

North Gateway Sub-unit A-1

Recommended Changes to Comprehensive Plan Language

APR 2009-2010

Interim land uses for the land units located at North Gateway CBC are not appropriate because they may delay achievement of the overall desired redevelopment goals.

Except where specifically excluded for North Gateway 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.

The area along the west side of Richmond Highway between the Capital Beltway and Old Richmond Highway is planned for retail, hotel and office ~~and/or residential~~ uses up to .50 FAR.

As an option, mixed office, full service hotel and ground level retail uses developed up to 2.0 FAR ~~mixed-use development up to 1.0 FAR~~ may be appropriate if the following conditions are met.

~~As an option,~~ The 2.0 FAR option ~~mixed-use development up to 1.0 FAR~~ may be appropriate in the event that Huntington Avenue and 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 .

- A mix of uses, which may include a full service hotel, visitor center, office, table service restaurants and retail ~~and residential~~, is provided;
- Substantial and logical parcel consolidation is achieved; with Sub-units A-1 and A-2
 - Compatible pedestrian, bicycle and vehicular connections are provided;
 - A pedestrian circulation system which encourages pedestrian and bicycle traffic within the development, to adjacent developments and to the Huntington Metro Station is provided;

- Project design and layout provide a high quality development, and should make a statement that this is a “Gateway”;
- The traffic impact of the proposed development is thoroughly analyzed and mitigated so that Huntington Avenue and Richmond Highway adjacent to the site will operate at levels of service no less than Level of Service D;
 - An efficient internal vehicular circulation system is provided;
 - Access points are consolidated, and placed away from existing intersections
 - A Transportation Demand Management (TDM) program including such options as shuttle bus service, vanpools, metro rail subsidies, secured bicycle parking areas, and/or carpool matching services should be implemented;
 - Adequate right-of-way is provided for the adjacent intersection improvements and road widenings;
- Adequate measures to militate against environmental impact should be provided. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations; and
 - Construction of the portion of the Huntington Trail along Cameron Run that borders this section of the property to match up with the section to be built at A-3
 - Restoration of the portion of the resource protection area (RPA) along Cameron Run associated with this sub-unit.
- Urban design elements such as:
 - landscaped open spaces, pedestrian plazas, cultural/recreation facilities, public art and streetscaping;
 - pedestrian walking/biking paths that connect through the site, to the Huntington Trail and to the Huntington Metro, and
 - Landmarks and/or building designs which will denote this area as a focal point of the North Gateway Community Business Center are included. The urban design recommendations found at the end of this Plan should be used as a guide.
- LEED silver or higher certification should be encouraged

~~As an alternative option, future redevelopment of Sub-unit A-1 northwest of Old Richmond Highway for residential use up to 30 dwelling units per acre to be compatible with the surrounding high rise residential uses may be appropriate. Substantial parcel consolidation, minimization of access points, provision of an efficient internal circulation pattern and mitigation of environmental and transportation impacts are required. See land use recommendations for Sub-units A-2 and B-2 for additional options~~

- See land use recommendations for Sub-units A-2, ~~B-1 and B-2~~ for additional options/uses.

~~As an option, mixed office and retail with the emphasis on ground level retail uses developed up to 3.0 FAR based upon a 2005 ULI report may be appropriate if the same conditions above under 2.0 FAR options are followed.~~