

# AN AMENDMENT TO THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2017 EDITION

**GENERAL LOCATION:** PA 2018-IV-MV5: South of Cameron Run and the border with the City of Alexandria, on both the east and west side of Richmond Highway

**PA 2018-IV-T1:** The intersection of Huntington Avenue and Richmond Highway

**PLANNING AREA AND DISTRICT:**  
Area IV, Mount Vernon Planning District

**SUB-DISTRICT DESIGNATION:**  
North Gateway Community Business Center

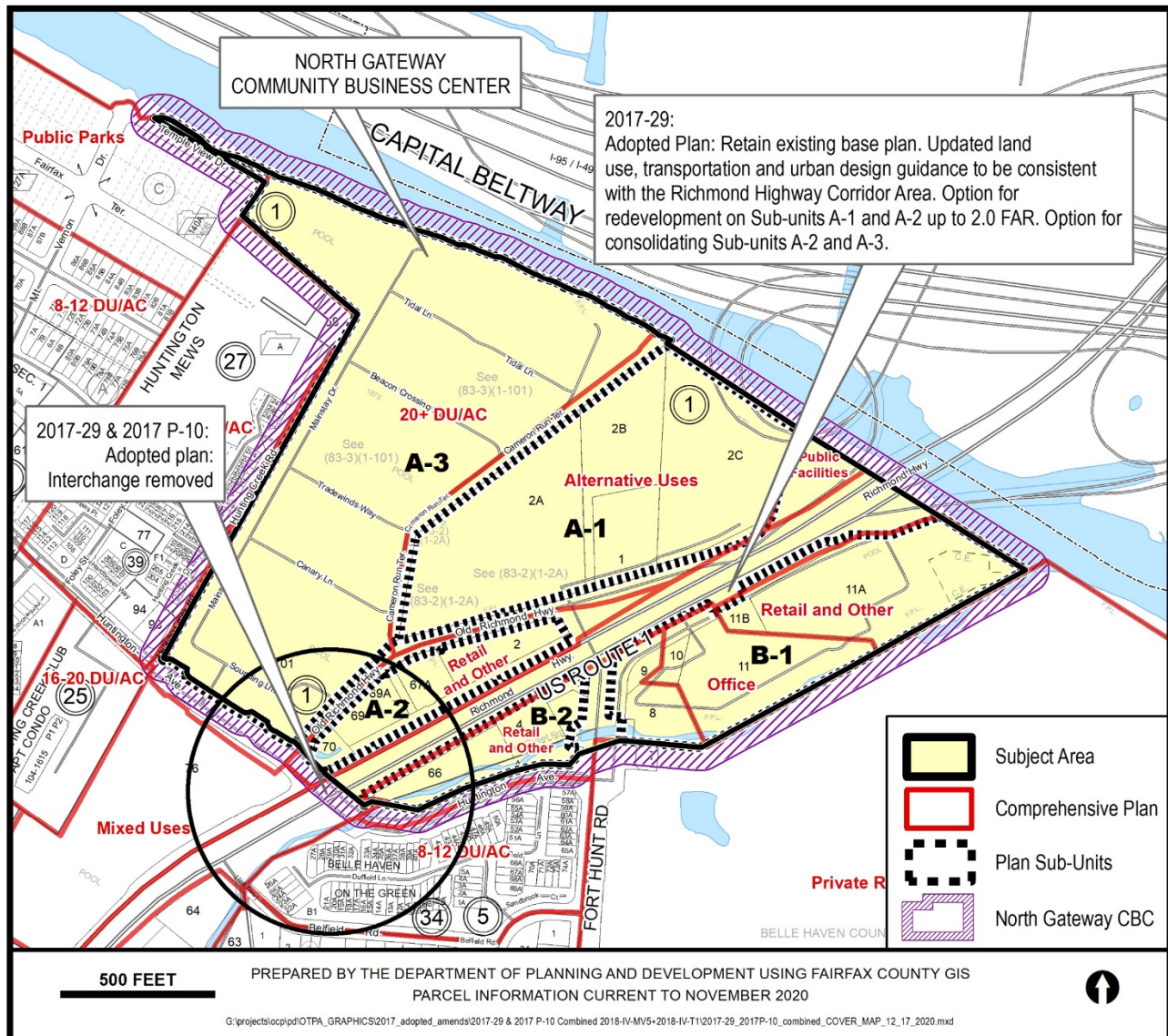
**PARCEL LOCATION:** North Gateway CBC

**SUPERVISOR DISTRICT:** Mount Vernon

**ADOPTED:** December 1, 2020

**ITEM NO.** PA 2018-IV-T1 & PA 2018-IV-MV5

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



## **AMENDMENT TO THE COMPREHENSIVE PLAN (2017 EDITION)**

The following changes to the Comprehensive Plan have adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~striketthrough~~.

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, as amended through May 1, 2018, Richmond Highway Corridor Area, North Gateway Community Business Center, pages 74-81:

### **“NORTH GATEWAY COMMUNITY BUSINESS CENTER**

The North Gateway CBC serves as an entry point to the historic Richmond Highway Corridor from points north including Washington, D.C., the City of Alexandria, Maryland, and the Capital Beltway (Interstate 495) establishing the initial impression of Fairfax County. The proximity of the CBC to the Capital Beltway, the Huntington Metrorail Station and Fort Hunt Road presents opportunities for well-designed, transit-accessible redevelopment along this portion of the Richmond Highway Corridor. Currently, this CBC is characterized by high-rise residential buildings, auto dealerships, gas stations, hotels/motels, and midrise office buildings. Improving the identity and appearance of the area using urban design principles and revitalization strategies is consistent with adopted Comprehensive Plan goals. Environmentally sensitive areas exist along Cameron Run and in the shallow lots along the east side of Richmond Highway. As development occurs, there are opportunities to celebrate and enhance the CBC’s prominent location and the existing environmental assets.

Figure 21 indicates the geographic location of land units in the North Gateway CBC, shown in yellow, and the Suburban Neighborhood Areas south of the CBC, shown in green.

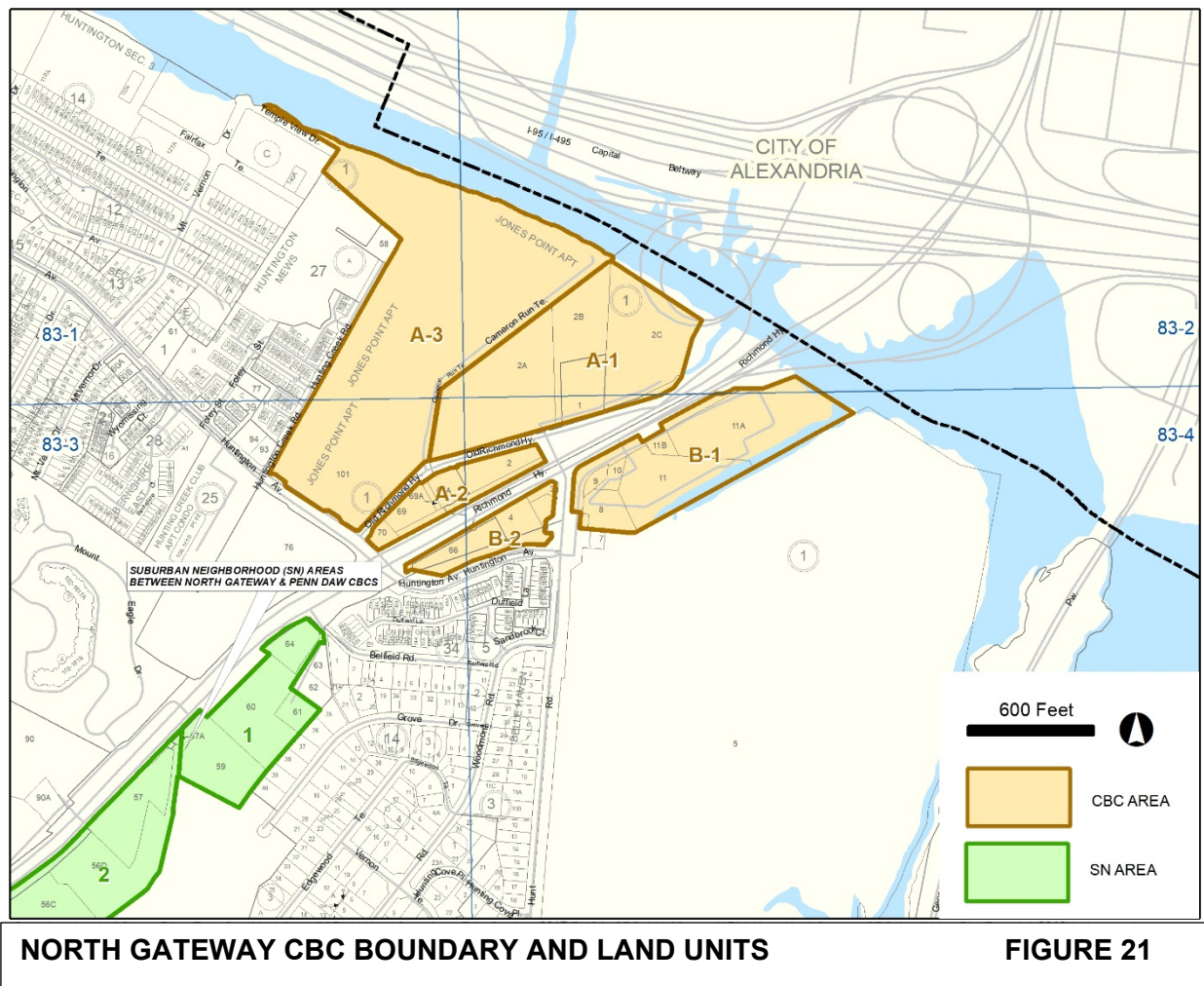
~~This CBC is characterized by the Riverside high-rise residential buildings, auto dealerships, gas stations, hotels/motels, and mid-rise office buildings. Its proximity to the Capital Beltway, Huntington Metrorail Station and Fort Hunt Road makes this portion of the Richmond Highway Corridor a major 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. As development occurs, adequate measures should be provided to mitigate environmental impacts and restore degraded areas to more natural conditions.~~

~~The North Gateway CBC serves as an entry point to historic Richmond Highway from points north including the Nation's Capital, the City of Alexandria and the Capital Beltway, providing an initial impression of Fairfax County, not only to visitors but to those who live in other parts of the county. Improving the identity and appearance of the area using urban design principles and revitalization strategies are especially important. An attractive and efficient mix of land uses improves the image, economic viability and circulation along the Richmond Highway Corridor. Figure 21 indicates the geographic location of land units in the North Gateway CBC, shown in yellow, and the Suburban Neighborhood Areas below the CBC, shown in green.~~

Redevelopment 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 and planned bus rapid transit and are compatible with the surrounding character and density.

