



## PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEMS: PA 2018-IV-T1 & PA 2018-IV-MV5  
October 2, 2020 revised November 6, 2020\*

### 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

**SUPERVISOR DISTRICT:** Mount Vernon

**PLANNING AREA:** Area IV

**PLANNING DISTRICT:** Mount Vernon

### SPECIAL PLANNING AREA:

North Gateway Community Business Center

For additional information about this amendment call (703) 324-1380.

### PLANNING COMMISSION PUBLIC HEARING:

Wednesday, November 4, 2020 @ 7:30 PM

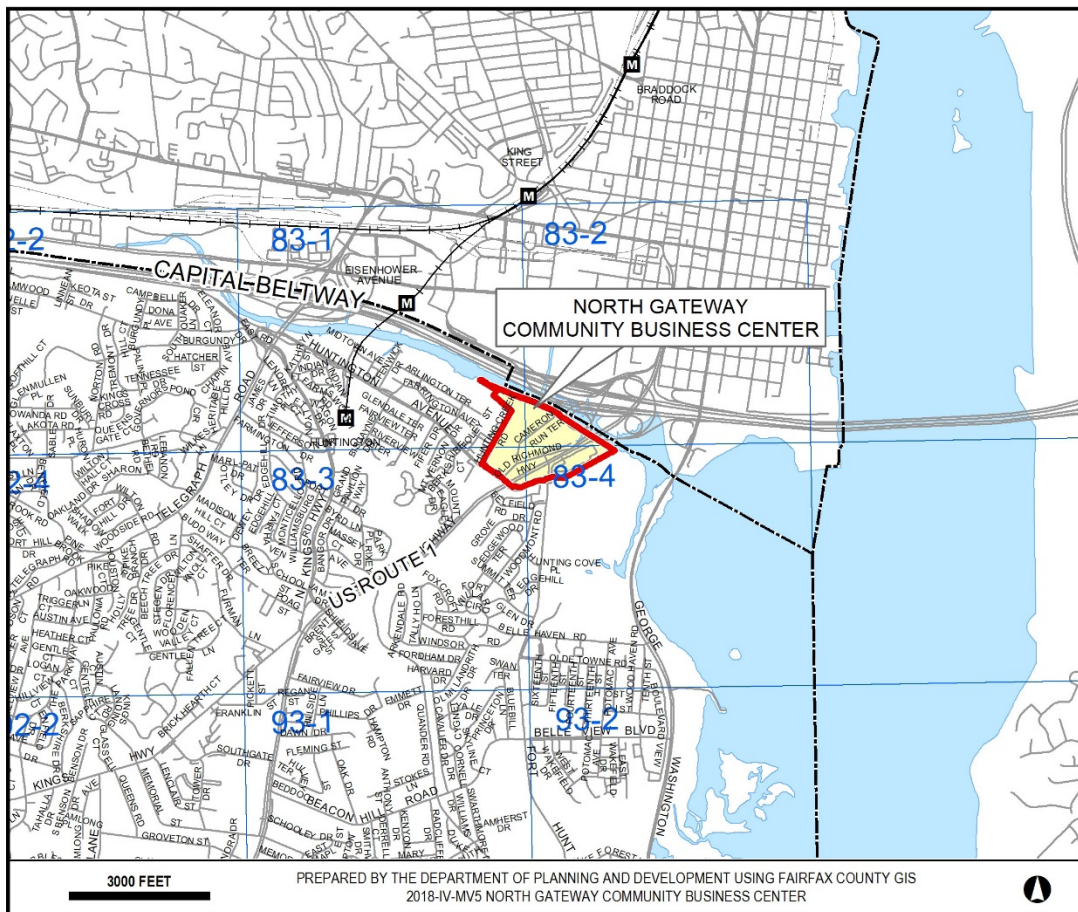
### BOARD OF SUPERVISORS PUBLIC HEARING:

Tuesday, December 1, 2020 @ 4:00 PM

**PLANNING STAFF DOES RECOMMEND  
THIS ITEM FOR PLAN AMENDMENT**



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.







**\*Staff report revised on November 6, 2020 to reflect an editorial correction  
to Table 1 on page 12.**

# CURRENT PLAN AND PROPOSED CHANGE

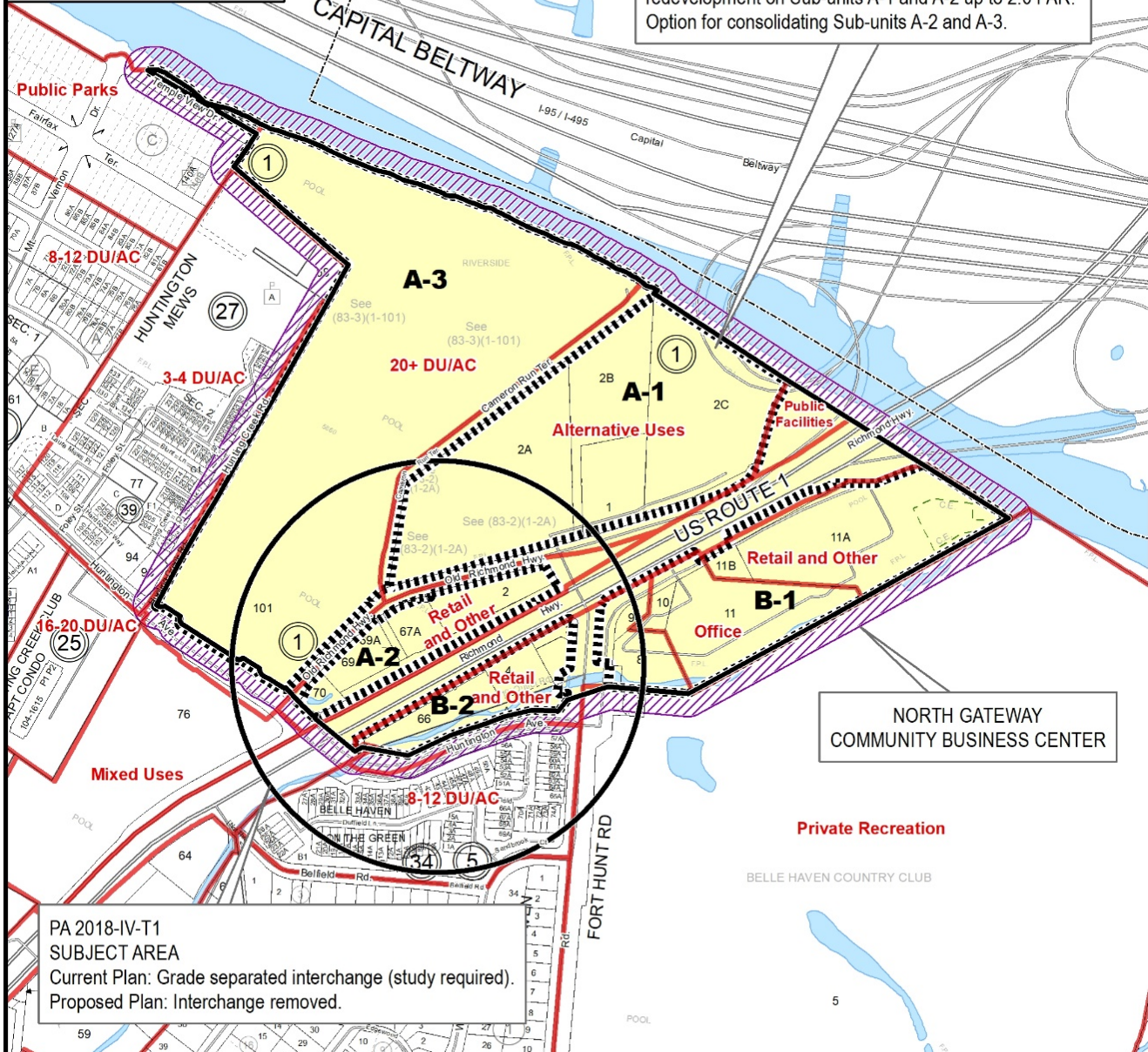
PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR  
SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

ITEMS:  
PA 2018-IV-T1  
PA 2018-IV-MV5

-  Subject Area
-  Comprehensive Plan
-  Plan Sub-Units
-  North Gateway CBC

## PA 2018-IV-MV5 SUBJECT AREA

Current Plan: Option for redevelopment on Sub-units A-1 and A-2 up to 1.65 FAR.  
Proposed Plan: Updated land use, transportation, and urban design guidance to be consistent with the Richmond Highway Corridor Area. Option for redevelopment on Sub-units A-1 and A-2 up to 2.0 FAR. Option for consolidating Sub-units A-2 and A-3.



PA 2018-IV-T1  
SUBJECT AREA  
Current Plan: Grade separated interchange (study required).  
Proposed Plan: Interchange removed.

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
PARCEL INFORMATION CURRENT TO JUNE 2019



Document Path: G:\projects\ocp\pdf\OTPA\_GRAPHICS\S18\_items\2018-IV-MV5 North Gateway Community Business Center\2018-IV-MV5\_North\_Gateway\_CURRENT\_&\_PROPOSED\_MAP\_withSubunits.mxd

**THIS PAGE INTENTIONALLY LEFT BLANK**



## **STAFF REPORT FOR PLAN AMENDMENTS 2018-IV-MV5 AND 2018-IV-T1**

### **BACKGROUND**

In March 2018, the Board of Supervisors (Board) adopted Plan Amendment (PA) 2015-IV-MV1, Embark Richmond Highway (Embark), which updated corridor-wide planning goals and objectives, and included guidance on achieving the countywide goal of implementing an interconnected multimodal transportation system centered around a planned bus rapid transit (BRT) system. Embark also established an enhanced vision for the Community Business Centers (CBCs) in the corridor that are planned to be served by the BRT system. The Plan guidance for the North Gateway CBC was not updated at that time because the planned BRT system will not have a station in the CBC.

On September 25, 2018, the Board authorized the consideration of PA 2018-IV-MV5 for the North Gateway CBC Sub-units A-1, A-2 and A-3 (Tax Map Parcels 83-2((1))1, 2A, 2B, and 2C; 83-3((1))67A, 69, 69A, 70, and 101) in the Richmond Highway Corridor Area, Mount Vernon Planning District, Mount Vernon Supervisor District. The Board requested that staff consider increasing the maximum planned intensity from 1.65 Floor Area Ratio (FAR) to a 2.0 FAR for Sub-units A-1 and A-2; altering the language regarding parcel consolidation to consider consolidation options with Sub-unit A-3; and, reconfiguring the planned road network within the CBC to include alternative access from Huntington Avenue.

In addition, on September 25, 2018, the Board authorized PA 2018-IV-T1 that directed staff to consider a Comprehensive Plan amendment to assess the potential removal of the planned grade-separated interchange at the intersection of Huntington Avenue and Richmond Highway. The grade-separated interchange would be a land-intensive design that would not promote the type of walkable, bikeable environment that is desired for the area. The authorization stated that the amendment should identify suitable at-grade alternative(s) that meet the multimodal needs of the area and are more in harmony with the land use planning for the immediate area and that contribute to the gateway character of the CBC, which is the point of entry to Fairfax County for people traveling south from the City of Alexandria.

The Board amended the authorization on February 19, 2019, for PA 2018-IV-MV5 to expand the scope of work to allow for consideration of urban design and open space guidance for the entire North Gateway CBC to be consistent with the other CBCs in the Richmond Highway Corridor Area, as well as to evaluate options for a trail connection across Richmond Highway between the planned Cameron Run and existing Mount Vernon Trails.

### **CHARACTER OF THE SUBJECT AREA**

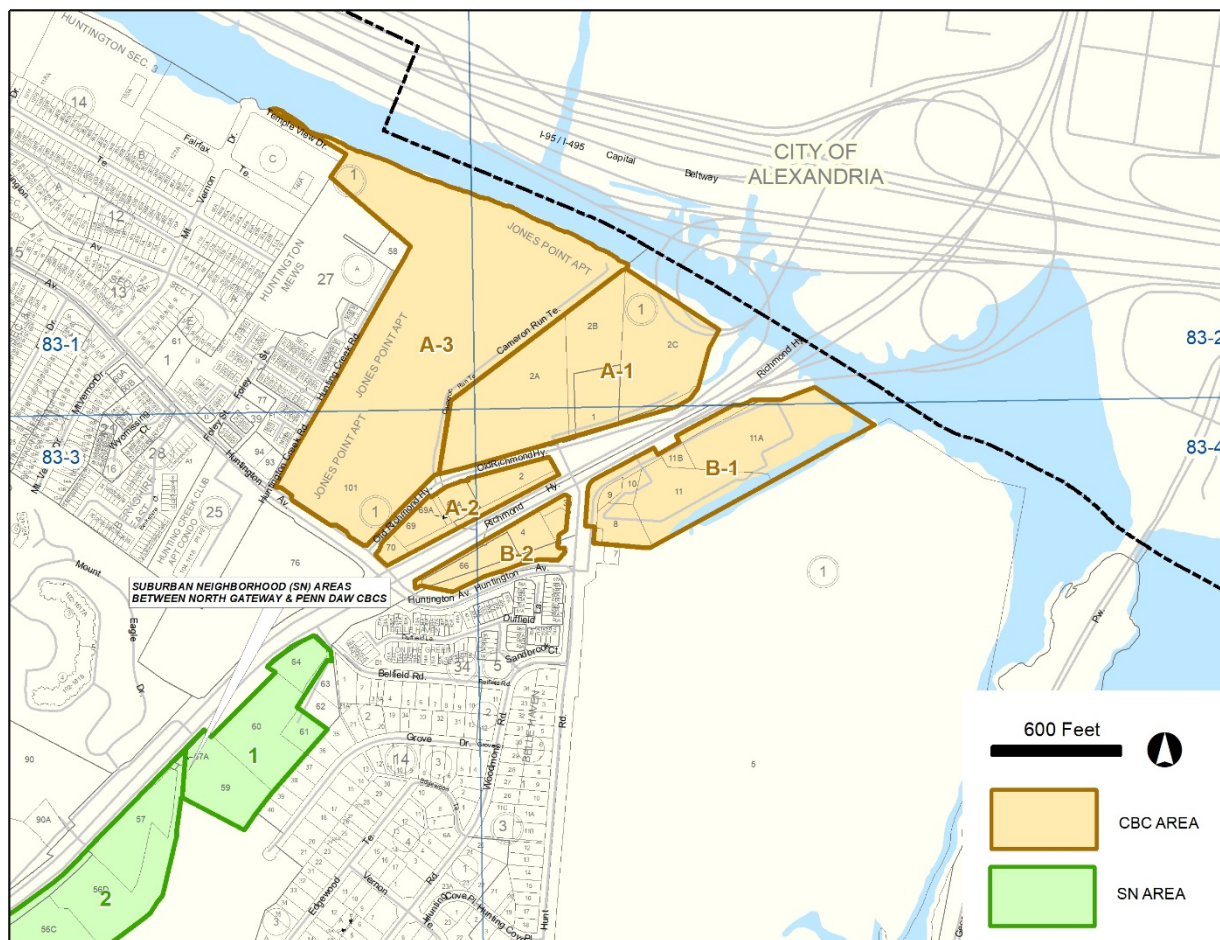
The North Gateway CBC is situated along Richmond Highway, a north-south oriented transportation route that serves a dual purpose as a through-commuter roadway and a main street. The commuter corridor connects the southern part of Fairfax County and counties to the south with

the City of Alexandria, Arlington County, Maryland, and Washington, D.C. to the north. The roadway also functions as a main street that serves the many commercial uses and residential communities located on or near the corridor. The Richmond Highway Corridor Area contains six CBCs, which are defined in the Concept for Future Development as areas that are intended to contain a mix of residential and non-residential uses in a compact, pedestrian-friendly urban form and serve as a series of focal points along the corridor. The North Gateway CBC is the northernmost CBC on the Richmond Highway Corridor and serves as the entry point to the corridor and Fairfax County. The North Gateway CBC is also designated as part of the Richmond Highway Corridor Commercial Revitalization District (CRD).

