



**STAFF REPORT ADDENDUM
2008 BRAC AREA PLANS REVIEW
(REVISED JANUARY 20, 2011)**

SUPERVISOR DISTRICT: MOUNT VERNON

BRAC APR ITEM: 08-IV-4MV

NOMINATOR: Inda Stagg on behalf of AIMCO Riverside Park LLC

ACREAGE: 28.1 Acres

TAX MAP I.D.: 83-3 ((1)) 101

GENERAL LOCATION: West of Richmond Highway, north of Huntington Avenue, east of Hunting Creek Road, south of the Fairfax County – City of Alexandria Line.

PLANNING AREA: IV
District: Mount Vernon
Sector: N/A
Special Areas: Sub-unit A-3 of the North Gateway Community Business Center (CBC), Richmond Highway Corridor Area

ADOPTED PLAN MAP: Residential use at 20+ dwelling units per acre (du/ac)

ADOPTED PLAN TEXT: “High-rise residential use at 35 dwelling units per acre with first floor retail or office.”

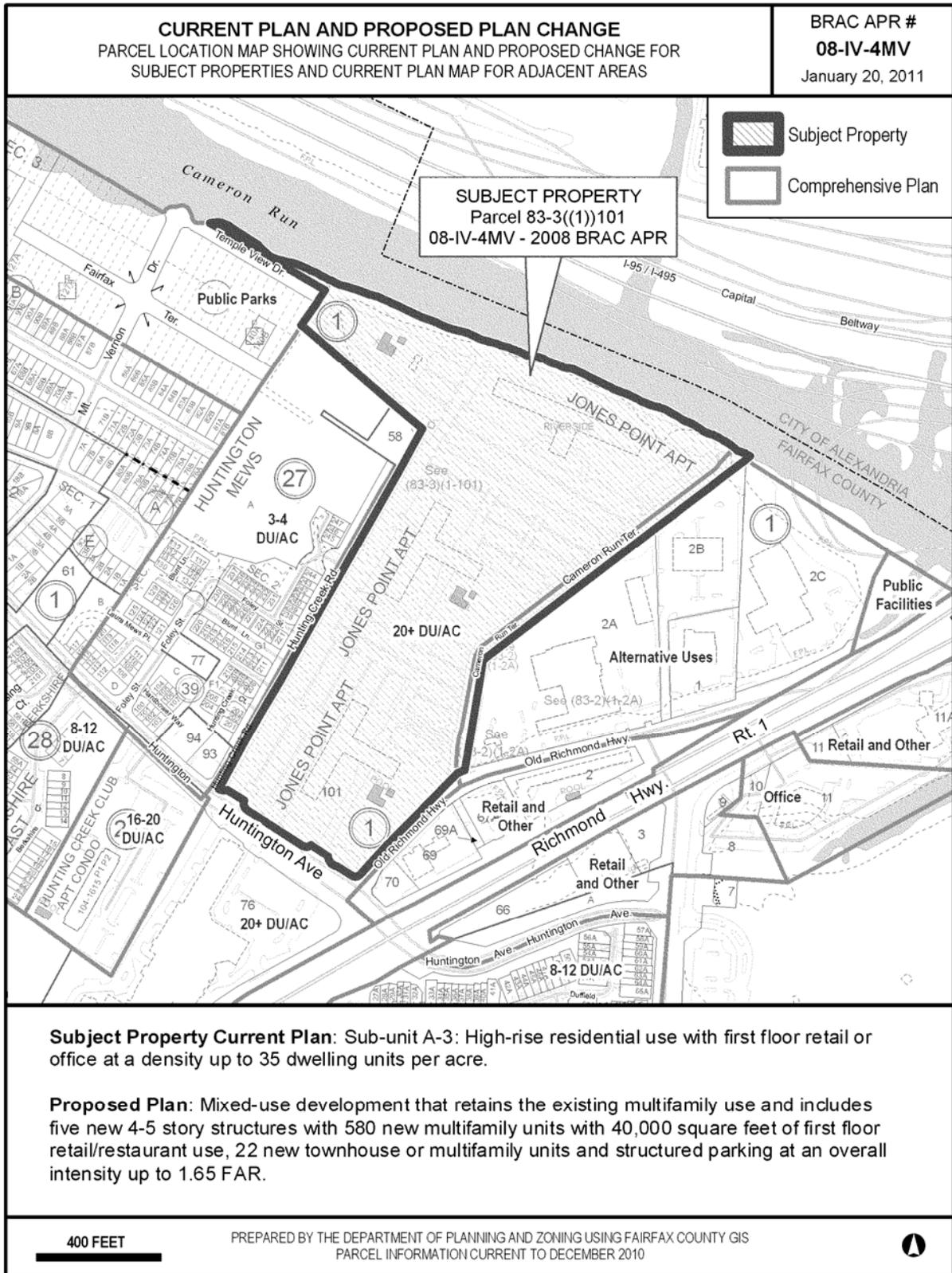
For complete Plan text see: <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/mtvernon1.pdf>

PROPOSED PLAN AMENDMENT: Infill mixed-use development that retains the existing residential multifamily use and includes five new 4-5 story multifamily residential structures with 1st floor retail and/or restaurant use, and two new 2-story townhouse or multifamily residential buildings at a density/intensity up to 65 du/ac and 1.65 floor area ratio (FAR).

SUMMARY OF STAFF RECOMMENDATION:

- Approve Nomination as Submitted
 Approve Staff Alternative
 Retain Adopted Plan

Staff recommends an alternative that reflects a development potential of 61 du/ac and 1.60 FAR. The reduction in the number of new dwelling units from 602 to approximately 501 units in buildings of 4-5 stories in height would result in additional open space that could provide areas



for urban park amenities including a linear park along the shoreline of Cameron Run and re-vegetation of the Cameron Run floodplain, and create opportunities for additional open space in other portions of the subject area. Staff also recommends the installation of stormwater management facilities on the site that exceed minimum requirements for water quantity and quality of stormwater runoff. The Comprehensive Plan text recommended by staff is provided at the end of the document.

CONTEXT

General Location:

The subject property is coterminous with Sub-unit A-3 of the North Gateway CBC. The sub-unit is located north of Richmond Highway, east of Huntington Avenue and west of a portion of Old Richmond Highway.

Existing and Planned Land Use and Zoning:

Subject Property: The subject property is 28.1 acres in size. Parcel 83-3 ((1)) 101 contains the Riverside Apartments, 1,222 high-rise units. The parcel is planned for residential use at a density of 35 du/ac. The Plan text recommends that this use be retained. The site is zoned R-30 (Residential use at 30 du/ac).

Adjacent Area:

North: Cameron Run abuts the subject property on the north.

East: To the east is Sub-unit A-1 within the North Gateway CBC. It is developed with two car dealerships, a restaurant and mid-rise office uses and is planned for retail, office and/or residential uses up to .50 FAR, and mixed-use development up to 1.0 FAR provided specific conditions are met. Sub-unit A-1 is zoned C-8.

South: To the south across Huntington Avenue, is Land Unit R within the Huntington Transit Station Area (TSA) that contains the Hunting Creek condominiums and the Huntington Gateway high-rise apartments and is planned for residential use at 52 du/ac and full service hotel, and zoned PDH-40. To the southeast of the subject property is Sub-unit A-2 within the North Gateway CBC that contains a bank, motel, low-rise offices and neighborhood serving commercial uses and is planned for retail and other uses. Sub-unit A-2 is zoned C-8.

West: To the west and northwest is Land Unit S of the Huntington TSA. It is planned for residential use at 3-4 du/ac with a redevelopment option for residential use at 16-20 du/ac for land outside of the Resource Protection Area (RPA) subject to specific conditions. The parcels are zoned PDH-8 and with a few R-4 parcels that were not included in the PDH-8 consolidation. The site is being developed with townhouse units.

PLANNING HISTORY

The subject property was nominated for a Comprehensive Plan amendment in the 2005-2006 South County Area Plans Review, but was deferred by the Planning Commission for consideration in the special 2008 BRAC Area Plans Review process. During the 2008 BRAC APR process, the Planning Commission indefinitely deferred item 4MV at a public hearing held on June 17, 2009. In June of 2010, before the nomination was set to expire, the nominator requested that staff and the Planning Commission re-evaluate the nomination. Staff began a new analysis of the nomination, and a public hearing before the Planning Commission was scheduled for February 2, 2011.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, Amended Through 9-28-2010, Richmond Highway Corridor Area, Page 34:

“Sub-unit A-3

The Riverside Apartments complex, located on the north side of Huntington Avenue between Cameron Run Terrace and Hunting Creek Road, is planned for high-rise residential use with first floor retail or office use at a density up to 35 dwelling units per acre. This recommendation reflects the existing use which should be retained.”

NOMINATED PLAN AMENDMENT

The nomination proposes to replan Sub-unit A-3 for mixed-use development by adding 602 dwelling units and 40,000 square feet of retail use to the existing complex of 1,222 residential units. Most of the new units would be provided in new 4-5 story structures with first floor retail use, and with 22 units constructed in two separate buildings. The resulting development potential would have an overall intensity of 1.65 FAR comprised of 1,824 dwellings and 40,000 square feet of retail use.

FIGURE 1: Quantification Table

	Total Acres	Residential					Nonresidential		
		Total Units	Res. Sq. Ft.	SF Attached	Multifamily		Retail Sq. Ft.	Total GFA	Max. FAR
					Mid Rise	High Rise			
Existing Development:	28.2	1222	1,266,600			1222		1,266,600	
Zoning Potential: R-30	28.2	846				846			
Current Plan Potential:	28.2	987				987			
Proposed Plan: Retain current use and add 4 mid-rise multifamily buildings 4-5 stories in height, at a density of 65 du/ac with first floor retail/restaurant uses.	28.2	1,824	1,994,816	22	580	1,222	40,000	2,029,816	1.65

ANALYSIS

Land Use

During the 2008 BRAC Area Plans Review process staff recommended denial of the proposed plan amendment based on the nominator’s justification of the proposed plan as a transit oriented development with a 15% trip reduction in both the a.m. and p.m. peak periods. In staff’s view, this assertion could not be supported due to the site’s distance to the Huntington Metro Station. Since then staff has re-evaluated the nomination as an infill residential development, and reduced the amount of assumed transit trips due to the site’s location being outside of the traditional walking distance (1/2 mile) from the Metro station. Evaluation also takes into account factors other than transit-oriented development, including potential re-vegetation of the floodplain and the provision of useable open space.

Nomination 4MV is situated in a built out area of the county and can be characterized as an infill development, in that it would add new components to an existing residential development.

With proper design, the redevelopment of the site could yield improved stormwater management, re-vegetate a portion of the Cameron Run floodplain traversing the site to create a vital segment of a linear park along the waterway, create new trails connections and provide needed open space to an area dominated by surface parking.

The mid-rise design of the proposed buildings would preserve the limited views of the Cameron Run shoreline from upper floors of the existing high-rise buildings and would also avoid creating a canyon effect in the design of the site. The extensive site coverage associated with the mid-rise, however, would restrict improvement to the Cameron Run floodplain, may block views and possibly access to Cameron Run, and would limit useable open space for residents of Riverside Park. The nomination would minimally increase the amount of open space but when considered against the increased population, much less open space would be available to each resident.

Nomination 4MV impacts the floodplain and shoreline of Cameron Run, an area that has been subject to frequent flooding and that is almost completely covered by impervious surfaces and structures. The subject property is elevated above and severed from Cameron Run by a bulkhead intended to provide flood protection. This condition prevents full restoration of this degraded area to its natural condition. However, re-vegetation of the flood plain through removing surface parking and limiting new construction is an alternative that could help address water quality and stormwater reduction goals.

With respect to open space, according to the nominator, approximately 37.5 percent of the existing site is devoted to open space, and the proposed development will provide approximately 38.9 percent open space, including providing additional frontage along Cameron Run for the construction of the Cameron Run Trail. A significant amount of the open space is in the form of landscaped parking islands and is not useable. When considering that a 50 percent increase in density is proposed, the amount of open space available to individual residents would be greatly decreased.

