MOUNT VERNON PLANNING DISTRICT OVERVIEW

The Mount Vernon Planning District is located in the southeastern portion of Fairfax County. It is generally bordered by the Capital Beltway/Interstate 95/495 (I-95/I-495), the City of Alexandria, the Potomac River, Fort Belvoir, Huntley Meadows Park, Harrison Lane, South Kings Highway, Furman Lane and Telegraph Road (see Figure 1). The Mount Vernon Planning District is approximately 14,400 acres in size which comprises six percent of the county's land area, and contains the Huntington Transit Station Area (TSA) and the Richmond Highway Corridor Area.

The Mount Vernon Planning District has a diverse character. The Huntington Metro Station is located in the north portion of the district and Fort Belvoir is located in the south. The district is bisected by Richmond Highway (Route 1), a major north-south oriented highway which serves local and through traffic. Single-family detached units in stable neighborhoods are the predominant land use in the Mount Vernon Planning District. Higher density residential developments, including townhouses, duplexes, garden apartments, high-rise apartments and mobile home parks are located along Richmond Highway and sometimes provide transitions between single-family detached residential neighborhoods and commercial areas.

Commercial activity is located primarily along a seven and one-half-mile stretch of the Richmond Highway Corridor between the City of Alexandria boundary and Woodlawn. The commercial component of Mount Vernon is mainly local-serving retail located in a number of community and neighborhood shopping centers and in strip commercial areas along Richmond Highway. Shopping centers are often set back from the highway with large parking areas which front on Richmond Highway. These large expanses of parking areas are generally characterized by the absence of streetscape and urban design features along the Richmond Highway Corridor.

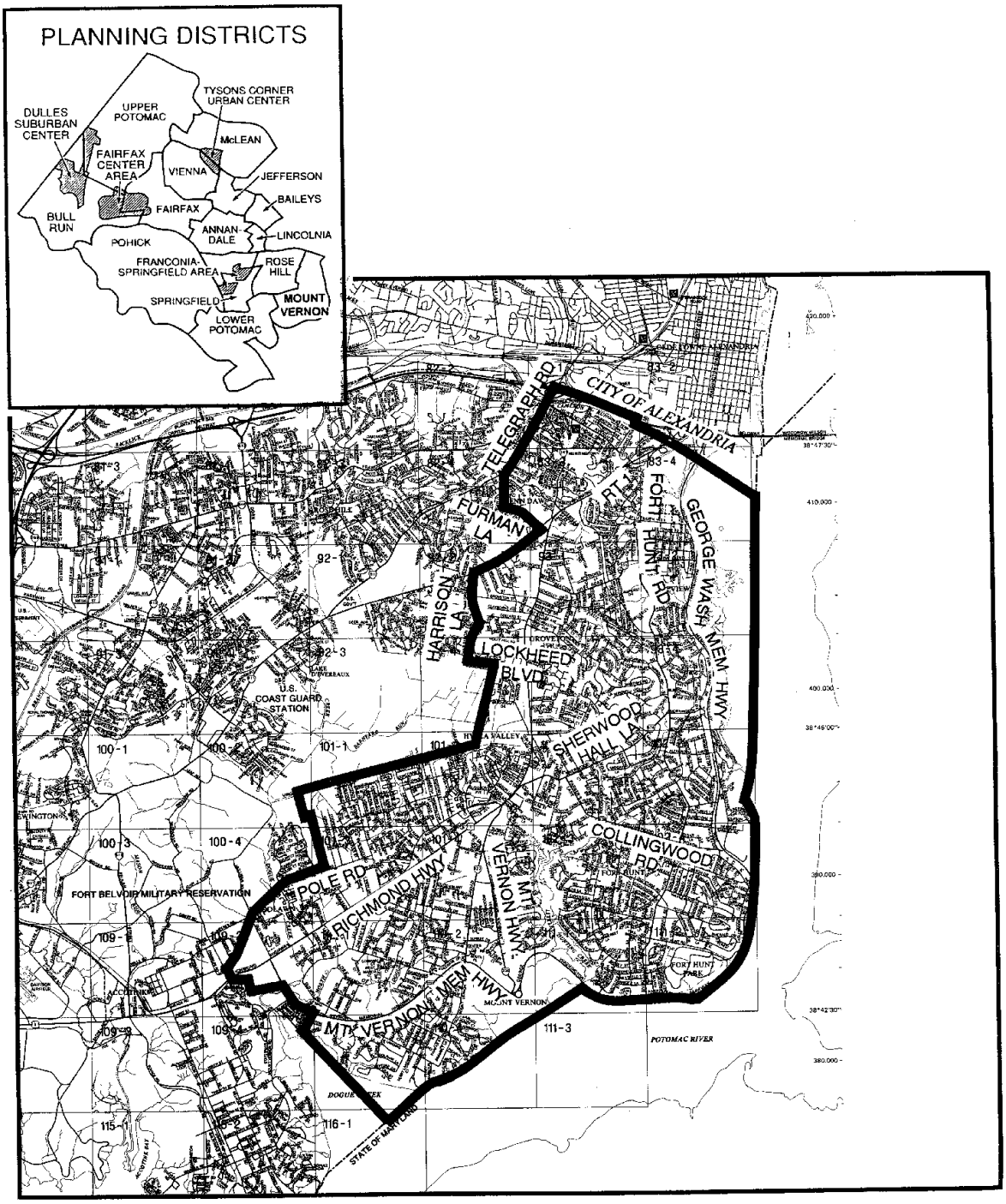
Major roadways in the Mount Vernon Planning District include I-95/I-495, Richmond Highway, Fort Hunt Road, George Washington Parkway, and North Kings Highway (Route 241). Richmond Highway and Fort Hunt Road provide access to I-95/I-495. The George Washington Parkway is a limited access, scenic highway. Huntington Metro Station, located between Huntington Avenue and North Kings Highway, provides access to the regional Metrorail system.

The Mount Vernon Planning District's eastern border is characterized by scenic parkland and riverfront indicative of the historic character of the area. Mount Vernon, George Washington's estate, is one of the nation's most important historic resources and is located in this planning district. Other national historic resources are also present in the Mount Vernon Planning District and include Woodlawn, an early 19th century estate, George Washington's Grist Mill, and Frank Lloyd Wright's Pope-Leighey House. Wellington, Sherwood Farm, and Gum Springs are locally significant historic sites.

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use and character envisioned for a planning district although within the planning district there may be substantial land areas of a distinctly different land use character than that envisioned by the Concept.

The vision for the Mount Vernon Planning District is to achieve the highest quality of life possible through expanding economic opportunity, access to quality education and public services, and through achieving a balance between transportation and residential, commercial, and industrial growth.



MOUNT VERNON PLANNING DISTRICT **FIGURE 1**

Accordingly, goals in support of this vision are to:

1) Preserve and capitalize on and enhance to the extent possible the great natural beauty and attractiveness of the important environmental and heritage resources of the Mount Vernon area to the extent possible;

2) Promote the economic potential of the Richmond Highway Corridor as the gateway to the nation's capital and the historic heart of Fairfax County;

3) Encourage an economically balanced community with abundant high-tech, professional, and other employment opportunities; and

4) Achieve a balance between transportation, residential, and commercial growth.

In the context of the Concept, the Mount Vernon Planning District is envisioned to continue, develop or redevelop in the Community Business Center, Transit Station Area and Suburban Neighborhood land use classifications. The Concept envisions six Community Business Centers along the Richmond Highway Corridor: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center and Woodlawn areas of Richmond Highway. The Community Business Center classification encourages a mix of uses in a community scale which promotes pedestrian activity and economic stability.

A Transit Station Area at the Huntington Metro Station provides for higher density mixed-use projects in an effort to concentrate development near the station and encourage greater pedestrian and transit-oriented accessibility, while maintaining existing stable neighborhoods.

The Suburban Neighborhoods designation reflects the predominantly residential character of the area. This character should be maintained by inhibiting potential incompatible land uses and/or land use intensities. Neighborhood stability is further promoted through sound planning principles addressing appropriate transitions between adjoining land uses, access control, environmental protection and other appropriate public facility and transportation guidelines.

PLANNING OBJECTIVES

Planning objectives in the Mount Vernon Planning District include the following:

- Preserve stable residential neighborhoods through appropriate infill development which is compatible in use, type and intensity with surrounding uses.

- Limit commercial encroachment into stable residential neighborhoods and establish well-defined edges between commercial and residential uses.

- Establish well-defined buffers, particularly for existing residential development adjacent to high density/intensity corridors, with appropriate pedestrian access between commercial and residential areas.

- Establish an appropriate mix of land uses and intensities in the Community Business Centers along Richmond Highway and provide transitions to adjacent Suburban Neighborhoods.

- Encourage pedestrian access to commercial areas and improve the appearance and image of Richmond Highway by addressing issues of functional efficiency, pedestrian safety, aesthetics, streetscaping, tree cover and design by using the urban design principles found in this section.

- Improve and upgrade existing commercial development within the Community Business Centers along the Richmond Highway Corridor to serve as the focus of office buildings, hotel, and other commercial development that encourages the growth of professional employment opportunities and promotes tourism and related activities.

- Encourage improved access to and increased ridership of the transit system.

- Encourage the provision of pedestrian and bicycle facilities to include trails, sidewalks and crosswalks.

- Encourage transit ridership by encouraging appropriate economic development and redevelopment around the Huntington Metro Station.

- Encourage the consolidation of small land parcels to provide for future development opportunities.

- Improve the public's perception and enjoyment of the environmental and heritage resources of the Mount Vernon area.

- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement.

- Protect environmentally sensitive areas including wetlands, environmental quality corridors, and undeveloped areas within Resource Protection Areas and floodplains. Encourage the restoration of degraded EQCs, RPAs and wetlands.

- Encourage the conservation of existing urban forest assets.

- Encourage the use of low impact development (LID) practices in development and redevelopment projects.

- Encourage reductions in the amount of imperviousness.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Mount Vernon Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services and policies. The arterial and major collector roadways affecting the District are shown on Figure 2. Other countywide transportation elements are also depicted.

Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas.

Transportation Goals for the Richmond Highway Corridor

The following goals are intended to guide general transportation decisions in the Richmond Highway Corridor:

- Richmond Highway needs extensive improvements to accomplish the goals of (1) providing improved traffic circulation and increased traffic safety during both peak and non-peak hours; (2) maximizing the use of existing highway facilities to move people and goods more efficiently; (3) implementing a firm policy concerning service roads along Richmond Highway, with clear design standards for their development; (4) promoting the increased usage of ridesharing and public transportation to reduce reliance on automobiles; and (5) minimizing the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of the district.

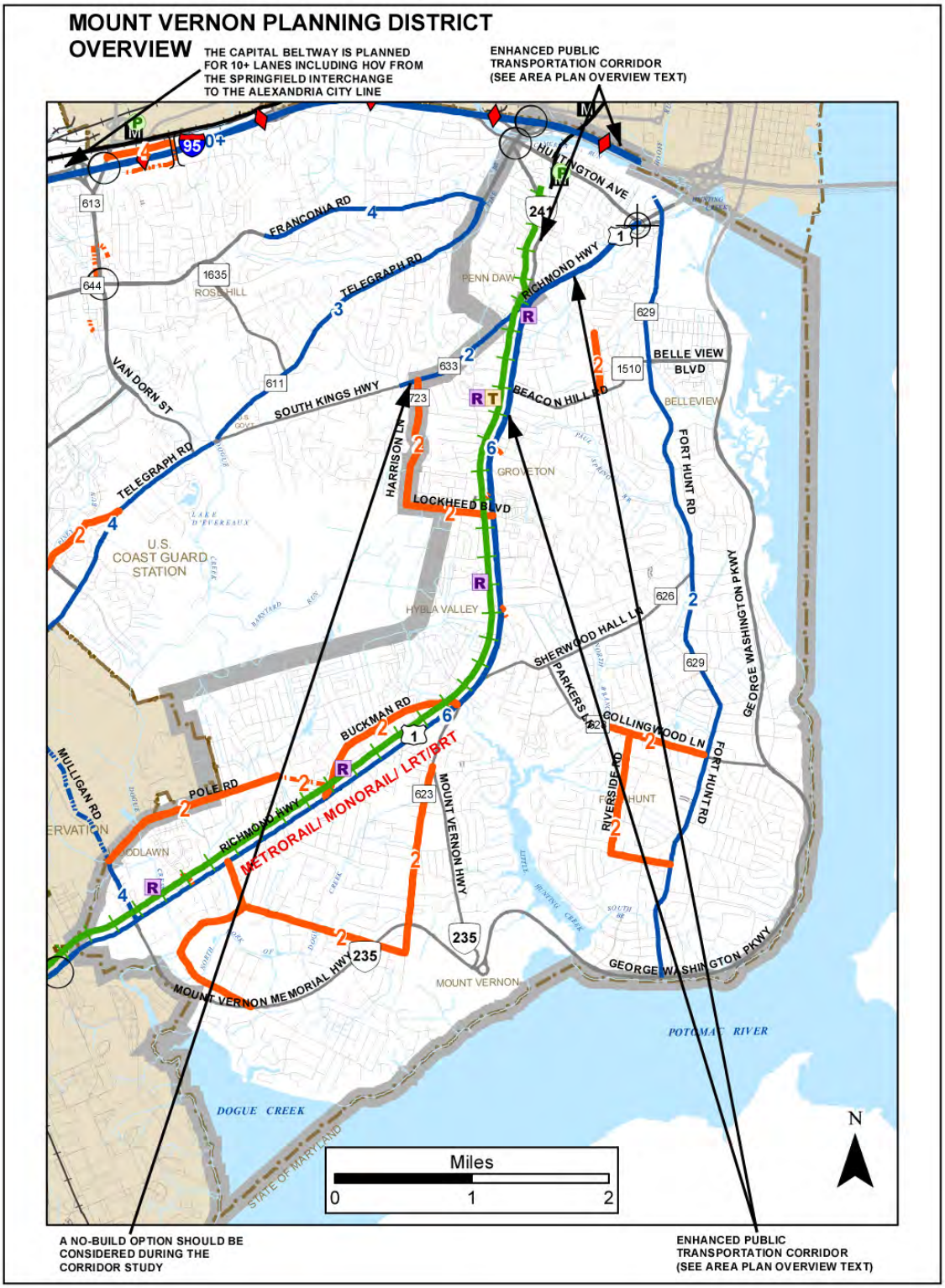
The following changes are recommended for accomplishment within the next twenty years. The changes are listed in order of their importance. Priorities for implementation should be consistent with the importance of the improvement, ease of accomplishment, and availability of funds.

- Access to/from the City of Alexandria - Widen Richmond Highway to six travel lanes plus acceleration/deceleration lanes from Fort Hunt Road to Franklin Street in Alexandria, in order to alleviate the present bottleneck into and out of Alexandria. This improvement is essential to the long-term benefit of other proposals for widening Richmond Highway, improving Fort Hunt Road, and implementing rail or bus rapid transit south of this point.

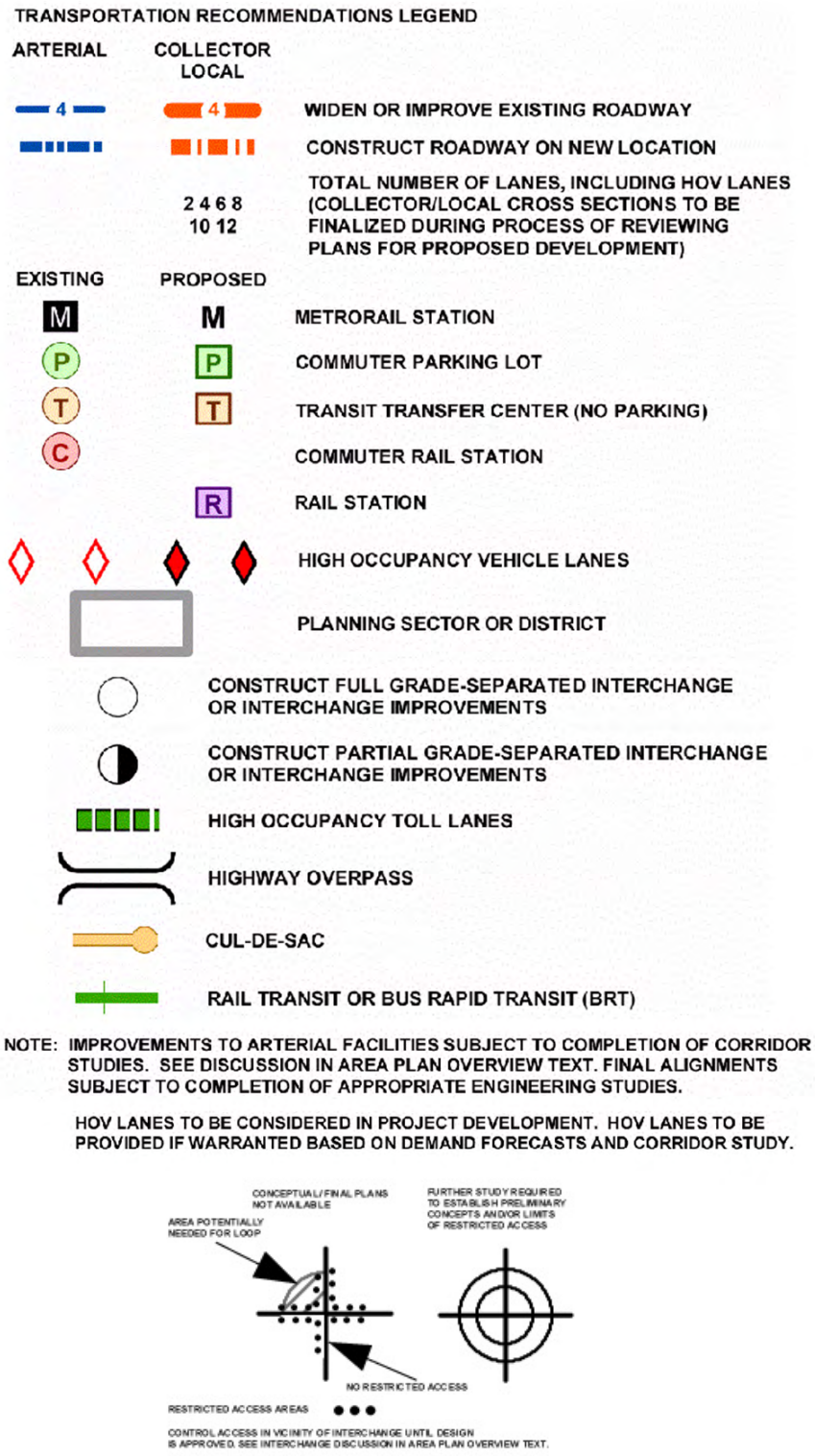
- Service Roads - Develop and implement a Service Road Design Plan and Map for Richmond Highway between the Capital Beltway and the Occoquan River. Permit interparcel access distant from Richmond Highway, as substitute where a service road is not needed to complete an existing system, or would generate traffic problems. In developing the Service Road Design Plan, consider the desirability of one-way versus two-way service roads. Develop a Service Road Design Plan which provides for construction of the remaining section of service road where needed to serve commercial and residential development and elimination of perpendicular curb cuts to reduce marginal friction for through traffic, construction of slip ramps between intersections, signalization, and turn prohibitions. Construct service roads which intersect cross streets as far back from the main roadway on Richmond Highway as practical, connecting directly with Richmond Highway at intersections. Until such a Service Road Design Plan is adopted, all development or redevelopment of properties fronting on Richmond Highway should provide or should dedicate land for a service road, with appropriate setback of the service road from the main roadway at signalized intersections.

- Public Transportation - Establish regular bus service along Richmond Highway between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Richmond Highway. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of Richmond Highway. Evaluate the long-term feasibility of using the median along Richmond Highway for development of a people mover, rail or bus rapid transit system.

- Richmond Highway Widening and Access - Widen to six travel lanes from the Buckman Road/Mount Vernon Highway intersection to the Prince William County line. Limit access to the Richmond Highway main roadway between the Capital



COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
MOUNT VERNON PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)



TRANSPORTATION RECOMMENDATIONS LEGEND **FIGURE 2**

Beltway and the Occoquan River to signalized intersections, grade-separated interchanges, and slip ramps from service roads to the maximum extent possible. Where necessary, realign intersecting streets to eliminate offset and angled intersections with Richmond Highway.

- Pedestrian/Bicyclist Services - Provide trails within the public right-of-way along the length of Richmond Highway. Provide sidewalk access to the Richmond Highway main roadway between the Capital Beltway and the Occoquan River, where needed, to serve adjacent residential and commercial development. Provide adequately marked and appropriately controlled crosswalks to encourage pedestrian/bicyclist movement and assure pedestrian/ bicyclist safety.

- Traffic Signalization - Connect all traffic signals to a centrally controlled and performance monitored computer system. Minimize the addition of new traffic signals at any intersection currently without signals and encourage other alternatives for handling access to the main roadway on Richmond Highway. When new traffic signals are installed, consider the consolidation of existing traffic signals. Prohibit left hand turns onto and off of unprotected Richmond Highway intersections.

- Interchanges - Construct grade-separated interchanges to accommodate major turning movements onto and off of Richmond Highway only where such interchanges will not adversely impact on adjacent commercial or residential development and/or historic areas. Consider such interchanges, when constructed, on a north/south priority after the Fairfax County Parkway interchange is constructed.

- Funding Mechanism - In order to pay for the transportation improvements needed to support new development and redevelopment, create an impact fee, contribution formula, a special tax district or other mechanism to assess fees on any new commercial and residential projects along the Richmond Highway Corridor that involve an increase in density from present levels. South of Fort Belvoir, the creation of any funding mechanism should be coordinated with, or folded into, any Lorton Area Funding Plan being considered or adopted for that area. Develop standard formulas based upon formulas used elsewhere in Fairfax County.

Housing

A list of existing, under construction, and proposed assisted housing for the Mount Vernon Planning District is shown in Figure 3. This list includes housing developments which, to the county's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs which limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from federal, state, or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure.

- Housing units owned or managed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and operated by the Department of Housing and Community Development under the Federal Public Housing program or the local Fairfax County Rental Program;

FIGURE 3
MOUNT VERNON PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
The Atrium, Holly Hill Road	MV2	37	Public Housing
Audubon Apts., Audubon Avenue	MV2	46	Public Housing
Beacon Hill, Southgate Drive	MV2	288	Private/FCRHA Bond Financing
Colchester Towne, Audubon Avenue	MV2	32*	24 Fairfax County Rental 8 Public Housing
Mondloch House, Lockheed Blvd	MV2	52 beds	Emergency Housing
Mount Vernon Gardens, Fordson Rd.	MV2	34	Private Rental
Murraygate Village, Belford Dr.	MV2	198	Fairfax County Rental/Section 236/Tax Credit
Tavenner Lane Property, Tavenner Lane	MV2	24	12 Public Housing and 12 Fairfax County Rental/Tax Credit
Belle View Condominiums, Belle View Ave.	MV4	40*	Public Housing
Belle View/Hartwood, Belle View Blvd.	MV4	16 beds	Private/Section 202/8
Beacon Hill Group Home Beacon Hill Road	MV5	8 beds	Group Home
Paul Spring, Fort Hunt Road	MV5	30	Private/FCRHA Bond Financing
Woodley Hills Est., Richmond Hwy	MV5	115	Fairfax County Rental/Mobile Home Park
Hunting Creek, Jackies Lane	MV6	35	Private/Section 8
Mount Vernon House, Tiswell Drive	MV6	130	Private/Section 8 (Elderly)

FIGURE 3
MOUNT VERNON PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)
(continued)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Spring Gardens, Richmond Highway	MV6	207	Private/Section 221-d-3
West Ford I Andrus Court, Mennifield Court	MV6	24	Public Housing
West Ford II, Fordson Road	MV6	22	Public Housing
West Ford III Fordson Ct., Westford View Ct.	MV6	59	Public Housing
Belvoir Plaza, Richmond Highway	MV7	45	Private Rental/Mixed Financing
Mount Vernon Apts., Russell Road	MV8	37	Private/FCRHA Bond Financing
Buckman Road Apts., Buckman Rd.	MV8	204	Private/Section 236
Janna Lee Apts, Janna Lee Avenue	MV8	100	Private/Section 236
Mondloch House, Lockheed Blvd.	MV2	8 beds	Emergency Housing (replacement)
Old Mill Gardens, Old Mill Road	MV8	47	Public Housing
<u>Homeownership</u>		89*	MIDS, First Time Home Buyers, or Affordable Dwelling Units
Gabriel Plaza, Joseph Makell Court	MV5	28	Section 235

*Scattered Units

- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing;

- Federal Section 8 project based rental subsidy units, which are usually privately owned;

- Units subsidized under federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;

- Tax Credit/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (VHDA) financing which establishes income eligibility requirements, many of which are privately owned;

- Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund;

- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home; and

- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Countywide, at the end of 2002, over 3,200 families living in Fairfax County were assisted with tenant-based vouchers. Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

According to a 1996 consultant study evaluating assisted housing in the county, the Mount Vernon Planning District has a higher percentage of assisted housing units than most other areas of the county. A 1997 revitalization analysis of Richmond Highway recommended that no new project-based assisted housing be built in the Richmond Highway Corridor. As noted in the Housing section of the Policy Plan, assisted housing programs offer one means of providing affordable housing. Objective 2, Policy c. of the Policy Plan Housing section states that the county should promote affordable housing opportunities throughout the county. This policy should be considered in the analysis of any proposal to add additional county-assisted housing in the Mount Vernon Planning District.

Environment

The Mount Vernon Planning District includes substantial portions of the Cameron Run, Belle Haven, Little Hunting Creek, and Dogue Creek watersheds. In order to support stream protection and restoration, reduction of pollution flowing into the county's waterways, attainment of state and federal water quality standards, and the restoration of the Chesapeake Bay and its tributaries, Fairfax County is developing watershed management plans for all watersheds in the county. The watershed plans include recommendations for specific improvements in stormwater facilities and management, including low impact development (LID) practices, projects to restore riparian buffers and streams, outreach and education to improve residents' activities that affect water quality, and recommended changes in Fairfax County policies to promote needed improvements. The plans should be consulted during reviews of proposed comprehensive plan amendments and rezoning applications.

The Potomac River shoreline, designated a critical environmental area by the State of Virginia, contains tidal wetlands and estuaries along the shores of Hunting Creek, Little Hunting Creek, and Dogue Creek. This Planning District is within the Coastal Plain geologic province. Consequently, soils are marginal for septic tank usage. Slippage-prone swelling clays underlie most of the district. Any development in areas with these conditions should be based on the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county and affected properties should be provided.

The Potomac River shoreline which includes a broad floodplain, tidal wetlands and several small embayments is the most significant environmental feature in the district. Activities that require modifications to the shoreline are regulated by the Wetlands Board. The Wetlands Board has adopted a policy favoring "living shorelines." The shoreline and adjacent tributaries are also protected by the regulations of the Chesapeake Bay Preservation Act.

As growth continues, it is expected that development of environmentally constrained lands will become economically feasible, although environmental constraints will limit their development potential. Future development in this district should also be encouraged to achieve environmental reclamation of degraded environmental quality corridors and other sensitive features.

Older, developed portions of the county often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment and hydrocarbons. Older suburban areas such as the Mount Vernon Planning District do not have the benefit of state-of-the-art water quality practices. Therefore, they are a particular challenge to the county's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Preservation Act.

Heritage Resources

The Mount Vernon Planning District contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is shown on Figure 4, and a map of those resources is shown on Figure 5. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning. Identified heritage resources include:

- Mount Vernon – George Washington's home, which he operated as a tidewater tobacco plantation, is listed in the National Register of Historic Places and is a National Historic Landmark.