#### PA 2018-IV-MV5:

The subject area for PA 2018-IV-MV5 considers the entire North Gateway CBC (Figure 1) in terms of overall urban design and transportation recommendations, but focuses on Sub-units A-1, A-2, and A-3 in terms of updating land use and parcel consolidation recommendations.

Figure 1: North Gateway CBC Boundary and Land Units



G:\projects\loc\pdl\Comp\_Plan\_Text\_Graphics\Area\_IV\Rich\_Hwy\_Corr\_Area\_Tab\_Section\_2017\RHCA\_CBC\_LU\_Maps\_apl\RichHwy\_NorthGatewayCBC\_landUnits\_PlanText\_July2019Update.mxd

Sub-unit A-1 is developed with car dealerships, a restaurant and a mid-rise office use. The sub-unit is planned for retail, office, and/or residential uses up to an intensity of 0.50 FAR. The sub-unit is zoned C-8 (Highway Commercial District). Sub-unit A-2 is currently developed with a bank, a motel, a vacant gas station, and a Virginia Department of Transportation (VDOT) stormwater management pond. It is planned for retail and other uses up to an intensity of 0.25 FAR. The sub-unit also is zoned C-8.

The Plan also recommends an option for redevelopment within Sub-units A-1 and A-2 up to 1.65 FAR with parcel consolidation, a unified mixed-use development plan, certain planned road improvements, and other conditions. The Plan also recommends an option for Sub-unit B2 at an intensity up to 1.0 FAR if included in a unified development plan with Sub-units A1 and A2 for mixed-used redevelopment, provided that the sub-unit is preserved in its entirety as an open space area and the development potential is transferred to Sub-units A-1 and A-2. The Plan also notes that greater intensity may be appropriate following a transportation study.

Sub-unit A-3 comprises the Riverside Apartments, which is currently developed with approximately 1,200 high-rise residential units, and is entitled for a total of just under 2,000 units pursuant to RZ 2016-MV-030, which rezoned the property to the PRM (Planned Residential Mixed Use) District. Sub-unit A-3 is planned for mid-rise and high-rise residential use up to a density of 61 dwelling units per acre (du/ac) with a maximum of 40,000 square feet (SF) of first floor retail, restaurant use, and/or office use not to exceed an overall intensity of 1.60 FAR with conditions.

To the south and east across Richmond Highway are office and other commercial uses in Sub-units B-1 and B-2 of the CBC. Sub-unit B-1 is planned for hotel use up to an intensity of 0.60 FAR, office use up to 0.50 FAR and neighborhood-serving retail use up to 0.25 FAR, and is zoned C-8. Sub-unit B-2 is planned for community-serving retail uses up to 0.35 FAR and is zoned C-8.

#### PA 2018-IV-T1:

The subject area for PA 2018-IV-T1 comprises the intersection of Huntington Avenue and Richmond Highway, which is located at the southern end of the North Gateway CBC. The Plan currently recommends a grade-separated interchange for the intersection.

### **CHARACTER OF THE SURROUNDING AREA**

#### PA 2018-IV-MV5:

**To the north:** Cameron Run; the Capital Beltway (I-495); and the City of Alexandria.

**To the south and west:** Land Unit R of the Huntington Transit Station Area (TSA). Land Unit R consists of the Hunting Creek Condominiums, planned for residential use at a density of 16-20 du/ac and zoned R-30; and the Montebello high-rise residential community planned for residential use at a density of 40 du/ac and zoned PDH-40. A portion of Land Unit R, near the intersection of Richmond Highway and Huntington Avenue, is developed with a mixed-use project of 443 dwelling units and 39,200 SF of commercial space. This site (Tax Map 83-3((1))76) is planned for

residential development at 52 du/ac, plus a full service hotel up to 200,000 SF to replace the existing commercial uses, subject to conditions. The site is zoned PDH-40.

**To the south and east:** The Belle Haven townhouse community, which is planned for residential use at a density of 8-12 du/ac and zoned R-12; and the Belle Haven Country Club, which is planned for private recreation and zoned R-3.

**To the west:** Land Unit S of the Huntington TSA consists of a group of single-family detached and attached dwellings and undeveloped land that is mostly a designated Resource Protection Area (RPA). Much of this area has been subject to periodic flooding from Cameron Run. In the summer of 2019, the Huntington Levee project was completed, providing a levee that runs parallel to Cameron Run and mitigates the impacts of flooding. Land Unit S is planned for residential use at 3-4 dwelling units per acre and is zoned R-4 and PDH-8.

#### PA 2018-IV-T1:

**To the north and west:** Sub-Units A-1, A-2, and A-3 of the North Gateway CBC are located to the north and west of the intersection of Huntington Avenue and Richmond Highway and are planned and zoned as previously described.

**To the south and east:** The Belle Haven Townhomes are located to the south and east of the intersection of Huntington Avenue and Richmond Highway, and are planned and zoned as previously described.

**To the south and west:** The Huntington TSA Land Unit R is located to the south and west of the intersection of Huntington Avenue and Richmond Highway, and are planned and zoned as previously described.

## **PLANNING HISTORY**

- 1984 – The planned interchange has been shown on the Countywide Transportation Plan Map since at least this time.
- 1991 – The Board adopted the Route 1 Corridor Area study recommendations within the Mount Vernon Planning District portion of the Area IV volume of the Comprehensive Plan as part of the Planning Horizons update. The Plan recommendation for Sub-unit A-1 included a base plan for community-serving retail and office uses up to 0.35 FAR with maximum building heights of 40 feet and a redevelopment option for mixed use development up to 0.70 FAR, with conditions. Sub-unit A-2 was recommended for a base plan of neighborhood-serving retail up to 0.25 FAR with a maximum height of 35 feet. Sub-unit A-3 was recommended for high-rise residential use with first floor commercial use up to a density of 30 du/ac.
- June 7, 1999 – Plan Amendments S97-CW-4CP, S97-IV-MV1, S97-IV-MV2 – The Board adopted Richmond Highway Corridor text as a replacement for the Route 1 Corridor Area text. The Plan recommendation for Sub-unit A-1 included a base plan for retail, office, and/or residential uses up to 0.50 FAR and a redevelopment option that considered mixed use



development up to 1.0 FAR, with conditions. Sub-unit A-2 retained the base plan of neighborhood-serving retail up to 0.25 FAR and was planned for a new redevelopment option for mixed-use development up to 1.0 FAR subject to substantial consolidation with Sub-unit A-1. Sub-unit A-3 was recommended for residential use with first floor retail or office use with a density of up to 35 du/ac.

- January 28, 2014 – Area Plan Review (APR) items 09-IV-1MV & 09-IV-15MV – The Board adopted the APR items that increased the planned intensity of the option for mixed-use redevelopment for residential, office, hotel, and retail uses up to 1.65 FAR for Sub-units A-1 and A-2. Achieving the increased intensity is predicated on a unified development plan with logical consolidation that provides for the extension of Fort Hunt Road to Cameron Run Terrace, the abandonment of a portion of Old Richmond Highway in the initial phase, and other conditions. 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 includes a statement that 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 appropriate mitigation strategies are identified.
- January 28, 2014 – The Board authorized the Huntington Area Transportation Study (HATS) with the intent of providing a comprehensive and cumulative evaluation of forecasted transportation impacts of future development and growth on the Richmond Highway corridor, Huntington area, and area intersections. The study scope focused on development of a mitigation plan to accommodate existing and future traffic demand on the transportation network within the Huntington area and surrounding areas. In addition to addressing traffic flow through the Huntington area including the intersection of Huntington Avenue and Richmond Highway, the mitigation plan focused on developing less obstructive, at-grade solutions as alternatives to the planned grade-separated interchange at Richmond Highway and Huntington Avenue. HATS was completed in 2018.
- March 20, 2018 – Plan Amendment 2015-IV-MV1 – The Board adopted Embark Richmond Highway (Embark), which refined the multi-modal vision for the Richmond Highway Corridor and revised the development options for the Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, and Woodlawn CBCs as transit-oriented development nodes. Corridor-wide guidance for public facilities, housing, environment, heritage resources, parks, recreation, and urban design was also revised. In addition, Embark included guidance on achieving the countywide goal of implementing an interconnected multimodal transportation system centered around a planned bus rapid transit (BRT) system.

## **PROPOSED PLAN AMENDMENTS**

### **PA 2018-IV-MV5:**

The Board directed staff to consider increasing the intensity of the development option for Sub-units A-1 and A-2 from 1.65 FAR to 2.0 FAR; altering the language regarding parcel consolidation to consider options with Sub-unit A-3; and reconfiguring the planned street network within the

CBC, including alternative access from Huntington Avenue. The Board further directed staff to consider the incorporation of urban design and open space guidance for the entire North Gateway CBC and directed staff to evaluate options for trail connections across Richmond Highway between the planned Cameron Run and existing Mount Vernon trails.

#### PA 2018-IV-T1

The Board directed staff to evaluate the removal of the planned interchange from the Plan at the intersection of Huntington Avenue and Richmond Highway and to consider suitable alternative, at-grade solutions that would not only be more compatible with recent guidance from Embark Richmond Highway, but also create a proper gateway for the County and corridor.

### **ADOPTED COMPREHENSIVE PLAN TEXT**

The Embark Plan Amendment for the Richmond Highway Corridor Area introduced a set of eight Guiding Planning Principles that address revitalization; parks and open spaces; multimodal transportation infrastructure; urban design; economic development; residential communities outside of the CBCs; the environment; and heritage and cultural resources. The following citations highlight Guiding Planning Principles relevant to this Plan amendment.

**Area IV volume of the Comprehensive Plan, 2017 Edition, Mount Vernon Planning District, as amended through May 1, 2018, [Richmond Highway Corridor Area](#), pages 6-9:**

“The following eight planning principles are intended to establish the vision and guide land use decisions for the Richmond Highway Corridor:

- 1.) Promote revitalization along the Richmond Highway Corridor by:
  - a. Encouraging redevelopment of older commercial uses in favor of mixed-use developments in the designated CBCs to support live-work-shop urban environments and that concentrate the highest intensities at the transit stations.
  - b. Supporting safe and attractive pedestrian spaces and increased pedestrian activity.
  - c. Encouraging parcel consolidations of a logical and sufficient size to support planned redevelopment. The configuration of the consolidations should not preclude adjacent and/or nearby properties from developing as recommended by the Comprehensive Plan. When consolidation cannot be achieved, development proposals should demonstrate how future development can occur on any unconsolidated parcels in conformance with the Comprehensive Plan.

(...)
- 3.) Provide a variety of safe, reliable, effective, and interconnected transportation modes by:

(...)

  - b. Encouraging multimodal transportation usage by providing a well-designed and publicly accessible network of complete streets that integrate transit, pedestrian, bicycle and vehicular connections within the CBCs and to adjacent neighborhoods.
  - c. Facilitating transportation modes and strategies other than the use of automobiles,

such as walking, biking, public transit and Transportation Demand Management (TDM) techniques to reduce traffic congestion along Richmond Highway.

- d. Improving traffic circulation and safety by enhancing intersections, consolidating entrances, reducing curb cuts, providing better signage and improving access to uses.
- e. Encouraging dedication of right-of-way and repurposing existing service drives to accommodate the proposed multimodal cross-section that supports transit riders, pedestrians, bicyclists and motorists of all ages and abilities.

4.) Encourage high-quality urban design by:

- a. Supporting the public realm through excellence in building and site design.
- b. Using common urban design elements along the entire corridor to provide a sense of continuity and cohesion.
- c. Applying a range of street types to promote a walkable, multimodal transportation network.
- d. Achieving mixed-use developments within the CBCs that create a distinct sense of place and take advantage of the unique characteristics of each area.
- e. Providing a sense of orientation and identity through distinctive architecture, landmarks, public art, open spaces and wayfinding to help people understand places within the corridor and navigate the physical environment.

(...)

7.) Preserve, enhance, and restore the environment by:

- a. Minimizing the impact of development on the natural environment, including water quality and the ecological conditions of streams.
- b. Encouraging development approaches that serve to reduce impervious surfaces and achieve improved control over stormwater runoff. Promote the application of context sensitive low impact development (LID)/green stormwater infrastructure practices) in stormwater management (e.g., rain gardens, green roofs, vegetated swales) and the integration of LID practices within landscaping strategies.
- c. Restoring streams and riparian areas where possible and practical.
- d. Incorporating the preservation of existing trees within site design, along with the planting of native trees and other native vegetation.
- e. Encouraging sustainable landscape design (e.g., appropriate placement of native and non-invasive plants, biodegradable mulch, reduced lawn areas, improved soil quality) to create diverse landscapes that enhance air and water quality, improve habitat values and support resource conservation through reduced need for maintenance.”

