

## ATTACHMENT 2

### RECOMMENDED COMPREHENSIVE PLAN LANGUAGES CHANGES

APR 2009-2010

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

##### **Penn Daw Community Business Center**

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

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

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

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

Interim land uses for the land units located at Kings Crossing and Penn Daw CBC are not appropriate because they may delay achievement of the overall desired redevelopment goals.

Penn Daw CBC and Kings Crossing require a centrally located rapid transit bus station. This station will provide a commuter transit terminal for movement along Richmond Highway, South Kings Highway and North Kings Highway for the purpose of further reducing the congestion on this major corridor.

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

### **Sub-unit E-1**

~~Lots fronting on the east side of Richmond Highway between Quander Road and Shields Avenue are planned for neighborhood serving office and/or retail uses up to .50 FAR with a maximum height of 50 feet. See Land Unit G for an additional land use option. See new language below~~

### **Sub-unit E-2**

~~Properties located along the south side of Quander Road between Richmond Highway and Quander Road Center are planned for residential use at 3-4 dwelling units per acre. As an option, with complete parcel consolidation in this sub unit, a density of 5-8 dwelling units per acre may be appropriate. Structures should be clustered to minimize impacts on steep slopes in the area. No more than one entrance point onto Richmond Highway that is no closer than 200 feet from Quander Road, and no more than two entrance points on Quander Road, that are no closer than 200 feet from Richmond Highway should be provided. These latter provisions are intended to preclude congestion near the Richmond Highway/Quander Road intersection because of the importance of that road for carrying school traffic to and from West Potomac High School and Metro-related traffic to and from Huntington, as well as the residential traffic generated on these sites. See Land Unit G for an additional land use option. See new language below~~

### **Sub-unit E-3**

~~The Penn Daw Trailer Park is planned and currently developed as a mobile home park at a density of 5-8 dwelling units per acre. Any redevelopment of this sub unit is encouraged to comply with the County's voluntary relocation guidelines. See Land Unit G for an additional land use option. See new language below~~

Except where specifically excluded for Kings Crossing and Penn Daw CBC, in cases where desired consolidation with other parcels is not feasible, consider interim land uses which result in significant public benefits, improvements in circulation or access,

parking, landscaping, site design or building design and that provide public benefits which outweigh any adverse effects of the change in use.

**Sub units E-1, E-2 and E-3 and parcel 23A of land Unit G**

Sub units E-1, E-2 and E-3 plus parcel 23A of land unit G should be substantially consolidated to form multi-use residential, table service restaurants, office and retail large scale well designed development as a focal point and core area of this Community Business Center. The FAR on these locations should be increased to a 1.5 if the following conditions are met:

- A mix of uses, that include office, retail, table service restaurants and residential, are provided;
- Substantial and logical parcel consolidation is achieved;
- Parcel 83-3 ((1)) 24 of land unit G is to be retained as open space and incorporated into those parcels that make up land unit E. This acreage is to help with the provision of, but not deter implementation of additional open spaces through out the development.
- Project design and layout provide a high quality urban development;
- No less than one third of this property to be residential
- The traffic impact of the proposed development is thoroughly analyzed and mitigated so that Richmond Highway, South Kings Highway and North Kings Highway adjacent to the site will operate at levels of service no less than Level of Service D.
- A rapid transit bus station is provided by the county
- Adequate right-of-way is provided for the adjacent intersection improvements and road widenings;
- A pedestrian and bike circulation system to encourage pedestrian and bicycle traffic within the development, to adjacent developments and to the Huntington Metro Station is provided;
- Care should be taken to reduce the cut through traffic from Quander Rd through the complex to and from Richmond Highway.

- Adequate measures to mitigate against environmental impact should be provided. Environmentally sensitive areas the Quander Brook area should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations.
- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/ recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Penn Daw Community Business Center are provided. The urban design recommendations found at the end of this Plan, should be used as a guide; and
- Innovative storm water management systems are put into place for the entirety of the site to include LID.