FIGURE 4
MOUNT VERNON PLANNING DISTRICT
INVENTORY OF HISTORIC SITES
(Inventory as of 2013)

Name	Location	Planning Sector	Parcel Number	Date
Andalusia*	Andalusia Drive Alexandria	MV4	102-2 ((23)) 6, 7, 8	c.1869
Beacon Field Airport at City View*	6700 Richmond Hwy Alexandria	MV2	93-1 ((1)) 1A	c.1932
Bethlehem Baptist Church	7836 Fordson Road Alexandria	MV5	102-1 ((1)) 67B	1930
Carlby	4509 Carlby Lane Alexandria	MV7	110-3 ((1)) 10	c.1768; moved here 1947
Collingwood	8301 E. Boulevard Drive Alexandria	MV6	102-4 ((1)) 71	1852-1855
Ferry Landing *	4290 Neitzey Place Alexandria	MV7	110-3 ((1)) 18B	1876
Fort Hunt N,V	8940 Fort Hunt Road Alexandria	MV6	111-2 ((1)) 3	1897-1904
Fort Lyon Earthworks*	South of James Drive, west of N. Kings Hwy Alexandria	MV1	83-1 ((6)) (11) 15A-24B	1861
Fort Willard Circle	6625 Fort Willard Circle Alexandria	MV3	83-3 ((14)) B1, B2	1862
Grand View H	9000 Richmond Highway Alexandria	MV8	109-2 ((1)) 3, 4	1859/1860
Groveton School*	2999 Memorial Street Alexandria	MV2	93-1 ((38))(1) 1A	1925
Hollin Hall	1909 Windmill Lane Alexandria	MV5	93-3 ((1)) 10B	1919
Hollin Hills N, V	Near Fort Hunt Road and Sherwood Hall Lane (subdivision) Alexandria	MV5	93-3; 93-4; 102-1	1949-1971
Lamond House	7509 Fort Hunt Road Alexandria	MV4	93-4 ((1)) 3	c. 1940

FIGURE 4
MOUNT VERNON PLANNING DISTRICT
INVENTORY OF HISTORIC SITES
(Inventory as of 2013)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Little Hollin Hall	1901 Sherwood Hall Lane Alexandria	MV6	102-1 ((24)) D	c. 1721
Mason, Otis Tufton, House H	8907 Richmond Highway Alexandria	MV7	109-2 ((1)) 2	c. 1873
Mount Eagle*	5919 N. Kings Highway, Alexandria (formerly); now west of Montebello condos.	MV1	83-3 ((31))	1790
Mount Vernon N,V,L	3200 Mount Vernon Memorial Parkway Alexandria	MV7	110-2 ((1)) 12	1742
Mount Vernon Memorial Highway N, V	George Washington Memorial Parkway (current name); from Alexandria border to Mount Vernon	MV3, MV4, MV6, MV7	N/A	1929-1932
Mount Vernon High School, Old	8333 Richmond Highway Alexandria	MV7	101-4 ((1)) 5A	1939
Peake Family Cemetery	Martin Luther King Jr. Park Alexandria	MV6	101-2 ((12)) D	From 1785
Pope-Leighey House N,V,H	9000 Richmond Highway Alexandria	MV8	109-2 ((1)) 3, 4	1941
Popkins Farm*	7300 Popkins Farm Road Alexandria	MV5	93-3 ((28))	c. 1870
Sherwood Farm	7702 Midday Lane Alexandria	MV5	102-1 ((26)) (5) 13	1859
Spring Bank*	6301 Richmond Highway Alexandria	MV3	83-3 ((1)) 24; 83-3 ((40) 1,2	c. 1809
Tauxemont Historic District N, V	East of Fort Hunt Road (subdivision) Alexandria	MV4	102-2	1941-1955
Tower House N, V	9066 Tower House Place Alexandria	MV6	111-1 ((22)) 12B	1888

FIGURE 4
MOUNT VERNON PLANNING DISTRICT
INVENTORY OF HISTORIC SITES
(Inventory as of 2013)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Union Farm	9150 Union Farm Road, Alexandria	MV7	110-1 ((1)) 10	1857
Washington's Grist Mill N, V, H	5514 Mount Vernon Memorial Highway Alexandria	MV7	109-2 ((1)) 28	1932
Watering Trough	Mount Vernon District Park, Fort Hunt Road Alexandria	MV5	93-1 ((1)) 72B	c. 1850-1879
Wellington/ Washington's River Farm	7931 E. Boulevard Drive Alexandria	MV4	102-2 ((1)) 20	c. 1795
Woodlawn Baptist Church, Old* H	9001 Richmond Highway Alexandria	MV7	109-2 ((1)) 1	1872
Woodlawn Methodist Church	7730 Fordson Road Alexandria	MV5	102-1 ((1)) 78A	c. 1941
Woodlawn Plantation N,V,H,L	9000 Richmond Highway Alexandria	MV8	109-2 ((1)) 3, 4; 115-2 ((1)) 1 pt	1805

* Indicates demolition: potential remains for archaeological site.
N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District
L National Historic Landmark

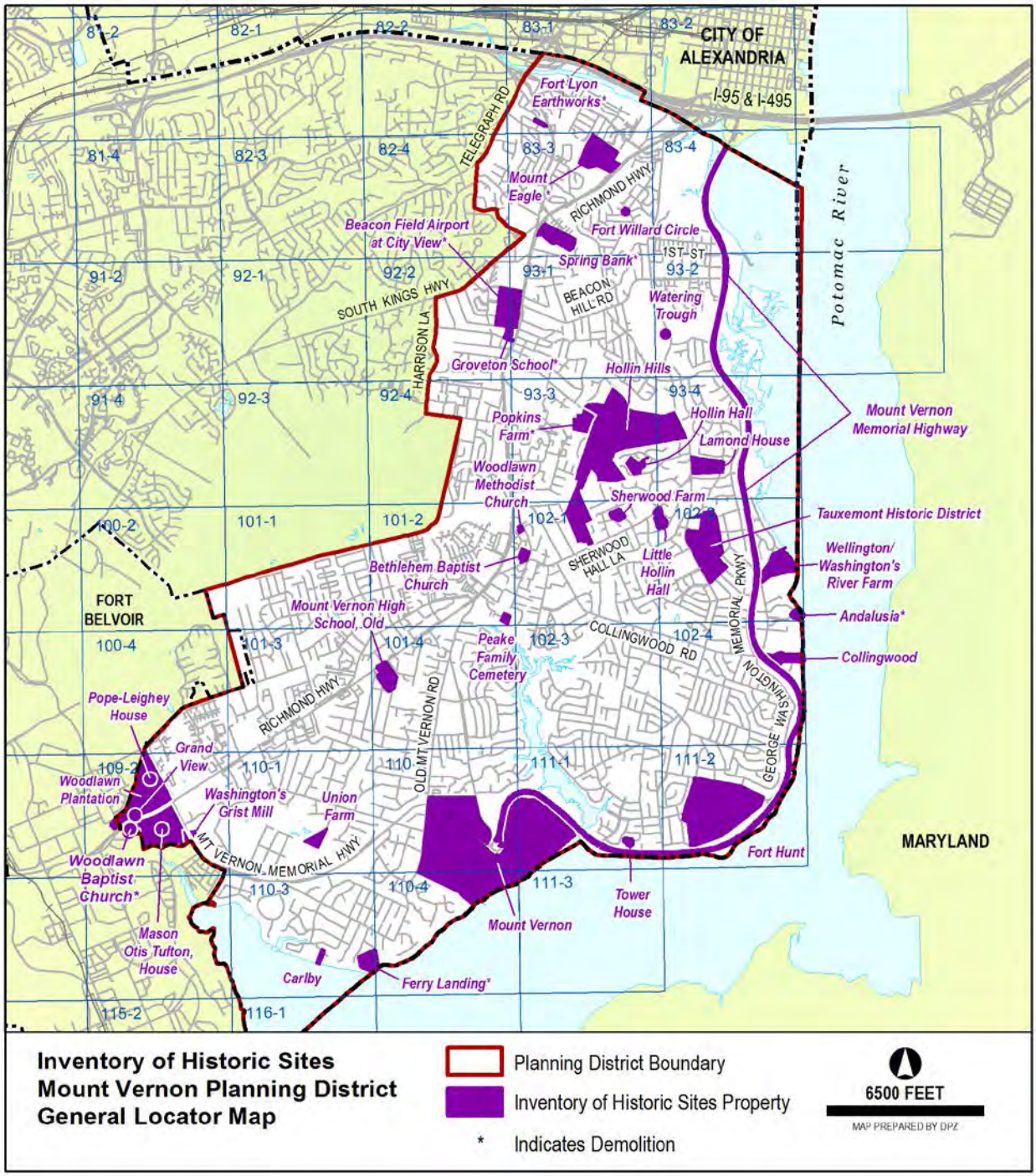

CITY OF ALEXANDRIA
I-95 & I-495
Potomac River
FORT BELVOIR
MARYLAND
Fort Lyon Earthworks*
Mount Eagle*
Fort Willard Circle
Spring Bank*
Beacon Field Airport at City View*
Watering Trough
Groveton School*
Hollin Hills
Popkins Farm*
Hollin Hall
Lamond House
Mount Vernon Memorial Highway
Woodlawn Methodist Church
Sherwood Farm
Tauxemont Historic District
Bethlehem Baptist Church
Little Hollin Hall
Wellington/ Washington's River Farm
Mount Vernon High School, Old
Andalusia*
Peake Family Cemetery
Collingwood
Pope-Leighey House
Grand View
Woodlawn Plantation
Washington's Grist Mill
Union Farm
Fort Hunt
Woodlawn Baptist Church*
Tower House
Mount Vernon
Mason Otis Tufton, House
Carlby
Ferry Landing*
TELEGRAPH RD
RICHMOND HWY
BEACON HILL RD
1ST ST
SOUTH KINGS HWY
HARRISON LA
SHERWOOD HALL LA
COLLINGWOOD RD
MEMORIAL PKWY
GEORGE WASHINGTON
OLD MT VERNON RD
MT VERNON MEMORIAL HWY
Inventory of Historic Sites
Mount Vernon Planning District
General Locator Map
Planning District Boundary
Inventory of Historic Sites Property
* Indicates Demolition
6500 FEET
MAP PREPARED BY DPZ

FIGURE 5

- Woodlawn Plantation and Pope-Leighey House – This county Historic Overlay District includes Woodlawn, built in 1805, Woodlawn Friends Meeting House of about 1853, the Washington Grist Mill reconstructed in 1932, and the Pope-Leighey house designed in 1942 by Frank Lloyd Wright and moved to the site in 1964. Woodlawn is a National Historic Landmark.

- Tauxemont Historic District – This 1940s planned community with small modern houses was built with as little disruption to land features as possible. It is a National Register Historic District.

Some of the most important heritage resources in the county are located in the Mount Vernon Planning District. Locally significant sites are also abundant and include Grand View, Little Hollin Hall, Sherwood Farm and Wellington. The tidal shorelines of Dogue Creek and the Potomac River are particularly sensitive for prehistoric and historic resources. The historic Indian hamlet of Namassingakent may be located north of Dogue Creek. Although much of the District has been developed, there is potential for prehistoric and historic resources to exist in undeveloped areas, and it is possible that some historic resources may yet exist within older established developments.

Large portions of the Mount Vernon Planning District have not been surveyed to determine the presence or absence of heritage resources. It is important that these areas be examined before they are developed and appropriate action taken to record, preserve and/or recover the significant resources.

Other heritage resources including those protected by Historic Overlay Districts, or listed in the National or Virginia Landmarks Register, may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the National Register of Historic Places, the Virginia Landmarks Register and the county's Historic Overlay Districts promote the recognition of sites with historic, architectural and archaeological significance. Designation confers public recognition and can offer incentives for preservation to the property owner.

The county Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the county's History Commission. In addition to historic, architectural or archaeological significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the county's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria 8 Heritage Resources.

The Virginia Landmarks Register and the National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition, projects that are funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register for Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

National Historic Landmarks are properties listed in the National Register of Historic Places which "possess exceptional value or quality in illustrating and interpreting the heritage of the United States." These properties are of importance on a national level and are considered irreplaceable. Fewer than 5% of sites listed in the National Register are granted this designation.

The county's Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the county's Architectural Review Board.

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with countywide policies.

Prior to any zoning action, heritage resources staff from the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Staff from the Cultural Resource Management and Protection Branch of the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.

Public Facilities

Existing public facilities located in the Mount Vernon Planning District and those for which a future need has already been identified are included in Figure 6. Major expansions of existing facilities (with the exception of federal or state facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the county Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities have been identified as future needs in this planning district. These projects are included for informational purposes and in most cases will require a 2232 Review public hearing before the Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector plans and are considered a feature of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 2232 Review public hearing. The following public facilities are identified as future needs in the Mount Vernon Planning District:

1. Two activity rooms are planned to be added to the Huntington Community Center located in Sector MV1 between Arlington Terrace and Farrington Avenue to meet future community needs.

2. Locate the Groveton Adult Day Health, Human Services Center at the Groveton Redevelopment Site in Sector MV2 on the west side of Richmond Highway between Memorial Street and Groveton Street.

3. Parcels 93-1((1))46A-53 are recommended for planned public uses, for future addition to the West Potomac High School. In addition, the staff is directed to explore, with the School Board staff, the possibility of providing additional school access from Beacon Hill Road in Sector MV3.

FIGURE 6
MOUNT VERNON PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
MV1	Mt. Eagle Elem.			Huntington Community Center	FCWA Huntington Storage Tank, 2 Sewage Pumping Stations	
MV2	Hybla Valley Elem.			Mondoch House	FCWA Beacon Hill Storage & Pumping Station, FCWA Groveton Tank, Va. Power Gum Springs Substation	
MV3	West Potomac High, Quander Rd. Special Ed. Center		Penn Daw Fire Station Co. 11	Health Department Mt. Vernon Dist., Human Development Office	2 Sewage Pumping Stations	
MV4	Belle View Elem.				Westgate Sewer Treatment Plant (Abandoned), 5 Sewage Pumping Stations, Stormwater Pump Station	
MV5	Bucknell, Hollin Meadows Elem., Bryant Alt. High	Martha Washington Community		Bryant Early Learning Center	FCWA Gum Springs Storage and Pumping Station, Recycling Drop-off	
MV6	Waynewood, Stratford Landing, Ft. Hunt Elem., Walt Whitman, Sandburg Middle	Sherwood Hall Regional	Mt. Vernon Government Center, Mt. Vernon Fire Station Co. 9, Mt. Vernon Police Station	Hollin Hall Senior Center, Mt. Vernon Center for Community Mental Health, Parent & Child Center, Gum Springs Community Center, Gum Springs Headstart	Little Hunting Creek Pumpover	Mt. Vernon Hospital
MV7	Washington Mill, Woodley Hills, Riverside Elem., Mt. Vernon High		Woodlawn Fire Station Co. 24		Dogue Creek Pumpover, 5 Sewage Pumping Stations	

FIGURE 6
MOUNT VERNON PLANNING DISTRICT
EXISTING PUBLIC FACILITIES
(continued)

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
MV8	Mt. Vernon Woods, Woodlawn Elem., Elem. Site		South County Government Center, South County Juvenile Court Probation Services	Human Services/ South County Adult Day Care (IMP Building), Alcohol and Drug Services – Adult Outpatient, Mt. Vernon Center for Community Mental Health – Richmond Highway Office, Sacramento Neighborhood Center, Teen Center		

* Federal and state facilities are not subject to the 2232 review process

4. The Little Hunting Creek sewage pumping station located near Thomas J. Stockton Parkway in Sector MV6 is planned for public facilities use in the long term to accommodate future sewer service demands.

5. Expand the Mount Vernon Mental Health Center located on Holland Road in Sector MV6 to meet current and future needs.

6. The site of the Dogue Creek Sewage Pumping Station located on Old Mill Road in Sector MV7 is planned for community-serving public facilities that will be compatible with the surrounding existing residential uses. The site is planned for public facilities use in the long term to accommodate future sewer service demands.

7. Provide an alcohol and drug residential treatment/detoxification program in Area IV.

8. Provide a residential program for adults with mental illness who also need substance abuse services in Area IV. Approximately 9,000 square feet of space is necessary for this type of facility.

9. Locate a recovery women's center in Planning Area IV which will provide outpatient treatment to women recovering from alcohol and drug addiction with the benefit of a child care center on site. The center should be located in a commercial area which is served by public transportation.

10. Locate an animal shelter satellite facility in Planning Area IV.

11. Expand the Martha Washington Community Library in Sector MV5 consistent with the Policy Plan standards for community libraries.

Parks and Recreation

Existing public parks located within the Mount Vernon Planning District are identified on Figure 7. Additional recreational facilities are provided at county public school sites. The Mount Vernon Planning District contains a considerable diversity of park, recreation and cultural resources. A network of well-distributed Neighborhood and Community Parks reflects the long established character of the district. These modest-sized parks, together with the Dogue Creek, Little Hunting Creek and Paul Springs Stream Valley corridors, provide open space and visual relief in stable residential areas. Two County recreation centers provide year-round indoor recreation opportunities including the only publicly-owned ice skating rink in the county and a competitive swimming/diving facility. The George Washington Memorial Parkway bicycle trail along the Potomac River shoreline is part of the Federal Heritage Trail system.

Redevelopment along the Richmond Highway Corridor can provide the impetus for addressing these broader community needs. Development of new Urban Parks in the Community Business Centers should be an integral component of revitalization efforts, as should be the provision of Neighborhood Park facilities in conjunction with new residential development. Acquisition and development of at least one additional Community Park should be considered in the southern portion of the district. Expansion of selected existing parks and upgrading of facilities at a number of other park and school sites appear to be the most appropriate mechanisms for addressing active recreation needs elsewhere.

FIGURE 7
MOUNT VERNON PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 10/10/94)

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	STATE/ FEDERAL
MV1	Farrington	Huntington Jefferson Manor Mt. Eagle			
MV2	Hybla Valley Lenclair	Groveton Heights			
MV3		Belle Haven		Fort Willard Circle	
MV4		Collingwood Westgrove			Fort Hunt (NPS)
MV5	Bucknell Manor Hollin Meadows White Oaks			Paul Spring S.V. Mt. Vernon Recreation Center	
MV6	Carl Sandburg School Site Stratford Landing Kirk	Fort Hunt Foster Int., Sch. Site, Hollin Hall Martin Luther King, Jr. Walt Whitman School Site Williamsburg Manor		Paul Spring S.V. Little Hunting Creek S.V.	Fort Hunt (NPS)
MV7	Vernon Heights Woodley Hills Mt. Zephyr	Mt. Vernon Manor Washington Mill	Grist Mill George Washington Recreation Center	Dogue Creek S.V. Little Hunting Creek S.V.	George Washington Grist Mill State Park
MV8	Mt. Vernon Woods	Muddly Hole Farm Woodlawn Pole Road		Dogue Creek S.V.	

Major park and recreation objectives for the Mount Vernon Planning District include:

- Expand selected park sites to provide additional active recreation facilities.
- Complete development of existing parks and upgrade facilities as needed.
- Provide Urban and Neighborhood Parks and facilities in conjunction with new development.
- Locate an additional suitable site for public boat ramp access.

Nevertheless, there are significant park and recreation needs outstanding in the district. Overall, there remains a deficiency of community parkland and facilities. Most of the existing parks were acquired, and development begun, a number of years ago; consequently many are limited in recreational capacity and in need of rehabilitation. Currently only Grist Mill District Park is large enough to accommodate cost-effective development of a complex of athletic fields.

RICHMOND HIGHWAY CORRIDOR AREA

BACKGROUND

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. In 1998, approximately 3 million square feet of nonresidential development existed along the corridor. Retail uses account for approximately two-thirds of this total. Approximately 1,675 dwelling units are also located in the corridor, most of the dwelling units are garden style or high rise residences.

Traffic congestion and future transportation needs are major concerns. In response, a transportation study of the corridor was conducted by the Virginia Department of Transportation (VDOT) in 1997. The study relied on the recommendations of the Fairfax County Comprehensive Plan as a source for developing conclusions regarding future transportation improvements.

Although the VDOT study recommends 8 lanes north of the Buckman Road/Mount Vernon Highway intersection, the VDOT study raises questions about the effectiveness of HOV and does not recommend implementation of HOV pending further study that involves affected parties. The study transportation recommendations would support most of the development potential that, at the time of the 1997 VDOT study was estimated to be approximately 7.3 million square feet of nonresidential use and 6,500 dwellings.

More recently, the Comprehensive Plan for the Richmond Highway Corridor has been amended to provide for future growth and revitalization in the corridor to provide greater land use flexibility as a way to encourage revitalization. A new land use approach has been developed to manage this potential which could exceed 10.5 million and 6,100 dwellings. For example, in the Beacon/Groveton core area, a maximum development potential is not specified. The development potential will instead be a function of market demand, available development capacity and the ability of the developer to meet performance standards set forth in the Plan. As a result, it is possible that a more intense urban form of development than previously envisioned for this area may result.

According to “Revitalization Analysis for Richmond Highway” prepared by Robert Charles Lesser & Co., there is anticipated to be a short-term market opportunity for approximately 230,000 square feet of new office, restaurant and retail uses, in addition to an extended stay hotel and approximately 750 dwellings within a five year horizon. This estimate suggests a very long term buildout of the corridor even if revitalization efforts are successful in attracting major new development.

Comparing the potential maximum intensity level of planned land uses of the amended Plan to the level that could be supported by planned transportation improvements indicates a substantial future imbalance. This imbalance can be addressed in two ways: first, the level of development will be monitored against an established threshold for the corridor, and, second, transportation measures to reduce trip generation will be required to be implemented. For monitoring purposes, development in the corridor will be compared to the total development potential of 7.3 million square feet of nonresidential development and 6,500 dwelling units. This is the development level that can be supported by the planned improvements to Richmond Highway. When the cumulative level of new and approved development approaches this threshold, new land use and transportation analyses should be undertaken.

Based on the findings of the Lesser Revitalization Analysis, reaching the threshold level of supportable development will take many years. In the interim, this monitoring approach will attempt to ensure that development does not increase beyond a level which can be managed, while allowing flexibility to favorably respond to market conditions. This approach also supports the revitalization of multiple locations where major redevelopment is contemplated and seeks to maintain an acceptable land use and transportation balance.

CHARACTER

The Mount Vernon Planning District's segment of the Richmond Highway Corridor[1] stretches for nearly 7 ½ miles from the boundary of the City of Alexandria on the north to Fort Belvoir and Woodlawn Plantation on the south.

Land uses along the Richmond Highway Corridor are predominantly commercial and consist of uncoordinated, local-serving retail and other commercial enterprises. Long-standing strip-retail establishments include a variety of types and sizes of gas stations, restaurants, motels, banks, home and auto-related businesses. More recently, office and townhouse-style residential uses have been developed along the corridor which provide quality living opportunities and new employment space.

Several community and neighborhood shopping centers located along the corridor provide visual relief from the uncoordinated, strip-commercial appearance and form the basis for four of the six Community Business Centers (CBC) along the corridor. From north to south, these shopping centers include Penn Daw Plaza, Beacon Mall, Hybla Valley and Engleside/Woodlawn Shopping Centers. No major department stores are located in these centers or in the Mount Vernon Planning District. The northern part of Richmond Highway near its intersection with the Capital Beltway is the focus of the fifth CBC (North Gateway).

Housing types vary widely and include low density, single-family detached and townhouse residential neighborhoods to mobile home parks. High-rise apartments and condominiums are located in the northern section of the corridor near the Huntington Metro Station. Garden apartments comprise a significant portion of the housing units in the Mount Vernon Planning District and are primarily located on the west side of the corridor south of Beacon Mall. An increasing number of townhouse communities have been built along the corridor and provide a transition between higher density commercial and residential uses to low density, single-family residential neighborhoods.

Richmond Highway serves a dual purpose as a multi-functional, north-south oriented transportation route. It carries through-commuter traffic between the southern part of Fairfax County and counties to the south and Alexandria, Arlington and Washington to the north. It also functions as the “Main Street” of the Richmond Highway Corridor that serves the many commercial and residential uses located on or adjacent to it. The width of the highway varies from four to six lanes. Service drives exist sporadically along Richmond Highway.

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[1]The term, Richmond Highway or Richmond Highway Corridor, is used in this section of the Area IV Plan to describe that segment of Richmond Highway from the north, at the Capital Beltway and the City of Alexandria/Fairfax County boundary to the south, at Fort Belvoir, which includes Community Business Centers and designated Suburban Neighborhoods, generally extending 1,000 feet on either side of the highway centerline. This area was previously designated as the ”Richmond Highway Corridor Area” in the Area IV Plan. “Richmond Highway” is currently and continues to be used to reference a County designated revitalization area and to define the service area of the Southeast Fairfax Development Corporation (SFDC). Future references in the Comprehensive Plan to the geographic boundaries previously described should conform to the term Richmond Highway or Richmond Highway Corridor.

The northern part of Richmond Highway is located in the Belle Haven and Little Hunting Creek watersheds, while the southern segment is in the Dogue Creek watershed and is affected by the floodplains and stream valleys of Dogue Creek. The entire corridor is located in the Coastal Plain geologic province and thus lies in a zone of extensive slippage-prone swelling clays and sensitive aquifer recharge. Development in the Richmond Highway Corridor has degraded all three of these watersheds by increasing stormwater runoff from impervious surfaces and decreasing groundwater recharge.

There are three stream crossings of Richmond Highway. Cameron Run crosses the highway at its northern border adjacent to the Capital Beltway and the City of Alexandria. Little Hunting Creek crosses the roadway just south of the Gum Springs community, and the North Fork of Dogue Creek crosses just east of Woodlawn Court. The creek crossings represent examples of natural breaks in the otherwise almost continuous commercial strip character of the corridor.

CONCEPT FOR FUTURE DEVELOPMENT

The Richmond Highway Corridor is envisioned to contain six Community Business Centers which provide community-serving retail, residential, and mixed uses as well as serving as focal points in the corridor. From north to south, the Community Business Centers are: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center, and Woodlawn. Areas between these Community Business Centers are classified as Suburban Neighborhoods. Densities in the site specific recommendations which follow (especially the CBC's) reflect the recognition that medium density and intensity development provides an opportunity to achieve a high standard of urban design, and to integrate office, residential, hotel, and retail uses. Throughout the Community Business Centers, provision of space for small business, particularly in the ground floor of multifamily residential or office buildings is encouraged. Along Richmond Highway, uses in Suburban Neighborhood areas shall include predominantly residential use, but may also include neighborhood-serving retail and mixed-uses among others. Specific recommendations for each Land Unit or Area defined within the Community Business Centers and Suburban Neighborhoods are contained in the site-specific language. Within the Beacon/Groveton and the Penn Daw CBCs, core areas have been identified that may be developed with high intensity uses if conditions specified in the Plan are met. The intent of recommending these levels of development is to foster revitalization, redevelopment and the creation of distinctive urban environments that are economically sound and offer attractive opportunities to live, work and shop.

PLANNING OBJECTIVES FOR THE RICHMOND HIGHWAY CORRIDOR

The following objectives are intended to guide general land use decisions for the portion of the Richmond Highway Corridor within the Mount Vernon Planning District:

Land Use

- Plan for quality development, which may include office, retail, residential, mixed-use and institutional uses in six Community Business Centers along Richmond Highway: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center and Woodlawn. Core areas within these Community Business Centers that are appropriate for higher intensity have been identified.

- Encourage development which fosters home ownership to improve the variety of available housing.

- Plan for primarily residential (except for garden-style apartments), institutional and open space uses in areas outside and between the Community Business Centers.

- Strongly discourage fast food, car washes and pawn shops as they are not consistent with quality revitalization.

- Mini-warehouses are not appropriate uses in the Richmond Highway Corridor.

- Encourage substantial consolidation of contiguous parcels starting at the Richmond Highway frontage back to the existing stable residential neighborhoods to provide for projects that function in a well-designed, efficient manner and for the redevelopment of unconsolidated parcels in conformance with the Area Plan.

- In cases where desired consolidation with other parcels is not feasible, consider interim land uses which result in significant public benefits, improvements in circulation or access, parking, landscaping, site design or building design and that provide public benefits which outweigh any adverse effects of the change in use.

- Reduce adverse impacts, such as noise, glare and incompatible building forms, on adjacent residential communities by establishing effective transitions, buffering and screening, and by designing buildings of appropriate scale and height. Within designated Community Business Centers, mid-rise buildings are generally appropriate as long as there is no other site-specific Plan language regarding height limits. In the core areas of the Community Business Centers, high-rise buildings may be appropriate in order to create an urban environment. Building heights should taper down to adjacent residential neighborhoods and special care should be given to screening and buffering these neighborhoods.