Due to the prominent 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.





## CONCEPTUAL PLAN

The North Gateway CBC is a major entrance to the Richmond Highway Corridor. The CBC marks the entry into Fairfax County and serves as a welcoming point to the significant historic and cultural resources that are found in the Richmond Highway Corridor. Pedestrian and bicycle connections to the Huntington Metrorail Station, and the Cameron Run and Mount Vernon Trails are CBC assets.

This area is planned to redevelop as a mixed-use center with residential, office, hotel and retail uses. These planned uses are compatible with the surrounding character and density of the Huntington Transit Station Area (TSA) to the west and south.

The western land units (Sub-units A-1, A-2, and A-3) are envisioned to redevelop around a multimodal grid of streets that enhance circulation within the CBC and create developable and walkable-sized blocks. Intersections formed by the new grid of streets should be spaced so that blocks are scaled at walkable distances. Mid-block pedestrian connections within the grid of streets are recommended where large blocks may make walking inconvenient.

Buildings should be sited in relationship to the streets to define the CBC as a focal point and gateway. Well-designed streetscapes, building sites, and architecture should be incorporated that complement the network of local streets and blocks and create a sense of place for the CBC. Building materials that are compatible and complementary to surrounding uses are desirable. Urban parks and landscaping should be used to soften the built environment.

A Livability Spine, extending perpendicular to Richmond Highway generally from Fort Hunt Road to Cameron Run Terrace, will form the central organizing feature of the CBC. It will function as North Gateway's "main street" and will serve as the focus of commercial activity. Buildings facing the Livability Spine should have retail or other activity-generating uses on the ground-floor level so as to create a lively pedestrian environment. The Livability Spine will be the primary connection and pedestrian corridor through the western side of the CBC, and its Linear Park component will be a public gathering place for people to enjoy outdoor activities.

The Conceptual Plan, as shown in Figure 22, illustrates how development may be organized within the CBC. Most buildings should be designed to support multiple uses. Due to the proximity of the Capital Beltway interchange, residential uses should be buffered from road noise. Non-residential and other active uses should be located on the ground-floor of buildings within the blocks adjacent to the Livability Spine and Richmond Highway. Taller buildings should be located near the Beltway, with appropriate heights as related to the adjacent neighborhoods to the west. Buildings should have their entrances and any associated outdoor spaces open onto the Livability Spine. No garage entrances or loading areas should front on the Livability Spine.

Figure 22 also identifies several planned open spaces in addition to the Livability Spine, including two multi-use parks at the southern end of the CBC and an Ecological Spine adjacent to Cameron Run that will connect to a multi-use trail and the Huntington Levee along with the planned linear park on Sub-unit A-3. A future extension of the Cameron Run Trail should connect to the Mount Vernon Trail. The park adjacent to Cameron Run on the north side of the CBC is a potential location for an athletic field. An urban plaza that includes a public art feature is appropriate at the southernmost point of the CBC where Huntington Avenue intersects Richmond Highway. All public open spaces should creatively integrate design features such as public art or notable

architecture that celebrate the gateway location of the site as well as a sense of arrival or movement. See the North Gateway Open Space Network section for additional information about the suggested design and types of activities planned for the Livability and Ecological Spines.

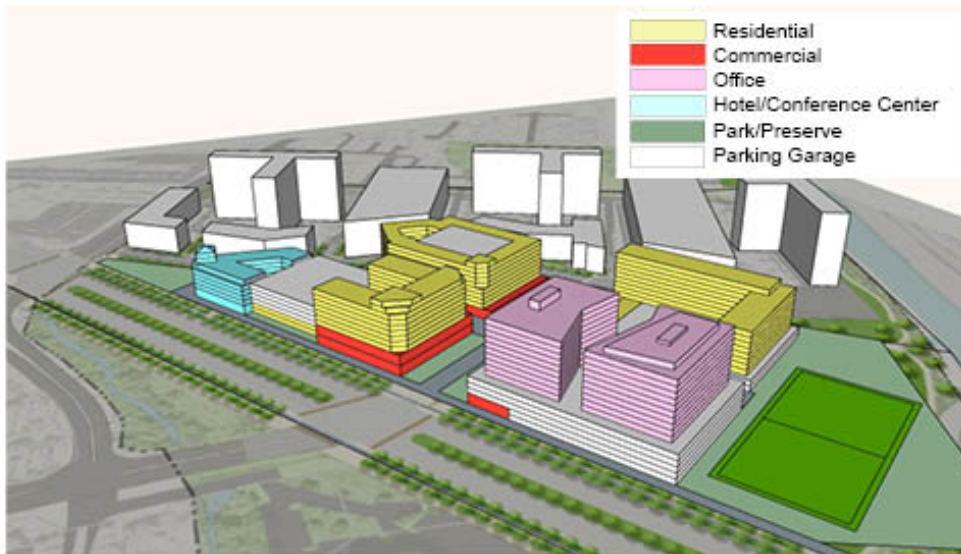
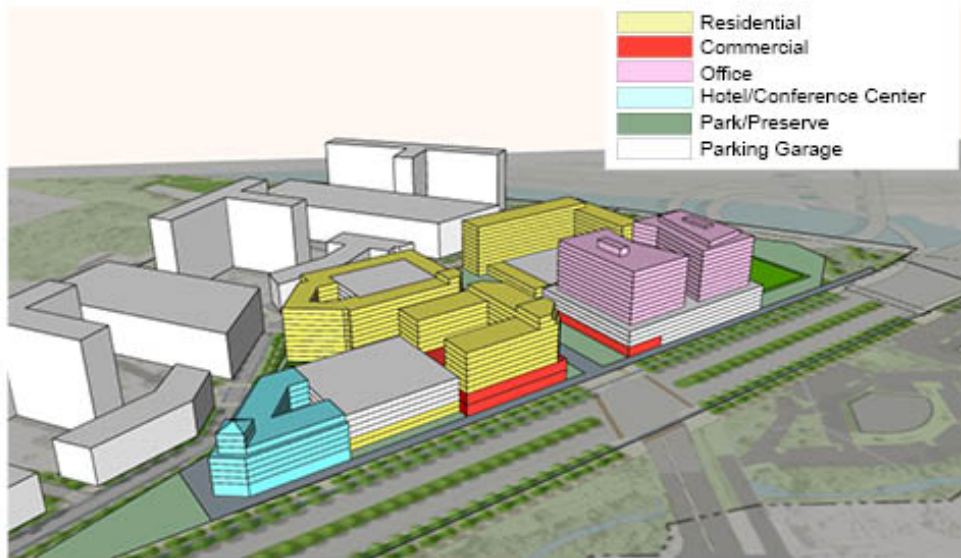
Architectural designs should creatively address building scale through massing, terracing, and the modulation of facades that create an interesting play of light and shadow, while mitigating impacts to adjacent neighborhoods. Signature architecture, entry plazas, and public art are envisioned to demarcate the Livability Spine at its intersection with Richmond Highway. Additional height is recommended for buildings that flank the intersection to encourage distinctive designs and creative corner treatments. In addition to land uses, Figure 23 also shows how building massing is generally envisioned. Buildings should have a consistent ground-floor plane next to the building zone but should step back above the ground-floor to prevent shadows and a canyon-like effect on adjacent streets. Building rooflines should not be uniform in a single building or within a block. Terraces, green roofs, and other roof top amenities should be provided to maximize outdoor recreational opportunities for residents and workers; provide environmental benefits, such as stormwater collection and heat island reduction; and, enhance the views to Cameron Run, the City of Alexandria, the Potomac River, and the rest of the Richmond Highway Corridor from the upper stories of buildings.

The Conceptual Plan should be used as a guide to create and evaluate development proposals. There is flexibility in how the Conceptual Plan can be implemented provided there is general adherence to the grid of streets, in particular the Livability Spine; the open space network, including the Ecological Spine; and ground floor building design.