The Park Authority's Great Parks Great Communities Comprehensive Park Plan identifies a need for an additional 1.9 acres of new park land to serve the recreational needs of residents in the Huntington area. Staff recommends that the nominator provide additional useable open space on the site, and that connections be established to other open space and park lands in the surrounding area. In addition to constructing Cameron Run Trail, the re-vegetation of the floodplain would provide space for a linear park that would contain the trail. The County Trails Plan Map shows the Cameron Run Trail as a major paved trail with a minimum width of 8 feet, and the Public Facilities Manual requires that a trails easement of at least 13 feet in width be provided, exclusive of the trail itself. This would mean that at least 21 feet is needed to accommodate the trail and easement measured from the edge of the Cameron Run bulkhead. The shoreline narrows considerably towards the northwestern edge of the site, and the amount of space created by removing the existing row of parking spaces in this area may not be sufficient to accommodate the trail and proposed park. Staff recommends more of the existing impervious

surfaces in this area be removed in order to create the space needed for the trail and for a larger linear park area along the shoreline of Cameron Run.

The current concept proposed by the nomination is land consumptive in that little new open space is provided. Additional open space, coupled with reduced density would address this issue and other issues by creating additional useable open space for the residents of Riverside Park and a connection to the neighboring property to the west where land is being donated to the Park Authority.

In order to accomplish the goals of re-vegetating the floodplain, providing more useable open space on the property than what exists today and providing the proposed linear park along Cameron Run, staff recommends an alternative that would reduce the proposed density of the nomination. The reduction is justified for several reasons. The nominated density of 65 du/ac is more than 50 percent greater than the existing Riverside Park Apartments (43 du/ac). At this density, the development would be much greater than multifamily residential developments in the surrounding area. For example, the nomination proposes development that is 86 percent greater than the Montebello Condominiums (35 du/ac), and 38 percent greater than the Huntington Gateway Apartments (47 du/ac) both located on the south side of Huntington Avenue, east of the subject area. Staff recommends reducing the number of new units from 602 to approximately 501 units. The lower density would be closer to nearby multi-family densities, create more internal open space as well as buffer the new townhouse development in Land Unit S to the west, and most importantly, add an essential segment of park land along Cameron Run as well as achieve significant restoration of the northern portion of the site along Cameron Run to a vegetated condition.

In total, this revision would reduce total density by approximately 5 percent, and result in an overall intensity of 1.60 FAR, as opposed to 1.65 FAR. This modest density reduction would be sufficient to create significant additional open space principally along the shoreline of Cameron Run, resulting in significant community and environmental benefits. Dedication of land in this location would add another segment to the shoreline park that now extends from existing Huntington Park through land donated to the Park Authority directly to the west of the site. This unified park would provide both important community benefits, address the Park Authority's recommendation for additional new park land in the Huntington area, and create additional connections in the park system as well as provide significant environmental benefits.

Finally, redevelopment of the Riverside Park property provides an opportunity to install modern stormwater management facilities on a site that currently has badly outdated infrastructure, and drains directly into Cameron Run, and also presents an opportunity to utilize low impact design features (LID) and best management practices (BMPs) that might include such features as green roofs on the proposed parking structures. The Policy Plan, Environment Chapter, Countywide Objectives and Policies, Water Quality section contains the following objective that addresses these issues:

- **“Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.**
 - Policy k: For new development and redevelopment, apply better site design and low impact development (LID) techniques and pursue commitments to reduce stormwater runoff volumes and peak flows to increase groundwater recharge including:
 - Minimize the amount of impervious surface created;
 - Site buildings to minimize impervious cover associated with driveways and parking areas;
 - Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate;
 - Maximize the use of infiltration landscaping within streetscapes.”

The Environmental section of this report provides a more detailed discussion of new stormwater management infrastructure, and the use of LID and BMP features on this site, and also describes the benefits to the surrounding community that improving stormwater management facilities on the subject property would have, including addressing flooding problems that occur frequently in the Huntington area.

Transportation

The traffic impact study previously submitted for this APR (December 2008, revised September 2009) adequately addresses transportation comments provided by Fairfax County Department of Transportation and the Virginia Department of Transportation. While a small number of issues were left unresolved, the traffic study does sufficiently address transportation impacts associated with the proposed changes in land use, at a planning level.

Trip Generation

Virginia Department of Transportation guidance indicates internal capture rates of 5% in the a.m. peak hour and 10% in the p.m. peak hour for the residential-retail land use mix. The nomination has applied 15% in each peak period. Being outside the ½ mile radius of the Huntington Metrorail Station, FCDOT staff also feels that the 10% reduction rate applied by the nominator is too high. Should the internal capture rate be reduced to 5% a.m., and 10% p.m., and the transit reduction rate to 5% (allowance for existing shuttle service), the adjusted net trip generation totals would increase by 334 daily trips, 44 a.m. peak hour trips and 64 p.m. peak hour trips (see trip generation table above). Once dispersed directionally throughout the network (north, south, east and west) and at each intersection approach (left, through, right), the adjusted trip generation would be unlikely to impact operations significantly.

FIGURE 2: TRIP GENERATION COMPARISON - NOMINATION VS. FCDOT ADJUSTED

Scenario	Daily	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
Current Plan (35 du/ac) ¹ High-Rise Apartment (222); 985 DU	3,532	70	209	190	122
Total	3,532	70	209	190	122
Existing Development ¹ High-Rise Apartment (222); 1,222 DU	4,224	86	259	234	149
Total	4,224	86	259	234	149
Proposed Amendment (Nominator) ² High-Rise Apartment (222); 1,222 DU Mid-Rise Apartment (223); 602 DU Commercial (820); 40 KSF	5,998 ³ 2,705	140 ³ 40	386 ³ 25	344 ³ 118	222 ³ 128
Total	8,703	180	411	462	350
Proposed Amendment (FCDOT) ⁴ High-Rise Apartment (222); 1,222 DU Mid-Rise Apartment (223); 602 DU Commercial (820); 40 KSF	6,332 ³ 2,705 ⁵	153 ³ 44 ⁵	410 ³ 28 ⁵	371 ³ 126 ⁵	243 ³ 136 ⁵
Total	9,037	197	438	497	379
Net Impact of FCDOT Trip Adjustments	+334	+17	+27	+35	+29

Trip Generation Adjustments:

- (1) Current Plan and Existing Development Scenarios Assume 5% Transit Reduction
- (2) Nominator Proposed Amendment Scenario Assumes 15% Internal Capture, 15% Pass-By Reduction, and 10% Transit Reduction
- (3) High-Rise and Mid-Rise Apartments Combined to “Residential Uses”
- (4) FCDOT Proposed Amendment Scenario Assumes 5% and 10% AM & PM Internal Capture, 15% Pass-By Reduction, and 5% Transit Reduction
- (5) Transit Reduction Applied Only to Residential Uses (Not Community Retail)

Environmental

The subject property is located in the Cameron Run and Belle Haven watersheds and is almost entirely impervious surface. The 2007 Cameron Run Watershed Management Plan identifies this area as severely degraded.

RPA, EQC, Tidal Wetlands and Floodplain – Cameron Run traverses the subject nomination in an east west direction to the north of the site. 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 imperviousness in the RPA should occur. However, reduction and restoration of existing impervious surface located in environmentally sensitive areas should occur as part of redevelopment.

The proposed nomination includes development in a portion of the RPA along Cameron Run, an area flooded in June 2006. The associated surface parking areas and floodplain encroachment into the RPA and floodplain likely contributes to the flooding upstream which encompasses most

of Huntington Park and extends into the Huntington community during heavy rainfall. Fairfax County Department of Public Works and Environmental Services and the US Army Corps of Engineers have developed plans for flood prevention improvements which may result in a levee being constructed across Huntington Park and/or other stormwater related improvements. If the proposed nomination is approved, language should be recommended describing a condition that the majority of impervious surfaces be removed from the Cameron Run floodplain and the floodplain restored with native vegetation in order to aid in correcting some of the flooding problems.

