

**PRELIMINARY  
STAFF REPORT  
2008 BRAC AREA PLANS REVIEW**

**SUPERVISOR DISTRICT:** MOUNT VERNON

**BRAC APR ITEM(S):** 08-IV-1MV  
08-IV-4MV  
08-IV-6MV  
08-IV-8MV

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**NOMINATORS:** 08-IV-1MV: Keith C. Martin  
08-IV-4MV: Inda Stagg  
08-IV-6MV and 08-IV-8MV: Richard F. Neel, Jr.

**ACREAGE(S):** 1MV: 8.5 Acres;  
4MV: 28.1 Acres;  
6MV: 2.5 Acres;  
8MV: 15.2 Acres.

**TAX MAP I.D.:** 1MV: 83-3 ((1)) 76;  
4MV: 83-3 ((1)) 101;  
6MV: 83-3 ((1))67A, 69, 69A, 70, 83-4((1))2;  
8MV: 83-2((1))2A,2B,2C, 83-4((1))1.

**GENERAL LOCATION:** 1MV: Southwest corner of Richmond Highway (Rt. 1) and  
Huntington Avenue. (Land Unit R)  
4MV: North of Richmond Highway, east of Huntington Avenue, west of  
Old Richmond Highway. (Sub-unit A-3)  
6MV: Island of land between Old Richmond Highway and Richmond  
Highway. (Sub-unit A-2)  
8MV: North of Richmond Highway, east of Cameron Run Terrace. (Sub-  
unit A-1)

**PLANNING AREA:** IV

**District:** Mount Vernon

**Sector:** Huntington Transit Station Area and Richmond Highway Corridor

**Special Areas:** 1MV: Land Unit R of the Huntington Transit Station Area  
4MV: North Gateway CBC (A-3) Richmond Highway Corridor Area  
6MV: North Gateway CBC (A-2) Richmond Highway Corridor Area  
8MV: North Gateway CBC (A-1) Richmond Highway Corridor Area

**ADOPTED PLAN MAP:** 1MV: Residential uses at 20+ du/ac  
4MV: Residential uses at 20+ du/ac  
6MV: Retail and other  
8MV: Alternative uses

**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 5, Objective 7, Policy c) Encourage redevelopment projects in commercial areas that would preserve or increase desirable community services.
- 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/](http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/)

**ADOPTED PLAN TEXT:** **1MV:** 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.  
**4MV:** Sub-unit A-3 – High rise residential use at 35 du/ac with first floor retail or office. Recommended that this use be retained.  
**6MV:** 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.  
**8MV:** Sub-unit A-1 - Retail, office or residential uses up to .5 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.

For complete Plan text see Attachment 1

**PROPOSED PLAN AMENDMENTS:** **1MV:** Land Unit R - Mixed-use development retaining existing multifamily development and including office, ground floor retail, hotel and high-rise residential all over structured parking. A total of 202,000 square feet of office space, 110,000 square feet of hotel space, 21,800 square feet of retail space, and 310 new multifamily units in high-rise structures (in addition to the existing 443 multifamily units, with an overall FAR of 2.7).  
**4MV:** Sub-unit A-3 – Mixed-use development retaining the existing multifamily buildings and including four new

multifamily buildings with first floor retail 4-5 stories in height, 22 single family attached dwelling units and structured parking with an overall FAR of 1.65.

**6MV:** Sub-unit A-2 - Consolidate land sub-unit A-2 with land sub-unit A-1 in a unified mixed use office (202,231 square feet) and retail (17,347 square feet) development up to 2.0 FAR provided that specific conditions are met.

**8MV:** Sub-unit A-1 - Option for mixed-use office (1,227,274 square feet) and retail (104,970 square feet) development up to 2.0 FAR provided that specific conditions are met.