**CONCEPTUAL PLAN**  
**NORTH GATEWAY CBC**

**FIGURE 22**

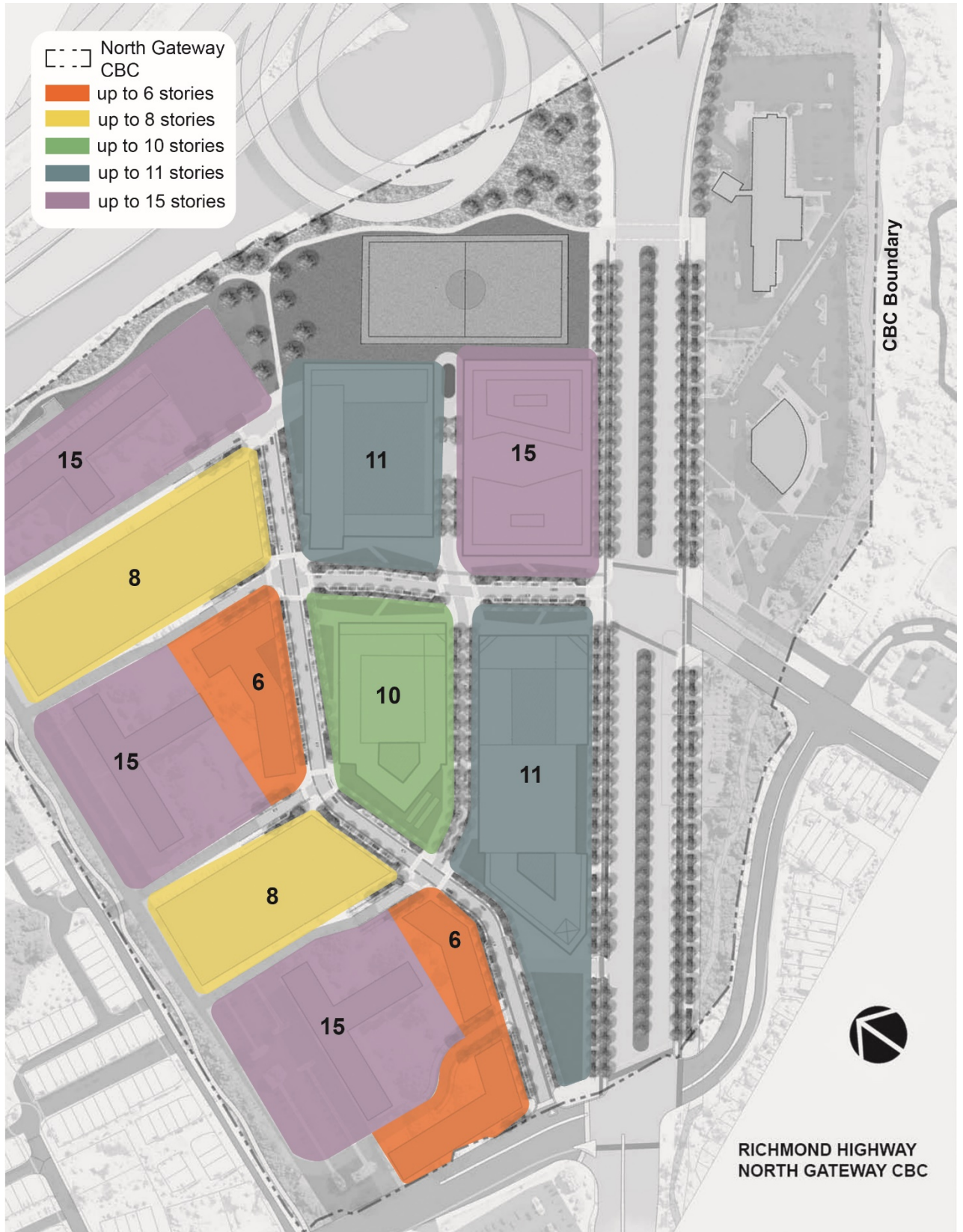


**BUILDING FORM, MASSING, AND PLANNED USES**

**NORTH GATEWAY CBC**

**FIGURE 23**





**BUILDING HEIGHTS**  
**NORTH GATEWAY CBC**

**FIGURE 24**



## BUILDING HEIGHTS

Building height is one of the key elements that will determine the amount of development potential that is achievable in each land unit. Building heights should not be homogenous within a development, and redevelopment should not adversely impact the historic viewshed from the George Washington Memorial Parkway. Existing, approved, and planned development should offer a variety of building heights within the CBC to create visual interest. The Riverside Apartments in Sub-unit A-3 consist of three 15-story buildings with approved infill development that ranges from 6 to 8 stories. In Sub-units A-1 and A-2, the tallest buildings are recommended along Richmond Highway close to the 495 interchange up to a maximum of 15 stories in height. Moving west from Richmond Highway and south from the interchange, heights should step down. Buildings along the Livability Spine are envisioned up to 15 stories in height, tapering to 10 stories in height where these buildings abut the planned park. On the east side of the CBC, existing uses include an office building and hotel along Richmond Highway, which are 8 and 7 stories, respectively. Figure 24 illustrates the existing and recommended building heights in the North Gateway CBC. Vision Element 5 and the building height recommendations contained within the Urban Design section of the Corridor-wide Guidelines should be consulted for further information.

## OPEN SPACE NETWORK

The North Gateway CBC is planned to be served by a variety of urban park spaces, following the guidance of the Urban Parks Framework in the Policy Plan volume of the Comprehensive Plan. While each development is expected to address the urban park need generated by its development, there are several park spaces designated on the Conceptual Plan that should guide the provision of urban park space within the CBC. Within the context of the overall Richmond Highway corridor, the North Gateway CBC is the northern entrance to the corridor; as such, public spaces should be designed to welcome and orient visitors to the corridor.

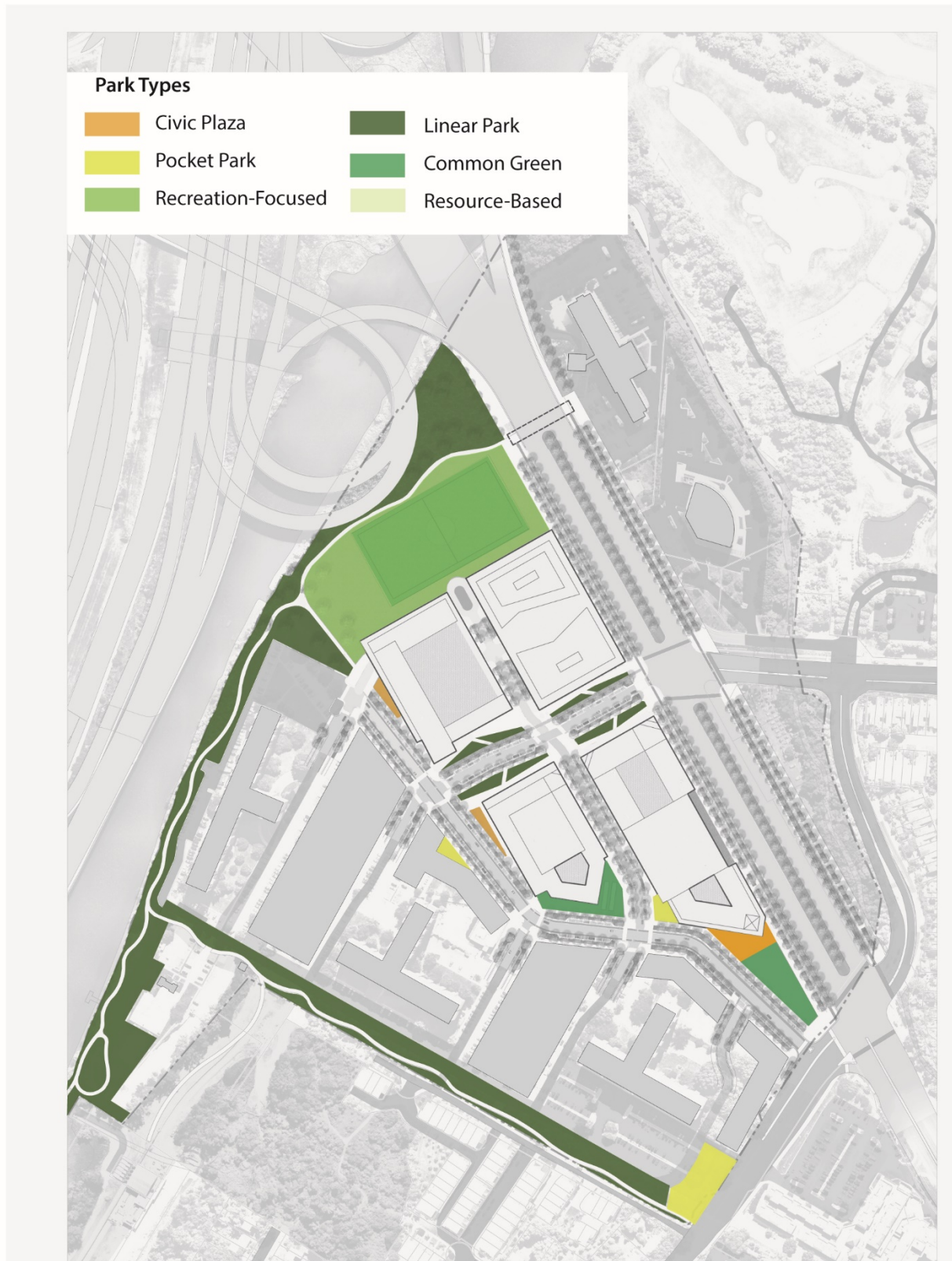
Pedestrian, bike, and non-automobile connectivity is an essential component of the CBC's open space network. Connectivity to the nearby Huntington Park, the planned Cameron Run recreational trail, and the Mount Vernon Trail should be enhanced to expand the availability of active recreation opportunities accessible from the North Gateway CBC. The Conceptual Plan for the North Gateway CBC includes a linear park area along Cameron Run that should incorporate the elements of an Ecological Spine type 4 (see cross section in Woodlawn CBC for additional details) and is envisioned to provide pedestrian and bicycle connectivity between Huntington Park to the northwest and Richmond Highway and the Mount Vernon Trail to the east. Various nodes positioned along the trail may provide opportunities for outdoor fitness, public art, natural resource-based education, or passive respite. Open space beneath the highway may be viable if enlivened with lighting, art and amenities. The Cameron Run linear park should

be designed to improve the environment by providing a habitat for native plant and animal species. New developments are encouraged to restore the natural functions of the shoreline.

