



**A Publication of the County of Fairfax, Virginia  
Department of Planning & Zoning**

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**STAFF REPORT  
2005-2006 AREA PLANS REVIEW**

**SUPERVISOR DISTRICT(S):** 05-IV-26MV: Mount Vernon      **APR ITEM(S):**05-IV-26MV  
05-IV-27MV: Mount Vernon      05-IV-27MV  
05-IV-31MV: Mount Vernon      05-IV-31MV

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**NOMINATOR(S):** 05-IV-26MV: Richard F. Neel, Jr.  
05-IV-27MV: Richard F. Neel, Jr.  
05-IV-31MV: Richard F. Neel, Jr.

**ACREAGE:** 05-IV-26MV: 2.52 Acres  
05-IV-27MV: 15.29 Acres  
05-IV-31MV: 30.49 Acres

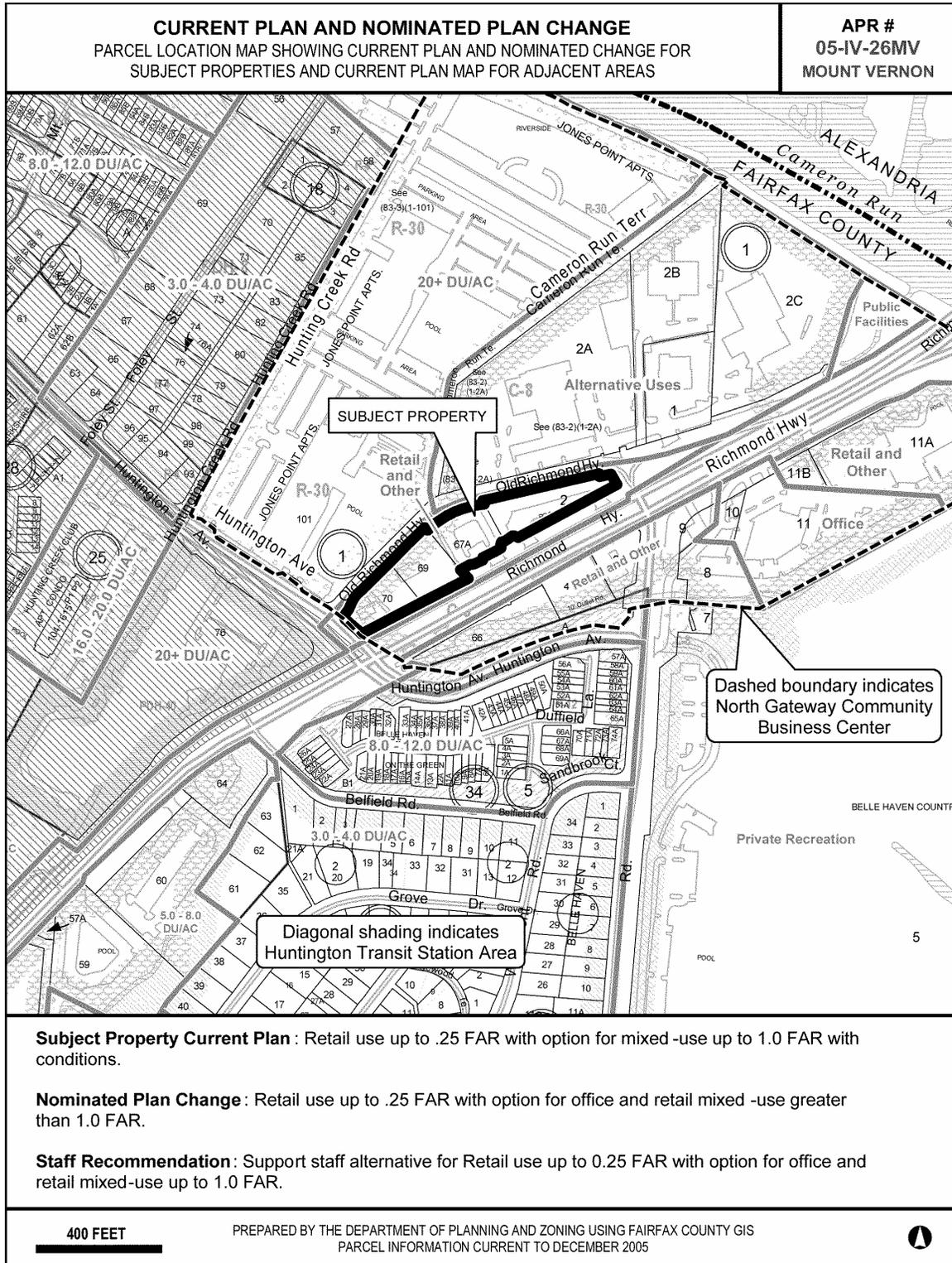
**TAX MAP I.D. NUMBERS:** 05-IV-26MV: 83-3 ((1)) 67A, 69, 70; 83-4 ((1)) 2  
05-IV-27MV: 83-2((1)) 2A, 2B, 2C; 83-4((1)) 1  
05-IV-31MV: 83-2((1))2A,2B,2C;83-3((1))66,67A,69,70;83-4((1))1-4,8-11,11A,11B;83-4((5))A