- Strongly discourage freestanding uses with drive-through facilities and uses that create high traffic volumes to and from and along the corridor and that contribute to the strip-commercial character of Richmond Highway.

- Encourage clustered auto-oriented uses within well-designed and integrated complexes with efficient internal circulation patterns to minimize and consolidate access points and to provide efficient internal circulation patterns.

- Encourage better access and functional amenities through improvements to and integration of the pedestrian, bicycle and vehicular traffic systems by visually enhancing intersections, reducing curb cuts and providing better signage and access to commercial facilities and adjacent, non-commercial uses. Provide for a safe, harmonious, barrier-free network of appropriately-sized pedestrian connections between existing and new uses and leading to bus/transit stops and covered waiting areas. This pedestrian network should provide traffic-sheltered, well-identified and pleasant-to-use access to shopping, employment, and transit opportunities for residents living in close proximity to Richmond Highway as well as for adjacent communities.

- Encourage aesthetic and design excellence in all public and private improvements and developments. Detailed guidance regarding aesthetic and design excellence is found in the urban design recommendations located at the end of this Plan. In addition, the provision of landscaping/open space which exceeds by more than 5% of that required in the Zoning Ordinance shall be considered highly desirable.

- Encourage revitalization and redevelopment of the Richmond Highway Corridor to create more attractive, commercially-viable, and functionally-efficient business centers and community focal points.

- Provide incentives such as tax abatement to attract reinvestment in the Richmond Highway Corridor which will seek help to correct deteriorating property conditions.

- Provide expanded employment opportunities and improve the economic condition of residents in the Richmond Highway Corridor.

- Encourage development approaches that serve to reduce imperviousness and achieve better control over stormwater runoff in the Richmond Highway Corridor. Encourage the application of low impact development practices of stormwater management (e.g., bioretention facilities; vegetated swales) toward this end. Consideration should be given to reducing the impervious footprints of redevelopment sites and to integrating LID practices within landscaping strategies.

Transportation

The following objectives are intended to guide general transportation decisions in the Richmond Highway Corridor:

- Provide improved traffic circulation and traffic safety during both peak and non-peak hours;

- Maximize the efficiency of existing highway facilities to move people and goods;

- Promote the increased use of ridesharing and public transportation to reduce reliance on automobiles; and

- Minimize the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the water quality and ecological conditions of streams within the district.

Service drive construction should not generally be required where interparcel access can be provided between adjacent development areas. Existing service drives should be replaced wherever possible. Highway right-of-way dedication or the “reservation” of right-of-way will be required where necessary.

The Virginia Department of Transportation completed an extensive study of the Richmond Highway Corridor from the Beltway through Prince William County in 1997. The study incorporated current land use recommendations and revitalization goals. The Board endorsed the general recommendations of the VDOT study in September, 1997. After further studies regarding road location and the cost effectiveness of including HOV, implementation of this plan should be highly desirable and will be a major public investment that could facilitate significant reinvestment in the area.

Urban Design

Five urban design objectives are identified for the Richmond Highway Corridor to implement the overall goal of improving the visual image and efficiency of the Richmond Highway Corridor. These objectives are supplemented by urban design recommendations that are found at the end of the Richmond Highway Corridor Plan text and provide specific recommendations.

The following objectives are the policy framework for the urban design recommendations. Together, the objectives and recommendations support the creation of a unifying and consistent identity for Richmond Highway. In order to achieve these objectives, adherence to the urban design recommendations is strongly encouraged in all public infrastructure and private development activity that occurs along Richmond Highway.

The urban design objectives are intended to:

- **Establish Visual Continuity** - Provide a uniform right-of-way and a consistent or compatible highway edge treatment to create a unified, attractive visual appearance along the corridor. Place utilities underground in conjunction with all public and private development projects being carried out in the Richmond Highway Area. Place emphasis on signage, including block numbers and cross streets, landscaping, intersection and service drive definition.

- **Provide User Orientation** - Provide a sense of orientation through the use of landmarks, public facilities, open space and design centers. Improve street and transportation identification to orient shoppers and visitors within the corridor.

- **Establish a Clear Corridor Image** - Develop two well-defined vehicular entry point "gateways" to the corridor at the Occoquan River and the Capital Beltway to establish a strong overall image and help define the corridor.

- **Improve Access and Functional Amenities** - Provide visual improvements to pedestrian and vehicular traffic systems to enhance intersections and safety, reduce curb cuts, and provide better signage including block numbering and cross streets and access to commercial facilities and adjacent, non-commercial uses.

- **Reduce Impact on Adjacent Residential Communities** - Mitigate adverse impacts of commercial activity such as noise, glare and incompatible building forms on adjacent residential and non-commercial uses by effective buffering and screening and by designing buildings of appropriate scale and height.

Revitalization Consideration

Richmond Highway was originally designated as a Commercial Revitalization Area in 1986 by the Fairfax County Board of Supervisors. This land use plan has been designed to facilitate revitalization. Quality development and redevelopment projects, particularly those with parcel consolidation are encouraged. In addition, special tools (i.e., tax abatement, low cost loans) should be utilized to encourage economic development in designated Revitalization Areas.

On October 12, 1998, the Board of Supervisors adopted a commercial revitalization district zoning ordinance which applies to certain properties located within the Richmond Highway Corridor in furtherance of the county's commitment to revitalization. The ordinance creates a unique set of regulations which provide flexibility in the development or redevelopment of these properties. In addition, it is the policy of the Board of Supervisors to extend other initiatives to this area to generate investment activity. These include services such as facilitated review of development proposals and amendments to the Comprehensive Plan.

Additionally, several other efforts have been initiated in an effort to upgrade Richmond Highway. For example, the county has allocated funds for commercial revitalization projects such as utility improvements, sidewalks, lighting and public open space. Projects to beautify, improve the image and identity; improve pedestrian and vehicular circulation; and implement infrastructure improvements are also underway. In conjunction with these endeavors, urban design recommendations are provided in a following section.

The Richmond Highway Corridor between Fort Belvoir and the Capital Beltway is a designated highway corridor zoning overlay district. The highway corridor overlay district imposes additional regulations on certain automobile-oriented, fast-service or quick turn-over uses along the highway in an effort to prevent or reduce traffic congestion and associated dangers. The overlay district has increased the county's control over the further construction of drive-in banks, fast-food restaurants, quick-service food stores and service stations within a thousand feet of either side of the centerline of Richmond Highway.

The Southeast Fairfax Development Corporation (SFDC) is supported by the Fairfax County Board of Supervisors to promote, facilitate and monitor development, redevelopment and revitalization along Richmond Highway, and as such, is an active participant in the public and private revitalization efforts. SFDC provides assistance with marketing of the corridor as well as a variety of on-site and referral services.

RECOMMENDATIONS

Land Use

The Community Business Centers (CBC) located along the Richmond Highway Corridor have unique features which distinguish and identify their individual character within the surrounding community. Accordingly, the specific land uses within the boundaries of these centers seek to reflect the needs and character of each CBC.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Where the Comprehensive Plan envisions a substantial change in land use that is expected to come about in conjunction with redevelopment, but existing uses do not strictly conform with the long-term recommendations of the Comprehensive Plan, the guidelines for Interim Improvements of Commercial Establishments found in the Land Use Section of the Policy Plan should be considered.

Throughout the Richmond Highway Corridor Area, mixed-use development is encouraged. Where the Plan recommends mixed-use development at an overall intensity (FAR), it is intended that the FAR be calculated over the entire development site to include all residential and nonresidential gross floor area. In some places, the Plan includes land use recommendations for mixed-use development that provide for both intensity in terms of FAR for the commercial portion and densities in terms of dwelling units per acre for the residential portion of the mixed-use development. In these cases, it is intended that the nonresidential intensity and residential density be calculated separately based on the respective percentages of the total land area recommended for each use.

Protecting adjacent neighborhoods from visual and other impacts of nearby commercial development is a primary objective along Richmond Highway. Development plans for redevelopment or revitalization projects should provide for compatible heights and mitigate impacts on adjacent neighborhoods. The determination of compatible building heights along the Richmond Highway Corridor is guided by provisions in the Policy Plan, (specifically Land Use Objectives 8 and 14), the Concept for Future Development, the Richmond Highway Corridor Land Use and Urban Design Objectives and site-specific conditions, such as building style, tapering of building heights, building orientation, and screening and buffering requirements.

The following parcel specific recommendations read from north to south and discuss land uses within the Community Business Centers and in Suburban Neighborhood areas between the nodes. Corresponding maps are provided which depict specific land units and sub-units.

NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS

Figure 8 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 8 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. 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 as a mixed-use project including residential, office, hotel and retail uses. These planned uses complement the advantageous location near rail transit 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.

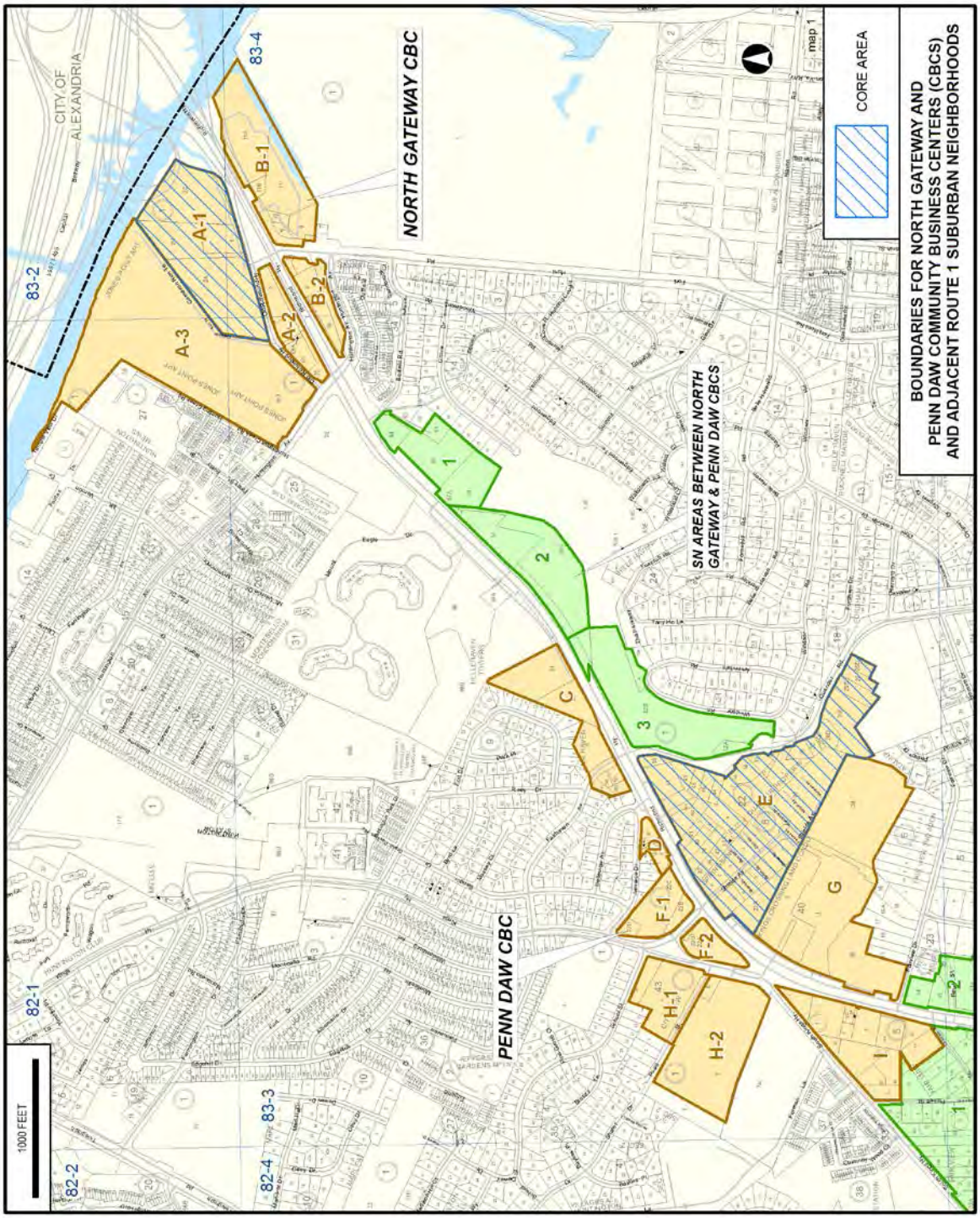

CITY OF ALEXANDRIA
83-2
83-4
A-1
A-2
A-3
B-1
B-2
NORTH GATEWAY CBC
SN AREAS BETWEEN NORTH GATEWAY & PENN DAW CBCS
PENN DAW CBC
1
2
3
C
D
E
F-1
F-2
G
H-1
H-2
I
82-1
82-2
82-4
83-3
1000 FEET
map 1
CORE AREA
BOUNDARIES FOR NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS (CBCS) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS

FIGURE 8

Sub-unit A-1

The area along the northwest side of Richmond Highway between I-495 and northeast of Huntington Avenue is planned for retail, office and/or residential uses up to .50 FAR.

Sub-units A-1 and A-2 may be appropriate for redevelopment at a higher intensity in the future when area-wide transportation issues can be addressed. The plan for the mixture of uses and intensity should be evaluated following the completion of transportation studies for the Huntington area and the Richmond Highway Corridor, when mitigation strategies are identified.

As an option, mixed-use development to include residential, office, hotel and retail uses at an intensity up to 1.65 FAR may be appropriate as part of a unified redevelopment with substantial consolidation of Sub-units A-1 and A-2. If substantial consolidation is not achievable, an alternative may be pursued that logically consolidates parcels in Sub-unit A-1 and/or Sub-unit A-2 in order to provide the extension of Fort Hunt Road to Cameron Run Terrace in the initial phase. Further, a master plan for redevelopment of both Sub-units should be prepared to demonstrate how the future integration of unconsolidated parcels can be achieved.

In either option, the following conditions should be met:

- Urban design elements incorporating the recommendations found at the end of the Richmond Highway Corridor section, such as complete streets, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the North Gateway Community Business Center are included;

- A pedestrian circulation system is provided. Circulation should encourage pedestrian traffic within the development, and to and from adjacent developments, the Huntington Metrorail Station, and existing and planned pedestrian and bicycle routes, such as the Cameron Run Trail and other planned facilities. Streetscaping that includes elements such as space for outdoor dining, pedestrian sidewalks, landscaping, crosswalks, bicycle facilities, on-street parking, lighting, and/or transit accommodations, should be incorporated in the internal transportation network within the development. Adequate, well-positioned and safe pedestrian crossings across Richmond Highway and Huntington Avenue, with ramps, pavement markings and pedestrian countdown signals, should also be provided;

- A parking management program that may include parking reductions, providing less parking than required by code is prepared;

- Parking is consolidated into structures and integrated into the streetscape in order to avoid adverse visual impacts to major pedestrian, bicycle, or vehicular corridors. Façade treatment of parking structures should contribute to the visual appeal of the streetscape. Surface parking lots should be avoided or located in the rear of the buildings when necessary;

- A thorough traffic impact analysis of the proposed development is conducted with appropriate mitigation identified. Grade separated interchanges, new or extended roadways, roadway widening, and/or intersection turn lane improvements should be considered to assist in alleviating traffic congestion through the immediate area;

- An efficient, pedestrian friendly, internal grid design for vehicular circulation is provided;

- Old Richmond Highway should be vacated between Cameron Run Terrace and Richmond Highway, and the extension of Fort Hunt Road from Richmond Highway to Cameron Run Terrace should be constructed with any redevelopment of the subject area as shown on Figure 13;

- Access points should be consolidated. Adequate storage capacity at the site access points should be provided to accommodate anticipated turn lane demands, into and out of the site;

- Adequate right-of-way is provided for the planned, grade-separated interchange at Richmond Highway and Huntington Avenue/Fort Hunt Road or for suitable, at-grade alternative mitigation developed through further study, and for any adjacent intersection, bicycle/pedestrian improvements, and/or road widenings to be defined through further study;

- Any proposed site design is coordinated with existing and planned transit in the area with bus shelters;

- A substantial Transportation Demand Management (TDM) program should be implemented as a component of the transportation mitigation. The TDM program should consider, but is not limited to, the following elements:

    - A TDM trip reduction goal of 30 percent should be sought for the office component of the site;

    - A TDM coordinator;

    - A commuter center/kiosk;

    - Incentives for residents and office workers to use alternative modes, such as transit, carpools, vanpools, bicycles and walking and to participate in flexible work schedules, alternative work schedules and teleworking;

    - Provision of, or funding for, long-term shuttle service and/or enhanced transit connections between the site, other area development, and the Huntington Metrorail Station; and

    - Covered and secure bicycle storage facilities and shower/locker facilities.

- A contribution for area-wide transportation improvements, including roadway and other multi-modal improvements that are generally proportional to the share of trips generated by the proposed development is provided at each improvement location. The contribution at each improvement location should be calculated based on a comparison of site generated trips versus regional/through trips;

- A linear park along the shoreline of Cameron Run that includes wayside areas with benches and construction of a portion of the proposed Cameron Run trail is provided;

- The Cameron Run floodplain is re-vegetated and the Resource Protection Area restored to the maximum extent possible;

- The amount of impervious surfaces is reduced to the maximum extent possible; if this is not achievable, there is no net increase in impervious surfaces;

- The total volume of stormwater runoff released from the site post-development for the 2-year, 24-hour storm should be at least 25% less than the total volume of runoff released in the existing condition for the same storm;

- Stormwater runoff is controlled such that either (a) the total phosphorus load for the property is no greater than what would be required for new development pursuant to Virginia's Stormwater Regulations and the county's Stormwater Management Ordinance; or (b) an equivalent level of water quality control is provided;

- As an alternative to the previous two bullets, stormwater management measures may be provided sufficient to attain the Rainwater Management credit(s) of the most current version of LEED-New Construction or LEED-Core and Shell rating system;

- As an alternative to the previous three bullets, stormwater management measures/and or downstream improvements may be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals; and

- A noise study is prepared to determine the extent of noise impacts and appropriate mitigation measures for interior areas of any residential, hotel and office uses and if necessary, outdoor activity areas.

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 substantially 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 at an intensity up to 1.65 FAR. If substantial consolidation with Sub-unit A-1 is not achievable, an alternative option for logical consolidation of Sub-unit A-2 with at least Tax Map Parcel 83-2((1))2A is recommended for mixed-use development to include residential, office, hotel and retail uses at a lower intensity than the maximum of 1.65 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 between Cameron Run Terrace and Richmond Highway and access should be provided from Sub-unit A-1.

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 mid-rise and high-rise residential use with up to 40,000 square feet of a mix of first floor retail, restaurant use and/or office use with structured parking at a density up to 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:

- 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;

- The Cameron Run floodplain should be re-vegetated to the maximum extent possible;

- The proposed trail that appears on the county Trails Plan Map 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 if appropriate. 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 the stormwater design-quantity control credit if appropriate and the stormwater design-quality control credit 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 in mid-rise structures;

- 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;

- A coordinated circulation system that will accommodate vehicular and pedestrian access among Sub-units A-1, A-2 and A-3 of the North Gateway Community Business Center should be provided;

- 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;

Sub-unit B-1

The area northwest of Belle Haven Country Club along Richmond Highway from the Beltway to Fort Hunt Road is developed with several commercial uses. The most northern portion of this sub-unit 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 remainder of this sub-unit is planned for neighborhood-serving retail use up to .25 FAR. This recommendation reflects current uses which should be retained. Future highway improvements may impact the accessibility of this sub-unit.

Sub-unit B-2

The triangle-shaped area bounded by Richmond Highway on the northwest, Fort Hunt Road on the east and Huntington Avenue on the south is planned for community-serving retail use up to .35 FAR. Complete consolidation of these parcels is encouraged for a coordinated development. Screening and buffering should be provided along Huntington Avenue to mitigate any impacts on the townhouse community located across Huntington Avenue. Right-of-way needed for interchange improvements at Huntington Avenue, Richmond Highway and Fort Hunt Road should be dedicated. In the event that highway improvements impact part or all of this land unit, this is an appropriate location for a gateway park or identifying features. In addition, impacts on sensitive environmental features located here should be mitigated.

As an option, if Sub-unit B-2 is fully consolidated and included in a unified development plan with Sub-units A-1 and A-2, then Sub-unit B-2 may be appropriate 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.

SUBURBAN NEIGHBORHOOD AREA LOCATED ON THE EAST SIDE OF RICHMOND HIGHWAY BETWEEN NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS

(Refer to Figure 8)

1. The area along the east side of Richmond Highway at the intersection with Belfield Road is planned for residential use at 5-8 dwelling units per acre, with an option for public park. Consolidation is encouraged and effective screening and buffering should be provided between any proposed development and the adjacent neighborhood and other uses. Access points should also be consolidated and no access point should be closer than 200 feet to Belfield Road.

2. The lots located along Richmond Highway midway between Belfield Road and Quander Road (Tax Map 83-3((1))57, 57A, 56 and 56A) are planned for residential use at 5-8 dwelling units per acre with an option for public park. Design of the project should leave the majority of the steep slopes undisturbed.

3. The site located at the northeast corner of Richmond Highway and Quander Road (Tax Map 83-3((1))52) is planned for residential use at 5-8 dwelling units per acre to provide a transition from Richmond Highway to the stable, low density residential neighborhood to the southeast. The site is currently used for a car dealership. Residential project design should include clustered units with steep slopes left undisturbed. No more than one entrance point onto Richmond Highway and that no closer than 200 feet to Quander Road, and no more than two entrances on Quander Road, no closer than 200 feet to Richmond Highway should be provided. These latter provisions are intended to preclude congestion near the Richmond Highway/Quander Road intersection because of the importance of that road for carrying school

traffic to and from West Potomac High School and Metro-related traffic to and from Huntington, as well as the residential traffic generated on these sites. As an option, this area is planned as a public park.

Penn Daw Community Business Center

Figure 8 indicates the geographic location of land use recommendations for this Community Business Center.

Major existing uses in the Penn Daw Community Business Center include the Penn Daw Shopping Center, and neighborhood and community-serving retail establishments. Stable residential neighborhoods abut the Community Business Center on the east and northwest. A small office building at Franklin Street and Richmond Highway is representative of the small percentage of office use in this area. While there are multiple uses in this area located near the Huntington Transit Station, the uses are not well coordinated and do not encourage pedestrian or transit access. However, the location at the intersection of Richmond Highway and Kings Highway provides good auto accessibility and visibility.

Planned road improvements will impact some uses at the intersection of Richmond Highway and Kings Highway creating an opportunity for a special landscaped area or other identifying landmark at this intersection. The Penn Daw Shopping Center is planned be redeveloped with residential mixed-use including community-serving retail uses, while the east side of Richmond Highway is planned to be redeveloped into a larger single use or as a mixed-use project comprised of residential, retail and office uses. Additional office uses are planned for the western side of Richmond Highway adjacent to the Fairhaven community.

The opportunity exists on the east side of Richmond Highway to create a large scale well designed mixed-use development as a focal point and core area of the Community Business Center. This area is envisioned as an integrated residential and commercial center which functions well within the context of adjacent existing or planned uses and incorporates high quality urban design elements to create a sense of identity.

Much of the area located to the east side of Richmond Highway contains steep slopes, a stream valley and other environmentally sensitive features which should be protected and any degraded natural conditions and functions restored.

Land Unit C

Commercially-zoned lots fronting on the west side of Richmond Highway south of Belle Haven Towers between Richmond Highway and the Fairhaven neighborhood are planned for office use up to .50 FAR and a maximum height of 50 feet, provided the following conditions are met:

- Buildings are well-designed and oriented toward the highway with parking in the rear;
- Development provides and maintains effective screening and buffering to the existing adjacent neighborhood;
- Substantial consolidation of lots is accomplished; and
- Combined access points and an efficient internal circulation pattern is provided.

Land Unit D

Lots fronting on the west side of Richmond Highway between Jamaica Drive and Sub-unit F-1 are planned for low-rise office use up to .35 FAR.

As an option, mixed-use development to include midrise multifamily residential use with ground floor retail and office uses may be appropriate (see Subunit F-1 for detailed recommendations).

Land Unit E

As delineated on the Plan Map, properties fronting on the east side of Richmond Highway between Quander Road and Shields Avenue and Tax Map parcels 83-3((1))23A and 83-3((8)) A are planned for neighborhood-serving office and/or retail uses up to .50 FAR with a maximum height of 50 feet. The Penn Daw Trailer Park is planned and currently developed as a mobile home park at a density of 5-8 dwelling units per acre. Any redevelopment of the mobile homes should comply with the county's voluntary relocation guidelines. Properties located along the south side of Quander Road between Richmond Highway and Quander Road Center are planned for residential use at 3-4 dwelling units per acre. As an option, with complete parcel consolidation of these properties along Quander Road, a density of 5-8 dwelling units per acre may be appropriate. Structures should be clustered to minimize impacts on steep slopes in the area. Consolidating and/or limiting access should be encouraged in order to preclude congestion within the Richmond Highway and Quander Road corridors and their intersections.

This land unit presents an opportunity for a well-designed, mixed-use project that will serve as the focal point and core area for the Penn Daw Community Business Center. As an option, the properties fronting Richmond Highway in Land Unit E and the Penn Daw Trailer Park if consolidated may be appropriate for redevelopment as a well-integrated mix of residential, office, retail, and hotel uses at an overall intensity up to a 1.5 FAR with a unified development plan. Properties along Quander Road, north of the stream valley and the EQC area (Tax Map parcels 83-3((1))34, 36, 41A, 42, 44, 45, 46, and 49; ((22))2, 2A, A, and B) also may be considered for this option provided logical consolidation is achieved.

Under this option, buildings should be coordinated in terms of scale, mass and function and mitigate impacts to adjacent residential neighborhoods. High-quality building and site design, incorporating the urban design recommendations found at the end of this Plan, should distinguish this area as a well-designed urban center. Development proposals should reflect a single integrated project or a project that allows for future coordination with other projects and should meet the following conditions:

- Substantial and logical consolidation is obtained. Where consolidation of parcels is not obtained, existing uses should be integrated into the site design by providing interparcel vehicular and pedestrian access;

- The level of nonresidential development should be approximately one third of the total gross floor area for the entire mixed-use development. Appropriate first floor support retail and service uses designed to serve the development and surrounding area in this option should be encouraged. A table-service restaurant that is well-integrated into the project is desirable;

- Nonresidential uses should be located at the front of the property and oriented to Richmond Highway. Residential uses should be located toward the middle and rear in order to take advantage of the visual and passive recreational amenity, provided by the adjacent stream valley area.

- Sufficient buffering, year-round screening with predominantly native plants and trees, tapering of building heights and massing, should be utilized to mitigate adverse impacts on nearby residential areas or unconsolidated residential properties.

- High-quality architecture, landscape design, and pedestrian amenities should be provided. Building design should be combined with an innovative and creative use of surrounding pedestrian open space in such a manner as to reduce the effect of the building height and bulk;

- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/ recreation facilities, landscaped open space, landmarks or building designs are provided;

- Parking should be consolidated into structures and integrated into the streetscape in order to avoid adverse visual impacts to major pedestrian, bicycle, or vehicular corridors and unconsolidated parcels. Façade treatment of parking structures should contribute to the visual appeal of the streetscape. On-street and underground parking should be given preference over other forms of parking, such as surface parking lots or structured parking garages. Surface parking lots should be avoided or located in the rear of the buildings when necessary.

- An acceptable, detailed transportation analysis is performed that identifies transportation improvements required to support the development. Access points should be consolidated along Richmond Highway and an efficient internal circulation system provided. Traffic circulation on the site must ensure safe and orderly access to adjacent arterials. Cut-through traffic is minimized;

- Adequate right-of-way is provided for road improvements;

- Consolidating and/or limiting access should be considered in order to preclude congestion within the Richmond Highway and Quander Road corridors and their intersection.

- No more than one additional access onto Richmond Highway, besides Shields Avenue should be provided. Consolidated access for redevelopment along Quander Road should be considered. These provisions are intended to preclude congestion near the Richmond Highway/Quander Road intersection.