New development within the North Gateway CBC will generate the need for additional publicly accessible athletic fields to serve residents, visitors, and employees. A full-service rectangle field, with support amenities, should be developed within the CBC. Development projects that generate the need for less than a full athletic field are encouraged to consolidate their efforts in seeking creative solutions to address this need, preferably within the CBC. The Conceptual Plan envisions areas that may be able to support an athletic field and active recreation.

The linear park spaces of the Livability Spine are continuous corridors of publicly accessible urban park space that will provide access to recreation and outdoor spaces. A variety of features should serve everyday needs for activity and community building such as outdoor fitness areas, sport courts, fenced dog parks, playgrounds, and a variety of seating options. It is encouraged that development of programmable areas, such as yoga plazas, tai chi spaces and sport courts, be accompanied by a commitment to program community use of those areas. Play features and design elements that reflect ties to the area's ecology and history are encouraged. Developments should contribute to the creation of a proportionate segment of the Livability Spine. Individual developments should expand upon the range of features within the overall linear park. Elements of the linear park may also be augmented through the provision of publicly accessible indoor and rooftop facilities.

Additional, smaller multi-use urban parks, positioned in key locations throughout the new development, are envisioned to provide publicly accessible recreational options and health-promoting opportunities. Features that encourage active lifestyles should be considered as the primary elements of these spaces such as multi-use sport courts, outdoor fitness stations, playgrounds, and similar amenities. The active features may be supplemented by passive features such a seating, tables, and points of interest that promote respite and social interaction. High quality landscaping of these areas will be important to provide visual elements and shade. Figure 25 is a visualization of the conceptual open space network and primary urban park goals for the North Gateway CBC.



**CONCEPTUAL OPEN SPACE**

**NORTH GATEWAY CBC**

**FIGURE 25**



## MULTIMODAL TRANSPORTATION NETWORK

The North Gateway CBC is primarily served by Richmond Highway, Huntington Avenue, and Fort Hunt Road inclusive of the planned extension through Sub-unit A-1. Figure 26 graphically shows the planned transportation improvements in the CBC area, which are also noted in more detail, in the following bullets:

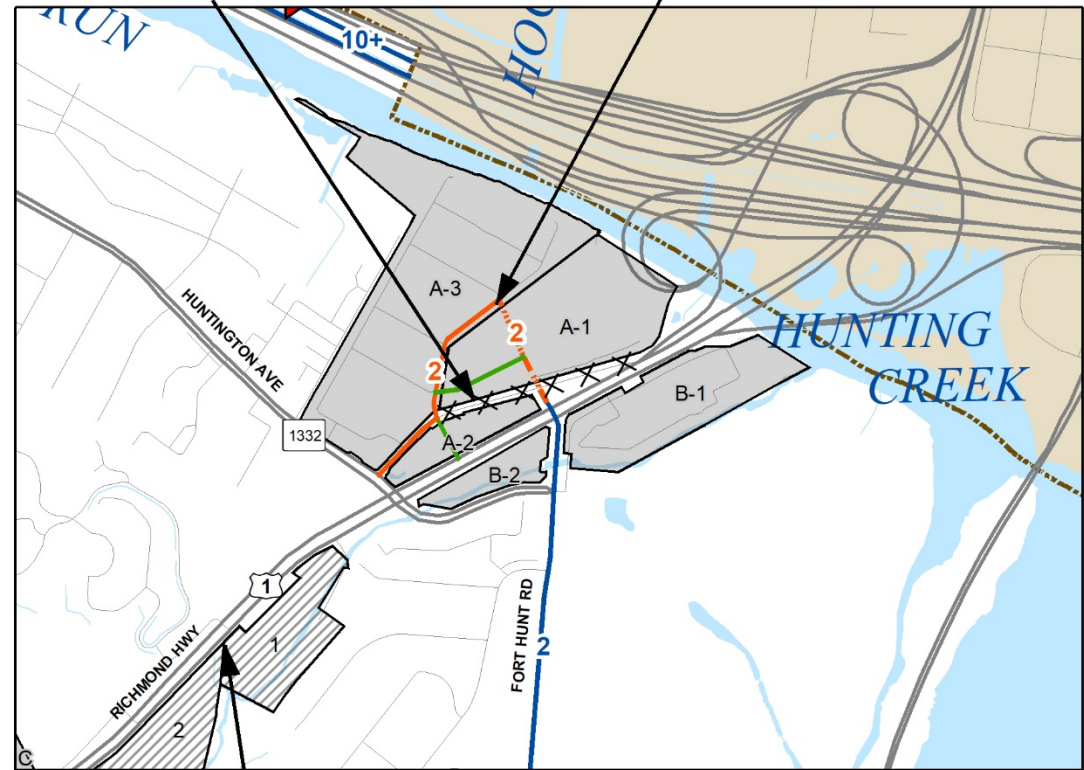
- An enhanced, at-grade intersection, with potential for future redesign which also factors impacts on adjacent intersections should be implemented at Fort Hunt Road and Richmond Highway. The Fort Hunt Road and Richmond Highway intersection and the adjacent intersections are considered the gateway to the Richmond Highway corridor and thus should be accommodating of an urban environment that is multimodal, contains appropriate wayfinding and signage for all modes, is creative in the future redesign to minimize any additional right-of-way solely for vehicles, and reflects the planned street network in Sub-units A-1 and A-2 to increase connectivity and mobility. Pedestrian and bicycle crossings of Richmond Highway at Fort Hunt Road and Richmond Highway and Huntington Avenue should be high quality and use necessary and innovative techniques to increase pedestrian and bicycle crossing awareness and safety.
- Fort Hunt Road from Old Richmond Highway to Cameron Run Terrace should be extended with redevelopment in the CBC as shown in Figure 26.
- The portion of Old Richmond Highway between Cameron Run Terrace and Richmond Highway should be replaced with a local grid street as shown in Figure 26. This connection can extend north of Fort Hunt Road extended and be integrated with development to increase circulation in the CBC.
- A multimodal grid of streets should be implemented within Sub-units A-1 and A-2 to organize circulation within the northwestern portion of the CBC and to connect to the streets on the west side of the CBC in Sub-unit A-3.
- The Cameron Run Trail should be enhanced and extended along the Cameron Run shoreline through Sub-unit A-1 to Richmond Highway and connections to the trail should be integrated into the redevelopment. Cameron Run Trail should connect to Mount Vernon Trail.

For more information on the specific cross-sections and road design characteristics of the multimodal network, see the Urban Street Network Design (USND) section of this Plan. Also, refer to the Fairfax County Bicycle Master Plan for bicycle facility guidelines.

## RICHMOND HIGHWAY CORRIDOR AREA NORTH GATEWAY COMMUNITY BUSINESS CENTER (CBC)

OLD RICHMOND HIGHWAY SHOULD BE  
VACATED BETWEEN CAMERON RUN TERRACE  
AND RICHMOND HIGHWAY

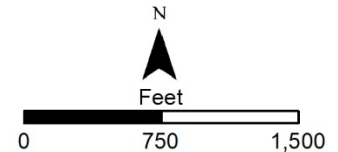
EXTEND FORT HUNT ROAD  
TO CAMERON RUN TERRACE



ENHANCED PUBLIC TRANSPORTATION  
CORRIDOR (SEE AREA PLAN OVERVIEW-  
TRANSPORTATION SECTION)

COMMUNITY BUSINESS CENTER  
SUBURBAN NEIGHBORHOOD

- | Existing | Proposed |   |
|----------|----------|---|
|          |          | Metrorail Station   |
|          |          | Commuter Parking Lot  |
|          |          | Rail Station  |
|          |          | Potential Bus Rapid Transit (BRT) Station   |
|          |          | Widen or Improve Arterial Roadway<br>(Number Indicates Proposed Number of Lanes<br>Including HOV or HOT Lanes)  |
|          |          | Construct Arterial on New location  |
|          |          | Widen or Improve Collector<br>(Number Indicates Proposed Number of Lanes)   |
|          |          | Construct Collector on<br>New Location  |
|          |          | Construct or Improve Local or Collector Street<br>(Number Indicates Proposed Number of Lanes)<br>(Cross sections to be finalized during process<br>of reviewing plans for proposed development) |
|          |          | High Occupancy Toll (HOT) Lanes   |
|          |          | Rail Transit  |



- |  |  |
|--|--|
|  | Full Interchange Improvement<br>(Study Required) |
|  | Proposed Highway Underpass                       |
|  | Proposed Highway Overpass                        |
|  | Proposed Cul-de-Sac                              |
|  | Bus Rapid Transit (BRT)                          |

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

PLANNED TRANSPORTATION IMPROVEMENTS

FIGURE 26

## LAND UNIT RECOMMENDATIONS

### Development Potential

Figure 227 contains an estimate of the maximum development potential, ~~inclusive~~ assuming implementation of the redevelopment options, for the North Gateway CBC. Additional details about the base plan and redevelopment options are contained in CBC land unit descriptions that follow. As noted in the Land Use Section under Corridor-wide Guidelines, flexibility among non-residential uses is appropriate provided the overall vision of a vibrant mixed-use community is achieved and multimodal transportation needs are addressed.

It is expected that development will occur in phases. As such, phased development will need to advance the goals and the vision in the Plan, as described in the Implementation Section. Development applications should demonstrate appropriate phasing to the provision of public improvements. The construction of and/or commitment to the public facilities is expected to be provided appropriately with each phase of development.