An option for increased density up to a 2.0 FAR on Land Unit G is acceptable if substantial consolidate and interparcel connectivity of land units E-1, E-2, and E-3 and land unit G is achieved with the following conditions met:

As an option, The 2.0 FAR option mixed-use development up to 1.0 FAR may be appropriate in the event that Richmond Highway adjacent to the site can be proven to operate at levels of service acceptable to the Virginia Department of Transportation and the County .

- ~~Consolidation of Parcels 83-3((1)) 20, 23A, 24, 24A and 24B together with consolidation of additional lots in adjacent Sub-units E-1, E-2 and E-3 is encouraged.~~
- ~~If substantial consolidation is not achieved amongst land units E-1, E-2, E-3, and land unit G interparcel access to adjacent uses should be provided;~~
- The level of non-residential development should not exceed two-thirds of the total gross floor area for the entire mixed-use development.
- Appropriate first floor support retail and service uses designed to serve the development in this land unit should be encouraged;
- Walking and biking paths are to be provided through out the site with connectivity to land units E-1, E-2, E-3, to other areas along this Penn Daw CBC, to the Huntington Metro and along Quander Rd.
- Non-residential uses should be located at the front of the property and oriented to Richmond Highway. Residential uses should be located toward the middle and rear of parcels ~~24A and 24B~~ in order to take advantage of the visual and passive open space/recreational amenity provided by the adjacent stream valley area parcel 24.

- ~~Residential density and building heights should be tapered from mid-rise or garden style apartments to townhouses towards the and located nearest to the existing adjacent single family neighborhoods;~~
- Adequate measures to mitigate against undue environmental impact are provided. Steep slopes, streams and floodplains with their existing vegetation located on the property are preserved as a public park. Where past practices have degraded these slopes and streams, bioengineering approaches should be followed to restore them to more natural conditions and functions;
- Innovative storm water management systems are put into place for the entirety of the site.
- The traffic impact of the proposed development is thoroughly analyzed and mitigated so that Richmond Highway, South Kings Highway and North Kings Highway adjacent to the site will operate at levels of service no less than Level of Service D.
- A Transportation Demand Management (TDM) should be used to include but not be limited to shuttle bus service, vanpools, metro rail subsidies, secured bicycle parking and/or carpool matching services.
- Structured parking is highly encouraged;
- Sufficient buffering and screening with native plantings provided to mitigate adverse impacts on adjacent residential areas;
- Adequate right-of-way is provided for road improvements;
- Pedestrian and bicycle circulation in a safe, functional and attractive design and the use of mass transit are is encouraged throughout the site design, with connection to the parcels in other land units as well as to the west side of Richmond Highway and Quander Road. ~~with proposed and existing pedestrian circulation systems in the area and other methods;~~
- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/ recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Penn Daw Community Business Center are provided. The urban design recommendations found at the end of this Plan, should be used as a guide.
- ~~Incorporation of residential use in office, site down dining or retail buildings in an “above the shop” arrangement is encouraged.~~

## **Land Unit G**

Land unit G should be substantially consolidated with land units E-1, E-2, E-3 to form the well-designed, mixed-use project that will serve as the focal point and core area for the Penn Daw/Kings Crossing Center. This consolidation will provide for increased FAR accordingly. See sub-units E-1, E-2 and E-3 above for options.