The Richmond Highway Corridor-wide Guidelines were developed to address how the Guiding Planning Principles should be realized during the development review process through specific

policies and recommendations. Ten topic areas are covered in the Corridor-wide Guidelines: land use; public facilities; housing; environment; heritage resources; parks, recreation and open space; urban design; transportation; urban street network design; and implementation.

#### PA 2018-IV-MV5:

The North Gateway CBC is planned for retail, office, residential, and mixed-use redevelopment and serves as a gateway to the County and Richmond Highway Corridor. Guidance for the North Gateway CBC is found in the Area IV volume of the Comprehensive Plan, 2017 Edition, Mount Vernon Planning District, as amended through May 1, 2018, [Richmond Highway Corridor Area](#), pages 74-81.

#### PA 2018-IV-T1:

The recommendation for a grade-separated interchange appears on the Fairfax County Transportation Plan Map, as amended through September 2, 2015. The recommendation also appears on Figures 2, 17, 18, 29, 30, and 35 located in the Area IV volume of the Comprehensive Plan, 2017 Edition, Mount Vernon Planning District, as amended through October 16, 2018.

### **ANALYSIS**

The two amendments under review, PA 2018-IV-MV5 and PA 2018-IV-T1 relate to different aspects of the North Gateway CBC. PA 2018-IV-MV5 considers the land use and urban design guidance for the CBC, while PA 2018-IV-T1 considers removing the recommendation for a grade-separated interchange at Huntington Avenue and Richmond Highway. PA 2018-IV-MV5 will be discussed in the land use, environment, transportation, and parks and recreation, public facilities, heritage resources, and schools sections of the Analysis. PA 2018-IV-T1 will be primarily discussed in the transportation section.

#### **Land Use**

The proposed land use guidance for the North Gateway CBC has been developed in the context of the corridor-wide guidelines for the Richmond Highway Corridor Area text. The Land Use section of the Richmond Highway Corridor Area Corridor-wide Guidelines expresses the overall concept for redevelopment along the corridor through options primarily associated with the CBCs. These options recommend higher intensity development levels than the base plan recommendations, as the base plan recommendations generally comport with existing zoning. The corridor-wide and CBC-specific land use guidance for the Richmond Highway Corridor is form-based; development potential is expressed as maximum planned residential units and nonresidential development potential rather than as a traditional dwelling units per acre (du/ac) or Floor Area Ratio (FAR) measurement provided that the development meets the urban design guidelines contained in the plan. Flexibility among the types of planned nonresidential uses and institutional uses is also recommended, as long as the total planned development potential in the corridor and for each CBC is not exceeded.



The redevelopment option for Sub-units A-1 and A-2 in the current Plan at 1.65 FAR recommends approximately 1 million SF of non-residential development and 245 residential units. The proposed 2.0 FAR scenario would favor a predominantly residential development plan and includes approximately 825 residential units and 720,000 SF of non-residential development. The proposed level of non-residential development in the CBC would allow for the replacement of the existing uses, if that is desired, and provide for a commercial node to serve the local community. This redevelopment option is recommended to be contingent on the consolidation of all or a substantial portion of Sub-units A-1 and A-2. The language in the current Plan suggesting a lower intensity for the smaller consolidation of Sub-unit A-2 with Tax Map Parcel 83-2((1))2A would be deleted as it is no longer needed with the new concept and the form-based approach. The proposed Plan text also introduces a new option for the consolidation of Sub-units A-2 and A-3 at 2.0 FAR, subject to the vacation of a portion of Old Richmond Highway and providing new access from Huntington Avenue to connect the western side of Sub-unit A-3 with Cameron Run Terrace. Appendix 1 outlines the existing uses, the current plan option of 1.65 FAR, and the proposed 2.0 FAR for Sub-units A-1 and A-2, as well as the other sub-units within the CBC.

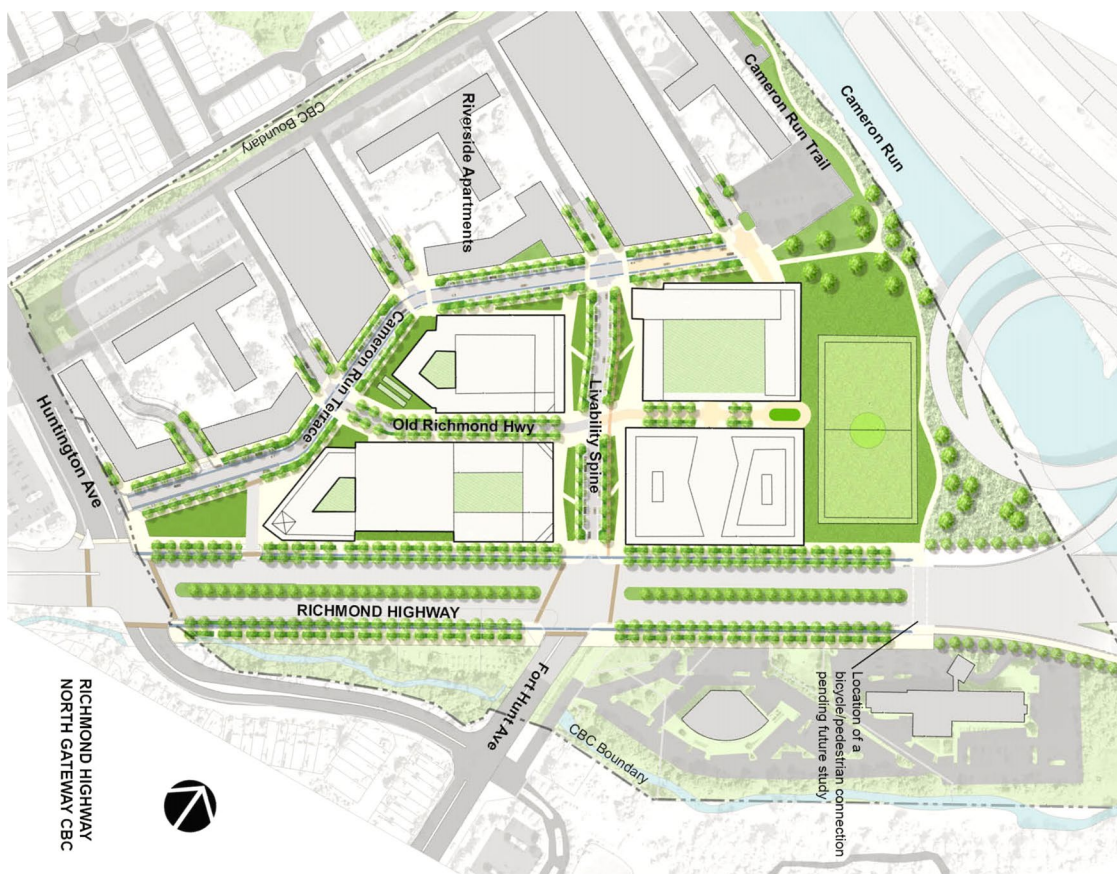
## **Urban Design**

The Urban Design section of the Corridor-wide Guidance in the adopted Plan suggests ways to improve the existing development pattern in the corridor by incorporating best practices with regard to site design, building massing and height, building articulation and facades; as well as public realm elements such as art, signage and wayfinding. Particular attention is given to describing urban design features that prioritize the pedestrian experience in the built environment, such as locating buildings in a manner that would not impede pedestrian circulation; providing variations in facades to create visual interest; encouraging buildings adjacent to the sidewalk to be appropriately scaled to pedestrians; and visually and physically connecting the ground-floor of buildings to the outdoors through some degree of transparency/visibility and access from the public realm. Parking design is also addressed in this section, with a stated preference for underground parking; however, guidance on above-grade structured parking design and on-street parking is also provided.

The Board directed staff to consider incorporating the same level of urban design guidance into the North Gateway CBC as is provided for the Penn Daw, Beacon-Groveton, Hybla Valley/Gum Springs, and Woodlawn CBCs. The North Gateway CBC is also within a Commercial Revitalization District, where redevelopment should achieve higher quality development than what exists today. The proposed amendment includes such guidance as well as a conceptual plan for the area and massing models to provide an illustration of a potential development program and urban form as shown in Figure 2.

The massing is organized around a conceptual grid of streets to show how the land use alternative could be configured within the CBC. Factors such as block sizes, building form and placement, open space arrangements, land use distribution, and multimodal connectivity in the CBC and across Richmond Highway are considered. The resulting guidance integrates best practices in urban design and provides an updated vision for the corridor. Volume II of the Urban Design Guidelines for the Richmond Highway Corridor, endorsed by the Board on March 18, 2020, supplements the urban design guidance for the Penn Daw, Beacon-Groveton, Hybla Valley/Gum Springs, and Woodlawn CBC plans. At the time of the endorsement the Urban Design Guidelines contained placeholders for the North Gateway CBC. It is envisioned that these guidelines would be updated with additional guidance for North Gateway CBC, pending the adoption of this plan amendment.

Figure 2: Draft Concept Plan



In support of the form-based approach, a map of the maximum building heights is proposed to be included in the Plan for the CBC. The building heights map included in the draft plan text provides the general concept for the organization of building heights in the CBC but is not intended to be prescriptive. Variation of heights may be appropriate within blocks and would be evaluated as part of the development review process. The existing Riverside Apartments in Sub-unit A-3 are approximately 15 stories tall, and the additional approved residential buildings are between 6 and 8 stories tall. The potential new development envisioned on Sub-units A-1 and A-2 would be

between 10 and 15 stories tall, with the taller buildings located at the northern end of the CBC closer to the Beltway and the lower buildings located towards the southern end of the CBC near the intersection of Huntington Avenue and Richmond Highway. In addition to creating a tapering effect from the Beltway toward Huntington Avenue and Richmond Highway, the proposed maximum building heights would also minimize negative impacts on the viewshed from the George Washington Memorial Parkway, which is listed on the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, and the National Register of Historic Places, as the buildings would be of a similar height and massing as the existing development in the North Gateway CBC.

## **Transportation**

The Transportation section of the Corridor-wide Guidelines contains recommendations focused on enhancing the multimodal transportation system, such as: establishing a phased BRT system; using local bus service to connect people to the planned BRT system; providing a high level of service for pedestrians and bicyclists; implementing a grid of streets to support transit-oriented development; reducing the number of curb-cuts and driveway access points on Richmond Highway; encouraging interparcel access; using transportation demand management (TDM) to reduce single occupant vehicle trips; and performing transportation analyses to ensure a balance between land use and transportation by identifying ways to mitigate anticipated impacts. Many of the sub-unit specific transportation recommendations in the North Gateway CBC recommendations are replicated in the Corridor-wide Guidelines.

The adopted Plan for the North Gateway CBC includes a grade-separated interchange at the intersection of Huntington Avenue and Richmond Highway, as noted elsewhere in this report. However, a grade-separated interchange would not be compatible with the surrounding land use changes envisioned and would not promote a safe, walkable and bicycle-friendly environment. The grade-separated interchange may also require significant land acquisition, which, if needed, would make it difficult to achieve the vision for the mixed-use development described in the land use section of this report.

The analysis that has been undertaken to identify how at-grade solutions would handle future traffic demand, per this plan amendment authorization, builds on the earlier Huntington Area Transportation Study (HATS), completed in 2018. Similar to HATS, this North Gateway Transportation Study develops an at-grade mitigation plan that addresses existing and forecasted congestion, based on the proposed land use changes. The Comprehensive Plan recommends an acceptable level of service (LOS) of E, or better, in the Huntington Transit Station Area in general, as agreed to by the Memorandum of Understanding (MOU) between the Fairfax County Department of Transportation (FCDOT) and the Virginia Department of Transportation (VDOT) regarding LOS in transit station areas. However, a LOS D standard or better has been sought for the Richmond Highway intersections because the roadway is part of the Federal Highway Administration (FHWA) National Highway System (NHS), which are exempt from the MOU.

### North Gateway Transportation Study

The North Gateway Transportation Study evaluated forecasted 2045 vehicular transportation

impacts associated with background growth, as well as both the approved 1.65 FAR redevelopment option and the proposed 2.0 FAR redevelopment option for the North Gateway CBC Sub-Units A-1 and A-2. The weekday morning (AM) and afternoon (PM) peak hours are the focus of the analysis because traffic congestion is anticipated to be at its highest volumes during peak commute times. Peak hours occur in the morning period between 6:00 am – 9:00 am and in the afternoon period between 3:00 pm – 7:00 pm. Since PA 2018-IV-MV5 considers replacing the 1.65 FAR with the greater intensity of 2.0 FAR, only the mitigation approach for the higher intensity is discussed in this report. Table 1 represents the vehicular trip generation estimates for Sub-units A-1 and A-2, comparing the proposed plan with the current plan.

Table 1: Vehicular Trip Generation Comparison

			AM			PM		
Land Use (ITE Code)	Quantities	Daily Trips	In	Out	Total	In	Out	Total
<b>Current Plan (1.65 FAR)</b>								
Multi Family Residential (222)	245 DU	1,177	19	62	81	56	36	92
Hotel (310)	258 RMS	2,486	73	51	124	85	82	167
Office (710)	793 KSF	7,907	664	108	772	130	684	814
Retail (820)	87 KSF	5,469	121	74	195	235	255	490
<b>Total Trips Generated</b>		<b>17,039</b>	<b>877</b>	<b>295</b>	<b>1,172</b>	<b>506</b>	<b>1,057</b>	<b>1,563</b>
<b>Proposed Plan (2.0 FAR)</b>								
Multi Family Residential (222)	825 DU	3,462	59	185	244	176	113	289
Hotel (310)	200 RMS	1,831	56	39	95	63	61	124
Office (710)	500 KSF	5,055	426	70	496	84	441	525
Retail (820)	100 KSF	6,012	58	36	94	260	283	543
<b>Total Trips Generated</b>		<b>16,360</b>	<b>599</b>	<b>330</b>	<b>929</b>	<b>583</b>	<b>898</b>	<b>1,481</b>
<b>Gross Impact Over Comprehensive Plan</b>		<b>-679</b>	<b>-278</b>	<b>35</b>	<b>-243</b>	<b>77</b>	<b>-159</b>	<b>-82</b>

\* For the quantity column, “DUs” = dwelling units, “RMS” = rooms, and “KSF” = thousand square feet (meaning 20 KSF = 20,000 square feet)

\* \* Trip Generation derived from the Institute of Traffic Engineers (ITE), Trip Generation, 10<sup>th</sup> edition. Trip Generation estimates are provided for general, order-of-magnitude comparisons, only, and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations.

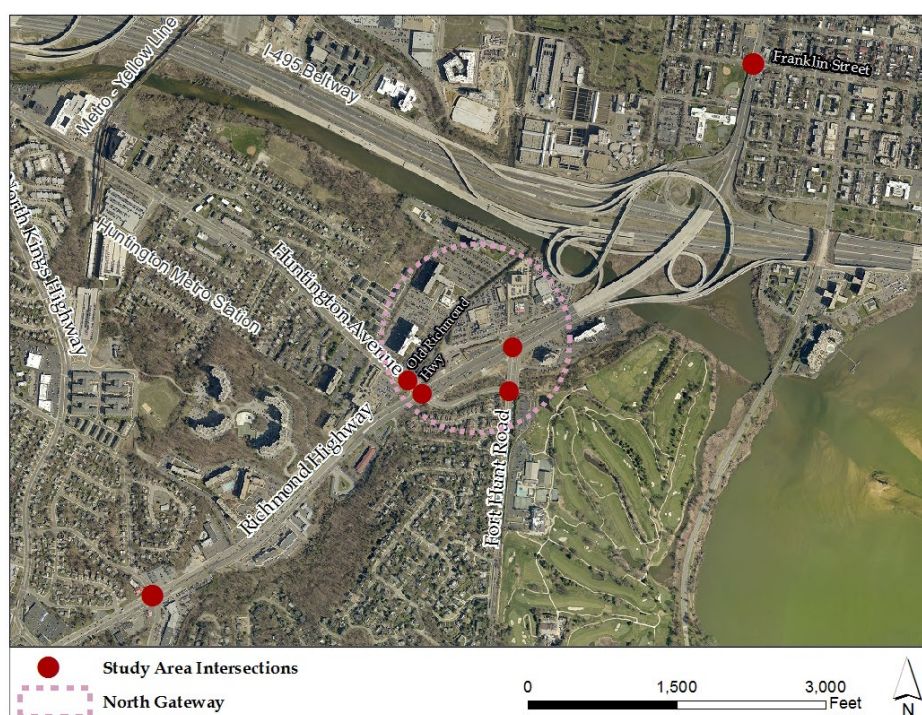
The trip generation table shows that even though the proposed plan would increase the land use intensity from 1.65 to 2.0 FAR, the gross trip impact would be lower when compared to the trips created by the current Comprehensive Plan land use intensity. This would predominantly result from the shift towards more residential uses (which generate fewer trips with respect to the size of the building/use) from commercial uses (higher trips per building square footage) in the land use mix from the current plan to the proposed plan.



The Study included each of the following six intersections, which are also shown in Figure 3:

- Richmond Highway and Quander Road/Fairhaven Avenue
- Richmond Highway and Huntington Avenue
- Huntington Avenue and Old Richmond Highway
- Huntington Avenue and Fort Hunt Road
- Richmond Highway and Fort Hunt Road
- Richmond Highway and Franklin Street (in the City of Alexandria)

Figure 3: Study Area Intersections



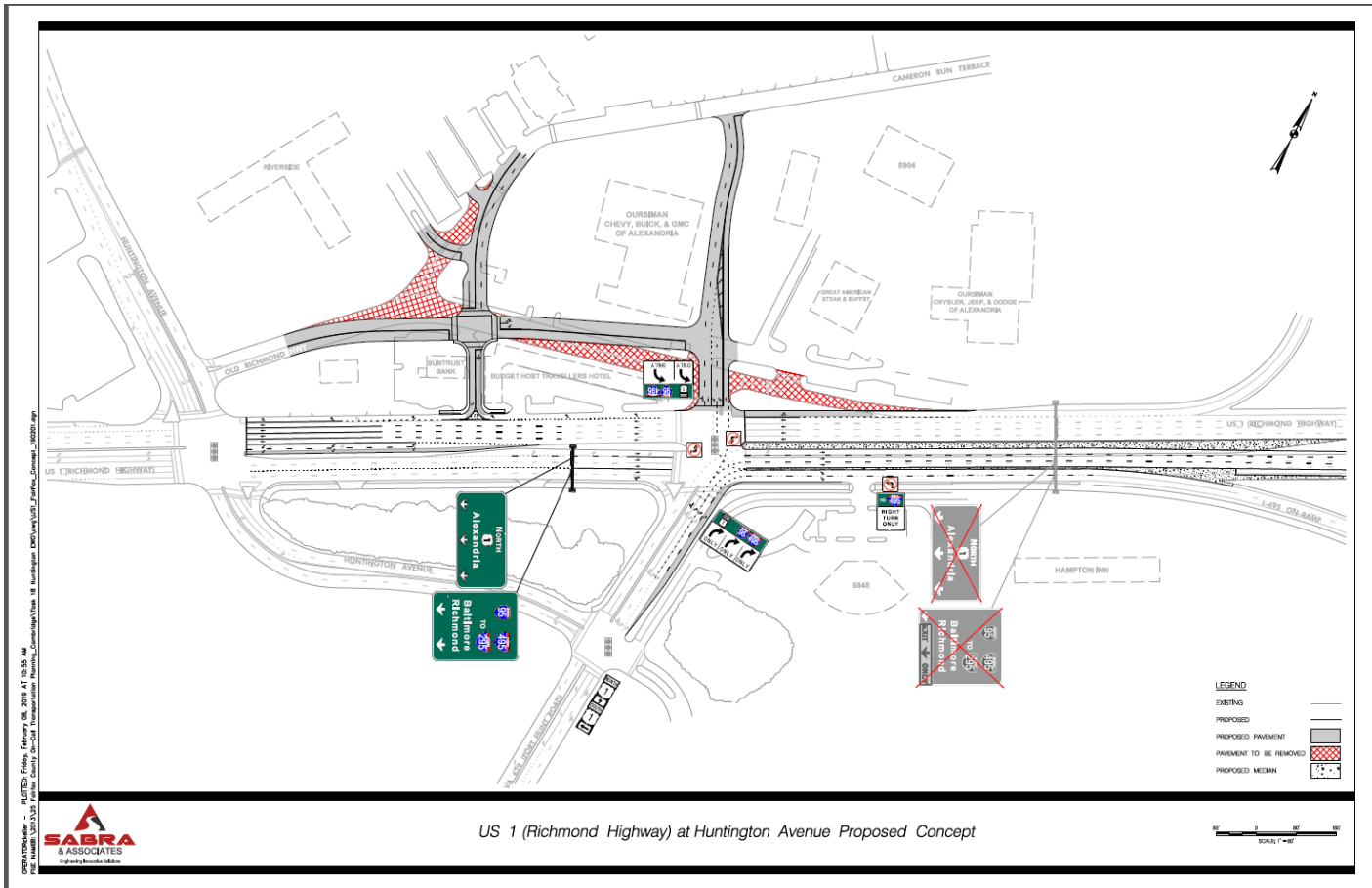
The transportation analysis, however, primarily focused on the four intersections in the immediate vicinity of the North Gateway CBC, shown as circles in the above figure.

Under existing conditions (traffic counts collected in June 2019), the intersections of Richmond Highway with Huntington Avenue and Fort Hunt Road both operate at an overall LOS F in the afternoon (PM) peak hour. The intersection of Richmond Highway and Fort Hunt Road also operates at LOS F overall in the morning (AM) peak hour. All other intersections operate an overall LOS D or better in both the AM and PM peak hours.

Considering the forecasted transportation impacts that are associated with the currently planned land use intensity up to 1.65 FAR, and the proposed increase in land use intensity up to 2.0 FAR, the study provides recommendations for an at-grade mitigation alternative that meets the future demands of forecasted traffic congestion. This alternative, the Hybrid Plus Option, shown in

Figure 4, or a suitable alternative determined at a later time, with similar congestion relief results, is therefore proposed in lieu of the currently planned grade-separated interchange.

Figure 4: Hybrid Plus Option



*\*The grid of streets shown in the graphic is conceptual in nature and does not depict the planned grid of streets, nor is it suggesting this to be the planned grid of streets.*

The Hybrid Plus Option has been selected from a series of alternatives considered, as it has been determined to best address the anticipated volumes and turning movements. The recommended at-grade Hybrid Plus Option mitigation alternative addresses the impacts of the proposed plan potential by prohibiting northbound and southbound left turn movements from Richmond Highway at the intersection of Fort Hunt Road, consolidating all left-turns to the Huntington Avenue intersection. The Hybrid Plus Option also addresses northbound congestion in the PM peak hour that is caused by congestion on I-495 eastbound and the Woodrow Wilson Bridge with modifications at the I-495 on-ramp.

Overall, the performance results show that the Hybrid Plus Option achieves the study objective of achieving LOS D for Richmond Highway intersections in both the AM and PM peak hours. The findings of this study indicate that the recommended Hybrid Plus Option mitigation plan sufficiently addresses additional traffic demand associated with the proposed increase in land use intensity at North Gateway and negates the need for a planned interchange at Richmond Highway

and Huntington Avenue. The findings support the objectives in PA 2018-IV-MV5 to consider increasing the land use intensity for Land-Units A-1 and A-2 to a 2.0 FAR, and PA 2018-IV-T1, to consider removing the planned interchange at Richmond Highway and Huntington Avenue. This analysis clearly shows that the level of service standards can be satisfied, including those associated with the National Highway System, with an at-grade solution. The planned interchange is not necessary.

Any redevelopment proposals within the North Gateway CBC, whether at 1.65 FAR or 2.0 FAR would need to refer to the North Gateway Transportation Study report as a starting point to evaluate and identify potential at-grade solutions/mitigations for this area.

VDOT accepted the North Gateway Transportation Study and its results on September 18, 2020.

### Multimodal Transportation Plan

The proposed vision for the North Gateway CBC would be multi-modal in nature and would include retaining in the Plan the planned extension of Fort Hunt to Cameron Run Terrance and the closure of a portion of Old Richmond Highway, which would form the basis for a new multimodal road network within the CBC, creating compact, walkable-sized blocks. The network would provide an environment where people are not reliant on the single-occupancy vehicle and would have access to everyday amenities via walking, biking and transit.

*Transit:* The Huntington Metrorail station is approximately  $\frac{3}{4}$  mile from the study area and currently serves as the southern terminus of Metrorail Yellow Line trains. The North Gateway CBC is connected to the Huntington Metrorail station via Fairfax Connector Routes 101 and 171, as well as Metrobus Route 10A. Any redevelopment should be planned and designed to provide enhanced connectivity and access to existing and planned transit facilities in the area. An enhanced transit stop or station at the North Gateway CBC, located in a central, convenient location for residents, employees and shoppers, where transit riders can gather to catch the bus, protected from the weather, should be explored and considered. In addition, the BRT system along Richmond Highway may be extended in the future between Fairfax County and the City of Alexandria.

*Bike and Trail Routes:* One of the goals of the subject PAs is to make the North Gateway CBC better connected and safer for pedestrians and bicyclists. The Richmond Highway corridor plan calls for a cross section for Richmond Highway that would include separated cycle tracks for bicycles and sidewalks for pedestrians. These facilities will provide for an enhanced bicycle and pedestrian experience with better connections to and from the Richmond Highway CBCs to the south.

The Fairfax Countywide Trails Plan recommends a minor paved trail on Huntington Avenue from Telegraph Road to Richmond Highway. The trail map also recommends a minor paved trail along Fort Hunt Road. The Fairfax County Bicycle Master Plan recommends on-road bicycle lanes on Huntington Avenue, from Telegraph Road to Richmond Highway. The master plan recommends on-road bicycle lanes and buffered bike lanes (for a small section) along Fort Hunt Road.

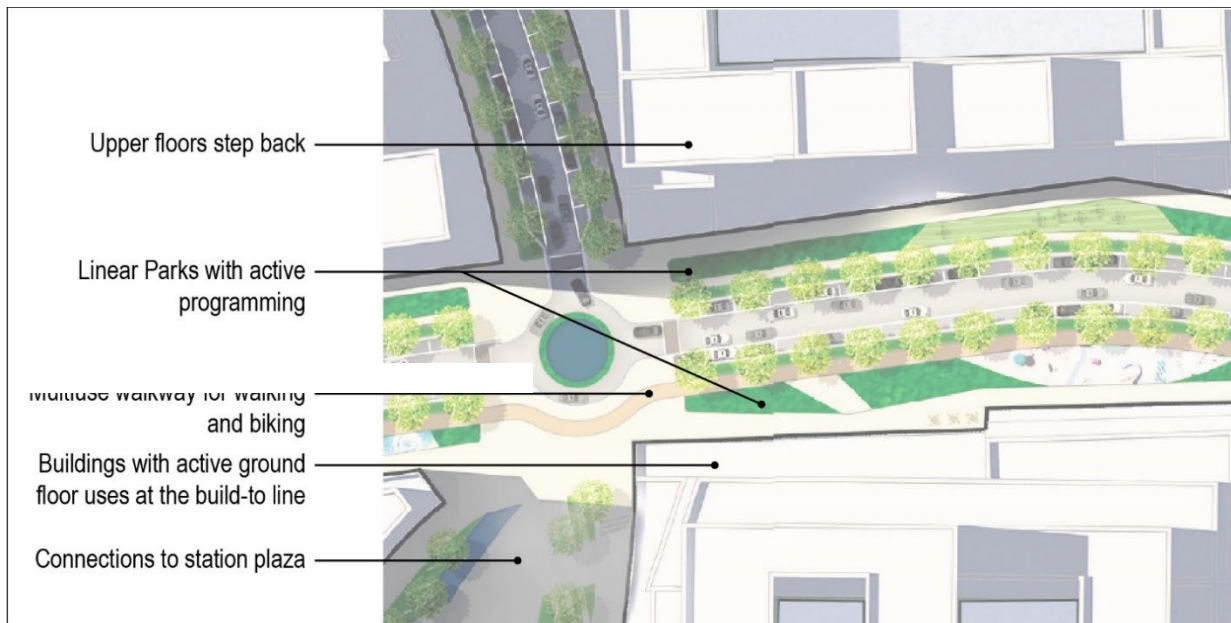
The planned Cameron Run Trail will be located along Cameron Run, perpendicular to Richmond

Highway. The Mount Vernon Trail runs along the George Washington Memorial Parkway, to the east of the CBC. A connection between the two trails would improve connectivity for bicyclists and pedestrians. The traffic signal and crosswalk at the intersection of Richmond Highway and Fort Hunt Road would facilitate a connection, due to North Gateway's location in between the two trails. This could include a potential underpass or overpass north of the Fort Hunt Road intersection, or a facility along Cameron Run itself running underneath Richmond Highway. A more direct and attractive route for bicyclists and pedestrians should be identified through Sub-unit A-1 during review of any proposed redeveloped application. Further enhancements to the planned bicycle and pedestrian infrastructure may be identified through the ongoing Active Fairfax effort, which is examining updates to the Countywide Bicycle and Trails Plans. At the time of development, adequate right of way should be reserved for the planned bicycle and trail improvements that pass through and/or along the boundaries of the site.

*Livability Spine:* A Livability Spine is envisioned for the planned extension of Fort Hunt Road to Cameron Run Terrace. Similar to other Livability Spines planned within Penn Daw, Beacon/Groveton and Woodlawn CBCs, this road type would include a linear park on both sides of the road and serve as a key pedestrian corridor and place for people to traverse, gather and enjoy outdoor activities. The width of the linear park spaces is anticipated to change to accommodate various activities, depending on adjacent building uses. This street would extend perpendicular to Richmond Highway and would function as the “main street” for the CBC. Figure 5 is an illustrative graphic that shows the key elements of the Livability Spine.

Figure 5: Livability Spine  
**Environment**

Environmental guidance for the North Gateway CBC is found in both the sub-unit recommendations and the Corridor-wide Guidelines, both of which describe how redevelopment along the corridor provides opportunities for significant environmental improvement, including but





not limited to, uncovering and restoring (daylighting) streams that have been piped; integrating streams and/or bioswales into development designs; providing passive recreational opportunities and enjoyment of nature by establishing publicly-accessible green corridors; and, integrating low impact development/green stormwater infrastructure approaches into projects to manage stormwater runoff. The recommendations also include goals for stormwater management and water quality controls for development proposals at or above an intensity of 1.0 FAR (or equivalent residential density) or proposals that result in a substantial increase in impervious cover on site. The section further includes recommendations regarding residential and noise-sensitive uses and green building practices. Much of the sub-unit specific environmental recommendations have also been incorporated into the Corridor-wide Guidelines.

### *Ecological Spine*

The site-specific recommendations in the adopted Plan about revegetating the Cameron Run RPA and restoring the floodplain to the extent possible are proposed to be retained as they are not captured in the corridor-wide guidance. The proposed conceptual plan for the CBC depicts an environmentally-focused, publicly-accessible green corridor called an Ecological Spine that is recommended to be located along Cameron Run. The Ecological Spine would provide important environmental and recreational benefits as a linear park space with pedestrian and bicycle facilities along one side of the waterway to support opportunities for enjoyment of the outdoors and social interaction. Ideally, these uses would need to be placed or elevated outside of the RPA and 100 year (1% annual chance) floodplain boundaries where possible.

### *Stormwater Management*

Most of the existing development in the North Gateway CBC was constructed prior to the stormwater management requirements that are in place today. The CBC contains a significant amount of impervious surface area, including parking lots, roads, sidewalks and buildings which have contributed to flooding and stream degradation issues for Cameron Run. The flow of large quantities of untreated rainwater directly into Cameron Run has resulted from the expansive impervious surfaces, which do not allow infiltration of rainwater into the ground.

Receiving waters downstream of the North Gateway CBC should be protected by reducing runoff from impervious surfaces. The primary means to achieve this goal is through the inclusion of stormwater management measures in redevelopment that reduce the volume of stormwater runoff from sites and that control peak flows of remaining stormwater that cannot be captured on-site.

The proposed redevelopment at the higher intensity would need to provide stormwater quantity and quality control measures that are substantially more extensive than minimum requirements with the goal of reducing the total runoff volume, per the sub-unit and Corridor-wide recommendations. 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, would be emphasized. Features such as rooftop landscaping should be considered.

### *Noise Impacts*

The Environment Section of the Policy Plan includes guidance on minimizing human exposure to unhealthful levels of transportation generated noise. Because of the close proximity to I-495 and Richmond Highway, any proposed redevelopment would need to provide adequate measures to prevent negative impacts on noise sensitive uses consistent with Objective 4 of the Environment element of the Policy Plan.

### *Green Building Practices*

The Environment Section of the Policy Plan provides guidance for green building practices and standards. The proposed redevelopment would need to meet applicable green building standards in accordance with the Policy Plan.

### **Parks and Recreation and Public Facilities**

A needs assessment for the potential increase in intensity from the planned 1.65 FAR to 2.0 FAR has been completed for parks and recreation and public facilities that serve the CBC. Existing parks and recreation facilities are not sufficient to meet the current and future needs of the corridor. There is a significant shortage of athletic fields in the Richmond Highway Corridor, and the North Gateway CBC represents an opportunity to address the shortage. The Urban Parks Framework, as adopted in the Policy Plan, and the Richmond Highway Corridor-wide recommendations are used to guide decisions about the impact on parks and recreation facilities from planned growth. Based on the guidance in the Urban Parks Framework, the proposed 2.0 FAR is estimated to increase the need for parkland within the CBC by approximately four acres over the existing amount. The proposed conceptual plan addresses this need by including the recommendation for an athletic field, the enhancement of the shoreline along Cameron Run, and the provision of other park spaces within the development. Additional recommendations regarding specific park spaces are described in the previous Environment section of the Analysis.

A public facilities analysis for police, fire and rescue, libraries, sewer and water facilities, evaluated the impacts based on the proposed Plan increase in intensity. The analysis estimated sufficient future capacity to support the estimated growth in the CBC through existing or planned improvements, such as the planned reconstruction and expansion of the two fire stations closest to the site. Actual growth levels would need to be monitored so that an identified need for additional infrastructure capacity is phased with new development and commitments for mitigation would need to be addressed during the review of any redevelopment application.

### **Schools**

The schools serving this area are Edison High School (HS), Twain Middle School (MS), and Cameron Elementary School (ES). The high school has a slight capacity deficit, the middle school is considered to have a moderate capacity deficit, and the elementary school is considered to have a capacity surplus. For projected membership, assuming no change to programs and boundaries the high school and middle school would be considered to have a moderate capacity deficit, and the elementary school would be considered to have a capacity surplus. The projected school capacities

represent just a snapshot in time, however, and the impact of a Plan amendment may occur beyond the five-year projection horizon.

Fairfax County Public Schools (FCPS) estimated the numbers of potential elementary, middle, and high school students that could result from the proposed residential development on the site (approximately 2,605 residential units across the entire North Gateway CBC of which 825 units would be located in Sub-units A-1 and A-2), which were also compared to the estimated student yields of the maximum overlay of the adopted Plan option (approximately 2,025 residential units in the North Gateway CBC of which 245 would be located in Sub-units A-1 and A-2), in order to determine the additional impact on school facilities represented by this Plan amendment. The total number of potential students estimated for the proposed development scenario is shown in Table 2.

Table 2: Potential student generation

	High School	Middle School	Elementary School
Potential students estimated for the proposed development scenario	81	49	162
Increase from adopted Plan	18	11	36

While any increase in planned residential development on the site would increase the membership at these schools when it is realized, conditions of a school and/or school boundaries may change by the time any planned residential density is constructed. Additional analysis would be required at the time any future development application is reviewed to determine the impacts to school capacities at that time.

## Heritage Resources

None of the properties in the North Gateway CBC are listed on the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, or the National Register of Historic Places, nor are they located in a Historic Overlay District. However, portions of the buildings within the North Gateway CBC are visible from the George Washington Memorial Parkway, which is listed on the previously mentioned registers. Considerations about the proposed building heights related to the parkway are discussed in the Land Use section of the Analysis.

## CONCLUSION

The North Gateway CBC is a prominent location on the Richmond Highway Corridor and serves as an entry point to Fairfax County. Any redevelopment of the subject area should cultivate placemaking and establish gateway features that promote a sense of arrival to the CBC, to the corridor, and to the County. The CBC is also within a revitalization district and redevelopment should achieve higher quality development than what exists today; establish a better vehicular and

pedestrian circulation system, connecting to transit and Metro; restore the degraded RPA area along Cameron Run; and, construct the Cameron Run Trail, which has been desired by the community for many years. The Richmond Highway Corridor is the major transportation artery for local residents and workers and a major route for commuters travelling to and from Washington D.C. and points south.

The proposed increase in intensity from 1.65 FAR to 2.0 FAR and corresponding adjustment to the land use mix would have a beneficial impact on the transportation network and would create greater development flexibility in achieving the mixed-use vision for the CBC. Replacing the grade-separated interchange with the proposed at-grade solution would improve bicycle and pedestrian comfort and connectivity in the CBC and contribute to the gateway nature of the CBC by avoiding a visual or vehicular barrier. The transportation study has shown that the forecasted traffic and congestion can be managed with the at-grade solution and would support the removal of the interchange from the adopted Plan. The addition of the Livability Spine and the road network would create walkable-sized, compact blocks in the area, promoting pedestrian and bicycle options.

As noted previously in the report, the Richmond Highway Corridor-wide Guidelines contain many of the specific transportation, land use, urban design, and environmental recommendations that were also in the North Gateway CBC sub-unit text. Sub-units A-1, A-2, and A-3 of the North Gateway CBC would retain or enhance only those recommendations that pertain to unique characteristics of the CBC in the proposed amendment, such as the introduction of the Ecological Spine to pair with the previously adopted recommendations that support enhancing Cameron Run, consistent with the Embark Plan Amendment.

Therefore, staff proposes the following recommendation that would modify the North Gateway CBC recommendations to increase the intensity of the planned redevelopment, promote environmental restoration and employment opportunities, and create a more livable, walkable, and bikeable gateway into the County. Additional changes to other sections of the Comprehensive Plan, such as the Countywide Transportation Plan Map, to reflect these changes also are proposed.

Finally, staff recommends that the Volume II District Design Guidelines for Richmond Highway (Lee and Mount Vernon Districts) as endorsed on March 18, 2020, be updated to include the urban design guidance for the North Gateway Community Business Center as adopted in PA 2018-IV-MV5 that would supplement these recommendations during the review of zoning applications.

## RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. New text is underlined and text to be removed is shown with a ~~striketrough~~.

**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.

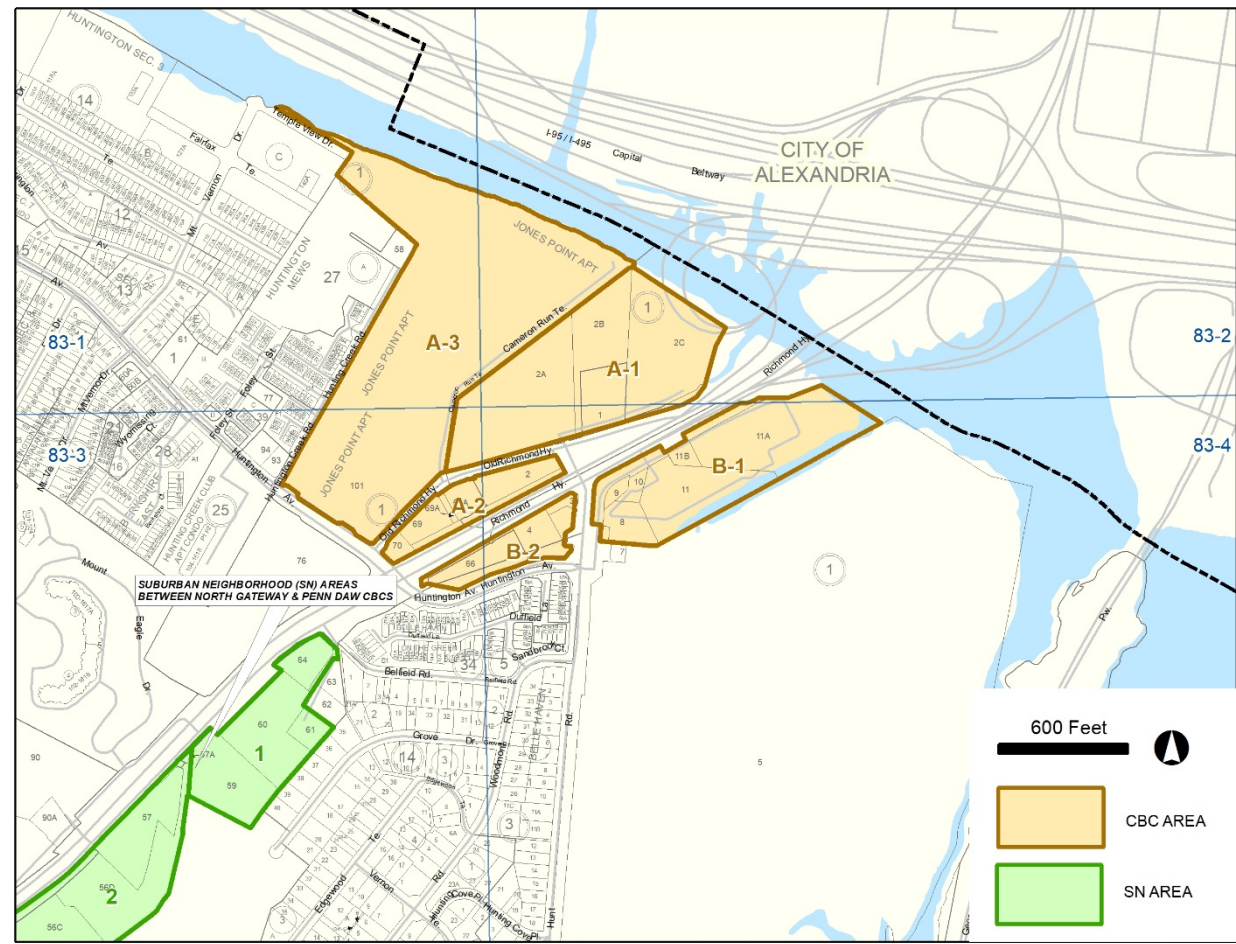
~~This CBC is characterized by the Riverside high-rise residential buildings, auto dealerships, gas stations, hotels/motels, and mid-rise office buildings. Its proximity to the Capital Beltway, Huntington Metrorail Station and Fort Hunt Road makes this portion of the Richmond Highway Corridor a major 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.



**NORTH GATEWAY CBC BOUNDARY AND LAND UNITS**

**FIGURE 21**



## 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.

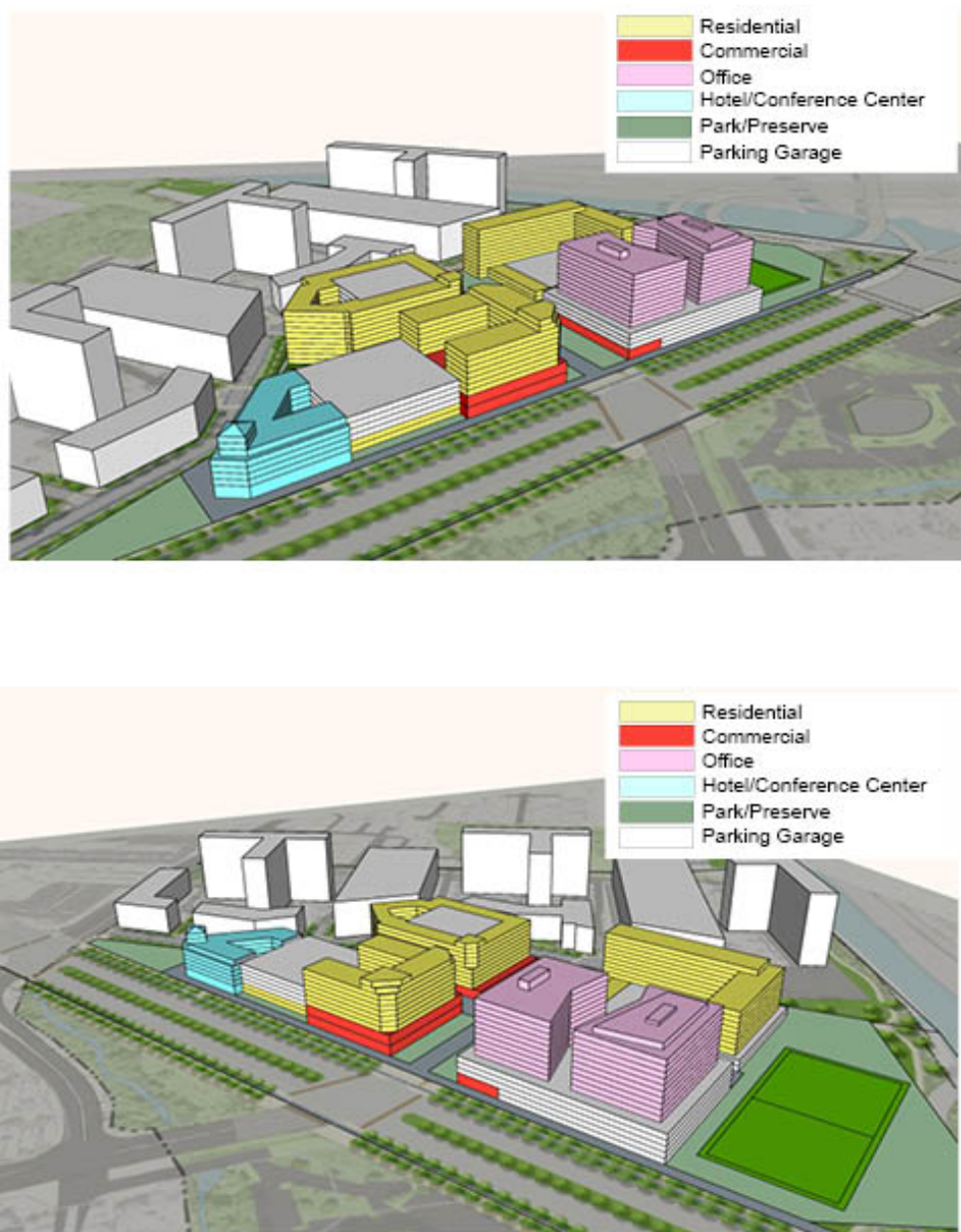
Architectural designs should creatively address building scale through massing, terracing, and the modulation of facades that create an interesting play of light and shadow, while mitigating impacts to adjacent neighborhoods. Signature architecture, entry plazas, and public art are envisioned to demarcate 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**

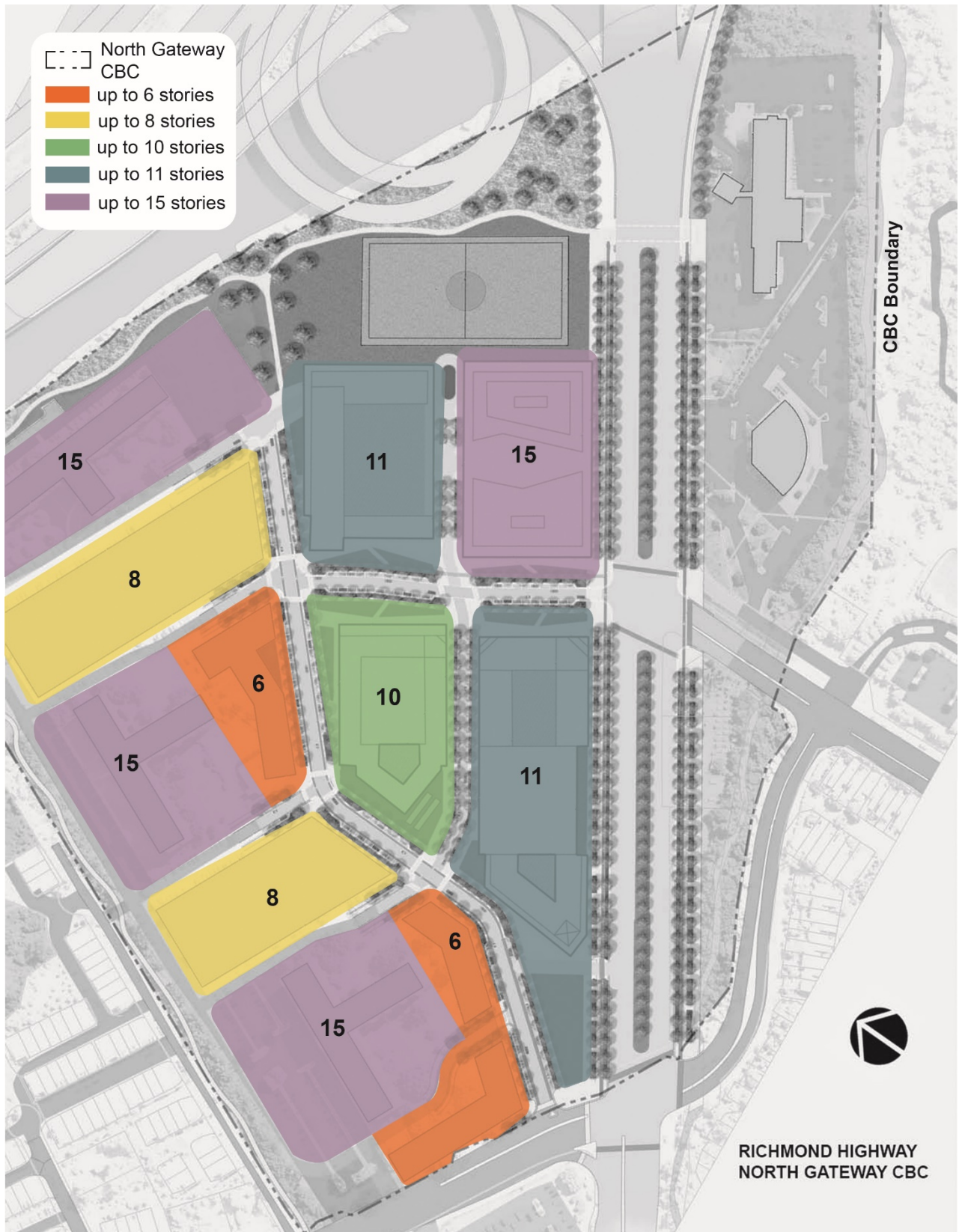
**FIGURE 22**



**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.

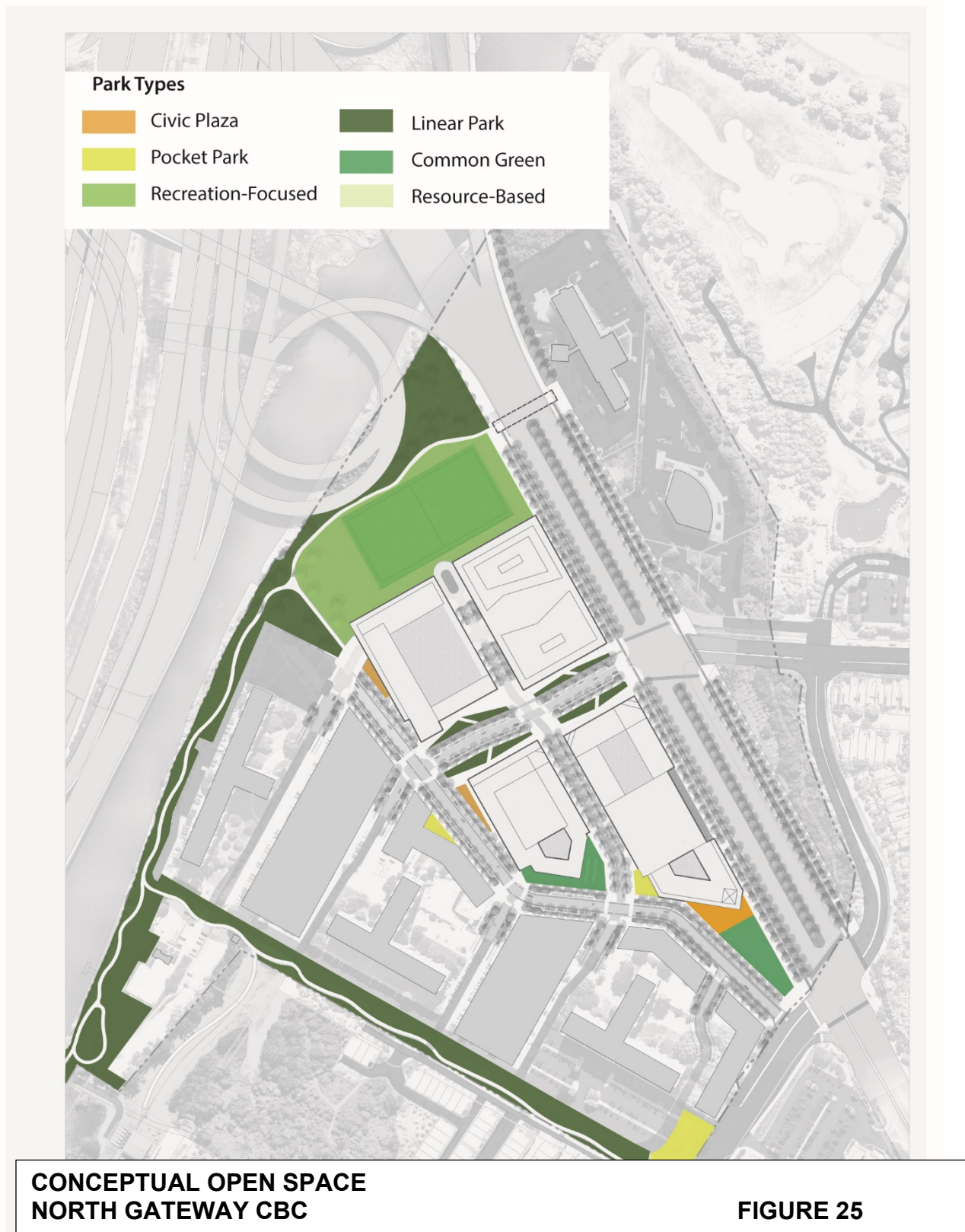
New development within the North Gateway CBC will generate the need for additional publicly accessible athletic fields to serve residents, visitors, and employees. A full-service rectangle field, with support amenities, should be developed within the CBC. Development projects that generate the need for 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 as 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.

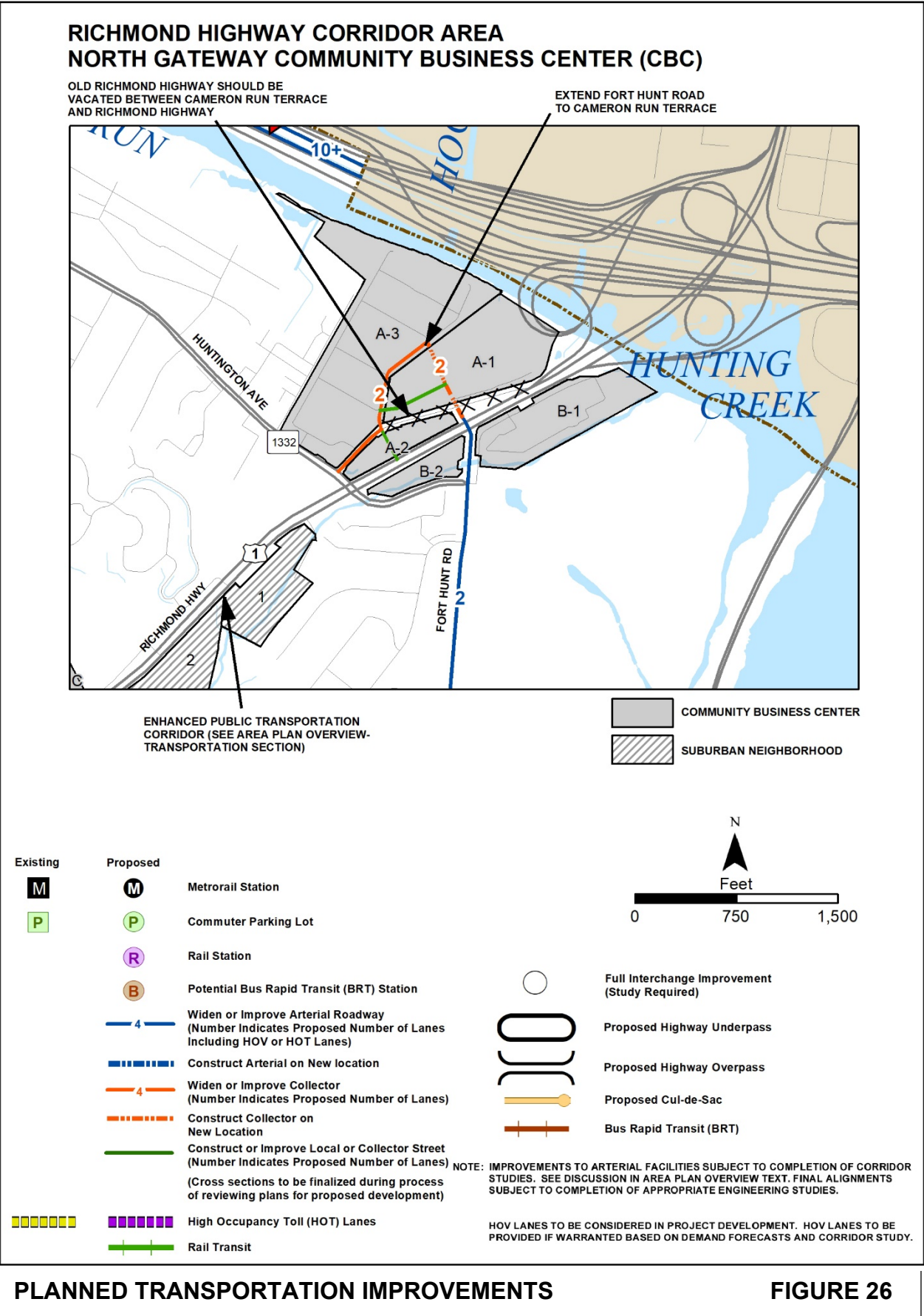


## MULTIMODAL TRANSPORTATION NETWORK

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.