Figure 227  
 North Gateway CBC Maximum Development Potential under Redevelopment Options

Land Use	Comprehensive Plan development potential inclusive of redevelopment options <sup>1</sup>	
	Number of Dwelling units or jobs	Approximate Gross Square Feet
Residential <sup>2</sup>	<del>2,025</del> <u>2,605</u> dwelling units	<del>N.A.</del>
Non-residential	<del>3,650</del> <u>2,678</u> jobs	<del>1.35</del> <u>1.04</u> million gsf
Office	<del>3,047</del> <u>2,070</u> jobs	<del>915,000</del> <u>621,000</u> gsf
Retail	<del>383</del> <u>415</u> jobs	<del>153,000</del> <u>166,000</u> gsf
Hotel	<del>220</del> <u>193</u> jobs	<del>286,000</del> <u>251,000</u> gsf
<b>Total</b>	<b><del>2,025</del> <u>2,605</u> dwelling units and <del>3,650</del> <u>2,678</u> jobs</b>	

Note 1: Development potential, employment estimates, and dwelling units are approximate. Conversion factors: residential - 1000 sf/dwelling unit; office - 300 gsf/job; retail - 400 gsf/job.

Note 2: The residential development potential does not include potential housing bonuses allowed under the Affordable Dwelling Unit (ADU) Ordinance and the Board of Supervisors.

### Sub-unit A-1

The sub-unit comprises the area located on the west side of Richmond Highway between I-495 and Huntington Avenue.

#### *Base Plan*

The sub-unit is planned for retail, office and/or residential uses up to .50 FAR.



### *Redevelopment Option*

With consolidation, Sub-units A-1 and A-2 are recommended for mixed-use development, consisting of up to approximately 825 residential units and 720,000 square feet of nonresidential uses. Substantial consolidation of parcels should be achieved. Where consolidation of parcels is not achieved, redevelopment proposals should be evaluated in the context of the existing and future development of the land unit. For example, the site design should provide interparcel vehicular and pedestrian access, as appropriate, to unconsolidated parcels. If substantial consolidation is not achievable, an alternative may be pursued that logically consolidates parcels in Sub-unit A-1 and Sub-unit A-2 in order to provide the extension of Fort Hunt Road to Cameron Run Terrace in the initial phase. In addition, redevelopment on a portion of the land units should prepare a master conceptual plan that demonstrates how the future redevelopment of unconsolidated properties can be integrated and should not preclude those unconsolidated parcels from redeveloping under the plan option in the future. Any redevelopment proposal should ensure that the Cameron Run RPA is re-vegetated per the CBC-wide guidance as a linear park, and that the floodplain and its associated functions are restored to the maximum extent possible, taking into consideration the existing highway ramps as well as aesthetic concerns and associated management needs.

~~Sub-units A-1 and A-2 may be appropriate for redevelopment at a higher intensity as recommended by the optional level of development when area-wide transportation issues can be addressed. The Plan for the mixture of uses and higher 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:~~

- ~~• Recommendations found in the Parks, Recreation and Open Space, Urban Design and Urban Street Network Design sections are incorporated. For example, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks, and/or building design should denote this area as a focal point of the North Gateway Community Business Center;~~
- ~~• 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 is prepared that may include parking reductions, providing less parking than required by code;~~
- ~~Parking is consolidated into structures and follows the Parking Design Recommendations contained in the Urban Design section.~~
- ~~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 is vacated between Cameron Run Terrace and Richmond Highway, and the extension of Fort Hunt Road from Richmond Highway to Cameron Run Terrace is constructed with any redevelopment of the subject area as shown on Figure 29;~~
- ~~Access points are 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;~~
- ~~Applicable stormwater management measures are incorporated as described in the Environment section under Corridor-Wide Guidelines.~~
- ~~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; and~~
- ~~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.~~

#### Sub-unit A-2

The sub-unit comprises the "island" formed by Richmond Highway and Old Richmond Highway.

#### *Base Plan*



Redevelopment ~~would that~~ enhances the "gateway" ~~character of this area~~ importance of the CBC as an entry to Richmond Highway ~~and should be~~ is strongly encouraged. Consolidation of all parcels within this "island" and redevelopment of this area with neighborhood -serving retail use up to .25 FAR is recommended. Buildings ~~should be oriented~~ ~~orientation should be~~ to Richmond Highway but access should be to Old Richmond Highway.

#### *Redevelopment Option*

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~~ 2.0 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~~ 2.0 FAR. In addition to meeting the same conditions stated in the land use recommendation for Sub-unit A-1, as part of this mixed-use development, Old Richmond Highway should be vacated between Cameron Run Terrace and Richmond Highway and access should be provided from Sub-unit A-1.

As an additional option, Sub-unit A-2 or a portion thereof may be appropriate for consolidation with Sub-unit A-3, provided that Old Richmond Highway is vacated between Cameron Run Terrace and Huntington Avenue and the equivalent of a public street connection is provided through the western side of Sub-unit A-3 to provide access to Sub-unit A-1.

#### Sub-unit A-3

The sub-unit comprises the Riverside Apartments complex, located on the north side of Huntington Avenue between Cameron Run Terrace and Hunting Creek Road.

#### *Base Plan*

The sub-unit 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~~ intensity of 1.60 ~~FAR~~. 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. Any proposed redevelopment should be subject to the following conditions:

- Provision of substantial, useable, additional open space areas and urban park amenities for residents and a Linear Park along the shoreline of Cameron Run that includes wayside areas with benches;
- Re-vegetation of the Cameron Run floodplain 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;~~
- ~~Provision of 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; and~~
- ~~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 sub-unit comprises the area northwest of Belle Haven Country Club along Richmond Highway from the Beltway to Fort Hunt Road and developed with several commercial uses.

#### *Base Plan*

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 sub-unit comprises the triangle-shaped area bounded by Richmond Highway on the northwest, Fort Hunt Road on the east and Huntington Avenue on the south.

#### *Base Plan*

The sub-unit 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. Right of way and accommodations needed for implementation of the at-grade transportation improvements at the Huntington Avenue, and Fort Hunt Road intersections and with Richmond Highway intersections should be provided.~~ 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.

#### *Redevelopment Option*

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.”

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, amended through October 16, 2018, MV1-Huntington Community Planning Sector, Page 53

#### “Transportation

Transportation recommendations for this sector are shown in Figures 17, 18, and 19, and 20. 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.”

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, amended through October 16, 2018, MV2-Hybla Valley Community Planning Sector, Page 65



“Transportation

Transportation recommendations for this sector are shown on Figures 24, and 25, ~~and 26~~. 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.”

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, amended through October 16, 2018, MV3-Belle Haven Community Planning Sector, Page 72

“Transportation

Transportation recommendations for this sector are shown in Figures 29, 30, and 31, ~~and 32~~. 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 ~~Figure 32: MV3-Belle Haven Community Planning Sector, Interchange Recommendations~~ requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.”

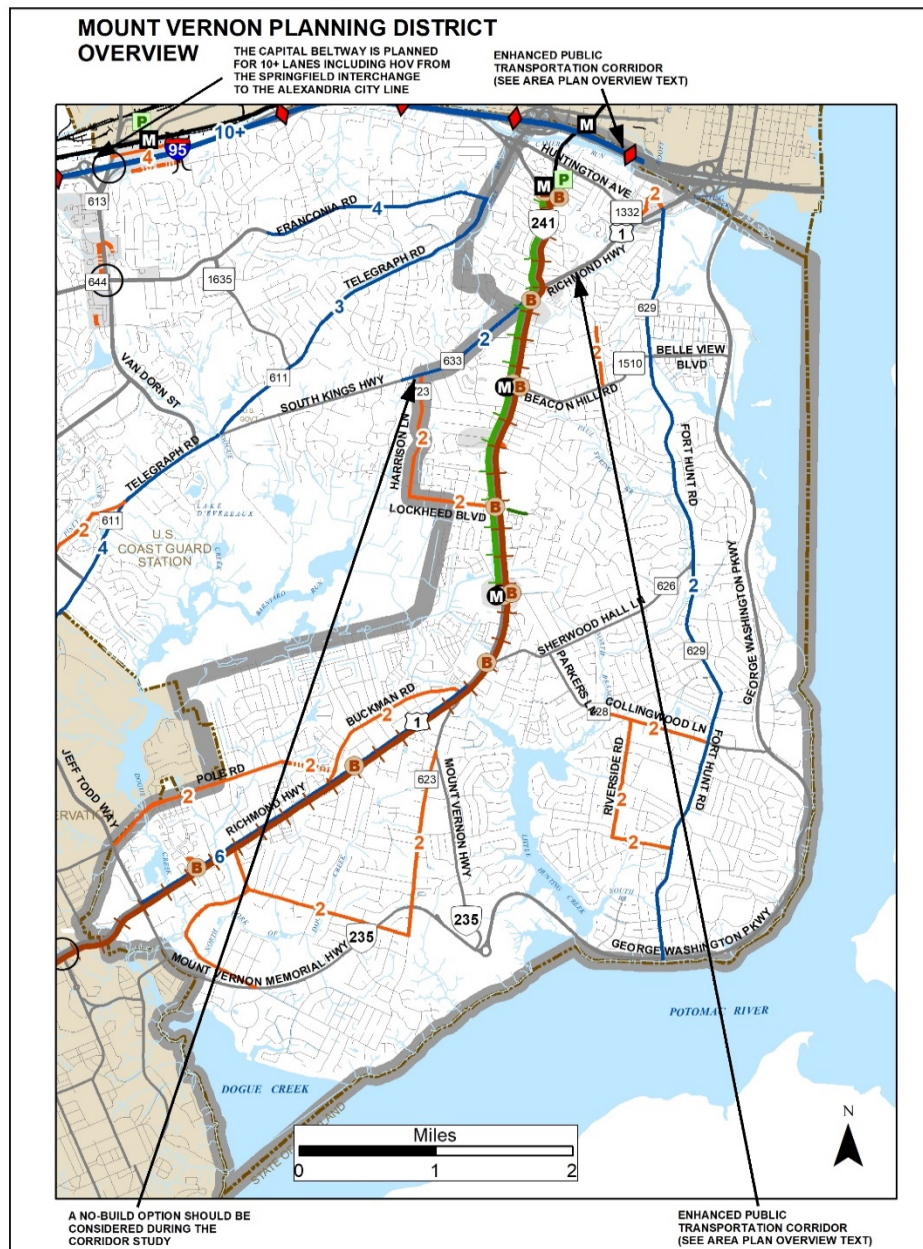
**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, amended through October 16, 2018, MV4-Wellington Community Planning Sector, Page 82

“Transportation

Transportation recommendations for this sector are shown on Figure 35. 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.”