- Low impact development measures and innovative stormwater management techniques should be used to mitigate the impact of development on water quality and quantity. Some low impact development measures which could provide enhancements to development as well as a stormwater benefit include facilities such as detention, infiltration and bioretention measures, as well as landscaped areas and constructed wetlands. Steep slopes, streams and floodplains with their existing vegetation located on the property are preserved as a public park. Safe, attractive, well-signed pathways, using natural surfaces, should connect this area to the redevelopment. Techniques should exceed the requirements for the baseline level in the areas of stormwater management and should complement other green and sustainable features, as recommended within Policy Plan.

- Pedestrian circulation and the use of mass transit are encouraged through site design, connection with proposed and existing and planned bicycle and pedestrian circulation systems in the area, and other methods. A transit center or enhanced transit stop serving existing and planned Metrobus and Fairfax Connector bus routes in the Richmond, North Kings and South Kings Highway corridors should be accommodated to support this

development and the surrounding area. Safe and convenient vehicular, bicycle, and pedestrian access and connections between Land Unit E and Sub-Unit F2 should be provided to ensure safe operation. Should future study determine that rail is appropriate for the Richmond Highway corridor and that this location warrants a station, a future rail station should be accommodated, as depicted on Figure 13. Land Unit F2 provides additional guidance on mass transit.

Sub-unit F-1

Properties included in this sub-unit are Parcels 83-3((1))22B pt, 22C and 22D which are planned for retail uses up to .50 FAR and building heights of 50 feet. Consolidation of contiguous lots is desirable. Existing landscaping, which serves as a buffer to the adjacent residential neighborhood should be maintained. In any development proposal, sidewalks should be provided to facilitate pedestrian access. Vehicular access should be provided only at one point each on Richmond Highway and North Kings Highway.

As an option, mixed-use development to include midrise multifamily residential use with ground floor retail and office uses at an intensity up to 1.8 FAR may be appropriate. This includes a maximum of 360 dwelling units and 40,000 square feet of ground floor retail and/or office uses. The following conditions should be met:

- Pursuit of this option should be allowed only if full consolidation of Tax Map Parcels 83-3((1))22B, 22C, 22D; 83-3((9))(1)B, 5, 5A; and 83-3 ((9))(1)A, 1, 2, 3, 4 and 4A is achieved.

- High quality site design and architecture should be provided and coordinated throughout Land Unit D, Subunit F-1 and Tax Map Parcels 83-3((9))(1)A, 1, 2, 3, 4 and 4A, especially if redevelopment is phased.

- Buildings should be oriented to Richmond Highway, Shields Avenue and North Kings Highway in order to create an urban street edge.

- Any new retail and office uses should be located on the first floor of the residential buildings. The location of retail and office uses should maximize visibility along the Richmond Highway and North Kings Highway frontages. Retail uses should offer community amenities, such as sidewalk cafés and restaurants to the surrounding residential neighborhoods.

- Buildings oriented to Richmond Highway should be limited to a maximum of five stories or 65 feet in height.

- Buildings along Shields Avenue/North Kings Highway and Jamaica Drive should be limited to a maximum of 55 feet in height with adequate buffering and screening provided to minimize the visual impact of redevelopment on existing single-family neighborhoods. Buffer areas should be landscaped with year-round vegetation to aid in the transition to the single-family neighborhoods.

- A well designed, publicly accessible urban plaza or park should be included in the design to create a sense of place and provide recreational opportunities for residents and visitors. The development of these facilities should be consistent with the Fairfax County Park Authority Urban Park Framework.

- Parking facilities should be designed to avoid adverse visual impacts to the streetscape and neighboring residential neighborhoods. Parking should be consolidated into underground parking structures that are integrated into the buildings using architectural

features, screening, lighting and landscaping. Limited surface convenience parking may be appropriate provided need is demonstrated and such spaces are integrated into the pedestrian environment.

- Adequate right-of-way should be dedicated for planned transportation improvements in the vicinity of Land Unit D and Subunit F-1, including the possible future realignment of North Kings Highway and Shields Avenue. A financial contribution may be provided towards the implementation of off-site planned transportation improvements, as deemed appropriate.

- Efforts should be made to enhance the multi-modal connectivity of the site through the addition of streetscaping and bicycle facilities. Enhanced connectivity to the Huntington Metrorail Station through incorporation of bus shelters and enhanced transit service is encouraged.

- Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided. 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 to the ground or reuse it. Stormwater design-quality control credit 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.

Sub-unit F-2

Parcels within this sub-unit include 83-3((1))22A and parcel 22B1 and are planned for retail use up to .35 FAR. Efforts should be made to coordinate site design with any redevelopment plans on Sub-units H-1 and H-2 to maximize visibility and aesthetic relationships. A gateway feature should be provided on the sub-unit to serve as a focal point for the Penn Daw Community Business Center. If a transit center or enhanced transit stop cannot be accommodated in Land Unit E or additional analysis determines that Land Unit F2 is a more appropriate and logical location, a transit center or enhanced transit stop should be accommodated in this land unit to support mixed-use redevelopment in the surrounding area. Safe and convenient vehicular, bicycle, and pedestrian access and connections between Land Unit E and Sub-Units F-2, H-1 and H-2 should be provided to ensure safe operation. Should future study determine that rail is appropriate for the Richmond Highway corridor and that this location warrants a station, a future rail station should be accommodated.

Land Unit G

The area along the east side of Richmond Highway south of Shields Avenue to Fairview Drive is planned for community-serving retail use up to .50 FAR. Tax Map parcel 83-3((1))24 is owned by the county. Steep slopes, streams and floodplains with their existing vegetation located on the property should be preserved as a public park. Where past practices have degraded these slopes and streams, bioengineering approaches should be followed to restore them to more natural conditions and functions.
As an option, Tax Map parcel 83-3((1))20 may be appropriate for redevelopment. The mix of use and intensity should be examined though a concurrent Comprehensive Plan amendment and zoning application. This approach is consistent with county policy that permits concurrent processing of Comprehensive Plan amendment and zoning applications in order to facilitate the review of development proposals in Commercial Revitalization Areas. Redevelopment under this option may consider consolidation with Tax Map parcels 83-3((1))19 and 18 in

order to accommodate compatible land use transitions, building height tapering, and potential buffering to the adjacent, low density neighborhood.

Land Unit H

The land unit is envisioned to be a visually and functionally cohesive pedestrian-oriented environment. Necessary improvements and amenities such as road and sidewalk enhancements, useable open space, plazas, and bus shelters are expected to be phased with development in support of this goal. These improvements should off-set impacts of redevelopment and ensure adequate functioning of critical intersections through a combination of roadway capacity improvements, intersection traffic mitigation, circulation and access improvements, transit, pedestrian and bicycle connectivity enhancements and effective Transportation Demand Management options. Development should be phased in such a way that effective transportation measures are in place concurrent with development.

The development concept for Land Unit H reflects up to a maximum of 735 dwelling units and a minimum of 40,000 square feet of retail use provided that an appropriate pattern and character of development is achieved. New retail use should be located on the ground floor of buildings and not in freestanding buildings. Service uses such as professional offices may be included in this category. Specific recommendations are provided in the sections that follow.

The land unit is divided into Sub-units H-1 and H-2. Within Sub-unit H-1, residential use is recommended to be in the form of multifamily units with neighborhood serving retail use (new and/or existing). In Sub-unit H-2, a mixture of multifamily units and townhouses is recommended to provide variety in dwelling types.

Sub-unit H-1

The existing commercial uses between School and Poag Streets along the west side of North Kings Highway are planned for retail, low-rise office and/or compatible institutional uses up to .25 FAR.

As an option, redevelopment with a mix of predominately residential use and ground-floor retail at an overall intensity up to 1.40 FAR may be appropriate. The following conditions should be met:

- Full consolidation of Sub-unit H-1 is desired. At a minimum, however, consolidation should be achieved for Tax Map parcels 83-3((4))A, 83-3((11))2-6. If full consolidation cannot be achieved, the existing 9,500-square-foot retail building on School Street may be retained as all or a portion of the retail use recommended for this sub-unit provided that functional and aesthetic coordination of design is demonstrated, such as the relocation of parking on Tax Map parcel 83-3((4))35 away from the North Kings Highway and School Street frontages to allow for improvements to School Street; outdoor amenities, such as plazas or seating areas are provided; coordinated façade treatments and signage are provided; and improved streetscape to include continuous sidewalks, lighting, and landscaping is provided. Sidewalk improvements should include the construction of missing sidewalk connections on School Street in a configuration and manner to safely accommodate pedestrians and pedestrian crossing.

- High-quality site design and architecture should be provided. Design should be coordinated throughout Sub-units H-1 and H-2, especially if redevelopment is phased.

- Buildings should align with roadways along Poag Street and North Kings Highway, and should be built close to the street to create an urban street edge.

- Any new retail uses should be located on the ground floor of the residential buildings. The location of retail uses should maximize visibility along the frontage of North/South Kings Highway and School Street. Retail uses should offer community amenities, such as sidewalk cafés or restaurants, to the surrounding residential uses.

- Building height should be limited to a maximum of four stories. The tallest buildings should be concentrated along North/South Kings Highway, with building height tapering down toward single-family residential neighborhoods to the west. Townhouse-style residential units should be used to provide a transition to the neighborhoods to the west.

- Adequate buffering should be provided to minimize the visual impact of redevelopment on existing single-family neighborhoods. Buffer areas should be appropriately landscaped with year-round vegetation to aid in the transition to single-family neighborhoods. All or a majority of Tax Map parcel 83-3((11))6 should be utilized as a buffer to existing single-family homes. This buffer area should include publicly accessible open space.

- Well-designed, publicly accessible urban plazas and parks should be integrated to enhance recreational options and a sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Redevelopment of this sub-unit should provide a pocket park or plaza. To the extent possible, these open spaces should be contiguous to on-site retail uses. Landscaping improvements to the triangular piece of land at the intersection of Shields Avenue and North Kings Highway, such as a gateway feature or public art, should be considered as a short-term improvement.

- Parking facilities should be designed to avoid adverse visual impacts to the streetscape and neighboring properties. Parking should be consolidated into structures that are integrated into the development using aesthetically appealing architectural detailing, screening, lighting, and landscaping. Limited convenience surface parking may be appropriate provided need is demonstrated and such spaces are appropriately integrated into the pedestrian environment.

- Development should dedicate adequate right-of-way for planned transportation improvements in the vicinity of Sub-units H-1 and H-2, as shown in Figures 13, 30, 36, and 42. A minor realignment of North/South Kings Highway, that minimizes impacts to the Kings Garden Apartments, to the west in the vicinity of the existing connection of Richmond Highway should be considered to enhance traffic flow on North/South Kings Highway and to create a pedestrian refuge for improved crossing of Richmond Highway and North/South Kings Highway. Dedication of right-of-way would be needed for this realignment to occur. If deemed appropriate, this realignment should take place concurrent with the severing of the Richmond Highway connection.

- The intersection of North Kings Highway with School Street should be improved concurrently with redevelopment to facilitate the realignment of North Kings Highway and Shields Avenue. If complete consolidation is not achieved in Sub-unit H-1, individual properties should work cooperatively during redevelopment to achieve this realignment.

- Design and/or construction of other planned transportation improvements, on-site and off-site, should be provided. A financial contribution may be provided towards facilitating implementation of off-site planned transportation improvements, as deemed appropriate.

- Efforts should be made to enhance the walkability and multi-modal connectivity of the land unit, through the addition of sidewalks, streetscaping, and bicycle facilities. Multi-modal connectivity between this land unit and the Huntington Metrorail Station should be enhanced to improve bicycle/pedestrian access through the incorporation of bus shelters and enhanced transit service.

- No new vehicular access should be provided to School Street.

- Traffic and safety concerns on School Street are addressed with traffic-calming and/or anti-cut-through measures, where warranted.

- Shaffer Drive and Poag Street should not be connected.

- Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. 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 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 the stormwater design-quantity control credit and stormwater design-quality control credit 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.

Sub-unit H-2

Sub-unit H-2 is located south of Poag Street along North Kings Highway and contains the Penn Daw Shopping Center and other commercial uses. The sub-unit is planned for retail use up to .35 FAR. Free-standing uses should be discouraged to preserve an opportunity for connections to the proposed gateway park in Sub-unit F-2. Additional parking lot landscaping is encouraged.

As an option, redevelopment with a mix of predominately residential use and ground-floor retail at an overall intensity up to 1.15 FAR may be appropriate. There is a desire to accommodate as much retail in the sub-unit as possible. The following conditions should be met:

- Full consolidation should be achieved for Sub-unit H-2. If full consolidation cannot be achieved, functional and aesthetic coordination of design, to include unconsolidated area(s), should be demonstrated.

- High-quality site design and architecture should be provided. Design should be coordinated throughout Sub-units H-1 and H-2, especially if redevelopment is phased.

- Buildings should align with roadways along Poag Street and North Kings Highway, and should be built close to the street to create an urban street edge.

- Retail uses should be located on the ground floor of the residential buildings. The location of retail uses should maximize visibility along the frontage of North/South Kings Highway, with additional retail sited along Poag Street near North/South Kings Highway. Retail should offer community amenities, such as sidewalk cafés or restaurants, to the surrounding residential uses.

- Building height should be limited to a maximum of five stories. The tallest buildings should be concentrated along North/South Kings Highway, with building height tapering down toward single-family residential neighborhoods to the west. Townhouses should be used to provide a transition to the neighborhoods to the west.

- Adequate buffering should be provided to minimize the visual impact of redevelopment on existing single-family neighborhoods. Buffer areas should be appropriately landscaped with year-round vegetation to aid in the transition to single-family neighborhoods. This buffer area should include publicly accessible open space.

- Well-designed, publicly accessible urban plazas and parks should be integrated to enhance the recreational options and a sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Redevelopment of the sub-unit should provide a central gathering space or plaza. To the extent possible, these open spaces should be contiguous to on-site retail uses.

- Parking facilities should be designed to avoid adverse visual impacts to the streetscape and neighboring properties. Parking should be consolidated into structures that are integrated into the development using aesthetically appealing architectural detailing, screening, lighting, and landscaping. Limited convenience surface parking may be appropriate provided need is demonstrated and such spaces are appropriately integrated into the pedestrian environment.

- Development should dedicate adequate right-of-way for planned transportation improvements in the vicinity of Sub-units H-1 and H-2, as shown in Figures 13, 30, 37, and 44. A minor realignment of North/South Kings Highway, that minimizes impacts to the Kings Garden Apartments, to the west in the vicinity of the existing connection of Richmond Highway should be considered to enhance traffic flow on North/South Kings Highway and to create a pedestrian refuge for improved crossing of Richmond Highway and North/South Kings Highway. Dedication of right-of-way would be needed for this realignment to occur. If deemed appropriate, this realignment should take place concurrent with the severing of the Richmond Highway connection.

- Design and/or construction of other planned transportation improvements, on-site and off-site, should be provided. A financial contribution may be provided towards facilitating implementation of off-site planned transportation improvements, as deemed appropriate.

- In the interim period prior to severing the connection between North/South Kings Highway and Richmond Highway, the entrance to Penn Daw Plaza south of Poag Street, which is currently offset, should be realigned with the existing connection to Richmond Highway. This realignment, along with an internal network of well-connected streets, is intended to improve access to the site and provide adequate circulation to more evenly distribute trips with Poag Street.

- Efforts should be made to enhance the walkability and multi-modal connectivity of the land unit, through the addition of sidewalks, streetscaping, and bicycle facilities. Multi-modal connectivity between this land unit and the Huntington Metrorail Station should be enhanced to improve bicycle/pedestrian access through the incorporation of bus shelters and enhanced transit service.

- Shaffer Drive and Poag Street should not be connected.

- Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. 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 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 the stormwater design-quantity control credit and stormwater design-quality control credit 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.

Land Unit I

The triangle-shaped parcel bounded by Richmond Highway on the east, South Kings Highway on the west and the office located at the corner of South Kings Highway and Pickett Street and the Franklin office building at the northwest corner of Richmond Highway and Franklin Street is planned for retail, office or retail and office mixed-use up to .50 FAR. Restaurants with table service are especially encouraged. This area is a centerpiece of the Penn Daw Community Business Center and special attention to urban design elements will enhance its appearance and function.

SUBURBAN NEIGHBORHOOD AREAS BETWEEN PENN DAW AND BEACON/GROVETON COMMUNITY BUSINESS CENTERS

(Refer to Figure 9)

1. The area which fronts on the west side of Richmond Highway between Franklin Street and the Service Merchandise retail center north of Beacon Mall to South Kings Highway includes commercial and residential uses. This area is planned for residential use at 4-5 dwelling units per acre and 8-12 dwelling units per acre as shown on the Comprehensive Plan map.

2. Lots fronting on the east side of Richmond Highway between Fairview Drive and Huntington Walk Condominiums and along Regan Street are planned for residential use at 16-20 dwelling units per acre, with substantial parcel consolidation. Elderly housing is encouraged. Landscape materials should be selected and located to provide effective buffering and screening to the residential community to the east.

3. This area is bounded on the west by Richmond Highway, Dawn Drive to the south and Hillside Lane to the east. It includes the Huntington Run and Huntington Walk Condominium Complexes, as well as the Groveton Baptist Church. The condominiums complexes are planned for residential use at 16-20 du/ac. Should the Groveton Baptist Church be redeveloped for residential use, a density of 8-12 du/ac may be appropriate if:

   - Complete consolidation of tax map parcels 93-1((7))1, 2, 501, 502 and 93-1((1))27 is achieved; and

   - Substantial buffering and screening is provided adjacent to the existing residential neighborhoods.

   This area may also be appropriate for low-rise office use up to a .50 FAR.

BEACON/GROVETON COMMUNITY BUSINESS CENTER

Figure 9 indicates the geographic location of land use recommendations for this Community Business Center.

This is the smallest of the community business centers located on Richmond Highway and is centered around Beacon Mall community shopping center. The Beacon Hill area in the Beacon/Groveton Community Business Center is one of the highest points in the metropolitan area with views of and beyond the Washington Monument. Office uses exist in the Metrocall building on the corner of Beddoo Street, Groveton Street and Richmond Highway. Strip-retail uses are also prevalent primarily on the east side of Richmond Highway where commercially-zoned lots are shallow and abut stable residential neighborhoods.

A variety of retail operations continue to the north of Beacon Mall. These large retail centers on the west side of Richmond Highway provide an opportunity for redevelopment, design and appearance enhancements and access and circulation improvements. Beacon Mall is planned for office and retail uses with an option for a high intensity mixed-use redevelopment project for the entire mall site and the retail center located to the north of Beacon Mall. The Groveton Redevelopment site is planned for redevelopment to office space with an option for high density residential use with office and support retail. Office and retail uses are planned for the east side of Richmond Highway. Intensities and heights on the east side of Richmond Highway are limited by the shallow depths and adjacent residential neighborhoods. These shallow lots may also be impacted by future highway improvements.

As the largest core area on Richmond Highway with the highest potential intensity, the Beacon/Groveton CBC is intended to become a focal point for the entire Richmond Highway Corridor. To establish an identifiable character, high-rise buildings that are properly oriented to take advantage of the views and coordinated in terms of scale, mass and function, yet which mitigate impacts to adjacent residential neighborhoods are envisioned. High-quality building and site design, incorporating the urban design recommendations found at the end of this Plan, will further distinguish this area as a well-designed urban center.

Sub-unit A-1

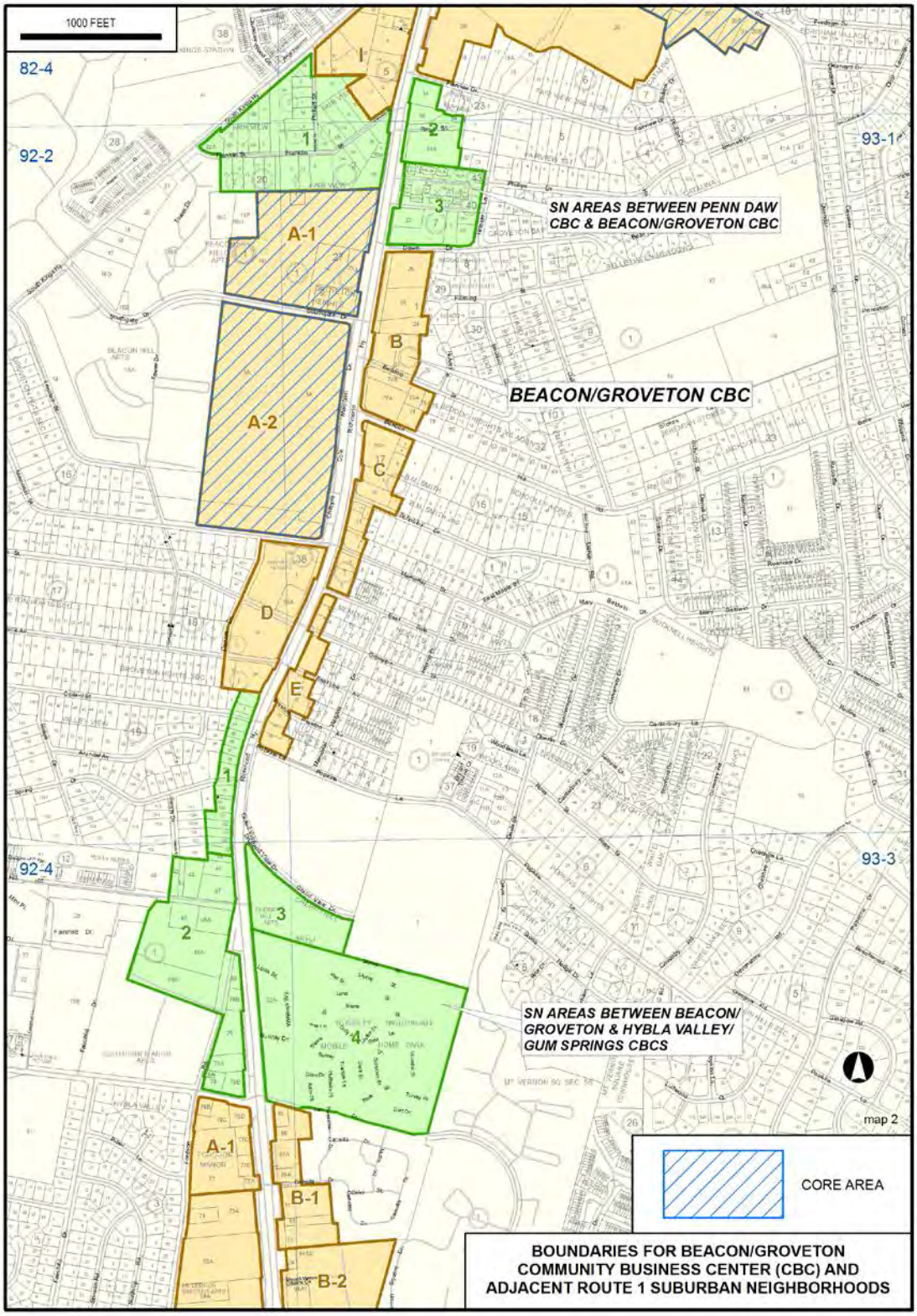
Located at the northwest intersection of Richmond Highway and Southgate Boulevard, this area is planned for retail and/or office uses up to .50 FAR.

As an option and in order to enhance the economic viability of Sub-unit A-1, a well-designed, integrated mix of office, high rise residential, retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the following conditions are met:

- Substantial consolidation of parcels is obtained and where consolidation of parcels is not obtained, existing uses should be integrated into the site design by providing interparcel vehicular and pedestrian access;

- Intensities and building heights should be tapered to mitigate bulk and height impacts to residential uses to the west and to create a pedestrian-oriented scale along Richmond Highway and Southgate Drive;

- Building design is of high architectural quality and is combined with an innovative and creative use of surrounding pedestrian open space in such a manner as to reduce the effect of the building height and bulk;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SN AREAS BETWEEN PENN DAW CBC & BEACON/GROVETON CBC
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A-1
A-2
B
C
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B-1
B-2
map 2
CORE AREA
BOUNDARIES FOR BEACON/GROVETON COMMUNITY BUSINESS CENTER (CBC) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS

FIGURE 9

- Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Beacon/Groveton Community Business Center is provided. The urban design recommendations found at the end of this Plan should be used as a guide;

- Effective buffering and screening are provided and maintained for differing adjacent land uses;

- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;

- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site transit facility and transit service sufficient to mitigate adverse impacts on the adjacent roadway network, are provided as determined during the development review process;

- Access points are consolidated along Richmond Highway and an efficient internal circulation system provided;

- Traffic circulation on the site must ensure safe and orderly access to adjacent arterials; and

- Pedestrian circulation and the use of mass transit is encouraged through site design, and connection with proposed and existing pedestrian circulation systems in the area and other methods.

- A stormwater management system is provided that will reduce the contribution of stormwater runoff from the site to stream degradation downstream of the site substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

Intensity greater than 1.0 FAR may be considered if the following conditions are also met:

- The mix of uses should include at least one-third residential; and

- Transportation improvements necessary to mitigate impacts must be included.

Sub-unit A-2

The area located on the west side of Richmond Highway between Southgate Boulevard and Memorial Street is planned for retail and/or office uses up to .50 FAR.

As an option and in order to enhance the economic viability of Sub-unit A-2, a well-designed, integrated mix of office, high rise residential, support retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the intermediate option conditions listed for Sub-unit A-1 above are met. Similarly, intensity above 1.0 FAR may be appropriate if the higher option conditions listed for Sub-Unit A-1 are also met.

Land Unit B

This land unit includes lots fronting on the east side of Richmond Highway from Dawn Drive to Beacon Hill Road and from Richmond Highway along Beacon Hill Road to and including

Tax Map 93-1((1))78. With the exception of parcels identified below, this land unit is planned for office, and/or retail uses up to .50 FAR with building heights up to 50 feet, and/or residential use at a density of 8-12 dwelling units per acre. An intensity up to .70 FAR may be permitted if the following conditions are met:

- Reasonable consolidation of Parcels 93-1((1))21, 24, 25 and 26, and a coordinated development plan is submitted;
- In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the east;
- Aesthetically pleasing buffers between this land unit and the adjacent residential area are provided and maintained;
- Provision of adequate underground, structured or other parking to service all users;
- Roadway improvements are built as needed; and
- Inclusion of appropriate landscaping, streetscaping, and other elements of the urban design recommendations found at the end of this Plan.
- A stormwater management system is provided that will reduce the contribution of stormwater runoff from the site to stream degradation downstream of the site substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

Tax Map Parcels 93-1((1))75A, 76A and 78 are planned for townhouse-style office use at an intensity of up to .35 FAR to transition to the stable residential neighborhood. An aesthetically pleasing buffering and screening treatment is to be provided and maintained between the office use and the adjacent residential area.

Land Unit C

Lots fronting on the east side of Richmond Highway between Beacon Hill Road and East Side Drive are planned for office and/or retail uses up to .50 FAR with maximum building heights of 50 feet. The development plan and architectural design should achieve consolidated access, should provide and maintain aesthetically pleasing and effective screening and buffering to adjacent residential properties, and should include stormwater management measures that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices should be considered toward this end.

Land Unit D

The area between Richmond Highway and Donora Drive extending from Memorial Street south to midway between Clayborne Avenue and Collard Street has been designated the Groveton Redevelopment Area and is appropriate for redevelopment to medium intensity office use up to .70 FAR. This development should be attractive, well-landscaped and be made compatible with adjacent residential uses through attractive building design, site planning and architectural treatments as well as effective landscaping and buffering. Building height should be compatible with the adjacent community. In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the west.

As an option, high density residential use with office and support retail at an overall intensity up to 1.8 FAR may be appropriate for parcels 92-2((1)) 13A, 93-1((1)) 97, 98 and 93-1((38)) (1) 1,4,7 if the following conditions are met:

- Complete consolidation of the block bounded by Richmond Highway, Memorial Street, Donora Drive, and Groveton Street is achieved.

- The development includes 70,000 to 90,000 square feet of office and retail use with a minimum of 20,000 square feet of retail use and a minimum of 50,000 square feet of office. A 70,000 square feet office component is desirable.