Water Quality – Stormwater management and water quality controls and practices should be optimized for any redevelopment of the property consistent with the scale of the project and revitalization goals. For any new multi-family residential buildings:

- Stormwater quantity and quality control measures should be provided that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume or significantly delaying entry into Cameron Run. The emphasis should be on low impact development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, return water in to the ground or reuse it.
- At a minimum, stormwater management measures that are sufficient to attain both the stormwater design-quantity control and stormwater design-quality control credits of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED-CS) rating system (or third party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal. Examples of specific LEED stormwater management credits include:
 - Credit 6.1 - Stormwater Rate and Quantity: If existing imperviousness is greater than 50%, implement a stormwater management plan that results in a 25% decrease in the rate and quantity of stormwater runoff.
 - Credit 6.2 - Construct site stormwater treatment systems designed to remove 80% of the average annual post-development total suspended solids (TSS) and 40% of the average annual post-development total phosphorous (TP) based on the average annual loadings from all storms less than or equal to the 2-year/24-hour storm. Do so by implementing Best Management Practices (BMPs) outlined in Chapter 4, Part 2 (Urban Runoff), of the United States Environmental Protection Agency's (EPA's) Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters, January 1993 (Document No. EPA-840-B-92-002) or the local government's BMP document (whichever is more stringent).

Noise - Transportation generated noise from Huntington Avenue, I-495 and Old Richmond Highway affects the subject property. Any new residential development would be required to mitigate interior and exterior noise impacts as outlined in Fairfax County's Policy Plan.

Parks

As identified in the adopted Comprehensive Plan, Mount Vernon Planning District, redevelopment in the Richmond Highway Corridor should address broader parks and recreation needs including providing additional active recreation facilities, urban parks and local parks. Existing nearby parks, including Huntington, Jefferson Manor, Mount Eagle and Belle Haven, meet only a portion of the demand for parkland generated by residential development in the service area of the nomination. Creating additional parks within new infill development and redevelopment sites serve the critical needs of communities within revitalization districts.

According to the Park Authority's Urban Parks Framework, the proposed increase in residents will create an additional demand for 1.9 acres of urban parkland within the proposed development. Integration of publicly accessible urban parks in the overall development design is critical to providing on-site recreation resources, and to creating a sense of place. Urban park facilities should include useable open spaces such as pocket parks, plazas, and common greens.

The Countywide Trails Map designates the Cameron Run Trail, to be located along the northern length of the subject property. This trail section is a critical link for the area, providing multi-modal and recreation access from areas west of the nominated site to Richmond Highway, Old Town Alexandria, and the Potomac River. Plan text should emphasize the need for this trail connection, recommending land area for the trail easement dedication and trail right-of-way when the site is redeveloped. It is not necessary for the trail to be constructed directly along Cameron Run; this is particularly relevant should flood controls (e.g., a levee) impact the area shown on the Trails Map.

It may also be appropriate for the trail to be situated within a linear park along Cameron Run. A linear park in this location would support trail connectivity goals, decrease impervious surface on the site, and provide opportunities to restore native vegetation to the floodplain. It is recommended that uses within this linear park be passive and natural only, such as trails, nature observation, seating, interpretive features, landscaped and restoration areas. Regardless of whether the trail is situated within a linear park or not, plan language describing the provision of a wayside area along this section of trail should also be included. Figure 3 illustrates the locations and size of new opens space areas that could be added to the subject property.

Finally, there is a state historic record of rare species in this location. At the time a Development plan is submitted, consultation with the Virginia Natural Heritage Program and compliance with all regulations concerning rare species will be required.

FIGURE 3: PROPOSED NEW OPEN SPACE AREA CONCEPT



RECOMMENDATION

Based on the previous analysis, the intensity proposed in the nomination coupled with the mid-rise character of the proposed development would not support reduction and re-vegetation of existing impervious surface located in environmentally sensitive areas. As proposed, it would fail to provide substantial useable open space areas for residents and to reduce the demand for recreational opportunities in the larger Huntington area.

Partially or completely re-vegetating the area along the shoreline of Cameron Run during the redevelopment process is a goal that is supported by the Policy Plan and the Area IV Plan, and would have many benefits for the community including alleviating upstream flooding and improving the water quality of stormwater runoff from the subject area into Cameron Run.

