



WORKING DRAFT- UPDATED June 2016

Reflects changes shown in the "Response" column of the matrix dated June 21, 2016

FAIRFAX COUNTY COMPREHENSIVE PLAN TEXT

Prepared by the Embark Core Team

Sections included:

Concept for Future Development

Planning Objectives for the Richmond Highway Corridor

Areawide Recommendations

Text boxes identify additional details.

Sections Excluded:

Background

Character

**These sections will be revised at
a later date.**

RICHMOND HIGHWAY CORRIDOR AREA

CONCEPT FOR FUTURE DEVELOPMENT

The Richmond Highway Corridor is envisioned to contain six Community Business Centers (CBCs) which provide community-serving retail, residential, and mixed uses as well as serve as focal points in the corridor. From north to south, the CBCs are: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center, and Woodlawn. Areas between these CBCs are classified as Suburban Neighborhoods. Densities in the site specific recommendations which follow (especially in the CBCs) reflect the recognition that redevelopment provides an opportunity to achieve a high standard of urban design, and to integrate office, residential, hotel, and retail uses. Throughout the CBCs, 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 Neighborhoods should reflect predominantly residential use, but may also include lower intensity neighborhood-serving retail and mixed-uses. Specific recommendations for each Land Unit or Area defined within the CBCs and Suburban Neighborhoods are contained in the site-specific language. Within some CBCs, core areas have been identified that may be developed with higher 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

Replace Land Use, Transportation, Urban Design Objectives with new objectives and no headings. Statements may be modified.

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:

- Promote revitalization along the Richmond Highway Corridor that enhances the quality of life by encouraging the creation of attractive, functional and vibrant CBCs;
- Ensure that the health and leisure needs of residents, visitors, and employees are well-provided for and integral to any future growth and development;
- Provide a variety of transportation options that improve frequency, speed, reliability, and connectivity, including the implementation of a bus rapid transit system in an exclusive right-of-way from the Huntington Metrorail station to Accotink Village, Fort Belvoir and a Metrorail Yellow Line extension from the Huntington Metrorail station to Hybla Valley;
- Balance the timing of development with supportive transportation improvements and public facilities;
- Support the economic success of the corridor by creating an environment conducive to the retention and expansion of existing employers, and attraction of new employers, and job and skills enhancement for residents of the corridor;
- Maintain the primarily residential nature of stable communities surrounding the CBCs; and
- Preserve, enhance and restore the natural environment by using environmentally sustainable practices and innovative, green technology in development.

AREAWIDE RECOMMENDATIONS

Replace Recommendations section with Areawide Recommendations by functional area.
Statements may be modified.

Land Use

- Promote **urban** mixed-use development to encourage a live-work-shop environment, which may include office, retail, residential, and institutional uses, in the six CBCs along Richmond Highway.
- Incorporate ground floor retail uses or other active uses, **buildings built to the sidewalk**, well-designed building frontages to support safe and attractive pedestrian spaces, **and complete street standards to support walking, bicycling, and transit use** and well designed building frontages to support safe and attractive pedestrian spaces and transit usage
- Plan for primarily low and medium density residential and institutional uses and open space in areas outside of and between the CBCs.
- Reduce adverse impacts such as noise, glare, and incompatible building form or building height on adjacent residential communities by establishing effective transitions through compatible land uses and building intensity and scale. Building height should taper down to adjacent residential neighborhoods. Buffering, screening, and building setbacks may also be utilized in the design to assist in reducing impacts.
- Strongly discourage fast food restaurants, car washes, alternative lending institutions, mini-warehouses and pawn shops as they are not consistent with quality revitalization, as well as freestanding uses with drive-through facilities that create high traffic volumes along the corridor and that contribute to the strip- commercial character of Richmond Highway.
- Parcel consolidation should be logical and of sufficient size to support planned development, and should not preclude nearby properties from developing as recommended by the Comprehensive Plan. When consolidation cannot be achieved, development proposals should include a coordinated and functional plan that demonstrates planned development on any unconsolidated parcels can be integrated in the future.
- Allow parcel consolidation of land along Richmond Highway with parcels of surrounding residential neighborhoods only when this type of consolidation is necessary to provide for site layouts that function in a well-designed, efficient manner and to support reasonable and appropriate redevelopment along the corridor;

Transportation

- Reduce congestion and improve traffic circulation and safety.
- Facilitate the usage of transit by residents of surrounding neighborhoods by providing **complete streets that integrate** pedestrian, bicycle, and vehicular interconnectivity in the CBCs through a system of pedestrian walkways, trails, bike routes, and a grid of streets.
- Promote travel demand management programs to increase the use of ridesharing, walking,

biking, and public transit, and thereby reduce the reliance on automobiles.

- Replace existing service drives wherever possible to accommodate a complete multimodal cross-section. Service drive construction should not be required where interparcel access can be provided between adjacent development areas,
- Encourage better access and functional amenities by improving and better integrating implementing “complete street” designs that better pedestrian, bicycle and vehicular traffic systems as well as by visually enhancing intersections, reducing curb cuts, providing better signage and access to uses.
- Minimize the impact of transportation improvements on water quality and the ecological conditions of streams.
- Provide a pedestrian network ~~network for pedestrians, bicyclists and those with physical challenges~~ that is traffic-sheltered, well-identified and pleasant to use, with access to shopping, employment, and transit.

Urban Design

- Provide a uniform right-of-way and a consistent edge treatment to create a unified and attractive visual appearance along the corridor. Place utilities underground in conjunction with all public and private development projects being implemented in the Richmond Highway corridor.
- Provide a sense of orientation through the use of landmarks, public facilities, open space and wayfinding.
- Apply a comprehensive streetscape street typology and design to all roads in the corridor to define the character and function of each component of the street network and ensure the safety for all corridor users, including motorists and non-motorists.
- Achieve mixed use nodes and centers of activity that have a distinctive character and sense of place.
- Provide for a safe, harmonious, barrier-free network of appropriately-sized pedestrian connections between existing and new uses and leading to transit stops.
- Buildings and site design should support the pedestrian realm. Buildings should be built in an urban form up to the sidewalk, with active ground floors that do not have blank walls.
- Foster excellence in architectural design and site layout to create well-designed development.

Economic Development

- Provide employment opportunities and better transit access to other activity centers that improve the economic condition of residents in the Richmond Highway Corridor.
- Create an environment to attract and retain the next generation workforce and companies.

Parks and Recreation

- Provide urban parks and recreational opportunities consistent with the Urban Parks Framework and in conjunction with development, offsetting impacts of new development and helping to create transit supportive neighborhoods.
- Encourage a comprehensive strategy to restore and protect the ecological health in the corridor and provide public access for trails and public recreation, where appropriate.

Affordable and Workforce Housing

- Encourage development which fosters a variety of housing choices.

Environment

- Encourage development approaches that serve to reduce impervious surfaces and achieve better control over stormwater runoff in the Richmond Highway Corridor. Encourage the application of low impact development practices in stormwater management (e.g., bioretention facilities, green roofs, 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.

Heritage and Cultural Resources

- Identify, protect, and promote awareness of heritage and cultural resources through preservation, research, survey and community involvement.