- Concurrent development of nonresidential and residential uses takes place.

- The development proposal creates a mixed-use activity center by providing the following features:

    - Locating buildings close to Richmond Highway;
    - Orienting residential and nonresidential uses to sidewalks;
    - Providing streetscape amenities such as street trees, sidewalks, plazas, retail browsing areas, street furniture and landscaping; and
    - Other building elements as described in the Urban Design Recommendations of the Comprehensive Plan for the Richmond Highway Corridor.

- Buildings are designed to step down to form an appropriate transition to adjacent residential properties west of Richmond Highway. To the extent possible, buildings along Richmond Highway should be sited to avoid casting shadows on the residential neighborhood facing Donora Drive. Appropriate landscaping and façade treatment measures are taken to reduce mass and size effect of multi-story structures on this neighborhood.

- Highway noise impact is mitigated through appropriate site and building design, and construction materials.

- Creative stormwater management techniques are examined as an alternative to, or in addition to, underground detention facilities.

- The existing park and recreation deficiencies are offset through provision of neighborhood park and recreation facilities. Typical facilities may include, but are not necessarily limited to the following:

    - Picnic facilities;
    - Open play areas;
    - Court facilities;
    - Playgrounds and tot lots;
    - Landscaped garden/seating areas; and
    - Activity/game areas.

    In addition, urban park features should be integrated within the site, such as plazas, gathering spaces, special landscaping, street furniture, and pedestrian amenities.

- Appropriate turn lanes to and from the site and any necessary intersection improvements are provided to enhance circulation efficiency. In addition, a detailed traffic impact analysis should be done to determine possible other improvements required to mitigate the impacts of the proposed development on the transportation system. The impacts of the development allowed under this option should be offset through a combination of

measures as deemed appropriate by the Department of Transportation. These measures may include a combination of capacity, roadway, pedestrian circulation, and access improvements, and an effective Transportation Demand Management (TDM) program that takes advantage of the proximity to the Metrorail and existing and future transit along Richmond Highway. The TDM program should include activities such as the provision of shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services.

- A stormwater management system is provided that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices is considered toward this end.

Land Unit E

Lots on the east side of Richmond Highway from East Side Street to Popkins Lane are planned for townhouse-style office and/or retail use up to .30 FAR with maximum building heights of 35 feet. The following conditions should be met with any development proposal:

- Commercially-zoned lots along Richmond Highway between Groveton Street and East Lee Avenue or East Lee Avenue and Preston Avenue or Preston Avenue and Popkins Lane are consolidated;

- Buildings are oriented to Richmond Highway with parking located at the rear of the property; and

- Effective screening and buffering are provided and maintained between the proposed development and the adjacent residential neighborhood.

With the full consolidation of Tax Map Parcels 93-1((18))(D)117, 126, 130 and 138 located between East Lee Avenue and Preston Lane, planned for office or retail use without drive thru facilities to include eating establishments and fast food restaurants up to .15 FAR with maximum building height of 25 feet may be developed provided that:

- Buildings and parking are oriented to encourage pedestrian traffic;

- Development is screened and buffered from the adjacent residential neighborhood in accordance with zoning regulations.

- Development provides compatible architecture treatments to avoid creating an adverse visual impact on adjacent residential development.

- A stormwater management system is provided that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices is considered toward this end.

Limited parking may be considered along the property frontage provided the preceding conditions are addressed and all other applicable Richmond Highway Streetscape elements are met.

SUBURBAN NEIGHBORHOOD AREAS BETWEEN BEACON/GROVETON AND HYBLA VALLEY/GUM SPRINGS COMMUNITY BUSINESS CENTERS

(Refer to Figure 9)

1. Parcels fronting on the west side of Richmond Highway from north of Collard Street to Parcel 92-2((19))105 located south of Spring Street are planned for residential use at 2-3 dwelling units per acre. These shallow lots may be further impacted by roadway widening which will severely constrain potential redevelopment. Existing vegetation should be preserved on these parcels to the extent possible and sidewalks along Richmond Highway should also be provided.

2. This land unit is bounded on the east by Richmond Highway from south of Spring Street to Lockheed Boulevard and on the south by Lockheed Boulevard and on the west by Fordson Road., Meadow Woods Apartments and the Nazarene Church. With substantial parcel consolidation, it is planned for 8-12 dwelling units per acre with compatibility-scaled townhouse-style retail and/or office components to an intensity up to .35 FAR. Additionally, and as an option, housing for the elderly, or a mini-warehouse, at an intensity not to exceed .50 FAR, may be appropriate for the Tax Map 92-4((1))48 and 49A. A proposal for a mini-warehouse should provide sufficient architectural treatment, townhouse-style office buildings facing Fordson Road, and buffering and landscaping to create an unobtrusive facility.

   The following conditions should be met in any development proposal:

   - Disturbance to steep slopes and environmental features in this area is minimized;
   - No access points are provided onto Richmond Highway;
   - Effective screening and buffering is provided and maintained to the adjacent residential neighborhoods; and
   - An efficient internal circulation pattern including pedestrian travelways is provided.

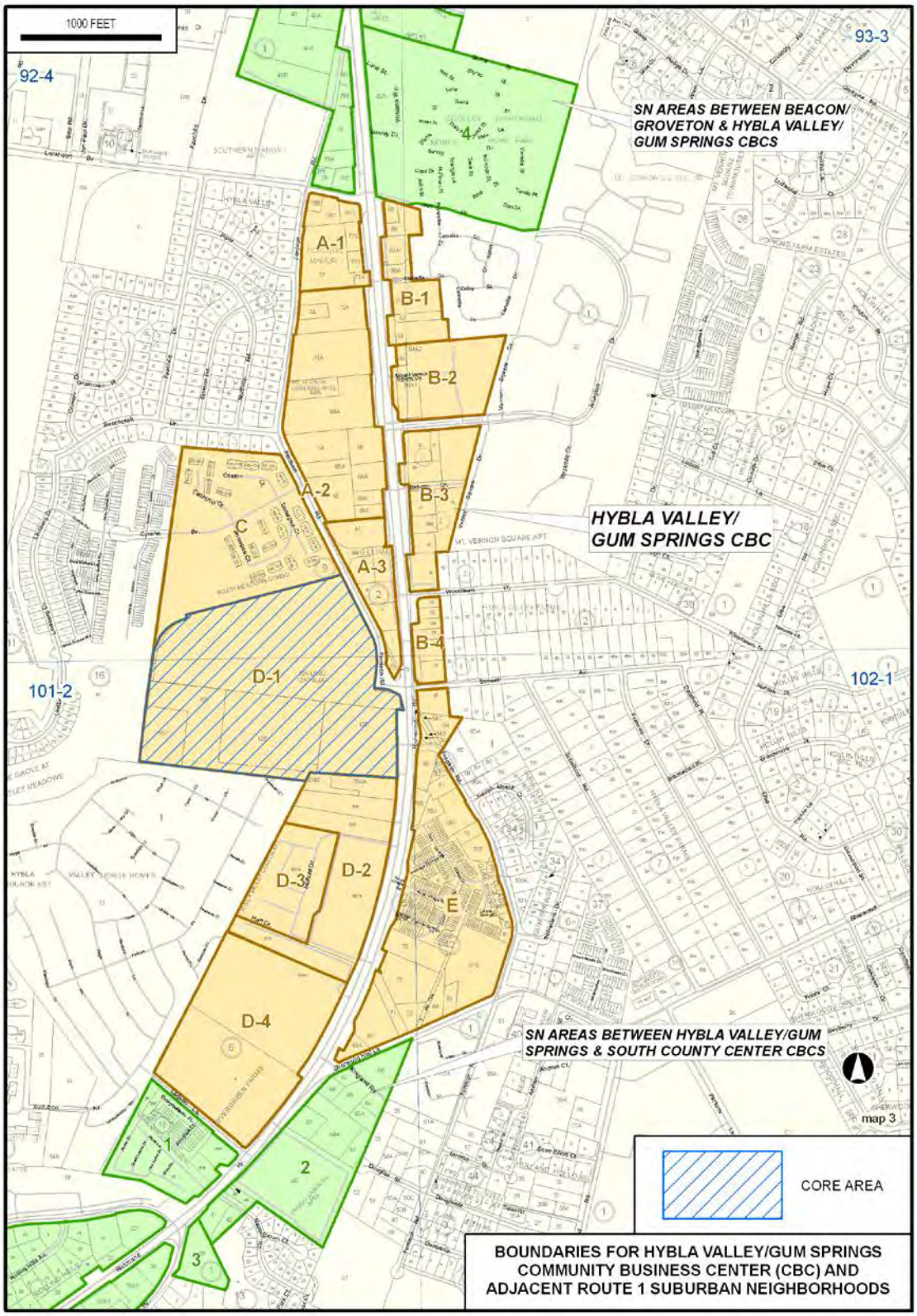
3. This land unit contains the Cherry Arms Apartments, located on the east side of Richmond Highway, across from its intersection with Holly Hill Road. This parcel is planned for residential use at 16-20 dwelling units per acre.

4. The North Hill, a part of the former Woodley Nightingale Redevelopment Area (approximately 33 acres) located on the eastern side of Richmond Highway north of the Hybla Valley/Gum Springs Community Business Center and the Woodley Hills Estates Mobile Home Park, is planned for public park for passive recreational use.

HYBLA VALLEY/GUM SPRINGS COMMUNITY BUSINESS CENTER

Figure 10 indicates the geographic location of land use recommendations for this Community Business Center.

Combined, the Mount Vernon Plaza and the South Valley Shopping Center comprise the focal point of this Community Business Center. These two shopping centers provide over 550,000 square feet of retail space. These centers are set back from the highway and are characterized by great expanses of parking lot frontage and poorly designed circulation patterns.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SN AREAS BETWEEN BEACON/ GROVETON & HYBLA VALLEY/ GUM SPRINGS CBCS
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SN AREAS BETWEEN HYBLA VALLEY/GUM SPRINGS & SOUTH COUNTY CENTER CBCS
map 3
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CORE AREA
BOUNDARIES FOR HYBLA VALLEY/GUM SPRINGS COMMUNITY BUSINESS CENTER (CBC) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS

FIGURE 10

North of these centers are areas of strip-commercial uses including auto dealerships, gas stations, convenience stores, home improvement establishments, fast food restaurants and auto repair businesses. Most of these establishments are located on relatively small parcels and oriented to the highway. Coordination of uses is minimal. Service drives have been built sporadically as development has occurred.

The Gum Springs Redevelopment Area is located at the southeast portion of this Community Business Center. This area was settled in the early 19th century by Free Blacks and has local historic significance. Several long-established homes and community organizations, including churches and a community assistance program, are based here. The Gum Springs Redevelopment Plan recommends a mixture of residential, office and commercial uses provided that substantial consolidation is achieved, adverse development impacts are mitigated and improvements to the infrastructure, streetscape, transportation and circulation systems are provided. The residential portion is planned for a mix of townhouses, apartments and single-family homes.

The Hybla Valley/Gum Springs Community Business Center has many constraints and opportunities. Redevelopment within the center should greatly improve the area by combining housing, shopping, entertainment, dining and employment opportunities in addition to aesthetic improvements.

The core area on the west side of Richmond Highway includes Mount Vernon Plaza and South Valley Shopping Center and is envisioned as a well-designed mix of uses that will become a lively local activity center. Use of the urban design recommendations found at the end of this Plan will achieve the character desired in this focal point, especially as it relates to building and site orientation and coordination of pedestrian and vehicle circulation.

Sub-unit A-1

This area includes parcels bounded by Lockheed Boulevard on the north, Fordson Road on the west and Richmond Highway on the east (Tax Map 92-4((1))77, 77A, 77B, 77C, 78B, 78C and 78D). This land unit is planned for office and/or retail use up to .50 FAR. Parcel consolidation and building orientation toward Richmond Highway or Lockheed Boulevard are encouraged with any development proposal. Development near Fordson Road and the Hybla Valley community should be well screened and buffered.

Sub-unit A-2

Sub-unit A-2 is located between Richmond Highway and Fordson Road and is planned for retail use up to .50 FAR, oriented toward Richmond Highway. Consolidation is encouraged. With substantial consolidation, this area is planned for retail and/or office uses with an overall intensity up to .70 FAR. Access points should be consolidated and an integrated internal circulation pattern should be provided with minimal access points to Richmond Highway. Parking lots should be well landscaped and screened. Effective buffering and screening should be provided along Fordson Road to provide a transition to the Hybla Valley community.

Sub-unit A-3

Sub-unit A-3 is located in the triangular area north of the intersection of Fordson Road and Richmond Highway and is planned for retail use up to .50 FAR. With substantial consolidation, this area is planned for retail and/or office uses with an intensity up to .70 FAR. Access should be provided from Richmond Highway and any access point near the intersection of Fordson Road should include proposals for improved circulation and access design at this intersection and to the adjacent shopping centers. Screening along Fordson Road and adjacent uses should be provided to this sub-unit.

Sub-unit B-1

Sub-unit B-1 is located on the east side of Richmond Highway adjacent to the Woodley Hills Estate Mobile Home Park and is planned for office and retail use up to .35 FAR. If substantial parcel consolidation is achieved, an FAR up to .50 FAR and a maximum building height of 50 feet may be appropriate. Property should be well-screened from the adjacent residences. A maximum of two access points along Richmond Highway should be provided.

Sub-unit B-2

Sub-unit B-2 is located at the northeast corner of Richmond Highway and Arlington Drive. This area is planned for office or hotel use up to .50 FAR. As an option, office or hotel use at an intensity of up to .70 FAR may be appropriate, provided the following conditions are met:

- Parcels in this sub-unit are consolidated to facilitate a unified and coordinated development;
- The architectural quality of the proposed buildings exhibits a creative and innovative design;
- Landscape materials should be located to provide visual relief between adjacent residential and, to a lesser extent, commercial properties; and
- Every effort is made to provide additional alternative access other than from Arlington Drive.

If this area develops as a shopping center, a free-standing drive-thru bank may be appropriate provided:

- Access is consolidated with the shopping center;
- Streetscaping is provided in accordance with the design standards contained in the Richmond Highway Corridor Plan;
- The drive-thru lanes and facility is screened with landscaping and/or a decorative knee-height wall;
- The bank design is unified with the shopping center; and
- The bank is oriented towards Richmond Highway.

Sub-unit B-3

Sub-unit B-3 is located along the east side of Richmond Highway south of Arlington Drive. This area is planned for retail use up to.50 FAR with a maximum building height of 50 feet. Substantial consolidation of lots and access points is encouraged.

Sub-unit B-4

Sub-unit B-4 includes all contiguous commercially-zoned property on the east side of Richmond Highway between Woodlawn Trail and Boswell Avenue and is planned for townhouse-style or well-designed retail and office use up to .50 FAR with maximum building heights of 40 feet. Substantial consolidation should be achieved to create a unified,

coordinated development. Special attention should be given to mitigation of commercial development impacts on the adjacent Hybla Valley Farms through effective screening and other transition techniques. Access should be consolidated and oriented to Richmond Highway.

Land Unit C

Land Unit C is located adjacent to the Mount Vernon Plaza Shopping Center along the west side of Fordson Road and is planned for residential use at 8-12 dwelling units per acre.

Redevelopment should be designed such that riparian buffer areas in the Resource Protection Area/Environmental Quality Corridor along the southern boundary of the land unit will be replanted with native vegetation. Restoration of the stream should be encouraged.

As an option, up to 15 dwelling units per acre may be appropriate if it can be demonstrated that such development is of sufficiently high quality to be an appropriate and compatible use adjacent to the stable Hybla Valley residential community. In order to accomplish that, development should meet the following conditions:

- Townhouses, at the lower end of the planned density range, buffered by a 60-foot landscaped strip, instead of the required 25-foot strip along the northern edge of the property, are the most dense type of development to occur next to the Hybla Valley subdivision;

- Garden apartments are restricted to the central and southern portions of the tract;

- The quality of construction and appearance of the development are compatible with the Hybla Valley subdivision;

- Because of the high water table in the area, a drainage study is undertaken and any proposed development ensures that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end; and

- Adequate recreational space should be supplied within the project boundaries to serve the needs of the residents.

Sub-unit D-1

Sub-unit D-1 includes Mount Vernon Plaza and South Valley Shopping Center, located on the west side of Richmond Highway at Fordson Road, and is planned for retail use up to .50 FAR.

Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end. Redevelopment should be designed such that riparian buffer areas in the Resource Protection Area/Environmental Quality Corridor along the northern and western boundaries of the Sub-unit will be replanted with native vegetation.

As an option, this land unit should serve as the focal point and core area of the Hybla Valley/Gum Springs Community Business Center. This sub-unit is planned for a high-quality, development that may incorporate multiple uses up to .70 FAR, including residential, office, hotel and/or retail uses. Any redevelopment proposed in this sub-unit should better integrate this area through improvements to interparcel and pedestrian access, internal circulation,

landscaping, screening and buffering to adjacent residential uses, facade improvements and coordination of signage. In addition, the following conditions should be met:

- Full parcel consolidation is achieved except the Virginia Power substation located on Tax Map parcel 101-2((1))12C;
- A well-integrated mix of uses, including retail, office, hotel and residential uses, is provided. Nonresidential development should be oriented toward Richmond Highway with residential uses located toward the middle and rear of the property;
- Effective buffering and screening to adjacent uses is provided and maintained;
- Connecting, safe pedestrian travelways to adjacent land uses are provided;
- Building heights are tapered down toward adjacent residential uses;
- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Hybla Valley/Gum Springs Community Business Center should be included. The urban design recommendations found at the end of this Plan are to be used as a guide;
- Structured parking is encouraged;
- Provide an acceptable detailed transportation analysis that identifies transportation improvements required to support the development. The transportation network for this center should provide efficient internal circulation and address access difficulties on or near this site;
- Provide transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site transit facility and transit service sufficient to mitigate adverse impacts on the adjacent roadway network, as determined during the development review process;
- Accommodate in the design of the project a future transit station at this site;
- A stormwater management system is provided that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices is considered toward this end; and
- Adequate measures to mitigate against undue environmental impact are provided including preservation of streams and floodplains, with their existing vegetation, on the property as private open space. Where past practices have degraded these streams, bioengineering approaches to restore them to more natural conditions and functions should be utilized.

Sub-unit D-2

Sub-unit D-2 is located on the west side of Richmond Highway and includes the Mount Vernon Crossroads and Hybla Valley Center shopping centers. It is planned for retail use with intensities up to .50 FAR. Any redevelopment proposed in this sub-unit should better integrate this area through improvements to interparcel and pedestrian access, internal circulation, landscaping, screening and buffering to adjacent residential uses, facade improvements and coordination of signage.

Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

Sub-unit D-3

This sub-unit contains the Murraygate Apartments and is planned for residential use at 16-20 dwelling units per acre.

Sub-unit D-4

This sub-unit contains a Wal-Mart store and Multiplex Theater and is planned for retail use up to .50 FAR. Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

Land Unit E

This land unit contains the Village at Gum Springs townhouse community, developed at 12-16 dwelling units per acre, and the Gum Springs Center, a neighborhood serving retail center. Existing and proposed land uses within the Gum Springs Conservation Area should develop in accordance with the Gum Springs Neighborhood Improvement Program and Conservation Plan adopted by the Board of Supervisors on April 30, 1979 and amended on April 16, 1990. Redevelopment of the 32-acre area bounded by Richmond Highway, Fordson Road and Sherwood Hall Lane and the Belle Haven Lodge property should be in accordance with the Gum Springs Redevelopment Plan adopted by the Board of Supervisors on April 16, 1990. The heritage resources within the historic community of Gum Springs should be protected in all development proposals.

The Gum Springs Redevelopment Plan Area is planned for residential development at 5-8 dwelling units per acre and for office and commercial uses along the Richmond Highway frontage. Residential development at 16-20 dwelling units per acre and a reconfiguration of the strip commercial areas into areas of office and/or retail uses may be appropriate if the following land use and transportation conditions are met:

- Substantial consolidation of the land area, to include frontage along Richmond Highway, is achieved and a coordinated redevelopment as a well-integrated, high-quality, planned development of residential and community-serving office and/or retail commercial uses is provided;

- Residential development should consist of a mix of townhouses, apartments and single-family detached units. Landscape treatments should be used along Richmond Highway to buffer residential units from noise and visual impacts. Single-family detached houses should be located along the Fordson Road frontage and should be compatible with and provide a transition to the single-family detached neighborhood to the east. These houses should be effectively protected from any adverse impacts generated by adjacent higher intensity residential or commercial development through a combination of architectural and landscaping treatments;

- At a minimum, 12.5% of the total number of units proposed should meet the standards for affordable housing as determined by the Department of Housing and Community Development;

- New development is sensitive to the existing institutional and residential uses, which have long-standing ties to the Gum Springs Community. Effective measures should be taken to protect these institutional uses from any adverse impacts generated by adjacent higher intensity residential, office or retail development through a combination of architectural and landscaping techniques;

- Office and retail development is architecturally compatible with adjacent residential uses, fronts on Richmond Highway and is oriented to community needs and services. Commercial development should be located north and south of Gum Springs Village. A mix of office development up to .35 FAR and retail development up to .25 FAR is appropriate. Townhouse-style office development not to exceed 40 feet in height is recommended. Retail development shall also not exceed 40 feet in height. Auto-oriented uses that contribute to strip commercial-type development are not appropriate;

- Pedestrian connections to the adjacent neighborhoods are provided as part of a continuous, coherent urban design treatment. Streetscape improvements along Richmond Highway should be in general conformance with the design standards outlined in the urban design recommendations found at the end of this Plan. Usable open space to serve the residents should be provided in conjunction with any multifamily residential development; and

- Mitigation is provided for noise impacts, drainage, and poor soil conditions and existing vegetation is incorporated in the project design.

Future development in the Gum Springs Redevelopment Area should be based upon the following considerations:

- Intersection improvements along Richmond Highway in the vicinity of the redevelopment area and between the redevelopment area and the shopping centers on the west side of Richmond Highway are planned to enhance traffic safety and flow. These improvements include the realignment of Fordson Road to Boswell Road. Additional improvements may require the relocation of median cuts and traffic signals on Richmond Highway between Sherwood Hall Lane and Boswell Avenue, and improvements in the service roads and curb cuts on the west side of Richmond Highway;

- Provision for safe pedestrian access from the redevelopment area to the shopping centers on the west side of Richmond Highway;

- Retention of the present configuration of Sherwood Hall Lane at its intersection with Richmond Highway, specifically: two travel lanes with the development of a dedicated right turn lane within 100 yards of its western terminus at Richmond Highway and with all current lane markings to be retained as now existing to within 100 yards of this western terminus;

- Consolidation of access points to the property along the Richmond Highway frontage;

- Provision for interparcel access connecting the various sections of the redevelopment area;

- Provision on Richmond Highway for an additional northbound lane from Sherwood Hall Lane to Boswell Avenue for right turns, deceleration/acceleration, and future widening;

- Provision for bus pullouts and continuous sidewalks along the Richmond Highway frontage.

SUBURBAN NEIGHBORHOOD AREAS BETWEEN HYBLA VALLEY/GUM SPRINGS AND SOUTH COUNTY CENTER CBCS

(Refer to Figure 10 for recommendations 1-10)

1. The area bounded by Ladson Lane on the north, Richmond Highway on the east, Audubon Mobile Home Park on the west and Little Hunting Creek on the south is planned for residential use at a density of 5-8 dwelling units per acre with an option for 8-12 dwelling units per acre. Substantial parcel consolidation should be accomplished to allow for a well-designed project. Access points should be consolidated and oriented toward Ladson Lane. Parcel 101-2((6))25 is the current location of Harmony Place Trailer Park, much of which has been developed in the Little Hunting Creek flood plain. Mobile homes currently located in the flood plain should be relocated into any areas planned for mobile home park. Any redevelopment of this sub-unit is encouraged to comply with the county's voluntary relocation guidelines. The environmental quality corridor located on Parcel 25 should be preserved for open space.

2. The area on the east side of Richmond Highway from Sherwood Hall Lane to Little Hunting Creek is located within the Gum Springs Conservation Area and is planned for uses as recommended in the Gum Springs Conservation Plan. Adequate measures to mitigate against undue environmental impact should be provided. Streams and flood plains with their existing vegetation located on the property should be preserved. Where past practices have degraded these streams, bioengineering approaches should be followed to restore them to more natural conditions and functions.

3. The property located on the east side of Richmond Highway south of Little Hunting Creek near Mount Vernon Highway (Tax Map 101-2((1))37) is planned as open space to protect the integrity of the environmental quality corridor.

4. The area fronting on the west side of Richmond Highway south of its intersection with Buckman Road to Janna Lee Avenue is planned for townhouse-style office and neighborhood-serving retail use up to .25 FAR to provide a transition to the adjacent single-family neighborhoods. The remainder of the land unit is planned for residential use at 2-3 dwelling units per acre. As an option, a mix of predominantly residential use up to 25 dwelling units per acre with 50,000 – 80,000 square feet of use consisting of office and ground floor retail may be appropriate if the area is redeveloped in accordance with Appendix 8 of the Land Use section of the Policy Plan "Guidelines for Neighborhood Redevelopment," and all of the following conditions are met:

   Phasing and Land Use:

   - The nonresidential component of the project is constructed and completed with the first phase of the development to ensure its compatible integration. A minimum of 70,000 square feet of commercial space comprised of a minimum of 60,000 square feet of office use and a minimum of 10,000 square feet of retail use is desired. Retail uses should be located on the ground floor of office buildings. Freestanding retail uses are discouraged.

   Design:

   - Complete parcel consolidation is desired. If total consolidation is not achieved, the development plan should demonstrate how the unconsolidated parcels could be integrated within the project at a later date, and buffered from the development in the interim.

- High quality, pedestrian-oriented architectural and landscape design, and other elements contained in the Urban Design Recommendations for the Richmond Highway Corridor are incorporated.

- Buildings provide appropriate transition in scale and mass from Richmond Highway towards existing adjacent residential areas along Buckman Road and Janna Lee Avenue.

- A mix of unit and building types including mid-rise structures are provided to create open space.

- Useable, well-landscaped open space is provided throughout the site.

- Landscaping is employed to offset the effect of parking lots, driveways and pavement areas adjacent to the commercial and residential structures.

- All stacked townhouses and multifamily units are designed such that they include doors, windows, and recessed balconies in the front and rear elevations to ensure an attractive "front door" appearance from all sides. Commercial buildings designed to provide an attractive appearance on all sides. Building materials of the highest quality should be used.

Environment:

- Residential development is not located in any portion of the site with projected highway noise exposures exceeding DNL 75 dBA, and outdoor residential recreation areas are not located in areas with projected noise levels in excess of DNL 65 dBA. Full mitigation should be achieved through appropriate design of the site, and the design and construction of buildings. Noise walls along Richmond Highway are not appropriate.

- Trees determined to be of value by the Urban Forester are preserved if feasible.

Parks and Recreation:

- The existing park and recreation deficiencies are offset through provision of neighborhood park land through a dedication to the Park Authority of 2.5 to 4 acres, if provided on-site, or 3 to 4 acres, if provided off-site. As a substitute, funds may be dedicated to the Park Authority for off-site land acquisition and/or facilities. Appropriate neighborhood park recreation facilities should also be provided. In addition, urban park features should be integrated within the site, such as plazas, gathering spaces, special landscaping, street furniture, and pedestrian amenities.

Transportation and Pedestrian Circulation:

- Capacity issues associated with the Buckman Road/Mt. Vernon Highway/Richmond Highway intersection are resolved with the dedication of right-of-way for an interchange. If right-of-way for an interchange is not provided, Richmond Highway should be improved to a six-lane divided highway with a raised median between Janna Lee Avenue and Buckman Road.

- Primary access is provided via Janna Lee Avenue and Buckman Road. Vehicular access from Richmond Highway is limited to one right turn in and one right turn out access point only with a possibility of a pick up/drop off area along the highway frontage.

- Janna Lee Avenue between Richmond Highway and Buckman Road is improved and modifications of the Janna Lee/Richmond Highway intersection are made to achieve efficient circulation patterns.

- Continuous sidewalks and trails within a streetscape consistent with the Richmond Highway Corridor guidelines are provided along Richmond Highway, Janna Lee Avenue and Buckman Road. Hard surface material that enhances the corridor's urban character should be used. Within the site, trails and sidewalks are provided to create a pedestrian friendly environment and to connect the site with transit services along the Richmond Highway corridor and surrounding areas.

- An effective Transportation Demand Management (TDM) program applicable to residential and nonresidential uses that utilizes a combination of measures as deemed appropriate by the Department of Transportation is provided. These measures may include shuttle services, transit subsidies, vanpool or carpool matching services and bus shelters as well as telework office space with advanced telecommunication systems. The program should be monitored periodically.

As a second option, development of residential use at a density of 20 to 30 dwelling units per acre may be appropriate if the area is redeveloped in accordance with Appendix 8 of the Land Use section of the Policy Plan "Guidelines for Neighborhood Redevelopment," and the following conditions are met. Redevelopment would consist of approximately 275 to 350 multifamily residential units and 150 to 225 townhome units, but flexibility in unit type mix may be appropriate to achieve Comprehensive Plan objectives. Accessory office and/or accessory retail use may be appropriate on the ground floor of one or more of the multifamily buildings. Construction of the residential units may be phased.

Design:

- Complete parcel consolidation is desired. If total consolidation is not achieved, the development plan should demonstrate how the unconsolidated parcels could be integrated within the project at a later date, and buffered from the development in the interim.

- High quality, pedestrian-oriented architectural and landscape design, and other elements contained in the Urban Design Recommendations for the Richmond Highway Corridor are incorporated.

- Buildings provide appropriate transition in scale and mass from Richmond Highway towards existing adjacent residential areas along Buckman Road and Janna Lee Avenue.

- Useable, well-landscaped open space is provided throughout the site.

- Landscaping is employed to offset the effect of parking lots, driveways and pavement areas adjacent to the residential structures.

- All buildings are designed to provide an attractive appearance on all sides. Blank walls should be avoided. High quality building materials should be used.

Environment:

- Noise should be mitigated consistent with guidance outlined in the Environment element of the Policy Plan through appropriate design of the site, and the design and construction of buildings. Noise walls along Richmond Highway are not appropriate.

- Trees determined to be of value by the Urban Forester are preserved to the maximum extent possible. Preservation of existing trees within proposed open space areas is encouraged.

- Low Impact Development (LID) practices should be incorporated to the maximum extent possible.

- Contributions toward the restoration of Little Hunting Creek should be provided.

Parks and Recreation:

- Well-designed, publicly accessible urban parks should be integrated to enhance the recreational options and sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Contributions to offset off-site public park facility service level impacts should be made commensurate with the impact of development approved.

Transportation and Pedestrian Circulation:

- Development should provide for the improvement of Richmond Highway to a six-lane section as depicted on the Countywide Transportation Plan, and associated improvements to address projected traffic congestion and relieve capacity issues at the Buckman Road/Mt. Vernon Highway/Richmond Highway intersection.

- Janna Lee Avenue between Richmond Highway and Buckman Road is improved.

- Continuous sidewalks and trails within a streetscape consistent with the Richmond Highway Corridor guidelines are provided along Richmond Highway, Janna Lee Avenue and Buckman Road. Hard surface material that enhances the corridor's urban character should be used. Within the site, trails and sidewalks are provided to create a pedestrian friendly environment and to connect the site with transit services along the Richmond Highway corridor and surrounding areas.

5. This area extends south from the intersection of Richmond Highway and Mount Vernon Highway, and includes all the parcels bounded by these two highways, up to and including Tax Map 101-4((1))16A, 16B and 20 which are planned for residential use at 5-8 dwelling units per acre. If substantial consolidation of these parcels is achieved, residential use at 8-12 dwelling units per acre may be appropriate to provide a transition to the adjacent single-family dwellings. Density should be tapered from Richmond Highway to Mount Vernon Highway and development along Mount Vernon Highway should be limited to single-family detached houses at 2-3 dwelling units per acre. Access points should be consolidated. Effective screening and buffering should be employed to provide a visual barrier between the existing residences and planned units as well as along Mount Vernon Highway. Existing retail, commercial uses on Parcels 34, 34A and 35A are appropriate to be retained up to .30 FAR. Parcel 36 is appropriate for retail use up to .35 FAR.

6. Parcels located south of Richmond Highway, east of Central Avenue, and west of Mount Vernon Avenue, are planned for residential use at 2-3 and 8-12 dwelling units per acre, as shown on the Plan map.

This land unit may be appropriate for a mix of single-family detached homes and townhouses with an option for a medical care facility for the elderly. Residential use at 2-3 dwelling units per acre should be developed adjacent to the existing single-family neighborhoods on Central Avenue and Mount Vernon Highway. The area adjacent to Richmond Highway may be appropriate for townhouse development at 8-12 dwelling units per acre, with an option for a medical care facility for the elderly, provided that:

- A unified development plan is submitted;
- Structures are clustered away from Richmond Highway on Parcel 17 to retain some of the existing open space along Richmond Highway;
- Sufficient and suitable screening and buffering are provided and maintained along Richmond Highway and adjacent residential lots;
- The medical care facility is limited to a maximum of 90 living units. If the medical care facility is not built, the balance of the development on this portion of the site may also develop in townhouse use; and
- Access to the single-family detached development is limited to Mount Vernon Highway and Old Mount Vernon Road, while access to the townhouse development and medical care facility is from Central Avenue and Richmond Highway.

7. Parcels located on the west side of Richmond Highway between Janna Lee Avenue and the Roxbury of Mount Vernon townhouse community are planned for a mix of predominantly residential use at a density of 8-12 dwelling units per acre and community-serving commercial uses up to .50 FAR with substantial parcel consolidation. Access points should be consolidated. Screening should be employed to provide a visual barrier between the existing residences and planned units and along Richmond Highway.

   A landscape contractor's offices and/or a plant nursery, may be appropriate for the parcels located east of Roxbury Drive [Tax Map 101-4((1))11A and 12] if the proposed development responds to the development conditions listed above and meets the following conditions:

   - Provide and maintain substantial vegetated buffers and screening adjacent to parcels planned or developed for residential use;
   - Assure compatible building scale and height with the residential development;
   - Buildings are oriented toward Richmond Highway and away from parcels planned or developed for residential use and should be compatible with a residential context; and
   - Outdoor storage of heavy construction equipment and construction vehicles is prohibited.

8. This area is bounded on the north by Roxbury of Mount Vernon Townhouses, Buckman Road on the west, Richmond Highway on the east and the Mount Vernon Shopping Center on the south. If consolidation of contiguous parcels fronting Richmond Highway is achieved on Martha Street, a density of 12-16 dwelling units per acre may be developed.

9. Parcel 101-4((1))9A which is developed as the Mount Vernon Shopping Center is planned for retail use up to 0.50 FAR.

10. Parcels fronting on the east side of Richmond Highway from Central Avenue to Reddick Avenue and the parcels along the southeast side of Central Avenue as shown in Figure 10 are planned for residential use at 5-8 dwelling units per acre with the following conditions:

    - Consolidation of parcels is achieved;
    - Access points are consolidated;
    - A well-integrated development plan with an efficient internal circulation pattern is provided; and
    - Effective screening and buffering are provided to the existing adjacent residential properties.

SOUTH COUNTY CENTER COMMUNITY BUSINESS CENTER

Figure 11 indicates the geographic location of this Community Business Center (CBC). The South County Center is the focal point of this CBC. The center provides space for the Community Health Center, the General District Court, the Juvenile Domestic Court and other service providers. Diverse land uses are located within the CBC and in addition to the South County Government Center, includes residential neighborhoods with retail and office uses located closeby.

Land Unit A

The area bordered by Russell Road, Main Street, Buckman Road and Richmond Highway is planned for office and/or retail and/or mixed use at an intensity of 0.70 FAR. Any development proposal should meet the following conditions:

- Effective buffering and screening to residential uses;
- Building heights are tapered down to provide an appropriate transition to the existing residential communities;
- Urban design elements such as streetscaping, public art and pedestrian plazas that will denote this area as a focal point should be provided. The urban design guidelines found at the end of this Plan are to be used as a guide.

Sub-unit B-1

Mount Zephyr Business Center is planned for office and/or retail use up to .35 FAR with maximum building heights of 40 feet.

Sub-unit B-2

The Old Mount Vernon High School is located on the east side of Richmond Highway between Maury Place and Mohawk Lane. The school should be retained in county ownership and preserved as a local historic site. The building is planned for public facilities use, primarily for educational use. The campus includes a main building that is surrounded by, and attached to, smaller structures. Ancillary institutional uses to support non-profit services may be appropriate in the peripheral buildings. Existing county-owned open space at the rear of the property should be retained as publicly accessible park space, subject to Board of Supervisors' approval.

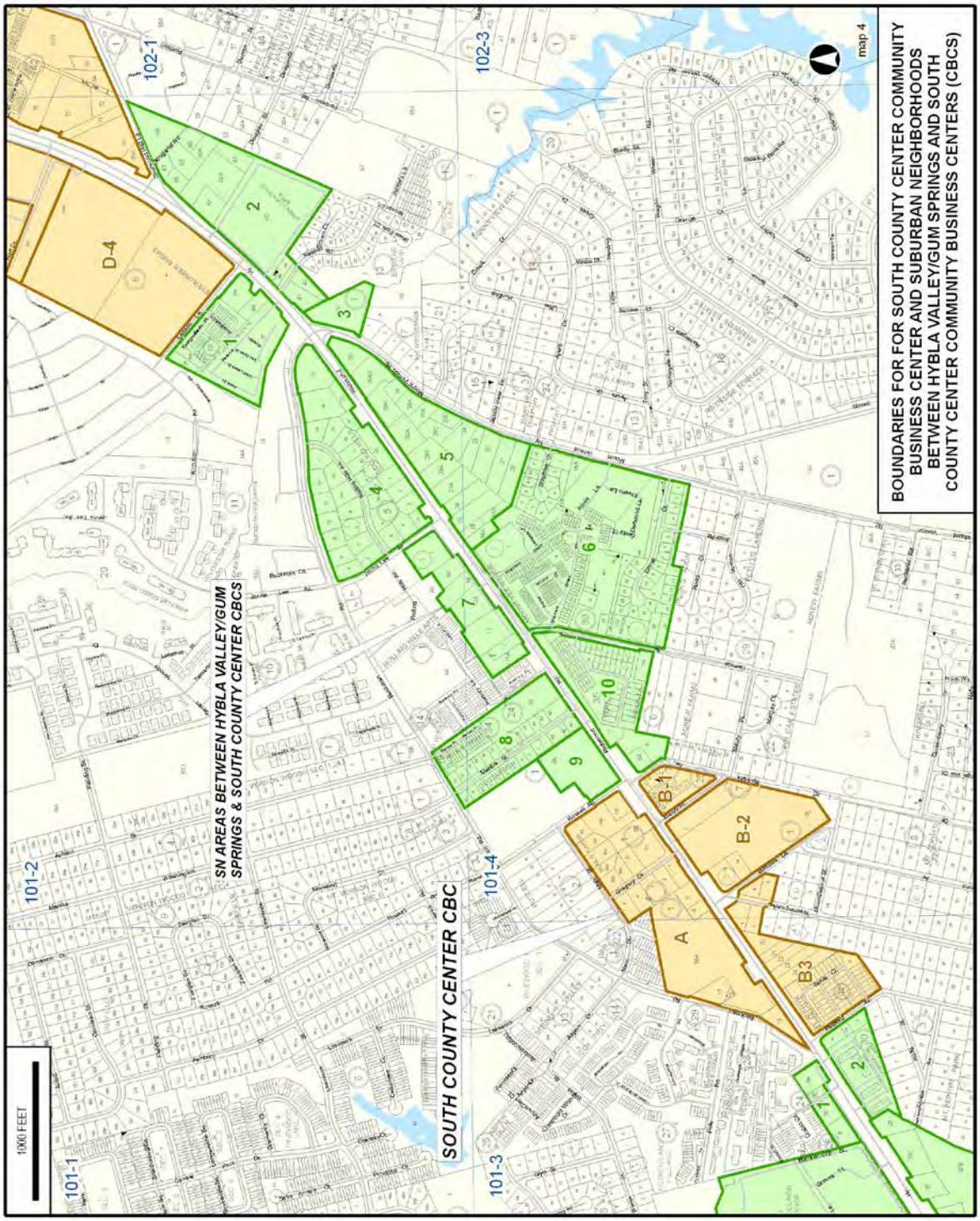

BOUNDARIES FOR FOR SOUTH COUNTY CENTER COMMUNITY BUSINESS CENTER AND SUBURBAN NEIGHBORHOODS BETWEEN HYBLA VALLEY/GUM SPRINGS AND SOUTH COUNTY CENTER COMMUNITY BUSINESS CENTERS (CBCS)
map 4
SN AREAS BETWEEN HYBLA VALLEY/GUM SPRINGS & SOUTH COUNTY CENTER CBCS
SOUTH COUNTY CENTER CBC
1000 FEET
101-1
101-2
101-3
101-4
102-1
102-3
D-4
A
B-1
B-2
B3

FIGURE 11

Tax Map Parcels 101-4 ((8))(O)1A and 1B, which are located at the northeast corner of Richmond Highway and Mohawk Street adjacent to the Old Mount Vernon High School are planned for institutional use. Uses may include a community recreation center and a performing and visual arts center.

Any design and development plan should be compatible with the historic nature of the Old Mount Vernon High School. These uses are consistent with the Richmond Highway revitalization goals and present an opportunity for a community activity center and adaptive reuse of the site.

Sub-unit B-3

This area includes properties located on the east side of Richmond Highway between Mohawk Lane and Radford Avenue and is planned for residential use at 5-8 dwelling units per acre. Substantial lot consolidation should be achieved and a landscaped open space buffer should be provided adjacent to the existing residential community. As an option, the area from Mohawk Lane to and including Tax Map 101-3((1))20 may be appropriate for retail and/or office use at .35 FAR in order to create a gateway into the Mount Zephyr community. The design of the retail and/or office use should be compatible in scale and appearance with the residential neighborhood.

- Nonresidential uses should be oriented to Richmond Highway and Mohawk Lane and building heights should be tapered down toward the existing single-family area;

- Land use design techniques should be incorporated to minimize impact on adjacent residential neighborhoods from building heights, noise, light and any other adverse impacts associated with the development;

- Effort should be made to preserve specimen trees.

SUBURBAN NEIGHBORHOOD AREAS BETWEEN SOUTH COUNTY CENTER CBC AND WOODLAWN CBC

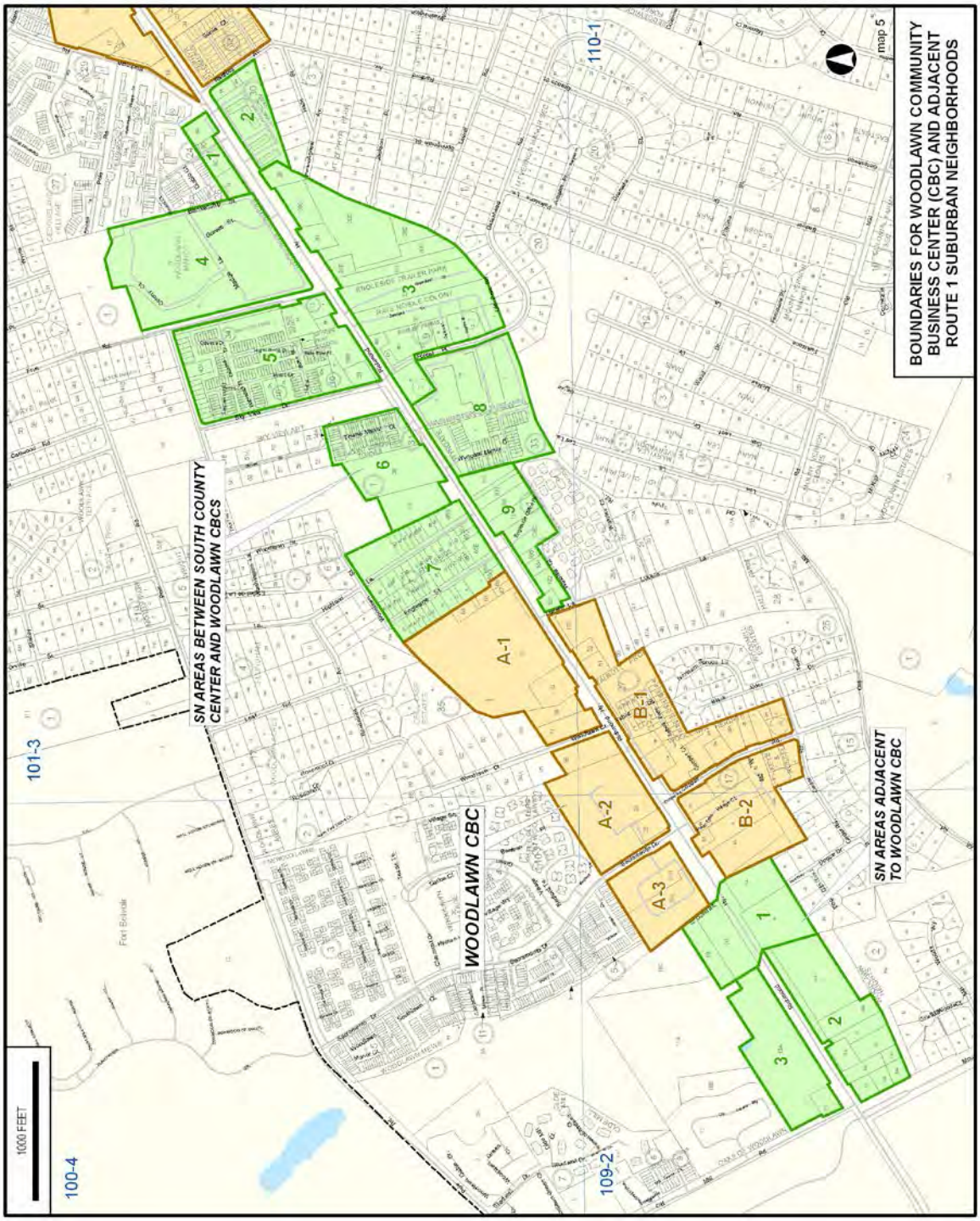
(Refer to Figure 12 for recommendations 1-9)

1. This area is located on the west side of Richmond Highway between the southern end of Buckman Road and Blankenship Street and is planned for retail and/or office use up to .35 FAR.

2. Potomac Square and Tax Map parcels 101-3((3))1 and 2 are planned for townhouse-style office and/or retail use up to .35 FAR with building heights up to 40 feet.

3. This area is located on the east side of Richmond Highway south of Potomac Square Center to include the Engleside Trailer Park and Ray's Mobile Colony north of the intersection of Forest place and Richmond Highway and commercial uses fronting on Richmond Highway. This area is planned for residential use at 5-8 dwelling units per acre. Residential uses should be designed to provide for a transition to the adjacent single-family residential neighborhood by providing the required buffering, fencing, and screening to adjacent neighborhoods. Any redevelopment of this area is encouraged to comply with the county's voluntary relocation guidelines. No access should be provided to any proposed development from the Mount Zephyr or Mount Vernon Manor communities.

   If substantial consolidation is achieved, this area may be appropriate for a mixed-use development using an urban/town center design concept with residential, office and retail uses.


BOUNDARIES FOR WOODLAWN COMMUNITY BUSINESS CENTER (CBC) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS
SN AREAS BETWEEN SOUTH COUNTY CENTER AND WOODLAWN CBCS
SN AREAS ADJACENT TO WOODLAWN CBC
WOODLAWN CBC
A-1
A-2
A-3
B-1
B-2
1
2
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6
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8
9
110-1
101-3
100-4
109-2
1000 FEET

FIGURE 12

Based on the size of the land area, approximately 75% of the total development is planned to be developed as residential use at a density of 16-20 du/ac, with 25% of the development planned for retail and office uses at an intensity of .50 FAR.

In addition, the following conditions should be met:

- The proposed "urban/town center" concept's site design should enable the creation of a cohesive and walkable environment.

- High-quality architecture should be provided.

- Buildings should be oriented to internal/external streets and sidewalks, and sufficient open space should be interspersed with retail, residential, and office uses to provide usable public gathering areas.

- Building tapering, vegetative buffering and screening, with fencing along the yards of adjacent single-family residences, should be provided as needed on the periphery to create a transition to the surrounding areas. Lighting and sound from any development should be designed so that it is not intrusive to adjacent residential development.

- Multifamily use may be appropriate if designed as townhouse-style structures. These structures may include ground floor retail and office uses.

- Any freestanding office or residential building is encouraged to meet at least U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver standards or other comparable programs with third party certification. Retail users are encouraged to meet applicable LEED standards, or other comparable programs, in design and construction to promote sustainable development. The impervious nature of hard surfaces should be offset through approaches such as providing vegetated planting strips in surface parking lots.

- Multi-story office buildings should include ground-floor retail use and other services where possible. To the extent possible, the new retail uses should be located in places that would encourage public usage, activate the town center, and reduce vehicular traffic. Such new retail uses should also be distributed throughout the site in the ground floors of the residential buildings and at prominent entrance points to the town center.

- The residential units should be distributed in buildings across the site in a manner that is well-integrated into the town center. The residential uses also should have convenient access to open space, community-serving retail uses, and other services. Affordable and workforce housing should be provided through compliance with the Affordable Dwelling Unit Ordinance and other county policies.

- Usable open spaces such as pocket parks, plazas, common greens and recreation-focused urban parks should be integrated into the development with supporting pedestrian connectivity.

- Internal roadways, trails, sidewalks, and street crossings should connect buildings and open spaces. Streetscape treatments should include trees, landscaping, sidewalks, bicycle facilities, street furniture, and various paving textures, to the extent possible.

- The impact on parks and recreation levels of service should be offset per Objective 6 of the Parks and Recreation Section of the Policy Plan through the provision of on-site urban park amenities, parkland dedication, provision of active recreation facilities and/or improvements to existing nearby parks.

- Transportation improvements should be provided that ensure that the impact of the proposed development is mitigated so that there is no overall degradation of the transportation network in the vicinity of the site.

- Bus transit stops and accompanying shelters should be provided along Richmond Highway.

4. The area bounded by parcel 101-3((1))7, Blankenship Street, Richmond Highway and Frye Road is planned for residential use at 16-20 du/ac. As an option, the area is planned for mixed use up to 0.50 FAR with consolidation of parcels 101-3((1))8 and 101-3((1))5. The mixed use should consist of predominantly residential use with retail and/or office uses oriented to Richmond Highway. The provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the county's median income is encouraged.

5. The area located on the west side of Richmond Highway between Frye Road and SkyView Drive is planned for community-serving retail use up to .35 FAR and residential use at 2-3 dwelling units per acre, as shown on the Comprehensive Plan map. As an option, residential use at 14-16 dwelling units per acre may be considered if some of the commercially zoned parcels along Richmond Highway are included in the consolidation, subject to the following conditions:

   - Substantial parcel consolidation should be achieved including at least 75 percent of the residentially zoned area. Development at the option level should be considered only if it is in conformance with the guidelines for neighborhood redevelopment contained in Appendix 8 of the Land Use section of the Policy Plan;

   - Residual parcels not included in the initial rezoning under this option may be appropriate for residential use up to 8 dwelling units per acre provided that units are fully integrated and compatible with development, either approved or constructed, under the initial rezoning in terms of unit type, design and architecture;

   - Single-family detached units should be located at the northern end of the area across from the single-family detached community along Manor Drive;

   - Effective buffering and screening should be provided by the residential development to screen it from nonresidential uses and Richmond Highway. The screening should consist of barriers comprised of brick, masonry, and/or wood;

   - Access should be provided from both Sky View Drive and Frye Road, and these two roadways should be interconnected with the internal street system for the residential development. There should be no access to Richmond Highway.

6. This area which includes the Knights of Columbus, the U.S. Post Office site, and the Mount Vernon Townes, is located on the north side of Richmond Highway between Osman Drive and east of Highland Lane, and is planned for community-serving retail/office use up to .25 FAR or residential use at 12-16 dwelling units per acre without parcel consolidation. Effective buffering and screening to adjacent residential development, high quality design, and efficient circulation patterns should be provided as part of any development plan.

7. This area is located on the west side of Richmond Highway immediately north of Highland Lane to Engleside Shopping Center, between Richmond Highway and Woodlawn Street, and is planned for neighborhood-serving retail and/or neighborhood-serving office use that is residential in character up to .25 FAR for lots fronting Richmond Highway with the remainder planned for residential use at 2-3 du/ac. As on option, the residential portion may be

appropriate for use at 5-8 du/ac if Policy Plan guidelines regarding neighborhood consolidation are met. In any development proposal substantial parcel consolidation is encouraged. Access points should be minimized and effective screening and buffering should be provided to the single-family residences located to the north.

8. This area is located on the east side of Richmond Highway between Forest Place and the Dominion Virginia Power substation to include the Washington Square Apartments and planned for residential use at 5-8 dwelling units per acre. As an option, retail and/or office uses up to .35 FAR may be appropriate

9. This area, located on the east side of Richmond Highway from the Virginia Power substation to Lukens Lane, is planned for residential use at 5-8 dwelling units per acre, retail and/or office use up to .35 FAR.

WOODLAWN COMMUNITY BUSINESS CENTER

Figure 12 indicates the geographic location of land use recommendations for this Community Business Center.

The Woodlawn Community Business Center is primarily centered around three shopping centers located on the northwest side of Richmond Highway: Woodlawn Shopping Center, Engleside Plaza and Sacramento Center. On the southeast side of Richmond Highway is an abundance of strip commercial uses including fast food restaurants, auto repair establishments and converted residences. Two small shopping centers, including Cooper Center and Pear Tree Village which offers a well-designed collection of locally-oriented retail and service businesses, are also located on the southeast side of Richmond Highway.

Dogue Creek and associated environmental quality corridors traverse this area of Richmond Highway. Some businesses established in environmentally-sensitive areas exist as grandfathered non-conforming uses. These areas should be protected and any environmentally degraded areas should be restored.

The intersection of Richmond Highway and Mount Vernon Memorial Highway is the gateway to upper Richmond Highway. Woodlawn Plantation, Mount Vernon, Washington's Grist Mill and Fort Belvoir are within short distances of this intersection and create a market for this Community Business Center. Therefore, redevelopment within the Woodlawn Community Business Center should relate to and complement the nearby tourist-oriented attractions. The urban design recommendations in this Plan are especially important in creating the desired character.

Sub-unit A-1

This sub-unit primarily consists of the Engleside Plaza Shopping Center and other strip commercial uses located on the west side of Richmond Highway north of Woodlawn Court and is planned for community-serving retail use up to .35 FAR. This area presents an opportunity for possible redevelopment. With substantial consolidation, Sub-unit A-1 is planned for mixed-use development including office and retail uses up to .50 FAR. Any development proposal should meet the following conditions:

- Consolidation of parcels includes the environmental quality corridor surrounding Dogue Creek which is preserved as open space;

- Building heights are tapered down toward adjacent residential uses;

- Dedication of needed rights-of-way for planned roadway improvements is provided;

- Substantial buffering and screening are provided to adjacent residential and other existing uses;

- Retention of existing basic retail uses (i.e. grocery, pharmacy) currently located in the Engleside Plaza Center; and

- Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are used as a guide.