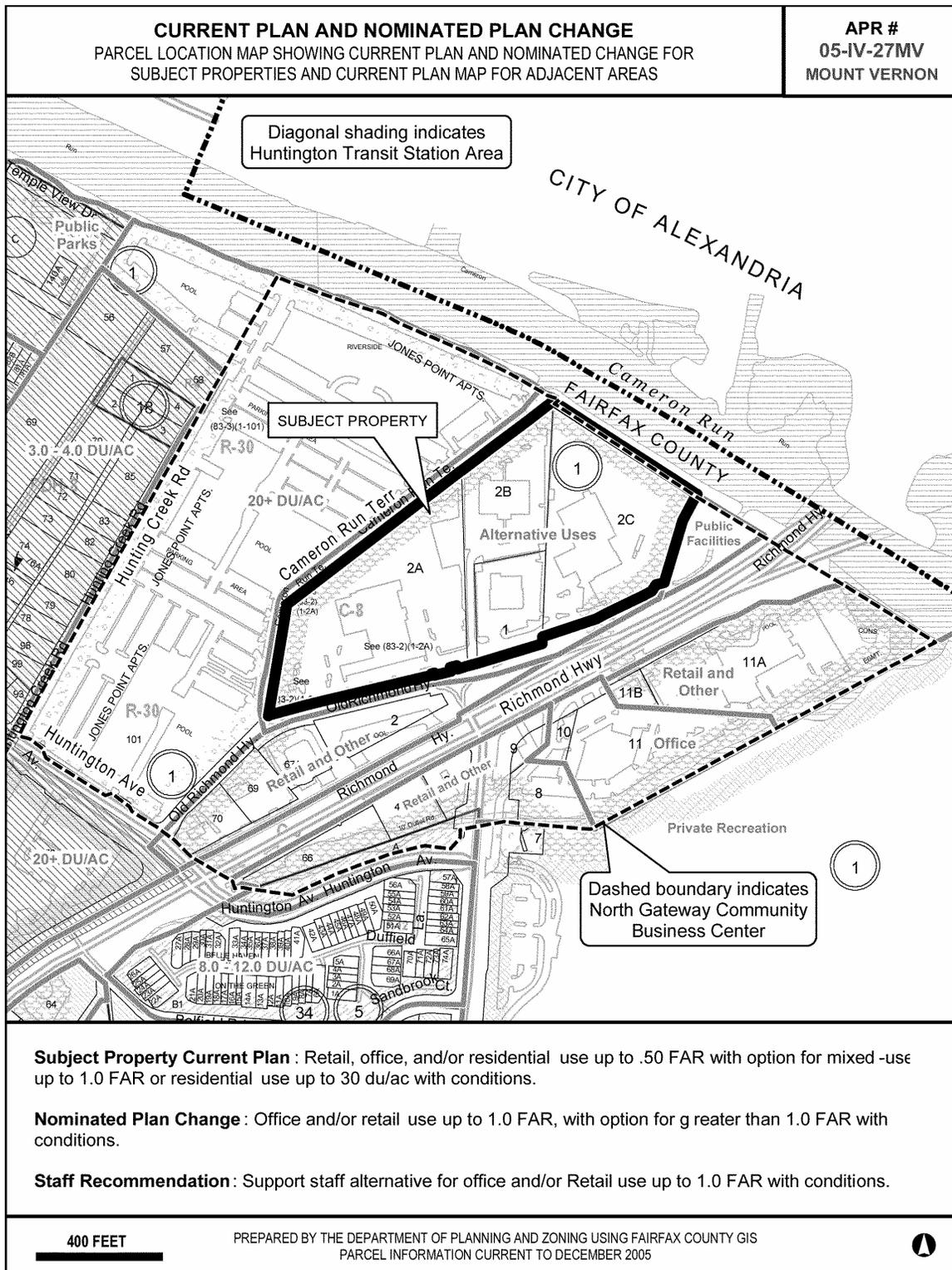
**GENERAL LOCATION:** 05-IV-26MV: West of Richmond Hwy., South of Old Richmond Hwy.  
05-IV-27MV: West of Richmond Hwy. between Old Richmond Hwy and Interstate-495  
05-IV-31MV: Richmond Hwy, South of Interstate 495, North of Huntington Ave.