The Riverside Park Apartments were built in 1971 and the site is almost entirely covered by impervious surfaces. The site lacks modern stormwater management facilities, and stormwater runoff is currently discharged directly into Cameron Run. The site’s stormwater management infrastructure should be upgraded beyond minimum requirements with any redevelopment that occurs, and both water quantity and quality issues should be addressed.

Staff proposes an alternative that reflects a development potential of 61 du/ac and 1.60 FAR. The reduction in the number of new dwelling units from 602 to approximately 501 units in buildings of 4-5 stories in height would result in additional open space that could provide areas for urban park amenities including a linear park along the shoreline of Cameron Run and re-vegetation of the Cameron Run floodplain, and create opportunities for additional open space in other portions of the subject area.

Finally, staff also proposes a correction to the Plan Map. The Plan Map shows that the majority of the subject property is located within Subunit A-3 of the North Gateway Community Business Center but it appears that a small area of the subject property located at the northwest corner of the site as being located within Land Unit S of the Huntington Transit Station Area. Staff recommends that the Plan Map be amended to reflect that the entirety of the subject area is included in Subunit A-3 of the North Gateway CBC, and that the northwestern portion of the site be removed from Land Unit S of the Huntington TSA.

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, Amended Through 9-28-2010, Richmond Highway Corridor Area, Page 34:

“Sub-unit A-3

The Riverside Apartments complex, located on the north side of Huntington Avenue between Cameron Run Terrace and Hunting Creek Road, is planned for high-rise residential use with first floor retail and/or office restaurant use with structured parking at a density up to ~~35~~ 61 dwelling units per acre; and an overall FAR of 1.60. The site is almost entirely covered by impervious surfaces, includes outdated stormwater management facilities, little to no useable open space for residents, and minimal landscaping. Any redevelopment of the site should be designed to substantially re-vegetate the Cameron Run floodplain, providing additional open space and park land to serve the recreational needs of residents and the surrounding community, and provide stormwater management facilities that address long standing water quantity and quality issues associated with the site and its impacts to Cameron Run and neighboring properties. Therefore, any proposed redevelopment should be subject to the following conditions: This recommendation reflects the existing use which should be retained.

- Any proposed redevelopment of the site should provide substantial, useable, additional open space areas and urban park amenities for residents and provision of a linear park along the shoreline of Cameron Run that includes wayside areas with benches and an infiltration strip along Cameron Run to capture sediments from stormwater runoff on the site;
- The Cameron Run floodplain should be re-vegetated to the maximum extent possible;
- The Cameron Run Trail should be constructed within the linear park. It is not necessary for the trail to be constructed directly along Cameron Run; this is particularly relevant should flood controls (e.g., a levee) impact the area shown on the Trails Map. The trail should provide a link to the planned trail east of the site, and linkages to the existing Huntington Park and any new park that may be constructed by the Park Authority on land dedicated by the abutting property to the west;

- Provision of stormwater quantity and quality control measures that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume or significantly delaying entry into Cameron Run. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, and return water in to the ground or reuse it and should include such features as rooftop landscaping on the proposed parking structures, stormwater management measures that are sufficient to attain both the stormwater design-quantity control and stormwater design-quality control credits of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED-CS) rating system (or third party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal;
- No freestanding retail and/or restaurant uses;
- Provision of high quality architecture;
- Provision of structured parking, incidental surface parking shall be allowed consistent with urban design guidelines;
- Provision of pedestrian oriented site design which should include buildings oriented to internal streets and mitigation of visual impacts of structured parking, internal streets, walkways, trails, sidewalks and street crossings should connect buildings and open spaces, and amenities such as street trees, benches, bus shelters, adequate lighting and various paving textures;
- Provision of integrated pedestrian linkages to nearby streets should be provided and bicycle systems with features such as covered and secure bicycle storage facilities;
- Building design should 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 by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;

NOTE:

Figures 8, 13 “Richmond Highway Corridor Area”, and Figures 21, 22 and 27 “MV1-Huntington Community Planning Sector” will be amended to show that the entirety of the site is located within Subunit A-3 of the North Gateway CBC, and that the northwestern portion of the subject area is removed from Land Unit S of the Huntington TSA.