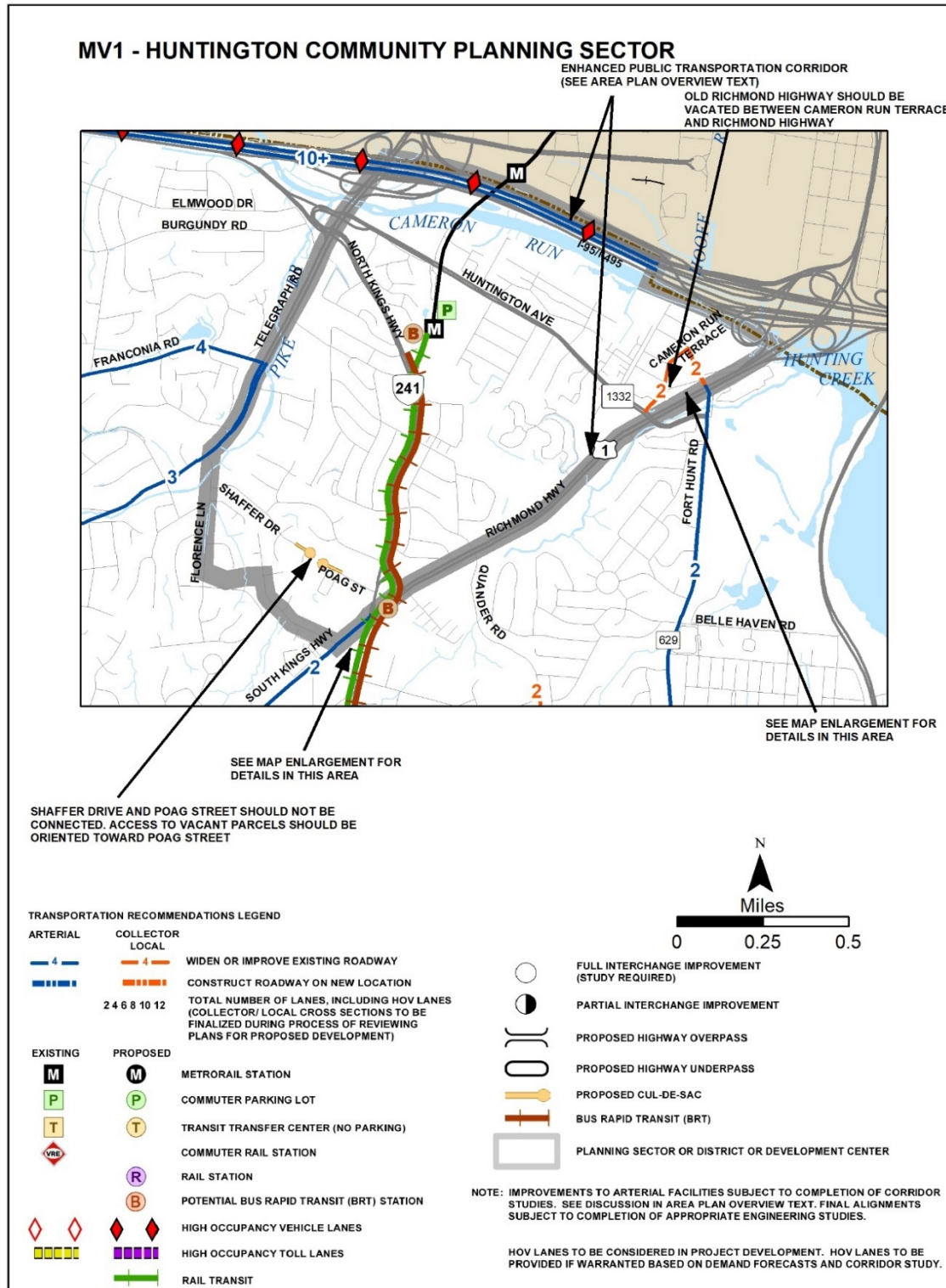
Adopted December 1, 2020

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, amended through October 16, 2018, Figure 2, page 5, to remove the planned interchange at Huntington Avenue and Richmond Highway, add route numbers for 1332 and 1, change the planned extension of Fort Hunt Road from an arterial to a collector/local road, and add Cameron Run Terrace as an improved two lane collector/local road as shown:



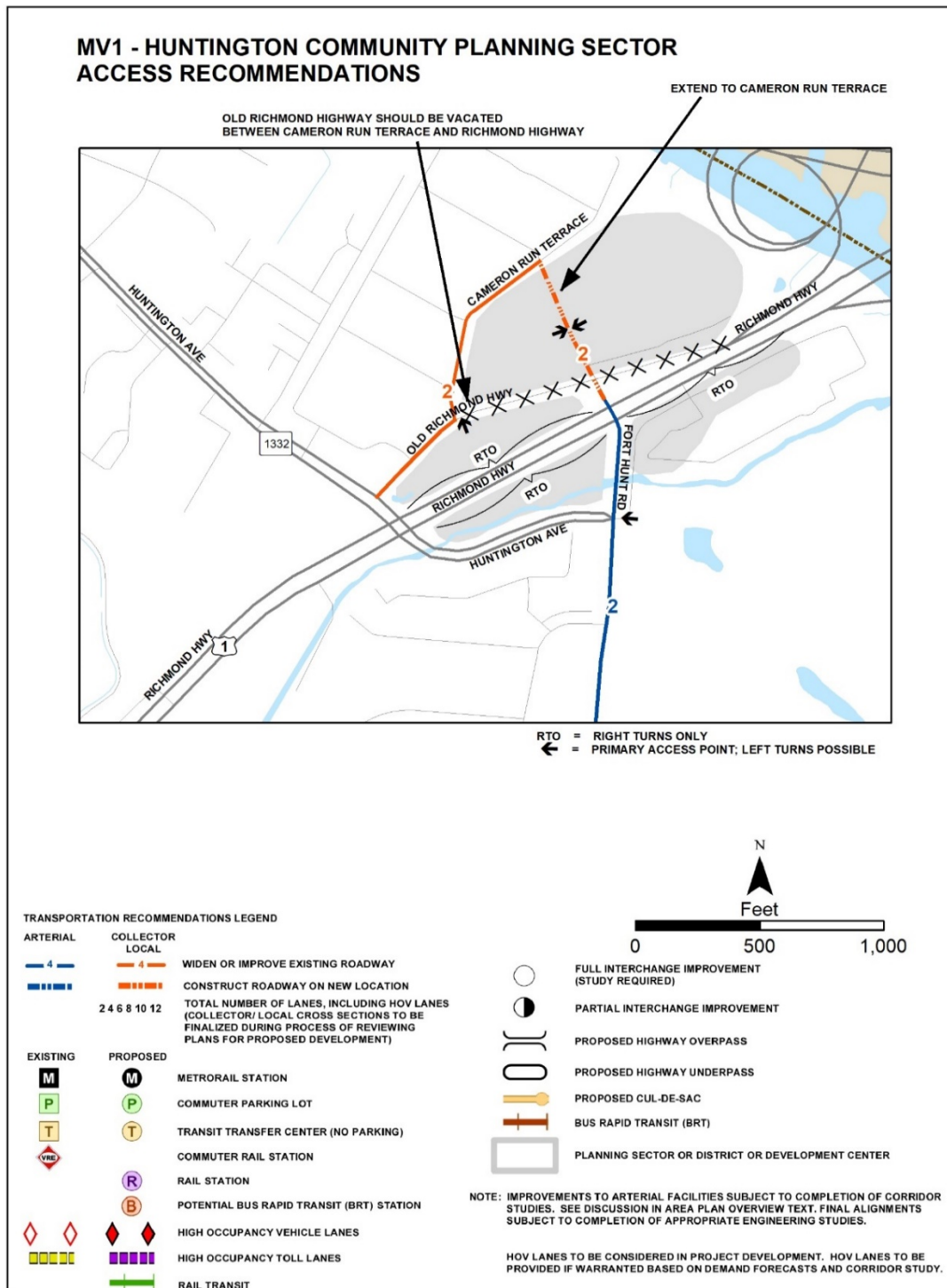
Adopted December 1, 2020

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through October 16, 2018, Figure 17, page 54, to remove the planned interchange at Huntington Avenue and Richmond Highway, change the planned extension of Fort Hunt Road from an arterial to a collector/local road, and add Cameron Run Terrace as an improved two lane collector/local road, as shown:



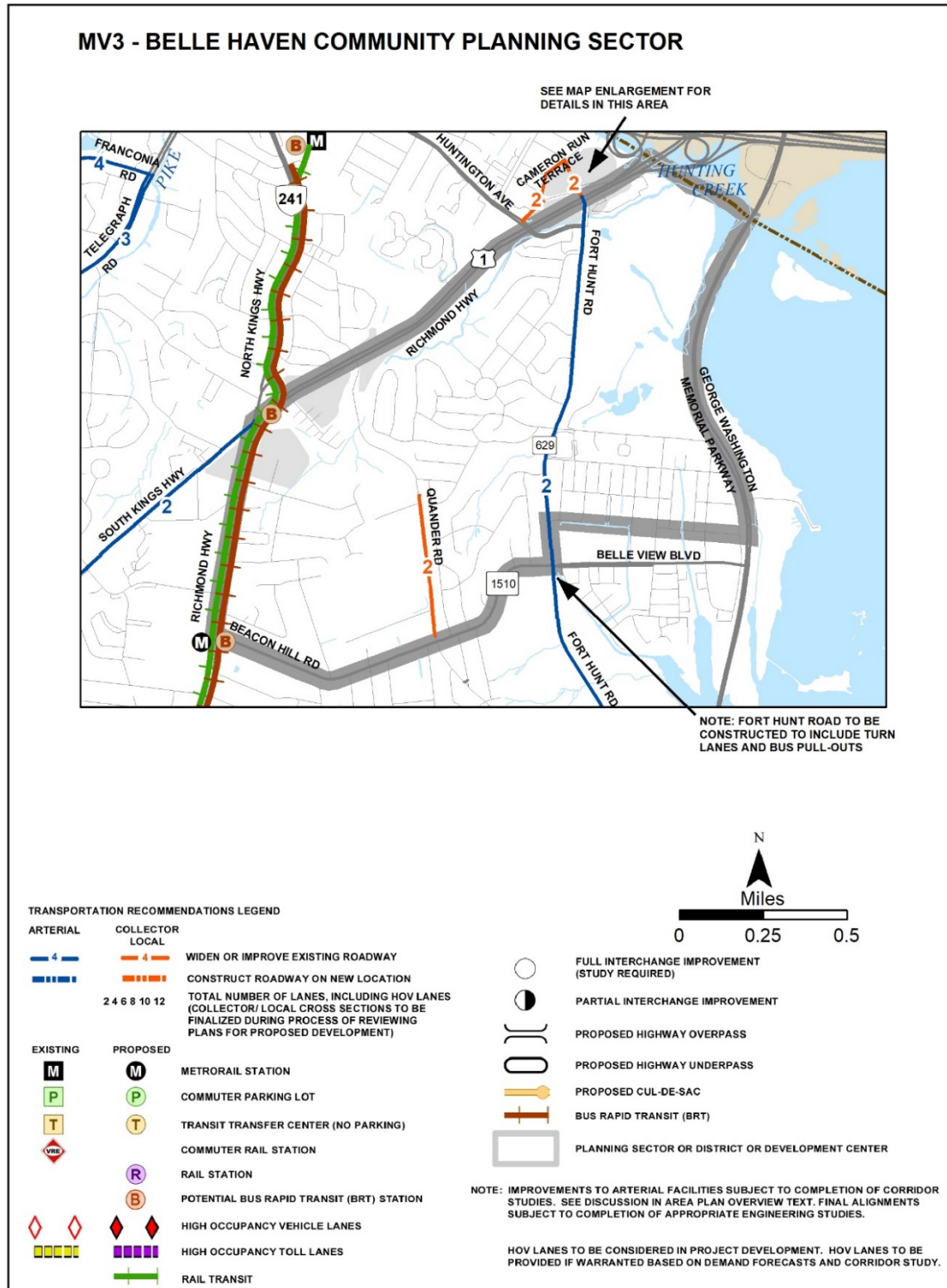


**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through October 16, 2018, Figure 18, page 55, to remove the planned interchange at Huntington Avenue and Richmond Highway, indicate right turn only on Richmond Highway, change the planned extension of Fort Hunt Road from an arterial to a collector/local road, vacate a portion of Old Richmond Highway, and add Cameron Run Terrace as an improved two lane collector/local road, as shown:

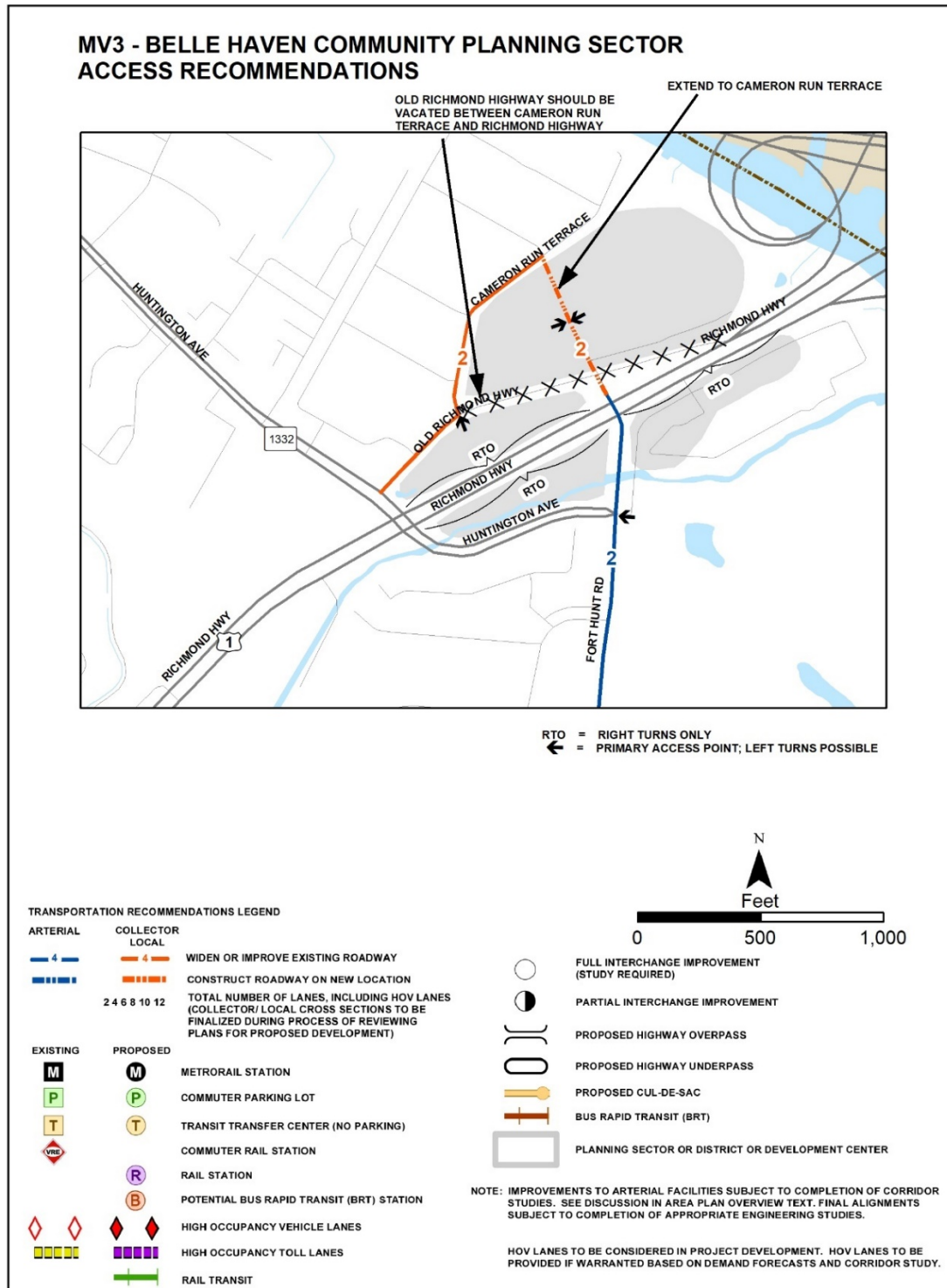




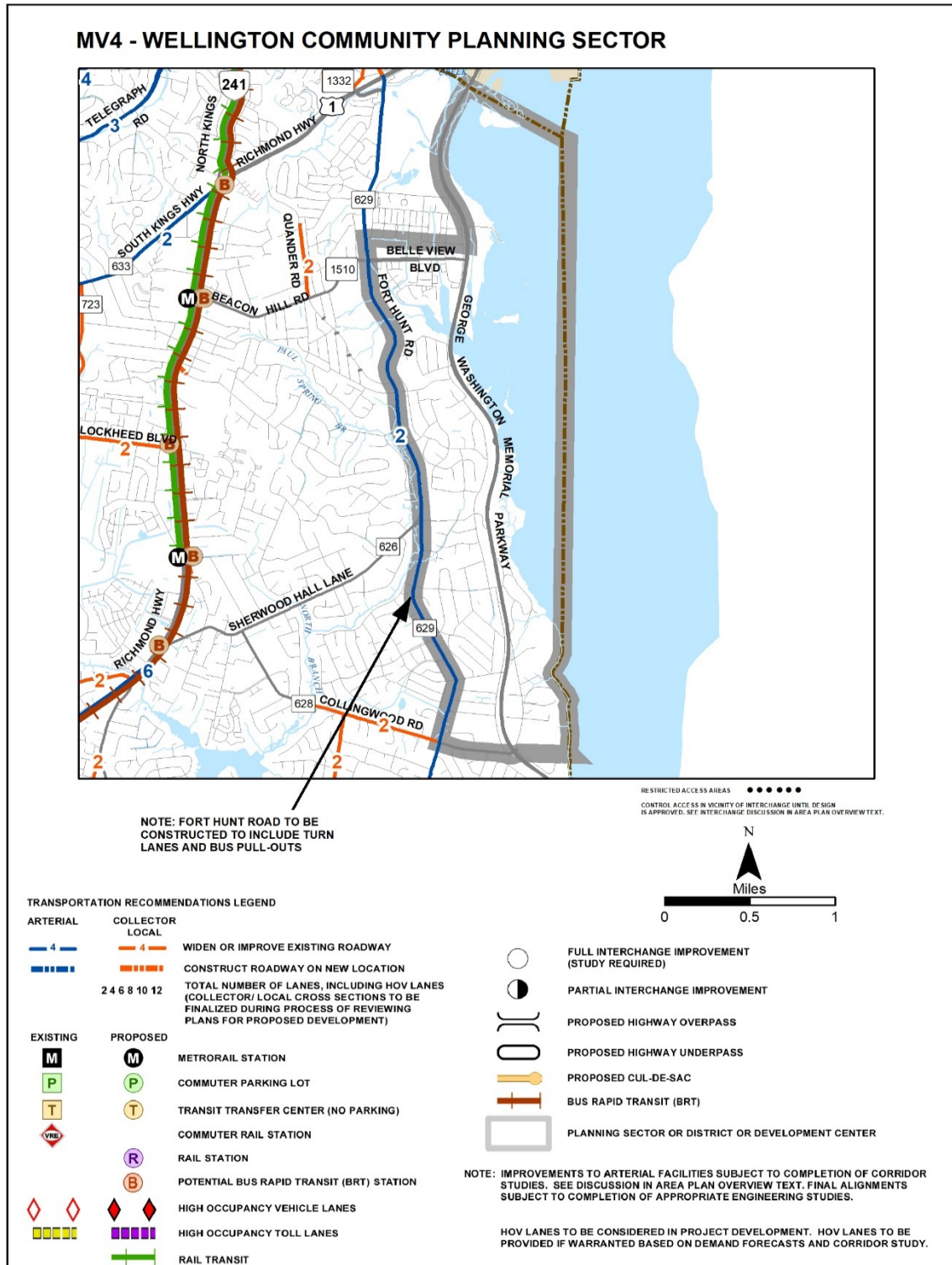
**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, MV3-Belle Haven Community Planning Sector, amended through October 16, 2018, Figure 29, page 74, to remove the planned interchange at Huntington Avenue and Richmond Highway, change the planned extension of Fort Hunt Road from an arterial to a collector/local road, and add Cameron Run Terrace as an improved two lane collector/local road, as shown:



**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, MV3-Belle Haven Community Planning Sector, amended through October 16, 2018, Figure 30, page 75, to remove the planned interchange at Huntington Avenue and Richmond Highway, indicate right turn only on Richmond Highway, change the planned extension of Fort Hunt Road from an arterial to a collector/local road, vacate a portion of Old Richmond Highway and add Cameron Run Terrace as an improved two lane collector/local road. as shown:

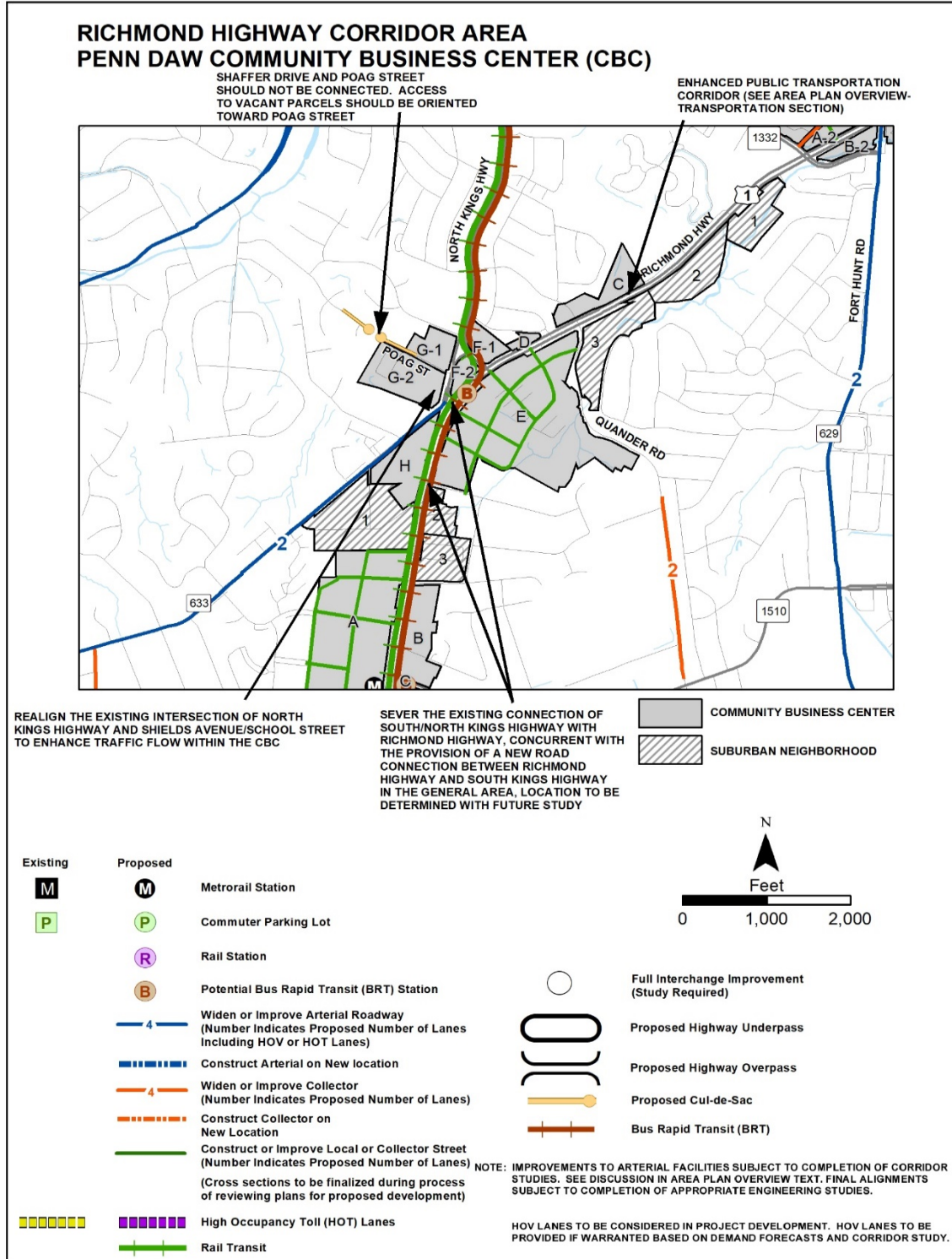


**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, MV4-Wellington Community Planning Sector, amended through October 16, 2018, Figure 35, page 83, to remove the planned interchange at Huntington Avenue and Richmond Highway, change the planned extension of Fort Hunt Road from an arterial to a collector/local road, and add Cameron Run Terrace as an improved two lane collector/local road, as shown:





**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, Richmond Highway Corridor Area, amended through May 1, 2018, Figure 29, page 94, to separate the Penn Daw CBC from the North Gateway CBC, as shown:





**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, Richmond Highway Corridor Area, amended through May 1, 2018, Figure 3, page 11:

Existing Land Use (2015) and Estimate of Planned Development Potential

Land Use	2015 Existing Land Use	Comprehensive Plan development potential inclusive of redevelopment options <sup>1</sup>
Residential <sup>2</sup>	5,000 dwelling units	<del>18,000</del> <u>18,600</u> dwelling units
Non-residential <sup>3</sup>	5.4 million gsf (12,760 jobs)	<del>8.7</del> <u>8.5</u> million gsf ( <del>23,500</del> <u>23,200</u> jobs)
Office	800,000 gsf (2,700 jobs)	<del>4.0</del> <u>3.9</u> million gsf ( <del>13,300</del> <u>13,000</u> jobs)
Retail	3.3 million gsf (8,250 jobs)	3.5 million gsf (8,750 jobs)
Industrial	270,000 gsf (600 jobs)	100,000 gsf (220 jobs)
Institutional	325,000 (650 jobs)	320,000 gsf (640 jobs)
Hotel	730,000 gsf (560 jobs)	<del>750,000</del> <u>712,000</u> gsf ( <del>575</del> <u>550</u> jobs)
<b>Total</b>	<b>5,000 dwelling units and 5.4 million gsf (12,760 jobs)</b>	<b><del>18,000</del> <u>18,600</u> dwelling units and <del>8.7</del> <u>8.5</u> million gsf (<del>23,500</del> <u>23,200</u> jobs)</b>

Note 1: Development potential, employment estimates, and dwelling units are approximate.

Note 2: The residential development potential does not include potential housing bonuses allowed under the Affordable Dwelling Unit (ADU) Ordinance and the Board of Supervisor's Workforce Housing Policy (WDU).

**DELETE:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, amended through October 16, 2018, page 57, Figure 20, Interchange Recommendations MV1 Huntington Community Planning Sector.

**DELETE:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, amended through October 16, 2018, page 68, Figure 26, Interchange Recommendations MV2 Hybla Valley Community Planning Sector.

**DELETE:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, amended through October 16, 2018, page 77, Figure 32, Interchange Recommendations MV3 Belle Haven Community Planning Sector.

**COMPREHENSIVE LAND USE PLAN MAP:**

The Comprehensive Land Use Plan Map will not change.

**COUNTYWIDE TRANSPORTATION PLAN MAP:**

**MODIFY:** Fairfax County Transportation Plan Map as amended through September 2, 2015 to remove the symbol for a full interchange improvement at the intersection of Richmond Highway and Huntington Avenue.

**RICHMOND HIGHWAY URBAN DESIGN GUIDELINES**

**MODIFY:** Volume II District Design Guidelines for Richmond Highway (Lee and Mount Vernon Districts as endorsed on March 18, 2020 to include the urban design guidance for the North Gateway Community Business Center as adopted in PA 2018-IV-MV5.