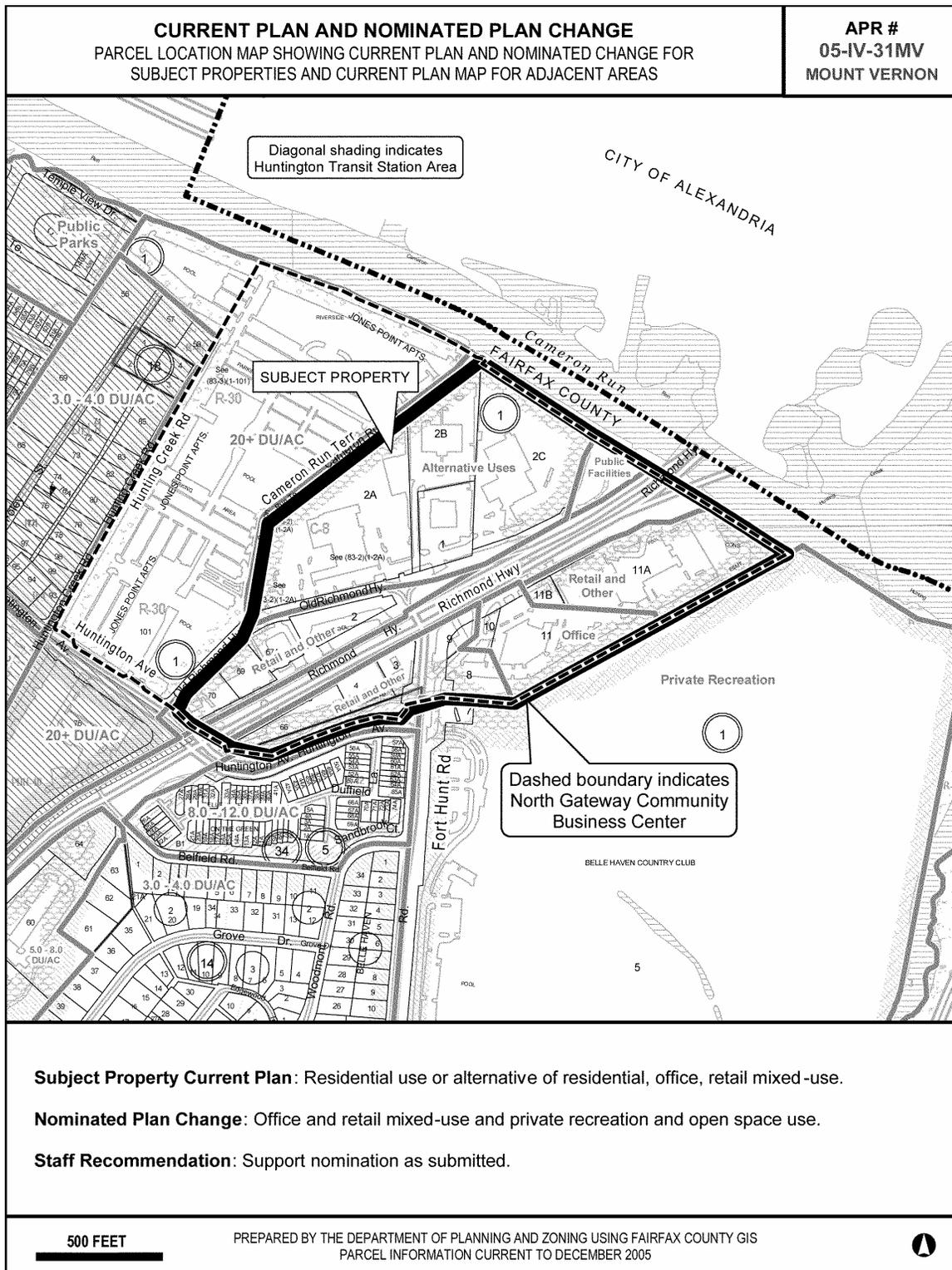
**PLANNING AREA(S):** 05-IV-26MV; 05-IV-27MV; 05-IV-31MV: Area IV  
**District(s):** 05-IV-26MV; 05-IV-27MV; 05-IV-31MV: Mount Vernon  
**Sector:** 05-IV-26MV; 05-IV-27MV; 05-IV-31MV: Huntington (MV1), Greater Belle Haven (MV3)  
**Special Area(s):** 05-IV-26MV: North Gateway CBC (Sub-unit A-2)  
05-IV-27MV: North Gateway CBC (Sub-unit A1)  
05-IV-31MV: North Gateway CBC (Sub-unit A-1, A-2, A-3)  
(See Attachment I)