Sub-unit A-2

This sub-unit primarily consists of the Woodlawn Shopping Center and other strip commercial uses located on the west side of Richmond Highway south of Woodlawn Court and is planned for community-serving retail use up to .35 FAR. This area presents an opportunity for possible redevelopment. With substantial consolidation, Sub-unit A-2 is planned for primarily office, with hotel and/or retail, mixed-use up to. 70 FAR if the following conditions are met:

- Preservation of the environmental quality corridor surrounding Dogue Creek as open space;

- Buildings are designed to meet the criteria for LEED Silver green building certification;

- Building heights are tapered down toward adjacent residential uses;

- Dedication of needed rights-of-way for planned roadway improvements, including bike lanes and the realignment of Sacramento Drive to Cooper Road, are provided;

- Access points are consolidated and an efficient internal circulation system is provided;

- Provision of substantial buffering and screening adjacent to residential and other existing uses;

- Provision of a pedestrian and bicycle circulation system which encourages pedestrian and bicycle traffic within the development, and adjacent developments;

- The traffic impact of the proposed development is thoroughly analyzed and mitigated using a Transportation Demand Management (TDM) program that may include shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services; and

- Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are used as a guide

Sub-unit A-3

Located at the southwest corner of Richmond Highway and Sacramento Drive, Sacramento Center is planned for community-serving retail use with an intensity of up to .50 FAR if the following conditions are met:

- Building heights are tapered toward adjacent residential uses;

- Buildings are designed to meet the criteria for LEED Silver green building certification;

- An efficient internal vehicular circulation system is provided to include consolidation of access points away from the existing intersection to the extent possible;

- Dedication of needed rights-of-way for planned roadway improvements, including bike lanes and the realignment of Sacramento Drive to Cooper Road, is provided;

- Provision of a site for a transit station if appropriate for a planned transit project on Richmond Highway;

- Provision of a pedestrian and bicycle circulation system which encourages pedestrian and bicycle traffic within the development, and to adjacent developments;
- Mitigation of environmental impacts is provided. The related floodplain and wetland areas should be restored and protected in accordance with Plan objectives, as well as other applicable guidelines and regulations; and

- Provision of substantial buffering and screening are provided to adjacent residential and other existing uses.

As an option, with full consolidation Sub-unit A-3 may be appropriate for commercial development at an intensity of up to 1.50 FAR if the development includes primarily office, with hotel and/or retail uses, and meets the following additional conditions:

- The traffic impact of the proposed development is thoroughly analyzed and mitigated using a Transportation Demand Management (TDM) program that may include shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services; and

- Inclusion of urban design elements such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are to be used as a guide.

Sub-unit B-1

Sub-unit B-1 is located along the east side of Richmond Highway between Lukens Lane and Cooper Road to Cedar Road and is planned for office and neighborhood-serving retail use up to .35 FAR. Open space should be preserved around the environmental quality corridor surrounding Dogue Creek as shown on the Plan map. Buildings should be oriented toward Richmond Highway tapering down in height toward adjacent residential areas preferably with parking located to the rear which is well-screened and buffered from adjacent residential uses.

As an option, if parcels 110-1((17))1B, 1A, A1, B1, 2A, 25, and 25A are substantially consolidated, a mixed-use project at an overall intensity up to .50 FAR may be appropriate if the following conditions are met:

- Residential use is a component;

- Commercial uses are oriented toward Richmond Highway and residential uses away from Richmond Highway;

- Buildings are designed to meet the criteria for LEED Silver green building certification;

- Dedication of needed right-of-way for planned roadway improvements, including bike lanes and the realignment of Sacramento Drive to Cooper Road, is provided;

- Access is provided at a median break and coordinated with the planned roadway improvements;

- The traffic impact of the proposed development is thoroughly analyzed and mitigated using a Transportation Demand Management (TDM) program that may include shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services;

- Inclusion of urban design elements such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are to be used as a guide;
- Provision of a pedestrian and bicycle circulation system which encourages pedestrian and bicycle traffic within the development, and to adjacent developments;

- Provision of an efficient internal circulation system; and

- Provision of substantial buffering and screening adjacent to residential and other existing uses.

Parcels 110-1((27))ALL, 101-3((1))100, 110-1((1))51 and 52, may be appropriate for residential use at 4-5 du/ac. Parcels 110-1((27)) ALL, which is located west of Dogue Creek, have been developed without consolidation with the other parcels under this option. However, full consolidation of the parcels located east of Dogue Creek would be required to exercise this alternative on Parcels 100, 51 and 52. Further, if this alternative is exercised on parcels east or west of Dogue Creek, the following conditions should be met:

- Preservation and restoration of the environmental quality corridor surrounding Dogue Creek as open space;

- Dedication of needed right-of-way for planned roadway improvements is provided;

- Access is provided at a median break and coordinated with the planned roadway improvements; and

- An efficient internal circulation system is provided.

Parcels 110-1((15))(A)2 and 3 are currently developed with single-family dwelling units and may be retained as residential uses at 2-3 dwelling units per acre consistent with adjacent residential properties.

Sub-unit B-2

Sub-unit B-2 is located along the east side of Richmond Highway south of Cooper Road. Parcels 109-2((2))3, 3A, 4, 4A, 5A; 110-1((17))3, 19 and 19A are planned for neighborhood retail use at .35 FAR. Parcels 110-1((15))1, 2, and 3 are planned for neighborhood office use at 0.35 FAR. As an option, parcels 1, 2, 3 may develop as office use up to 0.50 FAR, if full consolidation can be achieved. Access should be oriented to Cooper Road, and substantial buffering should be provided to the adjacent residential uses. Parcels 109-2((2))5 and 6A are planned for residential use at 16-20 dwelling units per acre with an option for hotel use. Parking areas are well-screened and buffered from adjacent residential planned uses. Impacts on the adjacent environmental quality corridor are mitigated.

As an option, if parcels 109-2((2))3A, 3, 4A, 4, 5, 5A, 6A, 19A, 110-1((17))3, and 19 are substantially consolidated, an office, retail and/or hotel project at an overall intensity of up to

.65 FAR may be appropriate if the following conditions are met:

- Uses are oriented toward Richmond Highway and buildings taper down in height toward adjacent residential uses;
- Buildings are designed to meet the criteria for LEED Silver green building certification;
- Dedication of needed right-of-way for planned road improvements, including bike lanes and the realignment of Sacramento Drive to Cooper Road, is provided;
- Mitigation of environmental impacts is provided. The related floodplain and wetland areas should be restored and protected;
- Access is provided at a median break and coordinated with planned roadway improvements;
- Provision of a pedestrian and bicycle circulation system which encourages pedestrian and bicycle traffic within the development, and to adjacent developments;
- Provision of substantial buffering and screening adjacent to residential and other existing uses;
- The traffic impact of the proposed development is thoroughly analyzed and mitigated using a Transportation Demand Management (TDM) program that may include shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services; and
- Inclusion of urban design elements such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are to be used as a guide.

SUBURBAN NEIGHBORHOOD OUTSIDE WOODLAWN COMMUNITY BUSINESS CENTER

(Refer to Figure 12)

1. Parcels 109-2((2))7A, 9, 19 and 20 on both sides of Richmond Highway are predominantly floodplain and planned for open space.

2. The parcels fronting on the southeast side of Richmond Highway from Tax Map 109-2((2))10 to Mount Vernon Memorial Highway including Tax Map 109-2((2))10A-13D are planned for tourist-oriented retail shops such as crafts, antiques and collectibles up to .35 FAR. Development proposals should be consistent and compatible with those approved uses within the Woodlawn Historic Overlay District. The environmental quality corridor located in this area should be preserved as open space.

   As an option and with substantial parcel consolidation, this area is planned for a well-designed hotel/conference center up to .50 FAR to serve Fort Belvoir and this tourist-related area. If this option is exercised, the following conditions should be met:

   - Screening, landscaping and buffering should be provided in excess of that required in the Zoning Ordinance;

- Design, architecture and building materials and heights should be compatible with the Woodlawn Historic Overlay District Ordinance and approved by the Architectural Review Board;

- No access shall be provided on Mount Vernon Memorial Highway;

- Traffic and environmental impacts should be mitigated;

- Internal pedestrian, bicycle and vehicular circulation should be well-designed and efficient to promote greater pedestrian/bicycle usage; and

- Urban design elements, such as public art, pedestrian plazas, streetscaping, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point at the "gateway" to upper Richmond Highway should be included. The urban design recommendations found at the end of this Plan should be used as a guide.

3. Parcels 109-2((1))15 and 13A at the intersection of Richmond Highway and Old Mill Road are planned for office, retail or hotel/conference center at an intensity up to .50 FAR. Development proposals should be consistent and compatible with those approved uses within the Woodlawn Historic Overlay District. The environmental quality corridor located in this area should be preserved as open space.

Transportation Recommendations

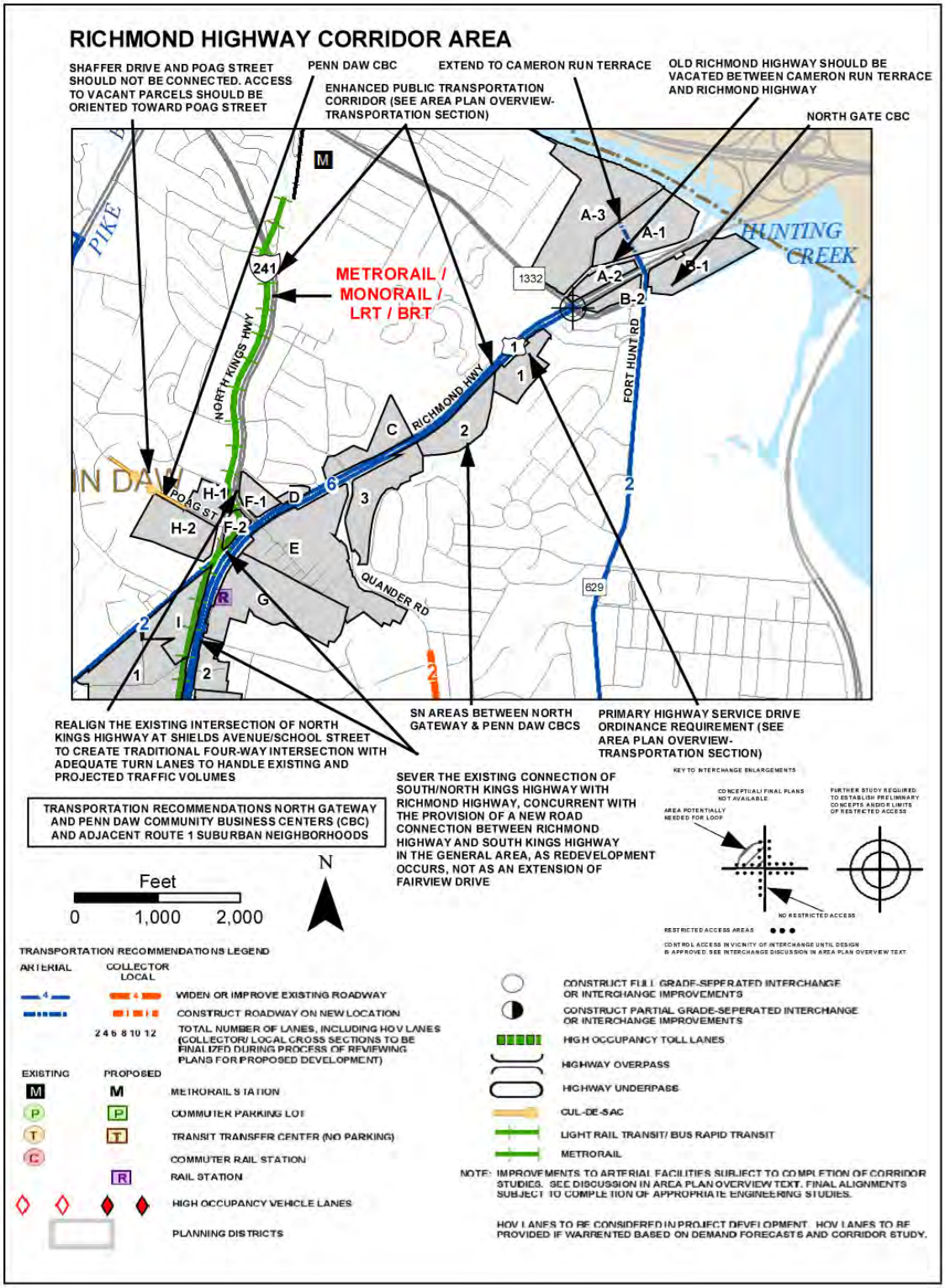
Transportation recommendations for the Richmond Highway Corridor are shown on the figures 13, 14, 15, 16 and 17 and on individual sector maps attached to each sector plan. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Along the Richmond Highway Corridor, the following transportation system improvements should be treated as the highest priorities for implementation:

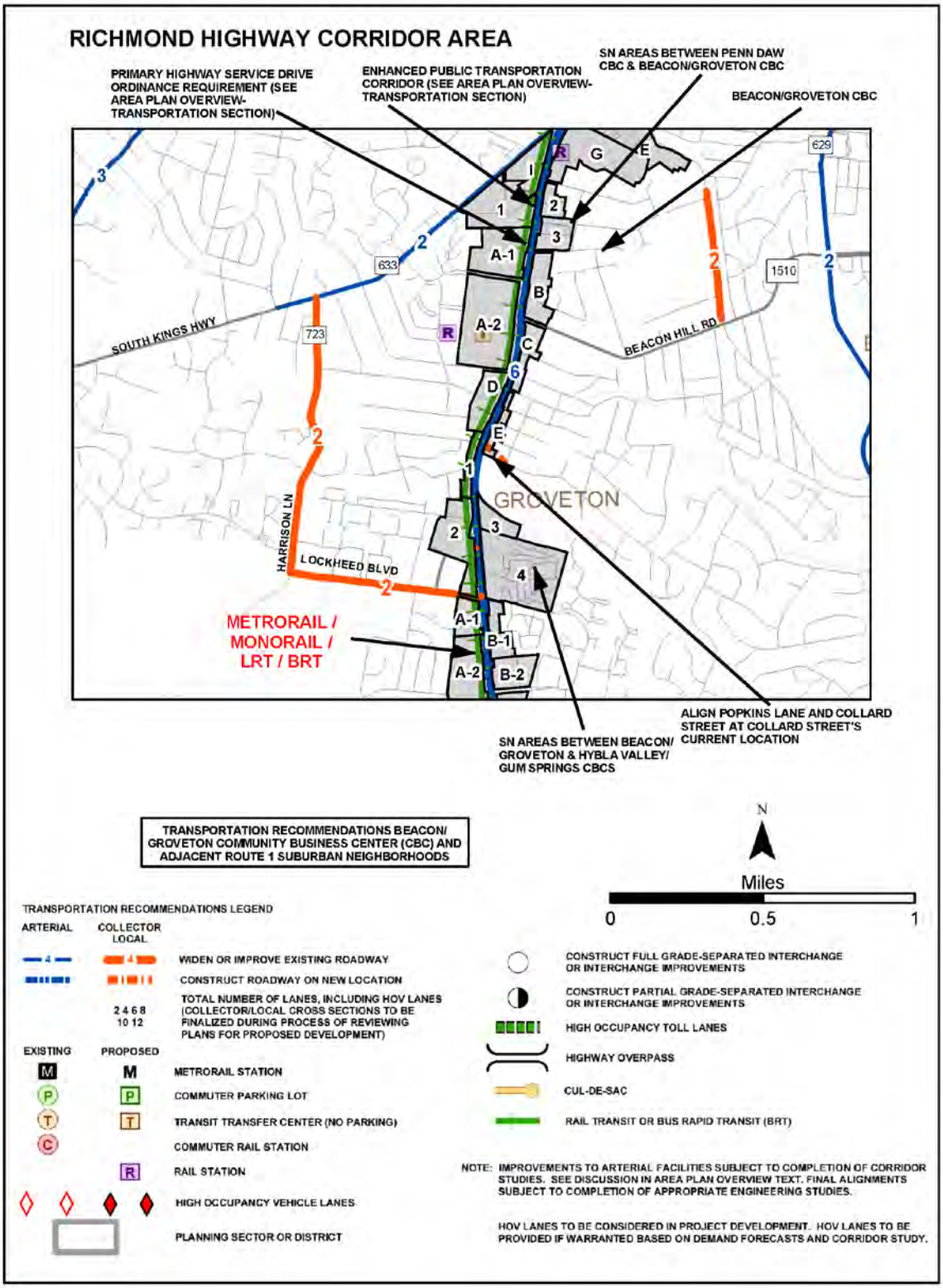
- Dual Nature of Richmond Highway - Transportation system improvements should reflect the dual nature of Richmond Highway between the Alexandria City Line to the north and the Occoquan River to the south. It functions both as a Main Street serving the residents and businesses of the Mount Vernon and Lee Districts, as well as a heavily traveled commuter route. Future improvements should focus on improving local traffic flow and resident access and egress from the highway and the business serving the area. Long distance commuter traffic (from outside of Fairfax County) should be encouraged to utilize the existing interstate system, in lieu of Richmond Highway.

- Mainline Widening of Richmond Highway – Provide additional roadway capacity along the segment of Richmond Highway south of Buckman Road/Mount Vernon Highway, to create a uniform 6-lane divided highway to the Prince William County line. Traffic efficiency measures should include improved signalization, and other peak hour operational measures, other than high occupancy vehicle (HOV) lanes.

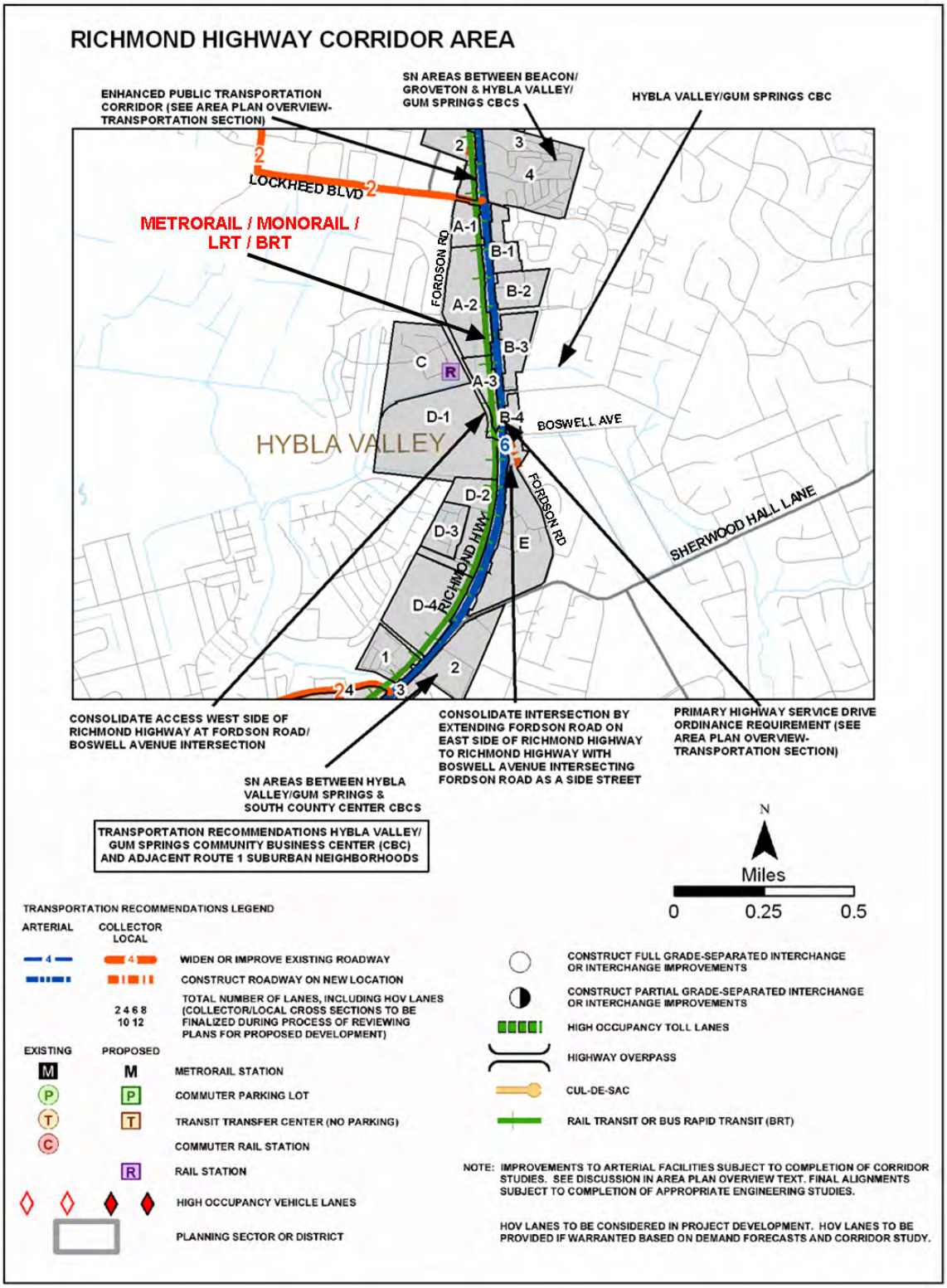
- Service Drives - Implement service drive policies, compatible with Richmond Highway mainline improvements. Integrated site plans that provide quality interparcel access should be encouraged whenever possible in place of service drives and should address traffic safety,



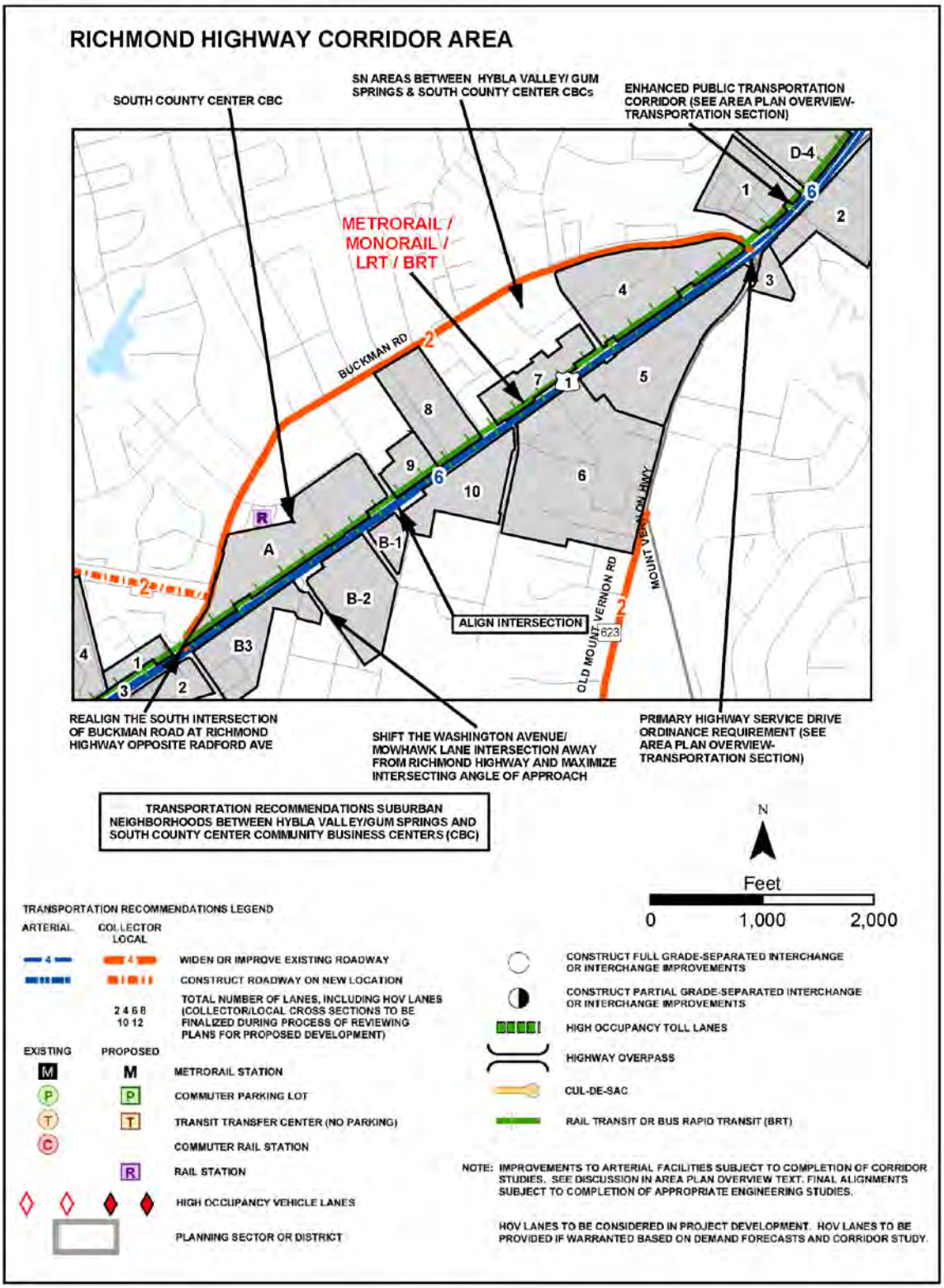
TRANSPORTATION RECOMMENDATIONS NORTH GATEWAY AND PENN DAW CBCS AND ADJACENT RICHMOND HIGHWAY SUBURBAN NEIGHBORHOODS **FIGURE 13**



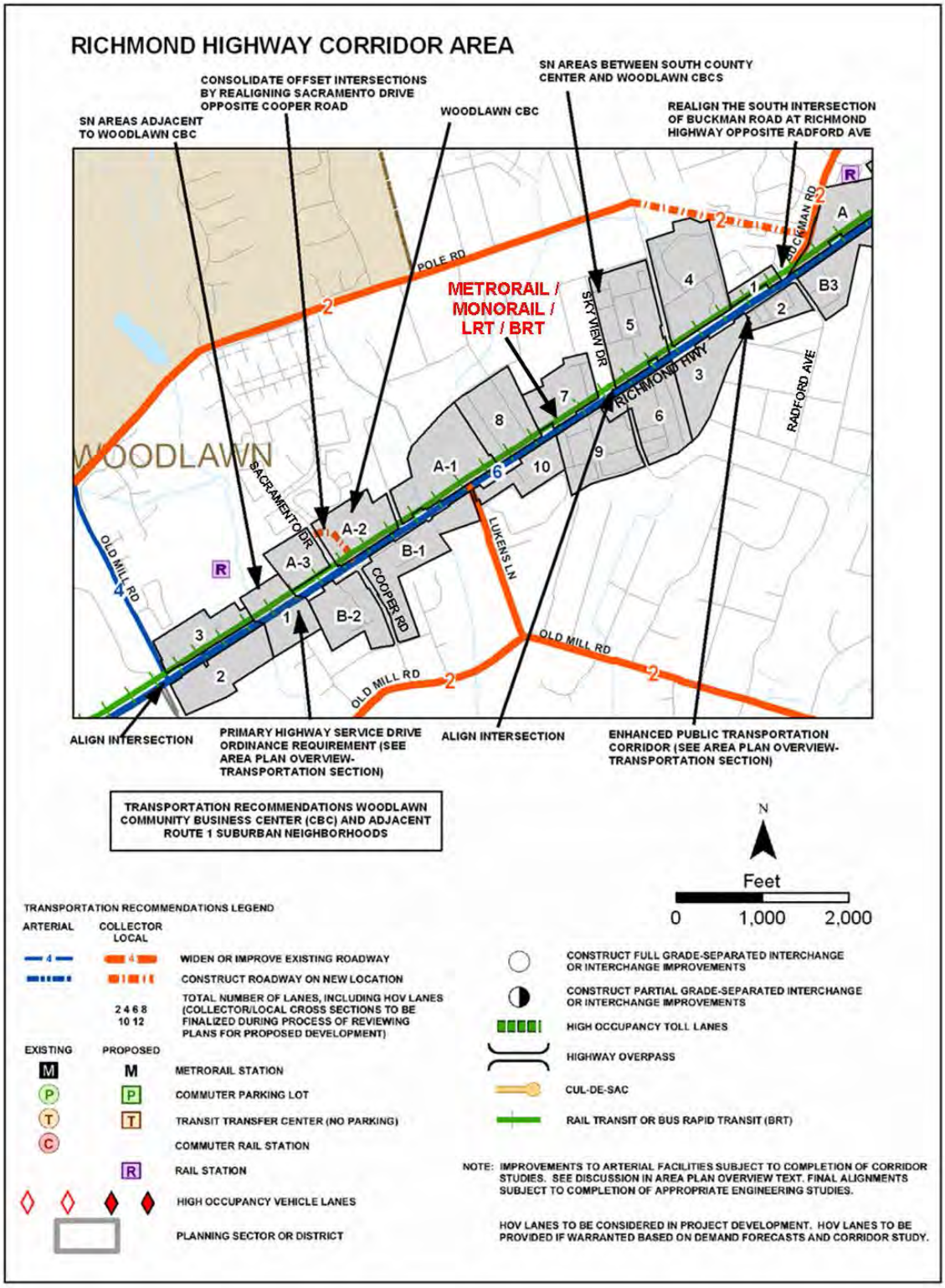
TRANSPORTATION RECOMMENDATIONS BEACON/GROVETON CBC AND ADJACENT RICHMOND HIGHWAY SUBURBAN NEIGHBORHOODS **FIGURE 14**



TRANSPORTATION RECOMMENDATIONS HYBLA VALLEY/GUM SPRINGS CBC AND ADJACENT RICHMOND HIGHWAY SUBURBAN NEIGHBORHOODS **FIGURE 15**



TRANSPORTATION RECOMMENDATIONS **FIGURE 16**
SOUTH COUNTY CENTER CBC AND SUBURBAN NEIGHBORHOODS BETWEEN HYBLA VALLEY/GUM SPRINGS AND SOUTH COUNTY CBCS



TRANSPORTATION RECOMMENDATIONS WOODLAWN CBC AND ADJACENT RICHMOND HIGHWAY SUBURBAN NEIGHBORHOODS **FIGURE 17**

access management, the consolidation and elimination of access points, connections to/from the mainline facility, signalization and turn prohibitions. The benefits and drawbacks of each segment of service drive, including whether service drives should be required, should be weighed as properties along Richmond Highway are developed.

- Public Transportation - Major improvements in public transportation should be implemented, including a system of transit centers providing timed transfer bus services. Physical transportation improvements should include a complete system of pedestrian facilities to include but not be limited to sidewalks, trails, crosswalks, physically challenged access, frequent shuttle buses and cross-highway pedestrian travelways. Improved directional signage should be easy to understand but pleasing to the eye. Richmond Highway has been designated an "Enhanced Transportation Corridor." Subject to appropriate studies, consider a rail extension to Hybla Valley with a possible later extension to Fort Belvoir. Rail stations designated at the various CBCs are subject to further analysis with respect to location, parking requirements, acreage needed, etc. Appropriate studies should also be undertaken to determine the location of rail stations between CBCs.

The Comprehensive Plan for the Richmond Highway Corridor provides land use recommendations designed to encourage revitalization and possible redevelopment at multiple locations. In order for revitalization to be successful, a balance between land use and transportation must be achieved at specific sites and within the corridor as a whole. This balance will be maintained and monitored in two ways: first, development within the corridor will be counted against a planned development potential of 7.3 million square feet of nonresidential development and 6,500 dwellings. This amount represents the level of development which is estimated to be accommodated by the planned improvements to Richmond Highway. This development potential is not expected to be depleted in the next ten to twenty years, and will be monitored on a periodic basis.

In 1999, approximately 40 percent of the planned 7.3 million square feet of nonresidential development and 25 percent of the planned 6,500 residential dwellings had been built. At such time as 75 percent of either or both nonresidential or residential development potential has been reached, the land use and transportation needs of the corridor will be re-evaluated. Second, to ensure transportation system adequacy as the Richmond Highway Corridor continues to develop, the following conditions will apply to development above the baseline Comprehensive Plan recommendation in each CBC:

- Require that a detailed transportation analysis be performed during the development review process which will determine transportation improvements needed to support the development; and

- Condition higher development levels on provision of transit, developer contributions for Transportation Demand Management (TDM) programs, and/or roadway improvements above the planned 6 lane sections of Richmond Highway.

Development at or below the baseline level recommended for each CBC will continue to be required to meet all appropriate transportation conditions in conformance with the Comprehensive Plan. These may include frontage and access improvements as delineated in a detailed transportation analysis performed as part of the development review process.

Urban Design Recommendations

The Richmond Highway urban design recommendations are intended to help foster new development and redevelopment that function well together and contribute to a positive image of the area as a desirable place to live, work, shop or visit. These recommendations build on guidance found in the 1989 Richmond Highway Urban Design Study and the Virginia Department of Transportation Richmond Highway Study completed in 1998.

Historically, development in the Richmond Highway Corridor has occurred in an uncoordinated, strip-commercial manner with little attention to efficient functioning and aesthetic form. These deficiencies should be corrected in any new development or redevelopment through integration of the urban design elements prescribed in the following recommendations.

These recommendations specifically address streetscape, landscape, parking lot, building and site design and signage elements. Combined, these elements comprise the physical form. The guidance provided for each element seeks to create an improved visual image for the Richmond Highway Corridor. These recommendations will be used as performance criteria in the review of development applications and site plans for properties in the Richmond Highway Corridor. In addition, these recommendations support public and private revitalization in the Richmond Highway Corridor.

Given the existing uncoordinated development patterns along Richmond Highway, implementation of the following urban design recommendations will require creative application of the design elements described. Modifications in the application of the streetscape guidance outlined in this Plan will likely be necessary to respond to site conditions or roadway design considerations. Until such time as road improvements are designed and/or constructed along Richmond Highway, it will be necessary to provide flexibility in the implementation of streetscape improvements in the right of way. Urban design elements should be incorporated into each site in a way that transitions effectively to adjacent existing properties and future planned land uses.

STREETSCAPE ELEMENTS
Attractive streetscape includes a well designed road edge with street furniture and other features and provides an improved identity, visual continuity and user safety. In order to establish a uniform roadway edge on major and minor arterials, a consistent landscape corridor is prescribed which includes coordinated areas for landscaping, sidewalks and landscaped parking lot edges or browsing areas. Figures 18 and 19 visually display a cross section of the roadway edge plans as envisioned on major and minor roadways.

LANDSCAPE CORRIDOR
A landscape corridor consists of the total landscape treatments placed parallel to the road edge and property line between the curb and the building or parking lot. The following landscape corridor treatments are recommended:

A. Streetscape treatments for Richmond Highway, Kings Highway and Mount Vernon Memorial Highway:
As depicted in Figure 18, on these prominent roadways located within the Richmond Highway Corridor area, a 20'-25' total landscape corridor width should be provided and comprised of :

1. Off-site improvements:
a. On east side of Richmond Highway and both sides of Kings Highway and Mount Vernon Highway:
1) a 9' wide curb edge landscape strip and
2) a 6' wide masonry sidewalk
b. On west side of Richmond Highway:
1) a 8' wide curb edge landscape strip and
2) a 10' asphalt trail on the west side of the roadway; and

2. On-site improvements:
a. On the east side of Richmond Highway and both sides of Kings Highway and Mount Vernon Highway provide either a 5' wide paved browsing area where a building abuts the landscape corridor or a 10' wide landscaped screening strip if a parking lot or other non-building edge types abuts the landscape corridor.
b. On the west side of Richmond Highway provide either a 4' wide paved browsing area where a building abuts the landscape corridor or a 7' wide landscaped screening strip if a parking lot or other non-building edge types abuts the landscape corridor.

B. Streetscape treatments on all other streets intersecting Richmond Highway:
As depicted in Figure 19, on other streets that intersect Richmond Highway and are within the Richmond Highway Corridor area, a 15' total landscape corridor width should be provided and comprised of:

1. Off-site improvements:
a. 5' wide curb edge landscape strip;
b. 5' wide sidewalk; and

2. On-site improvements:
a. either a 5' wide paved browsing strip where a building abuts the landscape corridor or a 5' wide landscaped screening strip when a parking lot or other non-building edge types abuts the landscape corridor.

BROWSING STRIP A browsing strip is an important part of the landscape corridor in areas where buildings are oriented toward the street and have little or no front setback. In these cases, a minimum 5' wide masonry surface between the sidewalk and building front should be provided to encourage pedestrian activity especially where retail stores are located on the first level of a building.

CENTER HIGHWAY MEDIAN Along Richmond Highway, a 16'-20' raised median is planned as part of the highway improvements. This median should be planted with groups of flowering trees or large deciduous trees and underplanted with groundcovers and shrubs. Sight lines should not be obscured by plantings at initial installation or at maturity.

BICYCLE LANE Along the Richmond Highway streetscape, a bicycle lane should be accommodated in the wider outside roadway lanes in each direction. In addition, bicycles will be accommodated in a 10' multi-purpose trail on the west side of Richmond Highway.

STREET FURNITURE Provide some or all of these features in a coordinated style, where feasible and/or appropriate, both in streetscape and other areas:

Trash receptacles	Bollards
Benches	Planters
Kiosks	Water Fountains
Tree Grates/Guards	Bus Shelters
Bicycle Racks	

STREETLIGHTING Provide flat lens streetlight fixtures mounted on black painted poles with all wiring placed underground. In areas of significant pedestrian activity, uniform pedestrian-scale lampposts are more appropriate and can supplement the aforementioned overhead streetlights. All lighting fixtures should be well placed within the streetscape and have full cut-off lighting that is directed downward in an effort to reduce glare and provide uniform directed illumination.

UTILITIES Place all utility distribution lines underground.

LANDMARKS Provide distinctive major and minor features that contribute to a sense of place (i.e. clock towers, distinctive architecture, fountains, furnished open space, public art, arcades, plazas, etc.), where feasible and/or appropriate.

OPEN SPACE Preserve existing natural features or create attractive open space where people can gather and/or view in a pleasant environment.

GATEWAYS/ENTRY AREAS At locations identified in the Plan as gateways to the Corridor or Community Business Centers, provide distinctive features to identify entry into the Corridor and/or the individual Community Business Centers. Utilize special landscape and other treatments to identify and reinforce entry areas.

PAVEMENT TREATMENTS Provide surface treatments in pedestrian areas and on crosswalks that contrast with the roadway surface to enhance the appearance and clearly identify areas of pedestrian walkways.

ENVIRONMENTAL PRESERVATION Preserve sensitive environmental features and existing quality vegetation.

PARKING ELEMENTS
The provision of adequate parking is essential to commercial activities. Poorly designed parking lots dominate the Richmond Highway Corridor. These recommendations provide guidance for visually and functionally improving existing and new parking facilities.

INTERPARCEL ACCESS Provide vehicular and pedestrian connections between adjacent developments instead of service drives, where feasible.

PARKING LOT DESIGN

1. Divide lots into smaller sections using landscaped medians to avoid large expanses of parking areas.
2. Ensure adequate visual clearance at intersections.
3. Provide internal circulation which is efficient, yet attractive and user-friendly.
4. Consolidate access points.
5. Use clear and legible signs and other techniques to direct the flow of vehicular and pedestrian traffic.
6. Provide sidewalks or walkways for safe pedestrian access that connect to adjacent street sidewalks and/or trails.

PARKING LOT LIGHTING

1. Locate or screen parking lot lighting, with respect to spatial design and fixture height, to minimize impacts on adjacent neighborhoods.
2. When replacing or installing new lighting, eliminate direct glare through the use of fully-shielded luminaries that direct the light downward.
3. Lighting fixtures should be positioned, with respect to spatial design and fixture height, to give adequate uniformity of the illuminated area.
4. Place lighting for signs and/or buildings above and in front of the object to be illuminated and keep the light restricted to that area.
5. All lights should be directed downward and shielded to create less glare impact to drivers, pedestrians, neighbors and other users.
6. Placement of light fixtures should not conflict with landscape treatments, especially trees.

PARKING LOT LANDSCAPING

A. Interior Parking Lot Landscaping

When there is a proposed expansion or enlargement of an existing development which involves the addition of 20 or more parking spaces, provide at least 1 shade tree per 8 parking spaces in the new or expanded parking areas and exceed Zoning Ordinance requirements for parking lot landscaping by 5%. To achieve these ratios, the following alternatives or a combination of these alternatives should be considered:

1. Provide a continuous landscape strip between every four rows of parking. This should be a minimum of eight feet in width to accommodate a low hedge and shade trees, and/or

2. Create large planting islands (over 600 square feet) to be located throughout the lot and planted with shade trees, low shrubs, and/or ground cover. These should preferably be located at the ends of parking rows, and/or

3. Provide planting islands (a minimum of nine feet wide) between every 10 to 15 spaces to avoid long rows of parked cars. Each of these islands should provide at least one shade tree having a clear trunk height of at least six feet.

B. Peripheral Parking Lot Landscaping

1. When a parking lot abuts land not in a right of way, provide peripheral parking lot landscaping as follows:

a. For expansions or enlargements of existing developments which involve the addition of less than 100% of the total gross floor area of all existing buildings on a lot, no peripheral landscaping should be required.
b. For redevelopments involving the total removal of all buildings on a lot and the construction of new buildings or the addition of 100% or more of the total gross floor area of all buildings on a lot or new developments on vacant land, a landscaping strip at least four feet in width should be located between the parking lot and the abutting property lines, except where driveways or other openings may necessitate other treatment. Within that landscape strip at least one tree for each fifty linear feet should be planted.

2. For new development and expansions, enlargements or redevelopment of existing developments as described above, and when a parking lot property line abuts the right of way, a landscaping strip ten (10) feet in width on the east side of Richmond Highway and both sides of Kings Highway and seven (7) feet in width on the west side of Richmond Highway, exclusive of sidewalk, trail or parallel utility easements, should be located on the lot where it abuts the right of way. On other streets intersecting Richmond Highway, a five (5) foot parking strip shall be required where a parking lot property line abuts the right of way. This landscaping strip should be planted in accordance with the landscape treatments section recommended in the landscape elements section of these urban design recommendations.

Flexibility in the application of the preceding parking lot landscaping guidance may be necessary if it is not feasible to meet these requirements in the case of expansions or enlargements of existing developments.

C. Structured Parking

The visual impacts of structured parking should be reduced by:

1. Rooftop Landscaping. On the top level, landscape areas should be provided, and planted with shade trees and shrubs. These should be provided at a minimum at the end of each row of parking.
2. Landscaped Setbacks. The perimeter of the parking structure should be landscaped at ground level.
3. Multilevel Plantings. The use of planting boxes and trellises should be considered on the exterior parapet of parking structures.
4. All of the above landscaping applications will need to have special detailed designs developed to ensure proper drainage within the landscaped areas.

D. Parking Lot Entry Landscaping

Provide distinctive landscape treatments at parking lot entry points.

LANDSCAPE ELEMENTS

The provision of well placed, selected and maintained plant materials will improve visual and environmental conditions and make the Richmond Highway corridor more attractive to users.

PLANTINGS WITHIN THE LANDSCAPE CORRIDOR

Tree Planting Patterns within Landscape Strips Along Richmond Highway

Within Community Business Centers, a linear planting pattern along Richmond Highway is recommended within the landscape strips. A minimum of 1 canopy tree per 25-30 linear feet with regular spacing should be provided depending on tree species selected, whether overhead utility lines exist and VDOT requirements.

Within Suburban Neighborhood Areas, a random or clustered planting pattern along Richmond Highway is recommended within landscape strips. A minimum of 3 trees per cluster with clusters spaced at least every 30 to 40 feet should be provided depending on the tree species selected, whether overhead utility lines exist and VDOT requirements.

Parking Lot Planting Strips
In parking lot planting strips that abut a right of way, in addition to the tree plantings recommended in the Parking Elements section above, provide a hedge row underplanting to screen vehicles from view.

Landscape Corridor Trees
Within the landscape corridor landscape and planting strips, if there are no existing or proposed overhead utility lines, there should be at least one (1) large deciduous tree planted in the landscaping strips for each thirty (30) feet of length. If there are overhead utility lines, there should be at least one (1) small to medium deciduous tree planted in the landscaping strips every twenty-five (25) feet of length. Trees planted in the landscaping strips beneath overhead utility lines should be of a shape and character so as not to interfere with the utility lines.

TREE SELECTION CRITERIA

The following criteria should be used in the selection of trees:

1) Drought resistant
2) Tolerant of site light conditions
3) Must not exceed 30' tall at maturity if placed under utility lines
4) Minimum 2 ½" caliper at time of planting
5) 5-6' branch clearance, when planted, for street and peripheral parking lot trees
6) Requires low maintenance
7) Bears no objectionable fruit
8) Species is readily available
9) Single stemmed along streets and either single stemmed or multi-stemmed in interior parking lots or other appropriate landscape areas
10) Road salt tolerant
11) Disease resistant
12) Insect resistant

RECOMMENDED TREE SPECIES

The following species are choices to consider. Other species may be appropriate as determined by the Urban Forester.

a. Large DeciduousTrees	b. Medium Deciduous Trees	c. Columnar Trees
red oak	Sargent or kwanzan cherry	hedge maple
green ash	goldenrain tree	red maple
willow oak	crabapples	gingko (columnar varieties)
London planetree	downy serviceberry	English oak (columnar varieties)
zelkova	kousa dogwood	
red maple	saucer/star magnolia	
silver linden	hedge maple	
	flowering plum	
	hawthorn	

d. Evergreen Trees
eastern white pine
eastern red cedar
leyland cypress

e. Groundcover/Grass
horizontal juniper species
liriope
fountain grasses
red meidiland rose

f. Shrub Hedges

4'-6' at maturity	**2'-3' at maturity**
Manhattan euonymus	andorra juniper
dwarf burning bush	gold coast juniper
pfitzer juniper	William Penn barberry
densiformis yew	helleri holly
glossy abelia	bonica rosa
sea green juniper	
compact inkberry	

TREE AND PLANT MAINTENANCE Property owners and/or managers shall agree during the development process to maintain and replace plant materials and trees placed in the adjacent right of way and on the property to ensure the long term viability of trees and plants.

BUILDING/SITE DESIGN ELEMENTS
Quality architectural and site design provide a sense of identity to the corridor. Coordinated and compatible architectural and site design are essential to achieve a well-designed corridor.

EXISTING BUILDING IMPROVEMENTS
1. Replace unsightly elements, including signs, siding and artificial materials with more appropriate features and/or materials.
2. Where original quality building materials are to be retained, new building materials should match the original as closely as possible in material, color and texture.
3. Mechanical equipment and other elements located on the roof of a building should be effectively screened.

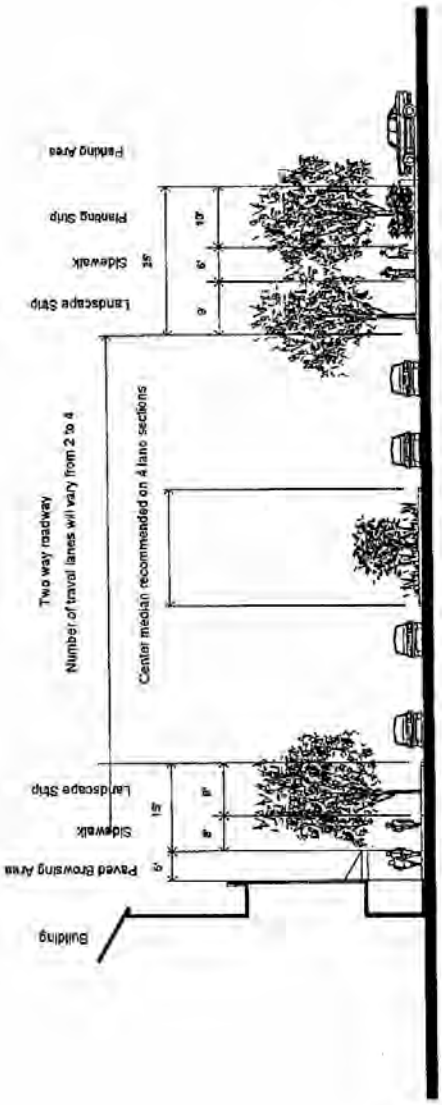
MASS OF NEW BUILDINGS Create building mass that minimizes adverse impacts on adjacent neighborhoods and is compatible with other surrounding uses through the use of tapered building heights, appropriate setbacks, and transitional screening and barriers.

SCALE AND SITING OF NEW BUILDINGS Where feasible, incorporate architectural features at the street level that relate to human size and increase the pedestrian comfort level. Incorporate urban design elements, such as trees, benches, special pavement treatments, awnings, setbacks, tapered building heights, browsing areas, lighting and plant materials to visually soften the harder architectural features of the building and create an attractive pedestrian-friendly environment that will reinforce retail activities.
The following guidelines should be used to determine the appropriate scale and site location of new buildings:
1. Where feasible, orient commercial buildings toward the road with parking lots to the side and rear to create an urban atmosphere. Where buildings are oriented to the road, no minimum front yard is required except as needed for the streetscape treatments described above.
2. Site buildings to discourage large expanses of parking adjacent to and visible from roadways.
3. Cluster buildings to reinforce a neighborhood style or ambience, where appropriate.
4. Site buildings with respect to natural topography and other environmental and historic features

UTILITIES Place all on-site utility service lines underground.
FUNCTION/USE Where appropriate and within large developments and core areas, use interior circulation patterns and public plazas to foster increased pedestrian and social activity.
DETAILING Create interest through appropriate and coordinated architectural details of building facades.
COMPATIBLE ARCHITECTURAL DESIGN Where feasible, provide architectural design that is visually coherent, respects the surrounding neighborhood style, scale and character.
COORDINATED DESIGN Provide an overall compatible design for all units in a development. For instance, colors, sign types, awnings, lighting, architectural features and materials should be coordinated to unify blocks and storefronts.
IMAGE IDENTIFICATION Provide distinctive design and architectural details to provide a sense of identity to a particular site, building or location.
SIGNAGE ELEMENTS Well coordinated and designed signage provides a greater sense of orientation to users.
DIMENSIONS AND DESIGN Demonstrate a coordinated sign size, design, style, materials and height through a comprehensive sign plan.
NONCONFORMING SIGNAGE Replace existing nonconforming signs.
SPECIAL AREAS IDENTIFICATION Provide coordinated signage to identify CBCs and gateways as distinctive areas.
CLUTTER Reduce sign clutter especially along the highway edge.
PLACEMENT Install building or ground mounted, coordinated signage rather than pole mounted signage.
CONSOLIDATION Consolidate signage for multiple uses within a single development with coordinated color, materials, lettering and design.
SIGN LIGHTING Minimize sign lighting impacts on adjacent neighborhoods. Minimize glare impacts from sign lighting by placing lighting above and in front of signs and directing the light downward.
PUBLIC SIGNAGE Consolidate public safety, directional, highway identification and other public signage to the extent possible. Place cross street name and block number signs on Richmond Highway traffic light masts. Visibility of public signage should be sized to be readable from vehicles moving at posted speeds on adjacent roadways.
ENTRY SIGNS Provide well-designed commercial and residential development entry signs. Coordinate all landscaping in the vicinity of the sign to compliment, but not obscure, signage.
TEMPORARY SIGNS Prohibit the use of temporary commercial advertising signs and movable signs with flashing lights along street edges. However, banners announcing district-wide events, but not individual businesses or products, shall be allowed on utility or light poles if securely affixed at the top and bottom so as to preclude any fluttering or rotation by the rotation of the atmosphere.

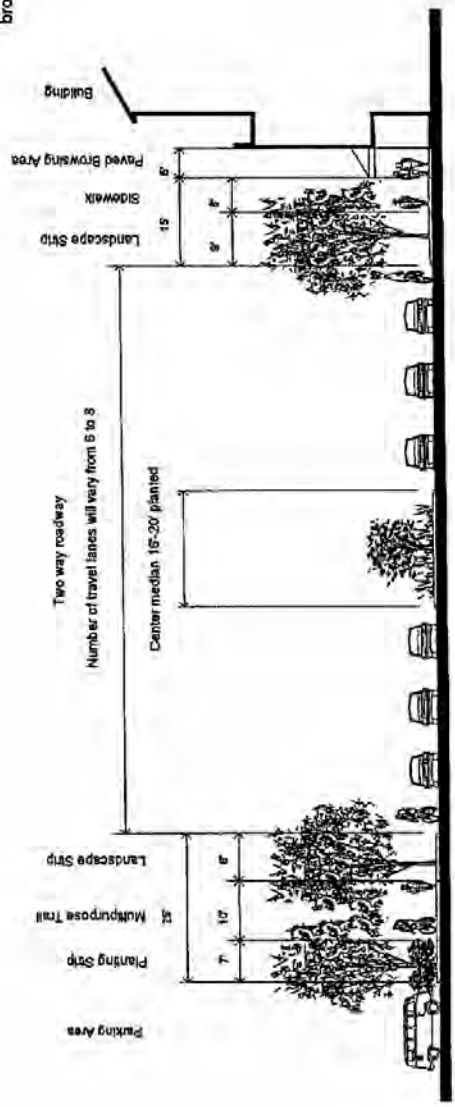
BUILDING NUMBER SIGNAGE Coordinate building numbers and address signage at each address for public safety and identification purposes. Visibility of building numbers should be sized to be readable from vehicles moving at posted speeds on adjacent roadways.

FIGURE 18

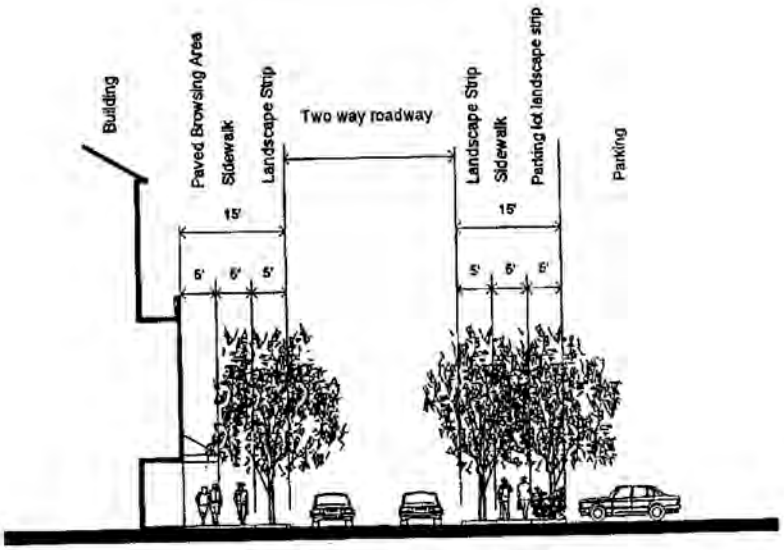


Streetscape - Kings Highway & Mt. Vernon Memorial Highway

Note: Depending on the type of right of way abutment proposed (i.e. building front or parking area) either a paved browsing strip or a planting strip is recommended.



Streetscape - Richmond Highway



Streetscape - Other streets intersecting Richmond Highway Scale: 1" = 30'

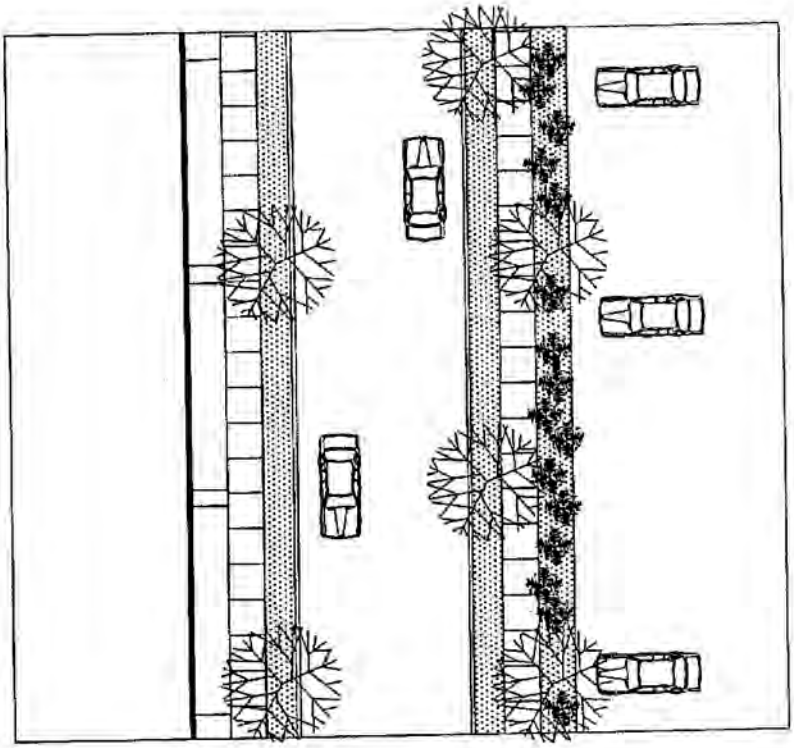


FIGURE 19