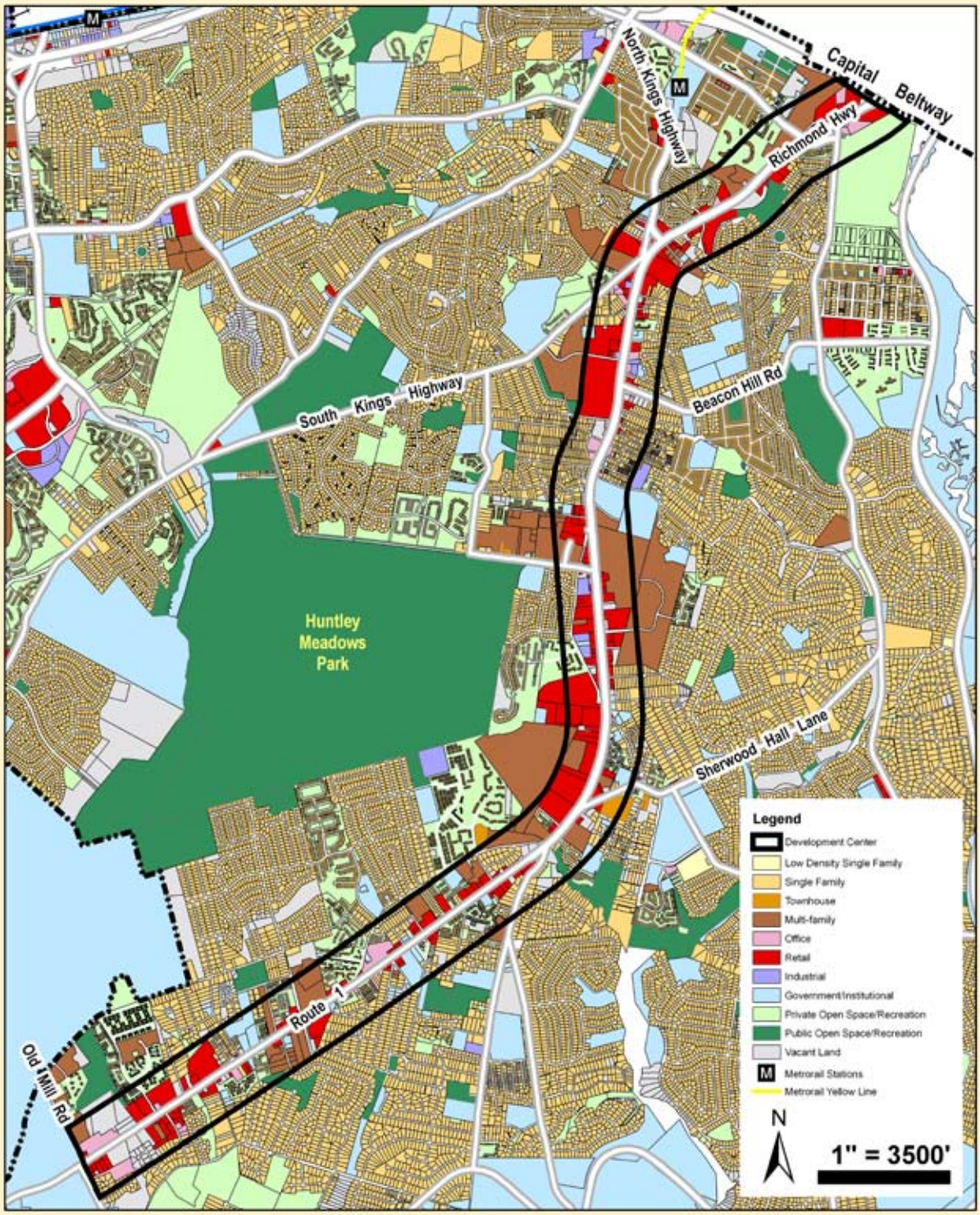
The Richmond Highway Corridor has approximately 861,000 square feet of GFA currently being utilized for office use, which is approximately 19% of the non-residential GFA in the Corridor. The land area currently being used for office makes up approximately 11% of the non-residential acreage. In comparison to the County, the Richmond Highway Corridor has a smaller percentage of office use. The County has 54% of GFA currently developed as office, while the subject area has 19%. Approximately 20% of the office use is comprised of the South County Government Center located at the intersection of Buckman Road and Richmond Highway.

Retail

Retail uses include stores in shopping centers and malls, restaurants, and automobile service establishments. The study area has 2.6 million square feet of built retail area, which is about 59% of the total non-residential GFA. Retail use occupies 50% of the land being used for non-residential uses. In Figure 3.5, because the County's GFA for retail use includes hotel, the subject area's retail GFA has also been adjusted to include hotel GFA accordingly. The table shows that the County's 25% non-residential GFA is being used for retail whereas, it is 69% for the study area.