**ADOPTED PLAN MAP:** 05-IV-26MV: Retail & Other  
05-IV-27MV: Alternative Uses  
05-IV-31MV: Alternative Uses; Retail & Other; Office Uses









## CONTEXT

### *General Location*

The subject area is located north of Richmond Highway, between Huntington Avenue and Interstate 495.

### *Existing and Planned Land Use and Zoning*

**Subject Property:** APR 05-IV-31MV (31MV), 05-IV-26MV (26MV), and 05-IV-27MV (27MV) involve a portion of the land area that is designated as the North Gateway Community Business Center (CBC). The subject areas are limited to Sub-units A1 and A2 within the CBC, which are north of Richmond Highway. (See Attachment I) The North Gateway CBC is planned generally for residential, office, and retail use and zoned C-8 and R-30. Currently, Sub-unit A1 has approximately 103,000 square feet of retail use and 77,000 square feet of office use on the site, while Sub-unit A2 contains approximately 14,000 square feet of retail and 3,000 square feet of office use on the site.

The North Gateway CBC is planned as the primary northern entrance to the Richmond Highway Corridor from the Capital area. The Plan vision for the Gateway is to promote high intensity development to take advantage of the area's proximity to I-495 and use this intensity to create an attractive entrance to the corridor. The planned intensities of up to 1.0 FAR and 30 dwelling units per acre (du/ac) are levels of development that the transportation network and other services in the area can support. This potential has not yet been reached in the North Gateway, as many of the properties have not built out to their planned intensity. The North Gateway remains characterized by low density motels and car dealerships, and significant development potential is available.

Sub-unit A-1, which is the subject of APR 27MV, is planned for retail, office, and/or residential uses up to 0.50 floor area ratio (FAR) or approximately 333,000 square feet of development. It also has an option for mixed-use up to 1.0 FAR under certain conditions and an alternative option for residential use up to 30 du/ac. Sub-unit A-2, which is the subject of APR 26MV, is planned for neighborhood-serving retail use up to 0.25 FAR. This recommendation would yield 27,000 square feet of retail development. Consolidation of this land unit with Sub-unit A1 also would allow mixed-use development up to 1.0 FAR. These sub-units are zoned C-8. If Sub-units A1 and A2 developed at their optional levels, it would result in approximately 666,000 square feet and 109,000 square feet of development, respectively.