**CURRENT ZONING:**

- 1MV:** PDH-40 (Planned Development Housing – 40 du/ac)
- 4MV:** R-30 (Residential – 30 du/ac)
- 6MV:** C-8 (Commercial – High Intensity Office)
- 8MV:** C-8 (Commercial – High Intensity Office)

**BACKGROUND:**

Items 4MV, 6MV and 8MV are all within the North Gateway Community Business Center (CBC), along Richmond Highway on the north side of Huntington Avenue. The North Gateway Community Business Center is an entry point to historic Richmond Highway from points north including the Nation's Capital, the City of Alexandria and the Capital Beltway. Item 1MV is located within Land Unit R of the Huntington Transit Station Area, and located on the south side of Huntington Avenue.

Item 1 MV contains the Huntington Gateway Apartments and is bordered by high-rise multifamily uses directly to the south (Montebello) and across Huntington Avenue to the northeast. Hunting Creek, a mid-rise residential development is located to the northwest. Item 6MV coterminous with land sub-unit A-2, forms an island of land between Old Richmond Highway on the west and Richmond Highway on the east. Item 6MV contains a bank, a motel, neighborhood serving commercial uses, low-rise office uses and vacant land. 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. Items 4MV and 8MV are coterminous with land sub-units A-3 and A-1 respectively. Item 4MV contains the Riverside Apartments and item 8MV contains two car dealerships, a restaurant, and mid-rise office uses. Both of these items border the Cameron Run on the north. Item 8MV also is adjacent to office and commercial uses located along Richmond Highway to the northeast. Item 8MV is adjacent to office and commercial uses to the southeast along Richmond Highway described within item 6MV. Item 4MV is adjacent to multifamily residential development to the southwest across Huntington Avenue, and borders single family detached residential uses and vacant land to the northwest.

**CRITICAL ISSUES**

**Land Use**

The Comprehensive Plan designates the North Gateway Community Business Center as an entry point to historic Richmond Highway from points north including the Nation's Capital, the City of Alexandria and the Capital Beltway. This area is planned to redevelop to high-rise residential or in the alternative, as a varied height, mixed-use project including residential, office and retail uses. In

particular, the BRAC Existing Conditions Report highlights the lack of office space within the Huntington Transit Station Area. These planned uses complement the advantageous transit/transportation-oriented location and are compatible with the surrounding character and density. Environmentally-sensitive areas exist along Cameron Run.”

1MV & 4MV: Both of these nominations are located adjacent to existing residential uses. As such, it may be appropriate for residential use to be a component of the proposed mixed use option. Should residential use be included as a component, a condition should be the provision of at least 12% of the new units built be affordable housing in conformance with Board of Supervisor policy and preferably greater than 12% due to proximity to the Huntington Metro station. The proposed hotel use as part of nomination 1MV serves a need for hotel space within the Huntington TSA, as there is only 1 hotel in the area currently, a Hampton Inn located on Richmond Highway just south of the Capitol Beltway.

The mixed retail and office proposals in nominations 6MV and 8MV provide an opportunity 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.

**Parks**

The Mount Vernon Planning District has 34 neighborhood and community parks and three district and countywide parks owned and maintained by the Park Authority with a total of 598 acres. The recreation facilities in these parks do not meet the standards established by the Park Authority through the Needs Assessment study.

Employees, shoppers and hotel guests will need leisure opportunities. The integration of urban parks in the overall development design will 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 nomination is accepted as proposed, the following recommendations apply:

- 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;
- Language supporting the provision of all year active recreation facilities for workforce and hotel guests should be included;
- Urban park features, such as pedestrian accessible plazas and seating areas, and Neighborhood Park facilities should be constructed in conjunction with the proposed development.

**Schools**

The new residential components included in nominations 1MV and 4MV would generate 77 new students in the Huntington TSA area. The schools in the area have enough excess capacity to accommodate these students.

**Transportation**

Richmond Highway is designated as an Enhanced Public Transportation Corridor. The Transportation Plan Map shows future “Metrorail/Monorail/LRT/BRT” service along the corridor.

Should these nominations be accepted, the following provisions should be recognized in the Plan guidance:

- The County Comprehensive Plan calls for a grade separated interchange at the intersection of Richmond Highway with Huntington Avenue. Engineering plans for the interchange have not been prepared. The need for this improvement is currently being re-evaluated as part of the Huntington Corridor Transportation Study, being conducted by the County Department of Transportation. Should that improvement continue to be required, additional right-of-way may need to be reserved in the areas closest to Huntington Avenue.
- 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”.

**1MV:** The subject property is located approximately  $\frac{3}{4}$  of a 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  $\frac{1}{2}$  mile. Further, the Plan recommends that the highest intensity development be focused within areas not more than  $\frac{1}{4}$  mile from the Metro Transit Station, and development intensities and heights should taper down within areas located between  $\frac{1}{4}$  mile and  $\frac{1}{2}$  mile from the Metro Transit Station. This nomination does not meet the criteria for it to be considered a transit-oriented development. Should the nomination be approved, provision should be made for shuttle bus service to the Huntington Metro Station. An internal vehicular circulation system should be constructed and interconnections to adjacent parcels established.

The nomination is estimated to generate 3,958 additional daily trips over the current Comprehensive Plan. On a peak hour basis, the proposed plan would generate 386 additional AM peak hour trips, and 433 PM peak hour trips.

**4MV:** The subject property is located approximately 3,500 feet from the entrance to the Huntington Metro Station. Similar to 1MV, this is more than the maximum one-half mile walking distance that would qualify it to be considered as a potential transit-oriented development. Should the nomination be approved, provision should be made for shuttle bus service to the Huntington Metro Station.

The nomination is estimated to generate 7,176 additional daily trips over the current Comprehensive Plan. This exceeds the 5,000 additional daily trips threshold established by the Chapter 527 regulations and must therefore be submitted to the Virginia Department of Transportation (VDOT) for Traffic Impact Analysis review and comment.

On a peak hour basis, the proposed plan would generate 454 additional AM peak hour trips, and 560 PM peak hour trips. Huntington Avenue would not be required to be widened to a six-lane section in this area due to the increased traffic generated by the proposed development. However, access improvements would be needed to address the flow of additional traffic into and out of the site in combination with the existing site generated traffic.

**6MV & 8MV:** The proposed nominations are estimated to generate 13,029 additional daily trips over the current Comprehensive Plan at the 1.0 FAR option level (the increase over the base levels of 0.5 for land unit A-2 and 0.25 for land unit A-1 would be even greater). This exceeds the 5,000 additional daily trips threshold established by the Chapter 527 regulations and must therefore be submitted to the Virginia Department of Transportation (VDOT) for Traffic Impact Analysis review and comment.

On a peak hour basis, the proposed nominations are estimated to generate over 1,756 additional trips in the AM peak hour of travel, and over 1,652 additional trips in the PM peak hour of travel. The additional traffic generated by the plan amendments would require Richmond Highway to be widened by an additional lane in each direction in the vicinity of the site. Portions of Fort Hunt Road and Huntington Avenue in the vicinity of the site would also require widening to provide additional capacity to handle traffic loads. Additional access to these properties would be required in order to mitigate the poor LOS at the Fort Hunt Road/Old Richmond Highway and the Fort Hunt Road/Richmond Highway intersections.

Cumulatively, the total impact of all four proposed amendments to the North Gateway CBC would be an increase of 24,163 vehicular trips per day compared to the current Plan. 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.

### **Resource Protection Areas (RPAs)**

**6MV:** 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.

**4MV, 8MV:** Cameron Run traverses 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, 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.

### **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**

**4MV, 8MV:** Stormwater management and water quality controls and practices should be optimized for any redevelopment of the property subject the Policy Plan. The site 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**

**4MV, 8MV:** 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.

### **Soils**

**4MV:** The northern portion of the subject property is characterized by hydric soils.

**Noise**

**4MV:** Transportation generated noise from Huntington Avenue, I-495 and Old Richmond Highway affects the subject property. The proposed uses are for residential and retail. Noise studies would be required for any noise sensitive uses which might be proposed for this land area to determine the extent of impacts and any proposed mitigation measures which might be applied. New residential development would be required to mitigate interior and exterior noise impacts subject to Fairfax County’s Policy Plan.

**1MV, 6MV, 8MV:** 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 subject to Fairfax County’s Policy Plan. However, building materials can be used to mitigate interior noise for office and retail uses, if necessary.

**SUMMARY OF STAFF RECOMMENDATION:**

- Approve Nomination as submitted
- Approve Staff Alternative
- Retain Adopted Plan

**1MV**

This nomination is located just south of the North Gateway CBC in the Huntington Transit Station Area. However, due to its location at the intersection of Huntington Avenue and Richmond Highway, it has the same impact on the transportation network as items 4MV, 6MV and 8MV and is adjacent to those areas. This nomination is for a mixed use development containing office, hotel and residential uses. According to the BRAC Existing Conditions Report, hotel development in the Huntington TSA may prove to be beneficial because of the area’s access to Metrorail and major highways. There are no hotels within the Huntington TSA today.

There are serious transportation network concerns for this area that must be addressed by any new development. The Comprehensive Plan describes the intersections at Richmond Highway and Huntington Avenue, and Richmond Highway and Fort Hunt Road currently operate at level of service (LOS) “D” in the AM and PM peak hours. This nomination is proposing an FAR of 2.7 which is more than double the existing FAR of 1.3, and together with items 4MV, 6MV, and 8MV would create an impact of almost 24,163 new daily vehicle trips to these intersections.

Staff recommends an alternative maximum FAR of 1.5 for this nomination, based on the impact to the transportation network described above. This FAR could be achieved by removing the proposed new residential component (310 high-rise multifamily units) and the proposed office component from the mixed use proposal. The existing multifamily residential use and the hotel use would remain a part of the nominator’s mixed use proposal. Staff feels that the proposals in items 4MV, 6MV and 8MV if realized, would result in substantial benefits in terms of additional residential and Class A and B office development coming to the Huntington Transit Station Area and North Gateway CBC in the future, and that the proposed office component in item 1MV would make access to the site and vehicular circulation within the site extremely problematic due to the single access point from Huntington Avenue. This alternative reflects a compromise between current Plan guidance and serving the BRAC related goals for hotel and office space in this area while ensuring that the transportation network in the area does not fall below LOS D in the peak hours of travel.

#### **4MV**

Although the subject property is not within the ¼ mile to ½ mile distance (almost ¾ mile) from the Huntington Metro Station that would qualify the proposed development as a transit-oriented development, the design of the proposed development contains many features that are the same as or similar to this type of development. The nominator's proposal does call for almost double the density (65 du/ac) recommended by the Comprehensive Plan (35 du/ac), and a FAR of 1.65 compared to the existing FAR of 1.0, however, the County's Department of Transportation has noted that Huntington Avenue has enough capacity to accommodate the additional 7,176 vehicle trips that would be created by the proposed development, however, the impact of these additional trips on the intersection of Huntington Avenue and Richmond Highway must not result in the intersection operating at less than LOS D. The proposed development would serve the needs of new workers coming to the area as a result of BRAC.

Although staff supports most aspects of the nominator's proposal, an alternative that includes the following conditions for approval is recommended: 1) provision for shuttle bus service to the Huntington Metro Station from the subject property as part of a transportation demand management (TDM) program that contains a specific target to further reduce the number of vehicle trips going into and out of the site at peak travel hours; 2) the subject property is completely covered by impervious surfaces and these surfaces extend up to the shoreline of Cameron Run. The nominator should remove the existing surface parking along the shoreline of Cameron Run and return this area to its naturalized pre-development state and utilize Low Impact Development (LID) facilities to enhance water quality of stormwater runoff to Cameron Run and set aside areas for the restoration of the RPA and EQC along Cameron Run; 3) consolidation of 4MV (land sub-unit A-3) with 8MV (land sub-unit A-1) and 6MV (land sub-unit A-2) and/or the creation of a coordinated internal vehicular circulation system between all three areas to further reduce automobile trips in the area; 4) Huntington Park is located adjacent to the subject property but the County Park Authority has classified the Huntington TSA as deficient in park and recreational facilities. The amount and intensity of the proposed development will result in further deficiencies, therefore, the nominator should offset the impacts of the proposed development through the dedication of park land along Cameron Run for active recreational facilities, and through the creation of accessible urban parks or park features, such as plazas, gathering spaces, special landscaping, street furniture, and other pedestrian amenities.

#### **6MV & 8MV**

This portion of the North Gateway CBC is within one of Fairfax County's Commercial Revitalization Districts, and specifically 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. Office uses are the primary components of these nominations and would be appropriate for the area according to Comprehensive Plan guidance and would also serve BRAC related goals for providing office space for new workers coming to the Ft. Belvoir area.

There are serious transportation network concerns for this area that must be addressed by any new development. The intersections at Richmond Highway and Huntington Avenue, and Richmond Highway and Fort Hunt Road currently operate at level of service (LOS) "D" in the AM and PM peak hours. Both nominations are proposing floor area ratios that are double (2.0) the maximum that would be allowed under the current Plan (1.0) and would create an impact of over 24,000 new daily vehicle trips to these intersections, in combination with items 1MV and 4MV.

Staff recommends an alternative maximum FAR of 1.5 for these nominations. This could be achieved by reducing the amount of office square footage proposed. The subject parcels should also be required to meet all conditions stated in the Comprehensive Plan listed for the current option of a maximum 1.0 FAR,

including consolidation of land sub-units A-1 and A-2. As an additional option, the consolidation of land sub-units A-1 and A-2 with land sub-unit A-3 (consolidation of items 4MV, 6MV and 8MV) and/or the creation of a coordinated internal vehicular circulation street system between all three properties with 8MV functioning as the core of this area. This alternative reflects a compromise between the nominator's proposals and the current Plan, which would further the goals of ensuring that the intersections of Richmond Highway with Huntington Avenue and Fort Hunt Road do not fall below LOS "D", and meeting the needs for new office space in the area to serve the needs of BRAC related workers.

In addition, the nomination should also be subject to the following condition: nomination 8MV is completely covered by impervious surfaces and these surfaces extend up to the shoreline of Cameron Run. The nominator should remove the existing surface parking along the shoreline of Cameron Run and return this area to its naturalized pre-development state and utilize Low Impact Development (LID) facilities to enhance water quality of stormwater runoff to Cameron Run and set aside areas for the restoration of the RPA and EQC along Cameron Run.

**CURRENT PLAN TEXT:**

The North Gateway Community Business Center is an entry point to historic Richmond Highway from points north including the Nation's Capital, the City of Alexandria and the Capital Beltway. As such, this area provides an initial impression of Fairfax County, not only to visitors but to those who live in the southern part of the County. An improved identity using urban design principles and revitalization strategies is especially important. An attractive and efficient mix of land uses improves the image, economic viability and circulation along the Richmond Highway Corridor.

This area is characterized by high-rise residential buildings, auto dealerships, gas stations, hotels/motels and mid-rise office buildings. Its proximity to the Capital Beltway, Huntington Transit Station and Fort Hunt Road makes this portion of the Richmond Highway Corridor a major transportation-oriented center and presents opportunities for well-designed, transit-accessible redevelopment.

Environmentally-sensitive areas exist along Cameron Run and in the shallow lots along the east side of Richmond Highway. Highway improvements, including the redesign of the Woodrow Wilson Bridge and Richmond Highway/Capital Beltway interchange, may further impact this area. As development occurs, adequate measures should be provided to mitigate environmental impacts and restore degraded areas to more natural conditions.

Redevelopment in this area is anticipated to occur adjacent to the Capital Beltway primarily at the location of the auto dealerships. This area is planned to redevelop to high-rise residential or in the alternative, as a varied height, mixed-use project including residential, office and retail uses or in the alternative as high rise residential use. These planned uses complement the advantageous transit/transportation-oriented location and are compatible with the surrounding character and density.

Due to the prominent gateway location, high quality urban design is especially important in any redevelopment that occurs. Quality building materials, patterns and architectural design, which are compatible and complementary to surrounding uses, especially Huntington Gateway, are desirable. Landscaping should be used to soften the vertical built environment.