Figure 3.4: Non-Residential Develeopment Distribution by Land Use





Existing Land Use
Richmond Highway Corridor

Prepared by Dept.of Planning & Zoning January 2008
Based on DTA data as of March 2007

Map 13

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Figure 3.5: Existing Non-residential Development Distribution by Land Use

Land Use Types	Existing Development (GFA)		Proportion of Development	
Non-residential	**County Total**	**Study Area Total**	**Percent of County**	**Percent of Study Area**
Office	102,844,513	861,462	54%	19%
Retail (Includes Hotel)	48,147,367	3,100,772	25%	69%
Industrial	41,150,059	380,022	21%	8%
Govt./Institutional	N/A	165,839	N/A	4%
Total	**192,141,939**	**4,508,095**	**NA**	**100%**

Hotel/Motel

Hotel/motel uses include hotels, motels, lodging facilities with convention and commercial facilities such as restaurants and gift shops within a hotel/motel complex. In terms of the built area, hotels/motels make up 10% of the study area's non-residential GFA. In terms of land area hotels/motels occupy 4% of the total acreage within the Richmond Highway Corridor. As shown in Figure 3.6 there are 14 hotels/motels in the Richmond Highway Corridor with a total of 998 rooms. The oldest motel that is still operational is the Alexandria Motel, which was built in 1937. Built in 1995, the Best Western Hotel was built most recently and the Hampton Inn is currently undergoing expansion. Most of the hotels/motels were built prior to the 1960s. The older hotels would benefit from modernization.

Figure 3.6: Hotel Unit Counts and Built Year

Hotel/Motel	Year Built	Units
Alexandria Motel	1937	26
Best Western Hotel	1995	132
Brookside Motel	1953	54
Cedar Lodge	1952	37
Comfort Inn	1970	91
Days Inn Alexandria	1963	108
Econo Lodge	1974	105
Fairview Motel	1956	14
Hampton Inn	1967	156
Red Rood Inn	1987	115
Southern Motor Ct	1945	25
Statesman Motel	1957	27
Traveler's Motel	1953	30
Virginia Lodge	1952	78
Total		**998**

Industrial

The industrial category includes warehouse, wholesale, manufacturing, printing and publishing, industrial-flex, construction concerns, and other industrial uses. Industrial-flex is a term used to describe a combination of industrial and office uses within a single building. Contractors' offices, establishments for production, processing, manufacturing, or warehousing when combined with office use are examples of industrial flex space. Structures housing industrial flex uses are commonly characterized by an office facade with loading docks to the rear.

Industrial GFA in the Richmond Highway Corridor covers approximately 8% of the total non-residential GFA in the area. In terms of land coverage, it takes up 6% of the non-residential acreage. The industrial use in this area is comprised primarily of mini-warehouses.

Government/Public Facilities/Institutional
These uses include public schools, post offices, fire stations, health and human services facilities, public safety and utilities, transportation facilities, and other educational and institutional facilities. The Richmond Highway Corridor has approximately 166,000 square feet of Government/Public Facilities/Institutional GFA, which is about 4% of the total non-residential GFA in the area. The use occupies a total of 34 acres of land, including land that is not built but has some public use such as utility lines, easements, and dedicated right-of-way. This land area accounts for 5% of the total non-residential acreage. The South County Government Center, a 169,000 square foot facility, is a five story building which provides public services to the citizens of the southeast portion of the County. The facility is a leased building primarily used for office purposes. Therefore, it is categorized as office use in this study.

Open Space
This category includes land that is dedicated as open space within planned developments for private use. The area has approximately 39 acres of land currently being used as open space, which is about 6% of the total non-residential land and approximately 4% of the total acreage of the study area. Most of the open spaces are located within residential communities such as Village at Gum Springs, Mount Vee Manor, Vernon Heights, Skyview Park, Wyngate Manor, and Talbott Farm.