### *Adjacent Areas*

**North/ West:** The Riverside Park Apartments occupy the area to the north and west of the subject property. The apartment complex consists of surface parking and 1,226

units in three fifteen-story buildings. The buildings are developed at a density of approximately 44 du/ac. The complex is located within the North Gateway CBC and planned for residential use up to 35 du/ac with first floor retail or office use. The Plan recommendations reflect the existing R-30 zoning on site, and the existing use is recommended to be retained. The subject property also borders the City of Alexandria, to the north across Interstate-495 (I-495).

***South/East:*** The areas across Richmond Highway to the south and east are also located within the North Gateway CBC. This area is developed with several commercial uses, including neighborhood-serving retail use. The most northern portion of this area is planned for hotel use up to .60 FAR with a maximum of 8 stories. Office use up to .50 FAR with a maximum of 8 stories is planned for Parcels 83-4((1)) 10 and 11. The area south of Richmond Highway and east of Fort Hunt Road is planned for neighborhood-serving retail use up to .25 FAR. The area west of Fort Hunt Road and south of Richmond Highway is planned for community-serving retail use up to .35 FAR. These areas are zoned C-8.

The Plan recognizes that future highway improvements may impact the accessibility of this sub-unit and encourages consolidation of these areas to promote a unified development. To emphasize this goal, an option exists for full consolidation of these areas north and south of Richmond Highway in the CBC, which would allow for mixed use development up to 1.0 FAR provided that it is preserved in its entirety as an open space area and the development potential is transferred to Sub-units A-1 and A-2.

## **ADOPTED COMPREHENSIVE PLAN TEXT**

**Fairfax County Comprehensive Plan**, 2003 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, as amended through 4-25-2005, pages 27-29:

### **“NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS**

Figure 7 indicates the geographic location of land use recommendations for the North Gateway and Penn Daw Community Business Centers and the Suburban Neighborhood area between them.

The high-rise residential area located on the west side of Richmond Highway south of Huntington Avenue, including Huntington Gateway, Montebello and Belle Haven Towers is located within the Huntington Transit Station Area and is addressed in that section of the Plan. The remainder of the west side of northern Richmond Highway is addressed below.

## **North Gateway Community Business Center**

Figure 7 indicates the geographic location of land use recommendations for this Community Business Center.

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. Future 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.”

See Attachment I for a land unit map of the North Gateway CBC.

The Comprehensive Plan Map shows these areas planned for alternative uses, public facilities, and retail and other uses.

### **NOMINATED PLAN AMENDMENT**

APR 05-IV-31MV nominates a change to the Overview recommendations for the CBC, which would affect the areas north of Richmond Highway or Sub-units A1 and A2. It would eliminate the recommendations for residential use for the area west of Richmond Highway and currently the site of auto dealerships. APR 05-IV-26MV and APR 05-IV-27MV would revise the specific recommendations for the respective sub-units to remove the residential use option. The proposed language for these nominations would limit the type of development to office and ground floor retail use. Nominations 26MV and 27MV also propose to increase the intensity to “greater than 1.0 FAR.”

### **ANALYSIS**

**Land Use:** The Urban Land Institute (ULI) conducted a Technical Assistance Panel in October of 2005 to study potential strategies for revitalization along the Richmond Highway Corridor. It determined that a high potential for redevelopment exists in the North Gateway area as it is the only area along the corridor that could support Class A and B office development. The panel envisioned the redevelopment as a successful mixed-use community with office use as the primary use.