**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.

### **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.

North Gateway CBC Nominations: 1MV, 4MV, 6MV, 8MV



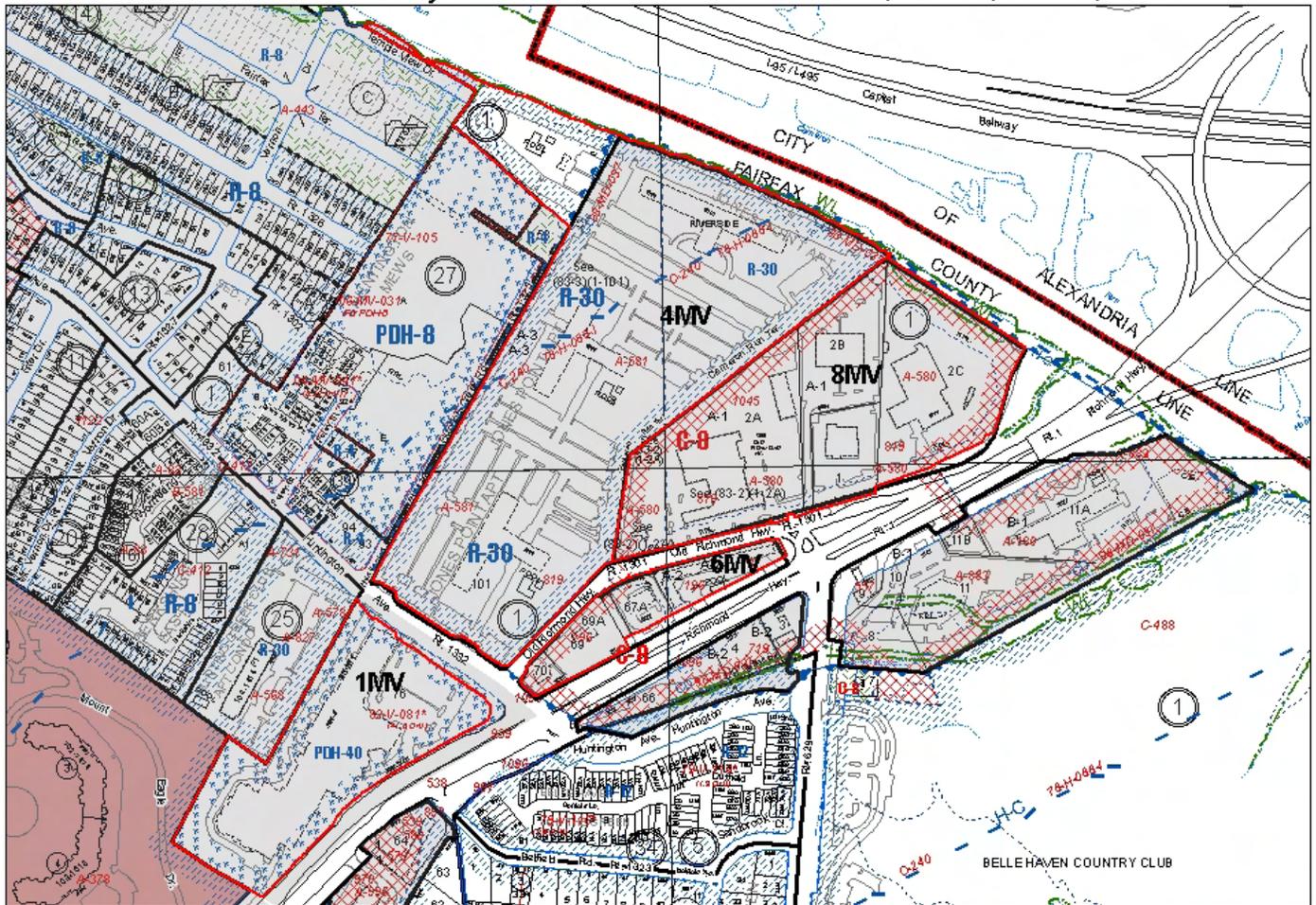
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May 2008

Fairfax County Department of Planning and Zoning  
Aerial Imagery, Copyright 2002, Commonwealth of Virginia



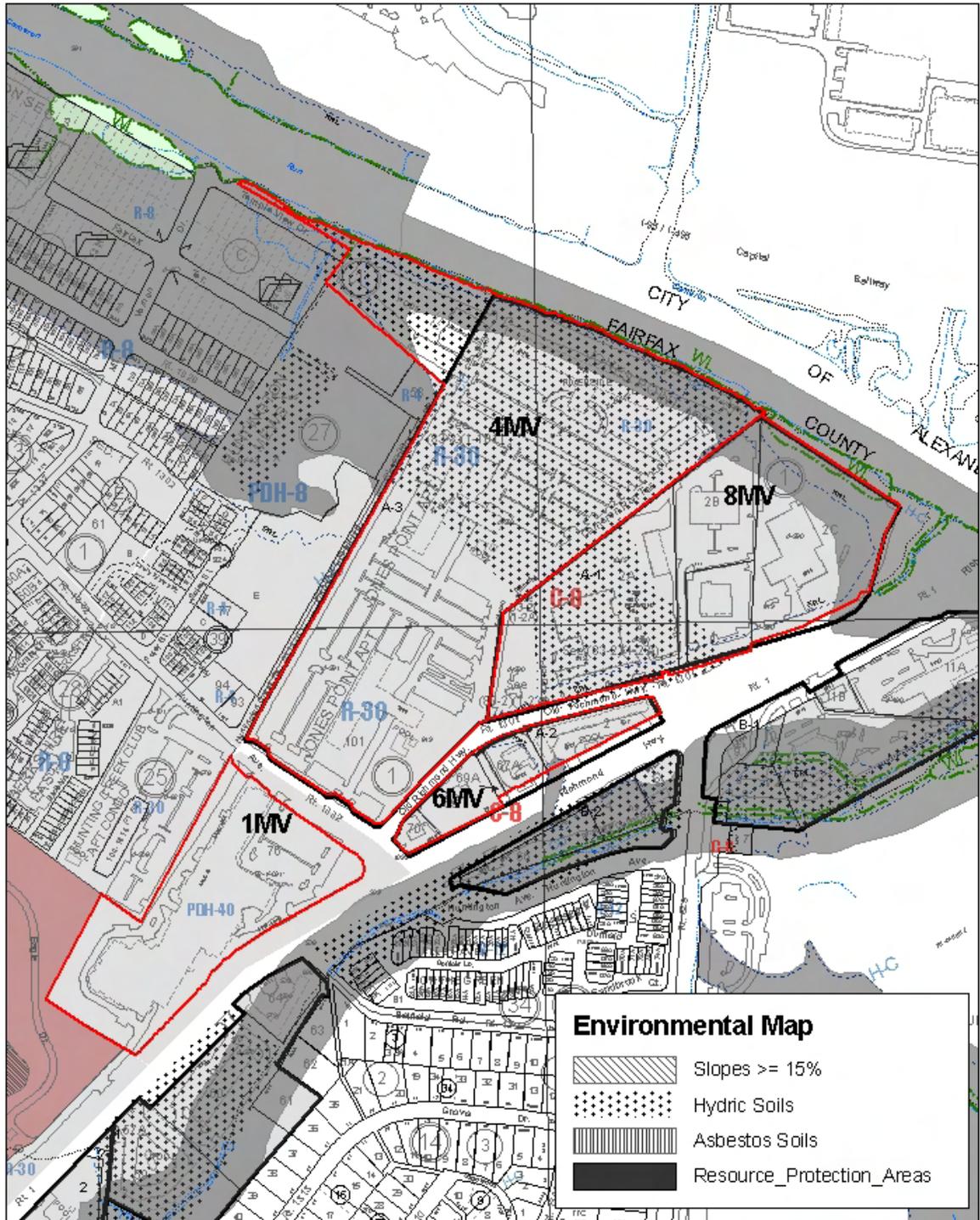
# North Gateway CBC Nominations: 1MV, 4MV, 6MV, 8MV



May 2008



# North Gateway CBC Nominations: 1MV, 4MV, 6MV, 8MV



## Environmental Map

-  Slopes >= 15%
-  Hydric Soils
-  Asbestos Soils
-  Resource\_Protection\_Areas



0 215 430 860 Feet