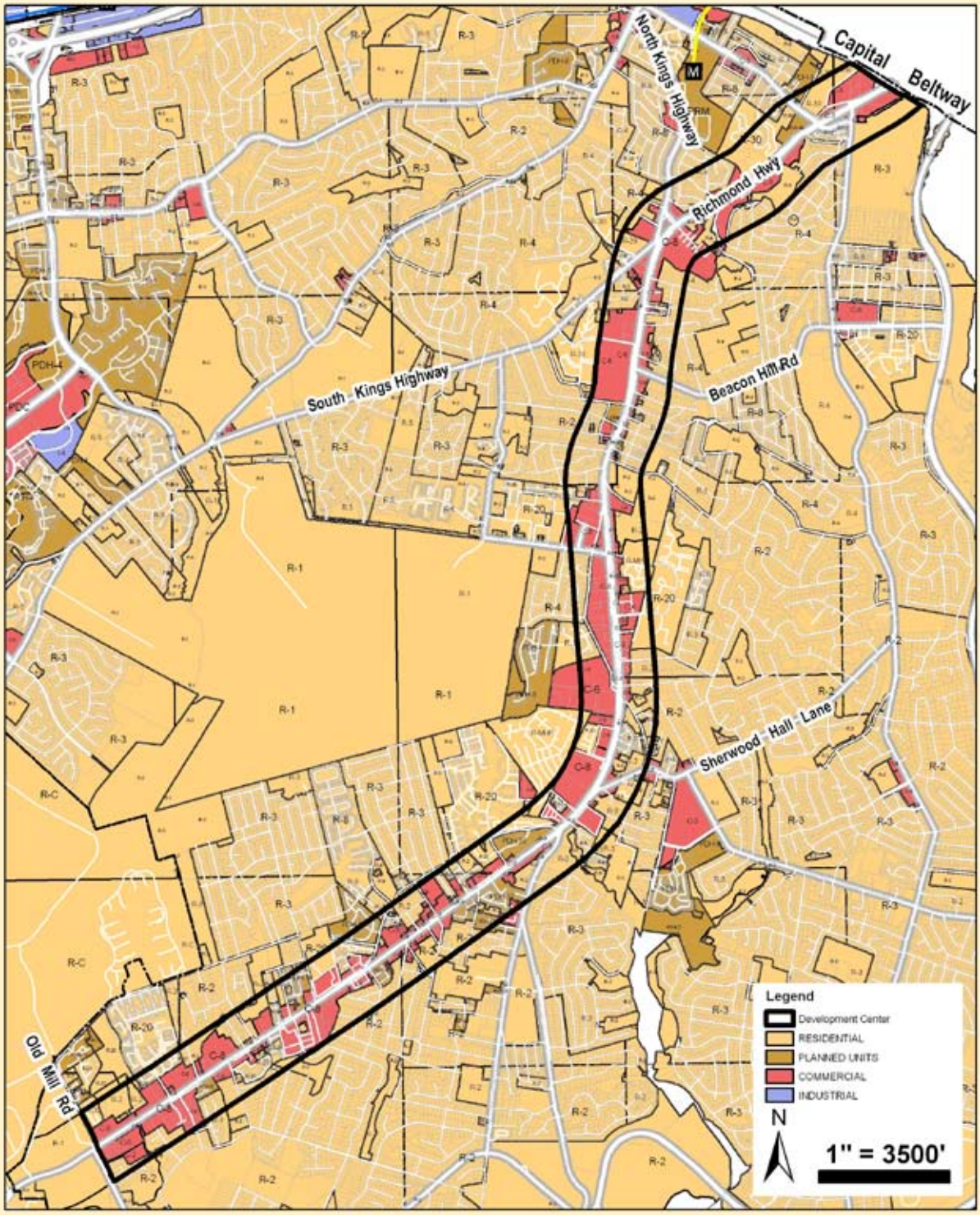
Vacant
Vacant land includes parcels that are undeveloped or have dilapidated structures of no visible use. Vacant land accounts for 10% (98 acres) of the land within the study area. These vacant parcels, located in different areas along the corridor, are mostly less than an acre in size. There are few commercial parcels that are greater than one acre in size. Of these parcels, some are challenged by environmental constraints. As a result, optimal site utilization may be difficult unless consolidated with adjacent parcels.

Zoning Potential

Map 14 shows the zoning district designations for the Richmond Highway study area. Sixty three percent of the acreage in the corridor is zoned commercial: C-2, C-3, C-5, C-6, and C-8 districts. The Richmond Highway Corridor is one of seven Commercial Revitalization Districts/Areas in the County and has an existing non-residential development of 4,508,000 square feet. Under the Zoning Ordinance, a maximum non-residential development in excess of 12 million square feet is possible (See Figure 3.7). Given the size of vacant parcels, this would require developing lower intensity uses, or redevelopment of existing uses.

Figure 3.7: Non-Residential Zoning Potential (GFA) by Land Use

Use	Low	High
Retail	6,245,753	11,471,346
Office	536,283	5,761,876
Industrial	139,602	139,602
Total Potential:	**12,147,231**	



Generalized Zoning

Richmond Highway Corridor

Prepared by Dept. of Planning & Zoning January 2008
Zoning Layer current to September 2007

Map 14

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Development in excess of what currently exists may be possible under current zoning. By-right development options are defined in the zoning ordinance. Proffered agreements are voluntary offerings by a property owner that become legally binding conditions of a rezoning action and run with the land; proffers often contain details about the uses and development intensities allowed on a property. Figure 3.7 shows a range of non-residential uses that are possible under current zoning, including proffered development.

The zoning potential represented in Figure 3.7 reflects that, in many cases, more than one use is permitted within a district. For example, certain commercial districts allow retail or office uses, while office is a permitted use in some industrial districts. In addition, uses may be permitted in varying proportions within the districts. The accompanying quantification provides an estimate of what intensities these districts may yield. Regardless of the distribution of uses or development options permitted by-right and under existing proffered conditions, GFA in the study area will not exceed the total non-residential zoning potential that is shown at the bottom of the chart.

As shown in Figure 3.8, existing zoning allows 3,721 residential units in residentially-zoned areas of 335 acres (37 percent of total acreage). Currently there are 4,255 residential units in the corridor. Of these, 1,520 are mobile homes and older garden style multi family units that occupy land zoned for commercial uses. In residentially zoned areas, there is additional zoning potential for 986 units.

The residential zoned potential includes the Buckman Road (PDH-30) and Groveton (PRM) rezoning cases approved in excess of a total of 700 units in multi-family units and attached townhouse units. These units have not been built.

Figure 3.8: Residential Zoning Potential (Units) by Zoning District

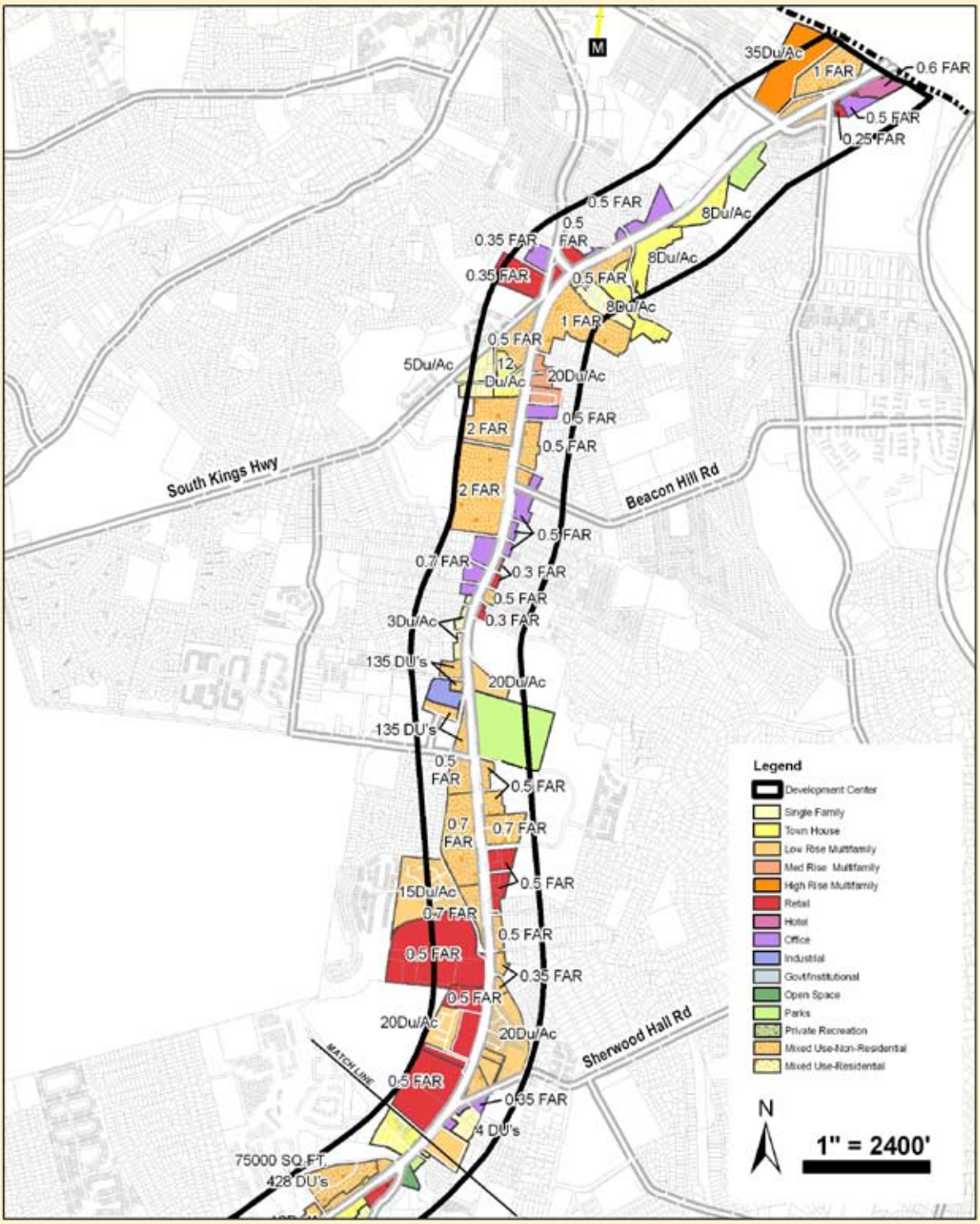
Zone	Acres	Number Units
R-MHP	25.7	154
R-2	96.5	193
R-3	10.2	30
R-4	30.9	124
R-8	10.2	123
R-12	26.4	287
R-16	3.6	58
R-20	33.4	644
R-30	29.4	881
PDH-5	5.3	26
PDH-8	12.0	87
PDH-12	15.8	179
PDH-16	13.7	187
PDH-30	15.7	432
PRM	5.9	314
Total	**334.6**	**3721**

Comprehensive Plan Potential

The Concept for Future Development for the Richmond Highway Corridor envisions an area containing six CBC's to provide primarily community-serving retail and office uses and mixed use developments. These centers serve as focal points where commercial activities are expected to concentrate. The CBCs are separated from one another by SNAs that are envisioned to be developed as primarily residential areas with secondary support retail and office uses. There are six SNAs in the corridor. The intent of the concept is to foster revitalization, redevelopment and the creation of distinctive urban environments that are economically sound and offer attractive opportunities to live, shop, and work.

Figure 3.9 shows two potential development scenarios, both of which assume every parcel is developed to the maximum intensity recommended by the adopted Comprehensive Plan. If the Richmond Highway Corridor were built to maximize the non-residential options, 14 million square feet of non-residential development and residential units in excess of 8,000 could be built (see Maps 15 and 16). Alternatively, if residential options within the area were exercised to the full extent supported by the Plan, 11.7 million square feet of non-residential GFA and 10,300 residential units could be built (Maps 17 and 18).

The Comprehensive Plan for the Richmond Highway Corridor suggests that a comparison between the level of planned potential maximum intensity of land uses to the level that could be supported by planned transportation improvements indicates a substantial future imbalance. This imbalance could be addressed by monitoring the level of development against an established threshold for the corridor or by taking transportation measures to reduce trip generation to implement the planned development. For monitoring purposes, the established planned development potential threshold that can be supported by the planned transportation improvements to Richmond Highway is 7.3 million square feet of non-residential development and 6,500 dwelling units. The Plan recommends that new land use and transportation analyses should be undertaken when the cumulative level of new and approved development approaches this threshold.



Comprehensive Plan- Maximum Non Residential

Richmond Hwy Corridor-North

Prepared by Dept. of Planning & Zoning January 2008
Comprehensive Plan Amended through September 10, 2007

Map 15

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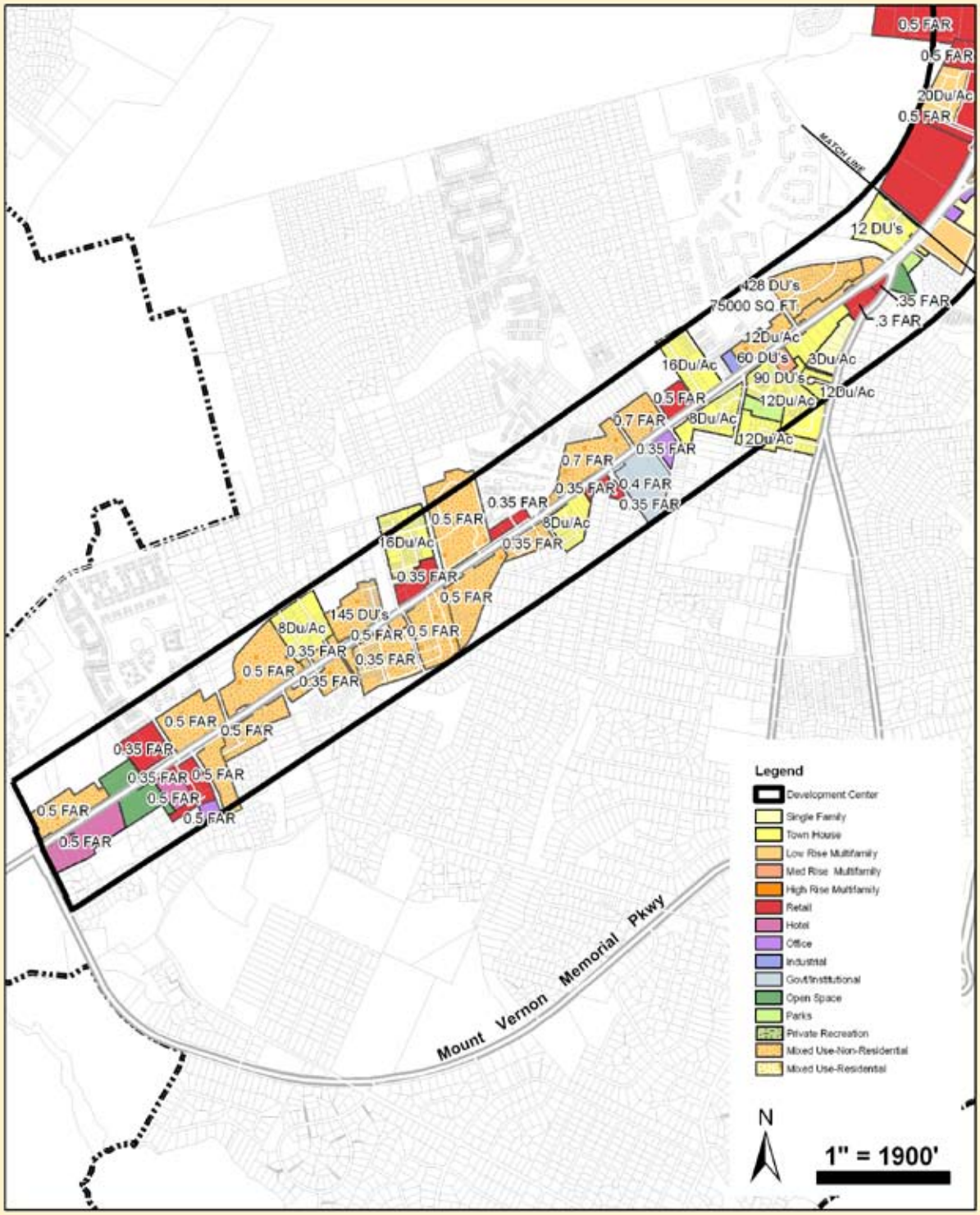

Comprehensive Plan- Maximum Non Residential
Richmond Hwy Corridor-South

Prepared by Dept. of Planning & Zoning January 2008
Comprehensive Plan Amended through September 10, 2007

Map 16

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Figure 3.9: Comprehensive Plan Potential Scenarios by Land Use *

	Comprehensive Plan Potential	
Land Use	**Non-Residential Emphasis**	**Residential Emphasis**
Non-Residential Uses (GFA)		
Office	6,477,724	5,937,525
Retail	6,048,904	4,374,802
Industrial	104,398	104,398
Govt./Inst.	272,208	272,208
Open Space	NA	NA
Hotel	1,105,376	1,085,500
Parks	NA	NA
Private Recreation	NA	NA
Total GFA	**14,008,610**	**11,774,433**
Residential Uses (Units)		
Single Family	164	206
Town House	1,963	2,585
Low Rise Multi-Family	2,129	2,457
Med Rise Multi-Family	483	940
High Rise Multifamily	3,349	4,122
Total Units	**8,088**	**10,310**