The ULI panel concluded that a smaller proportion of residential, hotel, and retail use would then be appropriate to support the higher intensity office use along Richmond Highway in the CBC. It proposed a conceptual plan for 18 acres of the North Gateway that included 2.3 million square feet of development to consist of 1.5 million square feet of office use, 50,000 square feet of retail use, and 750 residential units, or an intensity up to 3.0 FAR. The office and retail uses were located along Richmond Highway, while the residential use was setback from the Highway, predominantly located north and west of the subject property.

Although the nomination relates to the ULI recommendation in intensity, it also requests the removal of the residential component in the recommendation. This proposal is different from the ULI panel, which included residential use as part of the greater intensity. If the ULI

recommendation is limited to office and retail uses, then the recommendation would result in an intensity that is less than the 3.0 FAR over the 18-acre site.

The ULI recommendations create a much denser, compact development with a combination of supportive uses. The recommendations suggested that more office or other non-residential uses would be appropriate on the subject property, similar to the land uses proposed in the nomination. Although the ULI study was sponsored as a consultant assistance panel and is not considered an official County recommendation, their conclusions are a valuable consideration in Plan review.

Furthermore, the nominated land uses on the subject property consider the recent Base Realignment and Closure (BRAC) actions, which are expected to result in the relocation of several thousand jobs to Fort Belvoir. Replanning the area for office and hotel use could support private sector business relocation triggered by the BRAC decisions. However, as these decisions have not been finalized at this time, it would be premature to recommend a change in land use and intensity solely based on these considerations.

In regard to development intensity, Plan objectives discourage unlimited development intensities. Only one other area in the County is planned in this manner. The area is also located along Richmond Highway in the Beacon/Groveton CBC; however, this Plan recommendation was based on a comprehensive analysis of the corridor conducted during an evaluation of the CBCs. The study considered the corridor in entirety, reaffirmed that development should occur in nodes, and determined the Beacon/ Groveton area to be its central focal point. It is largest core area on Richmond Highway and one of the highest points in the County.

Most importantly, the recommended intensity at the Beacon/ Groveton CBC is based upon the provision of a detailed transportation analysis to identify the required transportation improvements and the construction of a transit station. In contrast, the North Gateway is outside the Plan recommendations for the Huntington Transit Station Area. Therefore, the North Gateway may not be able to similarly mitigate the adverse transportation impacts caused by the proposed unspecified intensity.

In conclusion, the nominations are a singular examination of one node in the corridor that does not contain the same characteristic of the Beacon Groveton area. The nominated area is located outside the ½ mile boundary of the Huntington Transit Station area, which is the generally accepted boundary for transit-oriented development, and contains a smaller geographic area. As such, allowing unlimited growth potential could create a much denser development, more concentrated impacts, and unmanageable consequences.

**Transportation:** Any development of the nominated area should thoroughly analyze and mitigate traffic impacts and provide appropriate access points, right-of-way dedication, and efficient circulation patterns for both vehicles and pedestrians. The current and proposed Plan recommendations would result in greater traffic volume on the roadways. The current Plan

option for an intensity up to a 1.0 FAR would yield approximately 7,000-8,000 vehicles per day (vpd), dependant upon whether the development was primarily residential or office use. On a peak hour basis, the current plan's optional level would generate several hundred directional trips in the AM and PM peak hours of travel.

As the proposed nomination lacks intensity recommendations, the impacts on transportation can not be specifically quantified, but it is expected that the impacts would be greater than the currently planned intensity, based of the 2.0 FAR and 3.0 FAR calculations. If development on Sub-units A1 and A2 were to be constructed in a manner similar to the ULI recommendation up to a 3.0 FAR and without the inclusion of residential use in this area, a significant increase in vehicular trips would result. Approximately 34,500 vpd would be generated. This estimation is more than 4½ times the traffic generated by the current Plan's 1.0 FAR development option. Furthermore, directional trips would also substantially increase during the peak hours. Directional trips during the AM and PM peak hours would increase to approximately 3,000 vehicles per hour (vph) during the AM ingress and PM egress, 500 vph during the AM egress, and 1,000 vph during the PM ingress. If the intensity was reduced to a 2.0 FAR, the trip generation would decrease by one-third, or approximately 23,000 vehicles per day. The peak hour traffic would also be reduced by one-third in comparison to the 3.0 FAR.