~~The area along the east side of Richmond Highway south of Shields Avenue to Fairview Drive is planned for community serving retail use up to .50 FAR.~~

~~Existing conditions present an opportunity for a well-designed, mixed-use project that will serve as the focal point and core area for the Penn Daw Community Business Center. As an option, Land Unit G is planned for a well integrated mix of retail, office, hotel and residential uses with an overall intensity of up to 1.0 FAR. Development proposals for a single integrated project or a project that allows for future coordination with other projects should meet the following conditions:~~

- ~~• Consolidation of Parcels 83-3((1))20, 23A, 24, 24A and 24B together with consolidation of additional lots in adjacent Sub-units E-1, E-2 and E-3 is encouraged. If full consolidation is not achieved, interparcel access to adjacent uses should be provided;~~
- ~~• The level of non-residential development should not exceed two-thirds of the total gross floor area for the entire mixed-use development. Appropriate first floor support retail and service uses designed to serve the development in this land unit should be encouraged;~~
- ~~• Non-residential uses should be located at the front of the property and oriented to Richmond Highway. Residential uses should be located toward the middle and rear of parcels 24A and 24B in order to take advantage of the visual and passive recreational amenity provided by the adjacent stream valley area. Residential density and building heights should be tapered from mid-rise or garden-style apartments to townhouses located nearest to the existing adjacent neighborhood;~~
- ~~• Building heights are tapered down toward the existing single-family area;~~
- ~~• Adequate measures to mitigate against undue environmental impact are provided. Steep slopes, streams and floodplains with their existing vegetation located on the property are preserved as a public park. Where past practices have degraded these slopes and streams, bioengineering approaches should be followed to restore them to more natural conditions and functions;~~
- ~~• Sufficient buffering and screening are provided to mitigate adverse impacts on adjacent residential areas;~~
- ~~• Adequate right-of-way is provided for road improvements;~~
- ~~• Pedestrian circulation and the use of mass transit is encouraged through site design, connection with proposed and existing pedestrian circulation systems in the area and other methods;~~
- ~~• Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/ recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Penn Daw Community Business Center are provided. The urban design recommendations found at the end of this Plan, should be used as a guide; and~~

- ~~Incorporation of residential use in office or retail buildings in an “above the shop” arrangement is encouraged.~~

~~As an option, if Sub units E 1, E 2 and E 3 are substantially and logically consolidated with Land Unit G, a well integrated mix of uses with an overall intensity at up to 1.0 FAR that includes at least two of the following uses: retail, office, hotel and residential. The conditions listed above should be fulfilled for the entire assemblage.~~

## **Land Unit H**

Land Unit H contains the Penn Daw Shopping Center and adjacent commercial uses between School and Poag Streets along North Kings Highway. The Penn Daw Shopping Center site is planned for retail, residential, office and restaurant use up to ~~.35~~ 1.0 FAR providing the following conditions are met:

- A mix of uses, that includes office, retail, table service restaurants and residential, properties are provided;
- Substantial and logical parcel consolidation is achieved;
- Project design and layout provide a high quality urban development;
- no less than one third is to be residential
  
- The traffic impact of the proposed development is thoroughly analyzed and mitigated so that Richmond Highway, South Kings Highway and North Kings Highway adjacent to the site will operate at levels of service no less than Level of Service D.
- Adequate right-of-way is provided for the adjacent intersection improvements and road widenings;
- A pedestrian circulation system which encourages pedestrian and bicycle traffic within the development, to adjacent developments and to the Huntington Metro Station is provided;
- Care should be taken to reduce the cut through traffic
  
- Urban design elements, such as public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, streetscaping, landmarks or building designs which will denote this area as a focal point of the Penn Daw/Kings Crossing Community Business Center are included. The urban design recommendations found at the end of this Plan should be used as a guide.

Free-standing uses and drive up/through facilities should be discouraged to preserve an opportunity for connections to the proposed "gateway park". Additional parking lot landscaping and the introduction of a landscaped berm between the front parking lot and North Kings Highway is encouraged.

The existing commercial uses between School and Poag Streets along the west side of North Kings Highway are planned for low-rise office or compatible institutional uses up to .25 FAR to serve as a transition between the residential and commercial areas located north and south of the subject property, respectively. As an option, if parcels are completely consolidated and an integrated, well-designed development is proposed, an FAR up to .35 may be appropriate.