## 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	<u>N.A.</u>
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 Workforce Housing Policy (WDU).

### 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 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

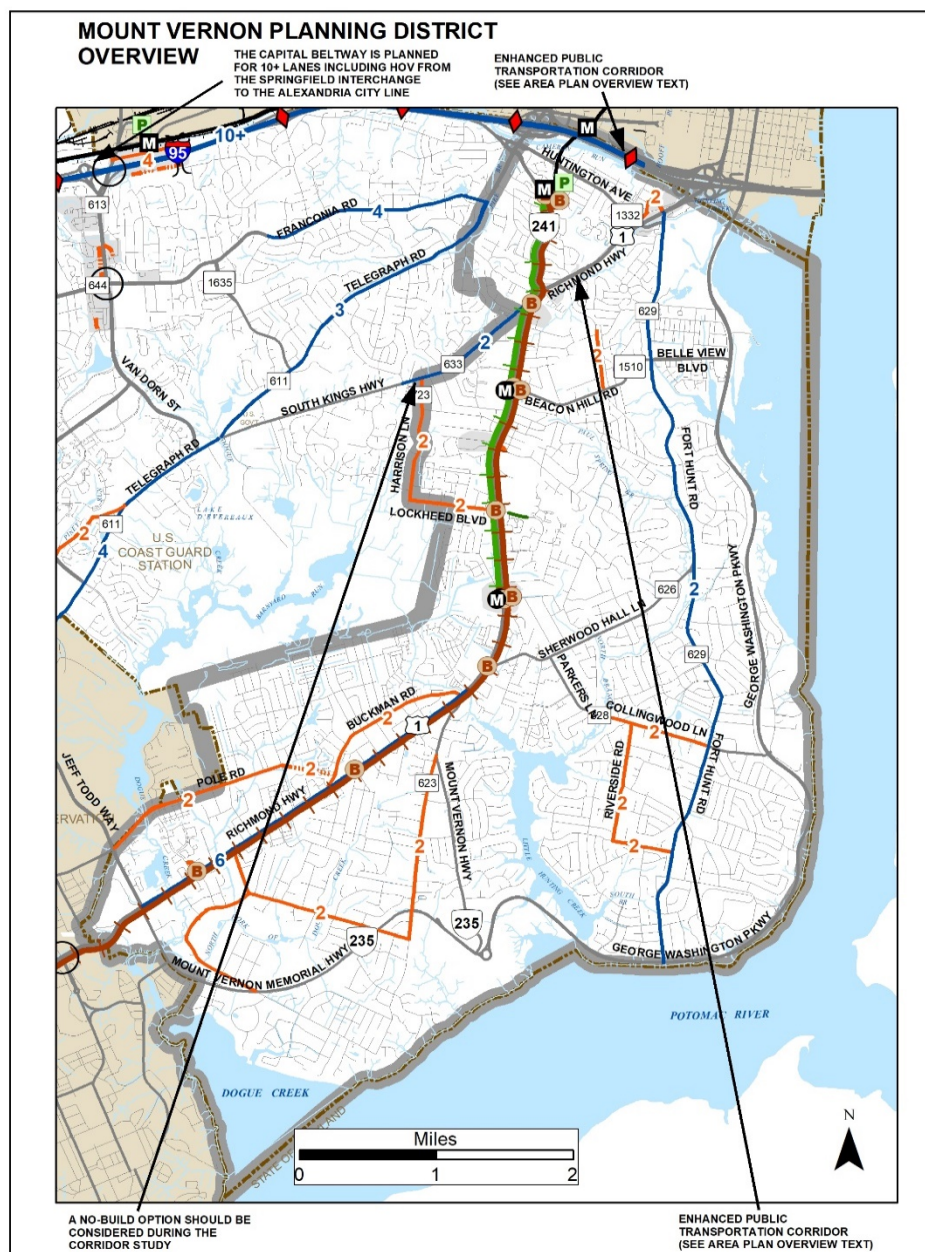
Transportation recommendations for this sector are shown in Figures 29, 30, ~~and 31, and 32.~~ In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, ~~interchange impact areas~~ and 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

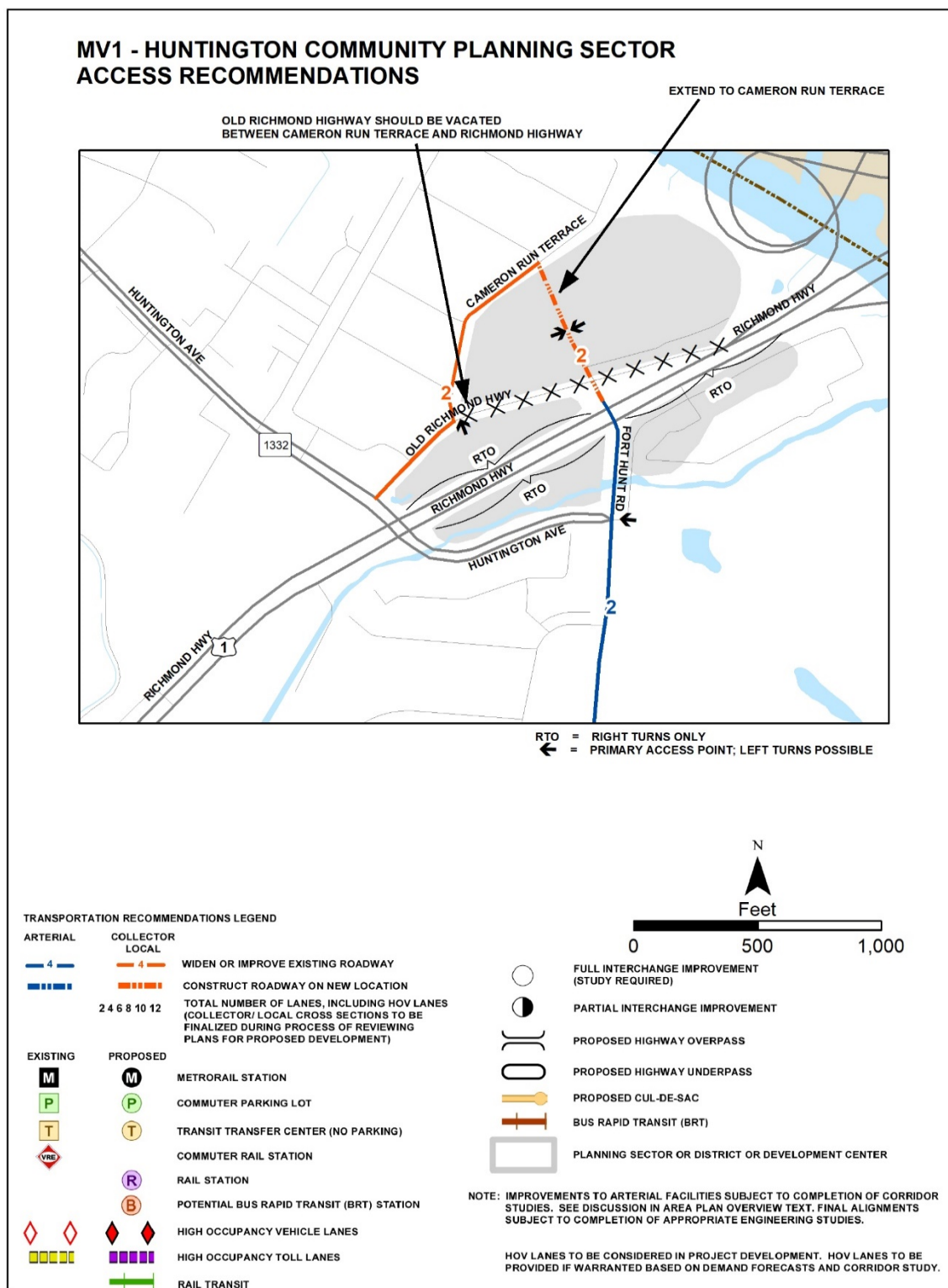
Transportation recommendations for this sector are shown on Figure 35. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, ~~interchange impact areas~~ and generalized locations of 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.”

**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:



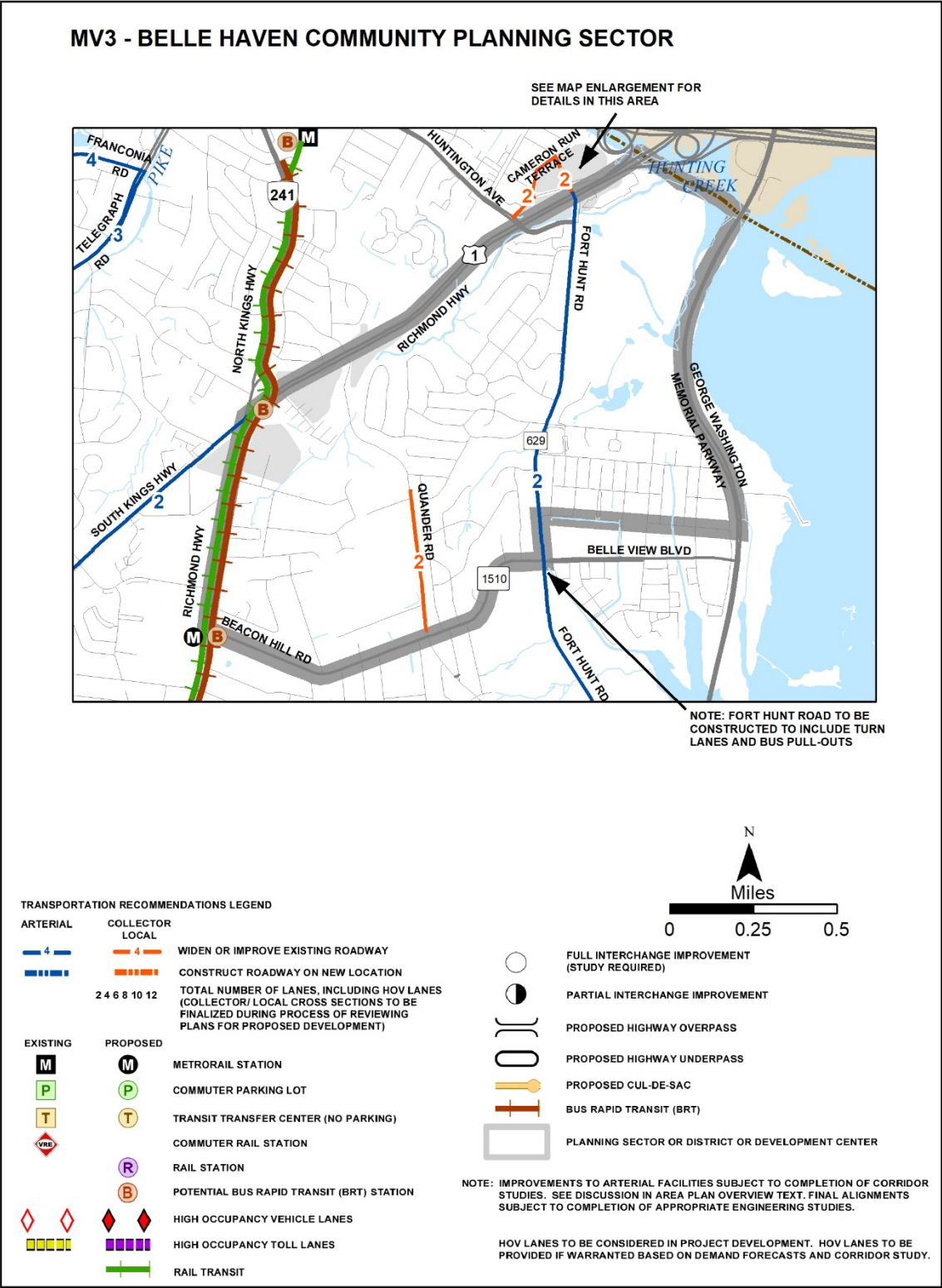


**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through October 16, 2018, Figure 18, page 55, to remove the planned interchange at Huntington Avenue and Richmond Highway, indicate right turn only on 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:

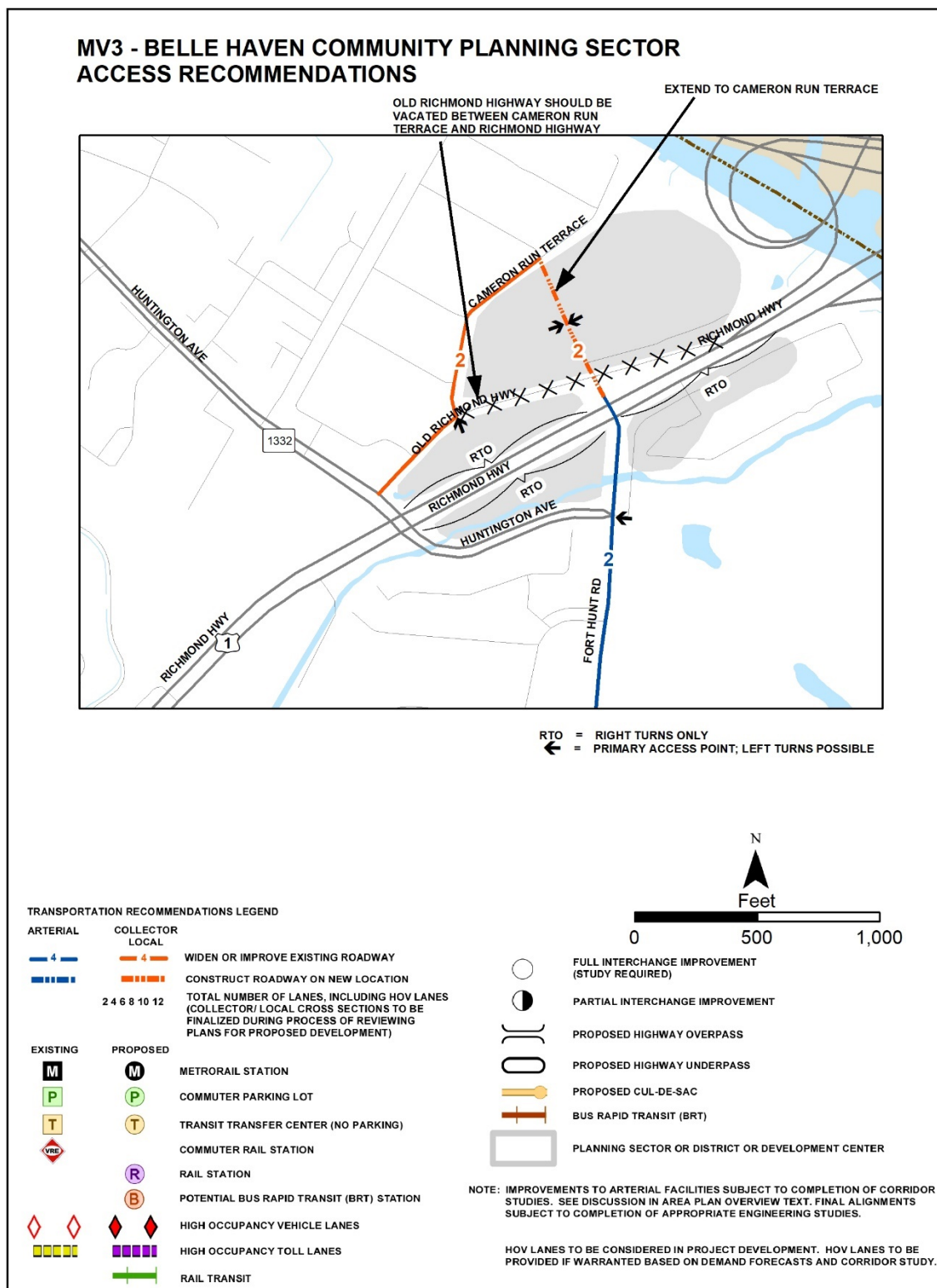




**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, MV3-Belle Haven Community Planning Sector, amended through October 16, 2018, Figure 29, page 74, to remove the planned interchange at Huntington Avenue and Richmond Highway, change the planned 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:

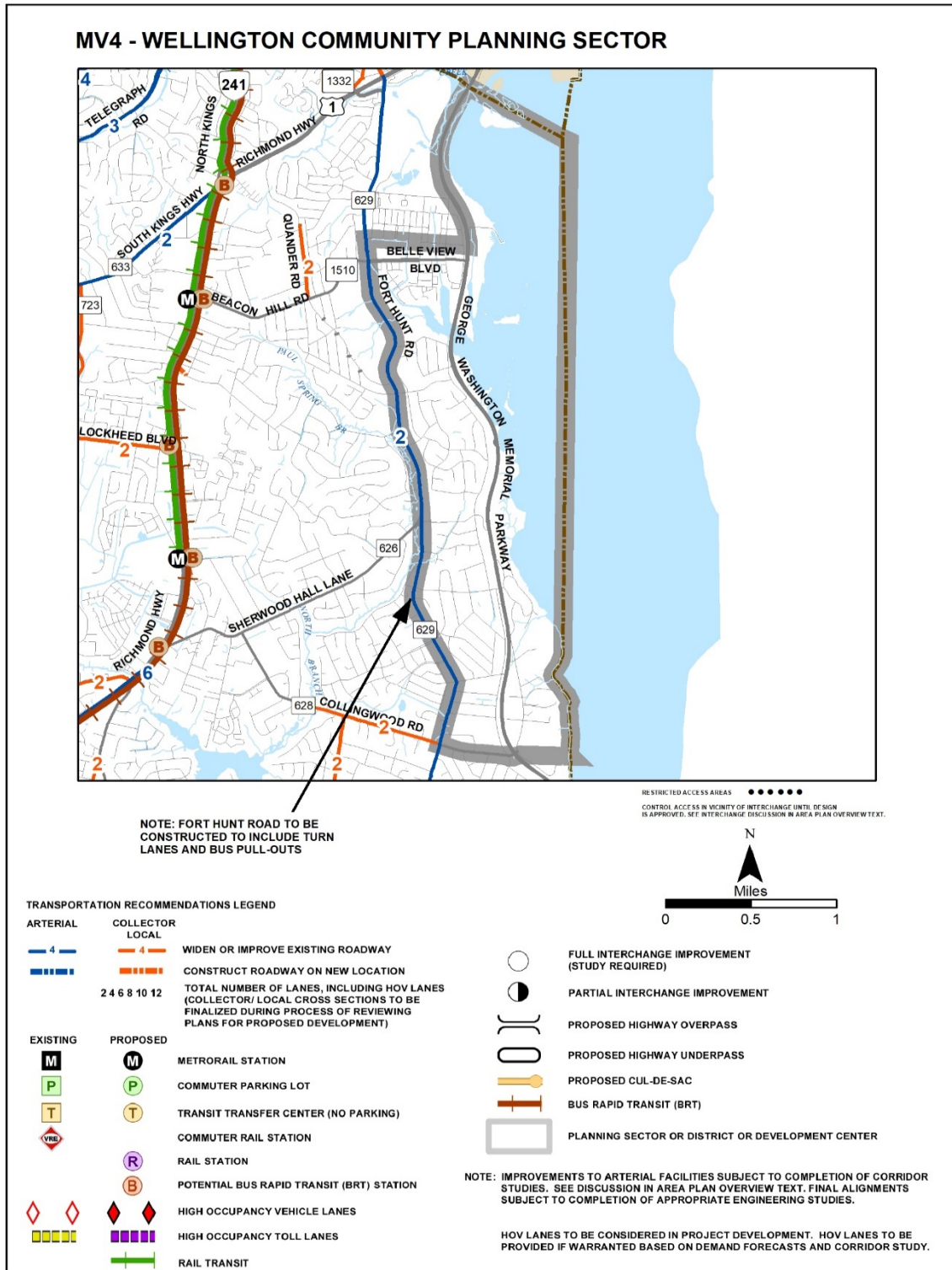


**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, MV3-Belle Haven Community Planning Sector, amended through October 16, 2018, Figure 30, page 75, to remove the planned interchange at Huntington Avenue and Richmond Highway, indicate right turn 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:

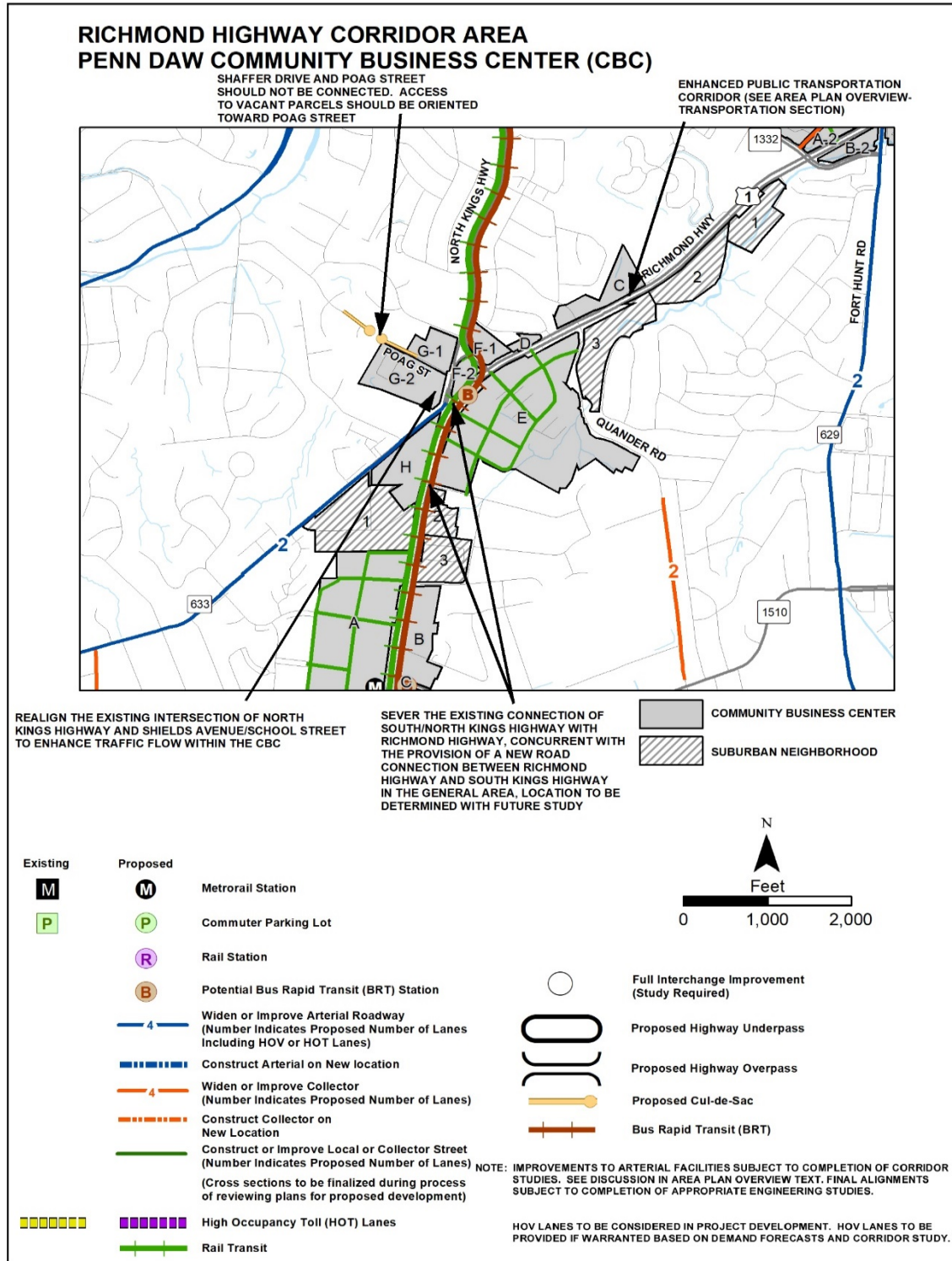




**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV Volume, Mount Vernon Planning District, MV4-Wellington Community Planning Sector, amended through October 16, 2018, Figure 35, page 83, to remove the planned interchange at Huntington Avenue and Richmond Highway, change the planned 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:

Figure 3  
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> 18,600 dwelling units
Non-residential <sup>3</sup>	5.4 million gsf (12,760 jobs)	<del>8.7</del> 8.5 million gsf ( <del>23,500</del> 23,200 jobs)
Office	800,000 gsf (2,700 jobs)	<del>4.0</del> 3.9 million gsf ( <del>13,300</del> 13,000 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> 712,000 gsf ( <del>575</del> 550 jobs)
<b>Total</b>	<b>5,000 dwelling units and 5.4 million gsf (12,760 jobs)</b>	<b><del>18,000</del> 18,600 dwelling units and <del>8.7</del> 8.5 million gsf (<del>23,500</del> 23,200 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).

Note 3: The Plan recommends flexibility among the types of non-residential land uses as described in the section that follows.

**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.

**Appendix 1: Land Use Quantification of Existing Uses, Adopted Plan Recommendation, and Proposed 2.0 FAR Option for the North Gateway CBC**

Sub-unit	Size (square feet and acres)	Existing Use	Adopted Plan Recommendation	Adopted Plan Potential	Proposed Plan	Proposed Plan Potential
<b>A-1 and A-2</b>	17.81 ac 775,804 SF	A-1: Office/Restaurant/Motor Vehicle Sales A-2: Motel/Bank/VDOT stormwater management pond/vacant gas station	1.65 FAR	Office: 792,988 SF Retail: 87,203 SF Hotel: 154,967 SF Residential: 245 du (245,000 SF)	2.0 FAR	Office: 500,000 SF Retail: 100,000 SF Hotel: 120,000 SF Residential: 825 du (825,000 SF)
<b>A-3</b>	28.17 ac 1,227,085 SF	Riverside Apartments	61 du/ac 1.60 FAR	Retail, restaurant, and/or office use: 40,000 SF Residential: 1723 du (1,723,000 SF)	1.60 FAR	Retail, restaurant, and/or office use: 40,000 SF Residential: 1723 du (1,723,000 SF)
<b>B-1</b>	10.05 ac 437,596 SF	Hotel Office	Hotel up to 0.60 FAR on the northern portion Office up to 0.50 FAR for parcels 83-4((1))10 and 11 Remainder retail use up to 0.25 FAR	Office: 75,317 SF Retail: 14,493 SF Hotel: 130,861 SF	Hotel up to 0.60 FAR on the northern portion Office up to 0.50 FAR for parcels 83-4((1))10 and 11 Remainder retail use up to 0.25 FAR	Office: 75,317 SF Retail: 14,493 SF Hotel: 130,861 SF
<b>B-2</b>	2.62 ac 114,248 SF	Vacant land	Option for 1.0 FAR if fully consolidated with A-1 and A-2 and all development potential is transferred to A-1 and A-2	Office: 45,792 SF Retail: 11,448 SF Residential: 57 du (5,700 SF)	Option for 1.0 FAR if fully consolidated with A-1 and A-2 and all development potential is transferred to A-1 and A-2	Office: 45,792 SF Retail: 11,448 SF Residential: 57 du (5,700 SF)

Staff Report for Plan Amendments 2018-IV-MV5 and 2018-IV-T1

---

<b>Total</b>	58.65 ac 2,554,794 SF			Office: 914,097 SF Retail: 153,114 SF Hotel: 285,2827 SF Residential: 2,025 du (2,025,000 SF)		Office: 621,109 SF Retail: 165,941 SF Hotel: 250,861 SF Residential: 2,605 du (2,605,000 SF)
--------------	-----------------------------	--	--	---	--	--