The proposed elimination of the residential component on the subject area would also affect the trip generation. Residential use typically increases the distribution of traffic throughout the day and on weekends, and the removal of residential use would reduce these numbers. This reduction in trips throughout the day may support the elimination of residential use on the subject area; however, even with the elimination of the residential component, the amount of trips generated by a 3.0 FAR would adversely affect the roadways, if not properly mitigated.

Under the current and proposed recommendation, the standard of analysis for the mitigation is based on the operation of Huntington Avenue and Richmond Highway at Level of Service D. These recommendations would need to be maintained. However, it is theorized that the current capacities of the roads that cross the North Gateway are functioning at a Level of Service D, based on the existing development and commuter traffic. The approval of an unspecified intensity greater than 1.0 FAR as suggested in the nomination may result in a misleading Plan recommendation, if the transportation condition more stringently limits the development intensity than the recommendation. Without a more thorough understanding of the current transportation conditions and the effect of a greater intensity on this property, a recommendation for the higher intensity would be premature.

The proposed nomination also calls into question the issue of access. At the proposed intensity greater than a 1.0 FAR, additional access would be needed to accommodate the increased site generated traffic at an acceptable level of service. However, opportunities for providing such access are limited. Furthermore, recent improvements made to Richmond Highway as part of the Woodrow Wilson Bridge project have had the effect of further limiting site access. The traffic signal at the intersection of Ft. Hunt Road with Old Richmond Highway and Richmond Highway

now serves as the primary entrance and egress for the North Gateway property. Given the high volumes of traffic approaching and leaving the Beltway and City of Alexandria along Richmond Highway in this area, there is little green time given to intersecting streets and entrances. A signal timing analysis would be needed to determine how much additional site traffic can be accommodated, and whether improvements to signal operations and timing can be undertaken to increase the capacity at this intersection.

In addition to site-specific impact, the cumulative impact of Plan changes to the corridor as a whole needs to be assessed. A goal of the Comprehensive Plan for the Richmond Highway Corridor is to promote revitalization and redevelopment, while maintaining an acceptable land use and transportation balance. To maintain this balance while allowing optimal flexibility, the Plan calls for monitoring of development levels and implementation of trip generation reduction measures in the development process. Currently planned transportation improvements to Richmond Highway can support a development potential of approximately 6500 dwelling units and 7.3 million square feet of non-residential development. Beyond these levels, new transportation improvements to support the corridor will need to be identified. To ensure system adequacy as the corridor continues to develop, higher development levels should be conditioned on provision of transit, developer contributions for transportation demand management (TDM) programs, and/or roadway improvements above the planned transit sections of Richmond Highway.

**Environment:** The subject property is located in the Cameron Run Watershed. The Fairfax County Physical Stream Assessment (published in 2004) found a total of 1015 “inventory points,” for example, deficient buffers, crossings, ditches and pipes, erosion, head cuts, obstructions and utilities, in Cameron Run. The 2001 Fairfax County Stream Protection Strategy Baseline Study classifies this area as Level II. The primary goal for this category is to “maintain areas to prevent further degradation and implement measures to improve water quality to support or comply with Chesapeake Bay Initiatives, Total Maximum Daily Load (TMDL) regulations and other water quality initiatives and standards.

A Resource Protection Area extends across the southern portion of the North Gateway area, south of Route 1. It also expands across the northern boundary of Sub-unit A1. Hydric soils are also located in this area, which could indicate the presence of wetlands. The majority of the North Gateway area is located within the 100-year floodplain boundary. Due to the presence of the 100-year floodplain and the low elevation of the property, a floodplain study would be warranted prior to any redevelopment.

Transportation generated noise from Richmond Highway and Old Richmond Highway affects the North Gateway area. Noise studies would be required for any noise sensitive uses, such as residential uses, to determine the extent of impacts and any proposed mitigation measures. Also, Section 2-414 of the Zoning Ordinance requires a 200 foot setback for any residential buildings and the right-of-way line of interstate highways. The need to attenuate noise may limit

residential development on the site and may provide support for the elimination of the residential use recommendation for the subject area.