Summary

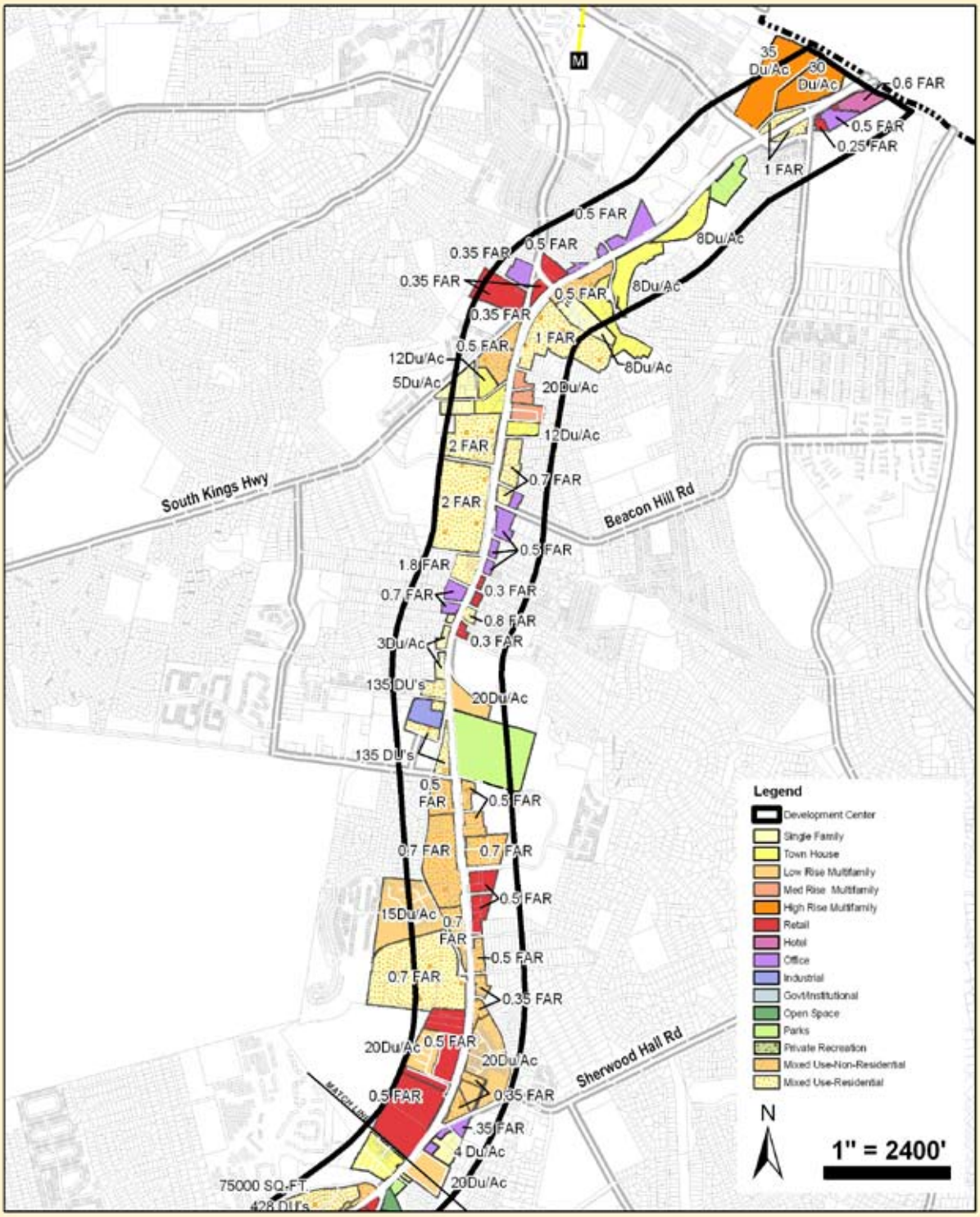
A summary of existing development, and zoned and planned potential is shown in Figure 3.10. The Richmond Highway Corridor is planned to concentrate commercial uses, mainly retail, office, and hotel, in the CBCs and residential with some support retail and office uses, in the SNAs. The area contains significant amount of non-residential development potential by-right under the current zoning and Plan. Currently the area is built with only 32% of the non-residential Plan potential. If built to its maximum non-residential potential, development up to 210% of existing non-residential development and 3,832 additional residential units (90% additional) is possible. If built to its maximum residential Plan potential, an increase of 161% over existing non-residential development and 6,054 additional residential units (142% of existing) are possible. For both scenarios, increases in office, retail, institutional, and hotel GFA and increases in single-family attached and multi-family units would be possible. Under the existing zoning additional office and retail development is possible along with additional high-rise multifamily and single-family attached and detached units.

In terms of non-residential use, significant development potential is available under existing zoning, which would allow almost a three-fold increase over the existing level of development. The greatest zoning potential change is available in the office category. If Plan guidance maximizing non-residential uses was implemented, more than a three-fold increase over existing development could result in the office category. The Plan stresses incorporation of residential uses in CBCs, as well as increasing the amount of office use in CBCs.

* This chart compares estimates of existing and zoned land uses to those recommended by the Comprehensive Plan. The Comprehensive Plan development potential is presented as two categories to illustrate that Comprehensive Plan guidance could be implemented in a variety of ways.

Figure 3.10: Summary of Existing, Zoned, and Planned Potential by Land Use

		Zoned Potential		Comprehensive Plan Potential	
Land Use	**Existing**	**Low**	**High**	**Non-Residential Emphasis**	**Residential Emphasis**
Non-Residential (GFA)					
Office	861,462	536,283	5,761,876	6,477,724	5,937,525
Retail	2,660,776	6,245,753	11,471,346	6,048,904	4,374,802
Industrial	380,022	139,602	139,602	104,398	104,398
Govt./Inst.	165,839	NA	NA	272,208	272,208
Open Space	NA	NA	NA	NA	NA
Hotel	439,996	0	0	1,105,376	1,085,500
Parks	NA	NA	NA	NA	NA
Private Recreation	NA	NA	NA	NA	NA
Total GFA	**4,508,095**	**12,147,231***		**14,008,610**	**11,774,433**
Residential Uses (Units)					
Mobile Homes	416	154		0	0
Single Family	331	383		164	206
Town House	590	1,033		1,963	2,585
Low-rise Multi-family	1,920	890		2,129	2,457
Med-rise Multi-family	0	0		483	940
High-rise Multi-family	999	1,261		3,349	4,122
Total Units	**4,256**	**3,721**		**8,088**	**10,310**



Comprehensive Plan- Maximum Residential

Richmond Hwy Corridor-North

Prepared by Dept. of Planning & Zoning January 2008
Comprehensive Plan Amended through September 10, 2007

Map 17

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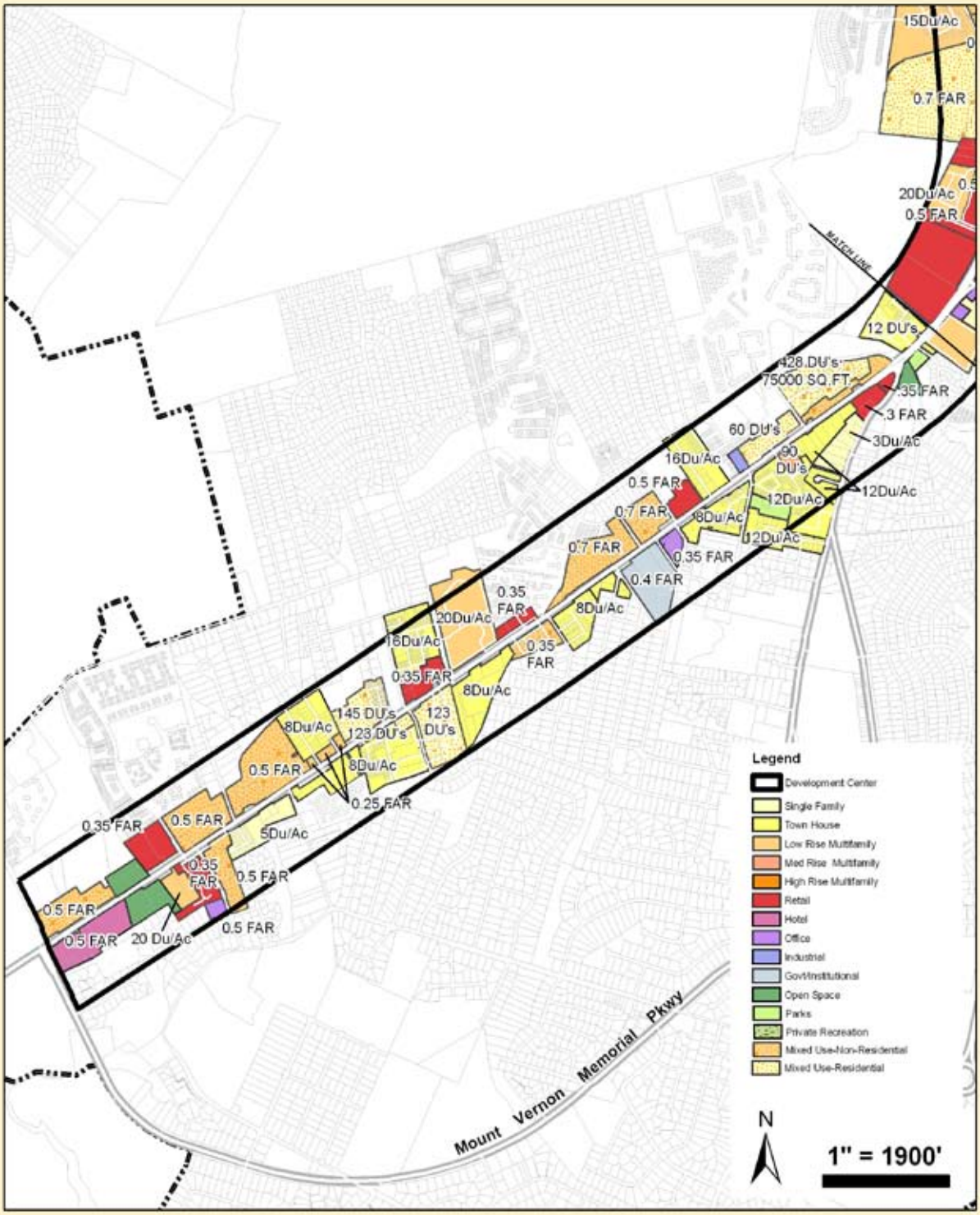

Comprehensive Plan- Maximum Residential

Richmond Hwy Corridor-South

Prepared by Dept. of Planning & Zoning January 2008
Comprehensive Plan Amended through September 10, 2007

Map 18

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