**Parks and Recreation:** Any redevelopment of the North Gateway area would need to provide parkland dedication, gathering places, urban plazas, landscaping, and other pedestrian amenities to offset the projected deficiencies in the area, based on the intensity and land use. Consideration should be given to active recreation facilities and contiguous parkland.

## RECOMMENDATION

Staff supports the removal of the recommendation for residential use in Sub-units A1 and A2 of the North Gateway CBC. However, staff does not support the recommendation for unspecified intensity nor intensity above a 1.0 FAR at this time. Staff considers residential use on the subject area less than optimal due to noise and concerns that limit pedestrian mobility, such as the configuration of the roadways and distance to the Huntington Metro. By contrast, the site may be desirable for office uses because of its visibility and proximity to I-495. As an entrance way to the Richmond Highway Corridor, the Plan recommendations for the North Gateway CBC should continue to promote this objective. Therefore, staff agrees with the nominations to encourage redevelopment of Sub-units A1 and A2 as primarily office and retail uses along Richmond Highway.

In regards to the proposed unspecified intensity, staff asserts that planned development potential should have an intensity limit in order to properly calculate and assess the impacts. Staff can not support unrestricted development potential in the North Gateway area. Further expanding the intensity without restriction would not be appropriate. The North Gateway Area is distinct from the Beacon/Groveton core, which does include a provision for unspecified intensity. The Beacon/Groveton recommendation was specifically tailored to take advantage of a planned transit stop at the site.

In contrast to the Beacon/Groveton area, the North Gateway is outside of the half mile radius of the Huntington Metro platform, the maximum distance considered in the Plan to be appropriate for transit-oriented development. The lack of proximity to transit weakens the ability to determine the optimal potential of a land area and mitigate the adverse impacts. Similarly, increasing intensity above the planned 1.0 FAR, if limited to a level of service D, may inadvertently thwart implementation, if congestion is already at this level. Without supporting data that this level of intensity could be successfully managed, staff cannot support tripling the planned intensity, as suggested by the ULI study.

Finally, a recent development in the Base Realignment and Closure (BRAC) proceedings has estimated an 18-month timeline. This timeline prevents the determination of appropriate design guidelines and intensities, which would suit the needs of the potential development at this time. The BRAC proceedings may warrant a reexamination of intensity at this location; however,

preemptively establishing a development framework without the necessary information could create unsuitable building for those purposes.

## **PROPOSED AMENDMENT TO THE COMPREHENSIVE PLAN**

**MODIFY:** Fairfax County Comprehensive Plan, 2003 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, as amended through 4-25-2005, pages 27-29:

(Additions are shown underlined; deletions are shown with a ~~strike through~~):

### **“NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS**

Figure 7 indicates the geographic location of land use recommendations for the North Gateway and Penn Daw Community Business Centers and the Suburban Neighborhood area between them.

The high-rise residential area located on the west side of Richmond Highway south of Huntington Avenue, including Huntington Gateway, Montebello and Belle Haven Towers is located within the Huntington Transit Station Area and is addressed in that section of the Plan. The remainder of the west side of northern Richmond Highway is addressed below.

#### **North Gateway Community Business Center**

Figure 7 indicates the geographic location of land use recommendations for this Community Business Center.

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. Future 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~~ office and/or retail uses up to .50 FAR.

As an option, ~~mixed-use office~~ development with ancillary retail uses on the ground level 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~~ office development with ancillary retail uses on the ground floor 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 office~~ development, Old Richmond Highway should be vacated and access should be provided from Richmond Highway.”

### **PLAN MAP**

The Comprehensive Plan Map would change from alternative and retail and other uses to office use.

Attachment I

North Gateway Community Business Center Land Unit Map

**Fairfax County Comprehensive Plan**, 2003 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, excerpt from Figure 7, as amended through 4-25-2005, Page 26:

