

**PRELIMINARY
STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW**

SUPERVISOR DISTRICT: MOUNT VERNON

APR ITEM(S):

09-IV-4MV

NOMINATOR: Lindsay Mason, Fairfax County DPZ

ACREAGE(S): 1.2 acres;

TAX MAP I.D.: 83-1 ((15)) 1A, 1B, 2A, 2B; 83-1 ((8)) 68B, 68A, 104A, 104B, 103A, 103B, 102B, 102A, 501A, 501B

GENERAL LOCATION: Parcels north and south of Huntington Avenue, east of Blaine Drive.

PLANNING AREA: IV

District: Mount Vernon

Sector: Huntington Community Planning Sector

Special Areas: Huntington Transit Station Area

ADOPTED PLAN MAP: 8-12 du/ac

ADOPTED PLAN TEXT: **Land Unit T** – Residential use at 16-20 du/ac with 20,000 gsf local retail uses.

Land Unit B – Residential use at 8-12 du/ac.

For complete Plan text see Attachment 1

PROPOSED PLAN AMENDMENT: Correct land unit boundaries to show the subject parcels in Land Unit T. Amend Plan Map to show parcels planned for 16-20 du/ac instead of 8-12 du/ac.

CURRENT ZONING: C-5 (Commercial – Neighborhood Retail)

SUMMARY OF STAFF RECOMMENDATION:

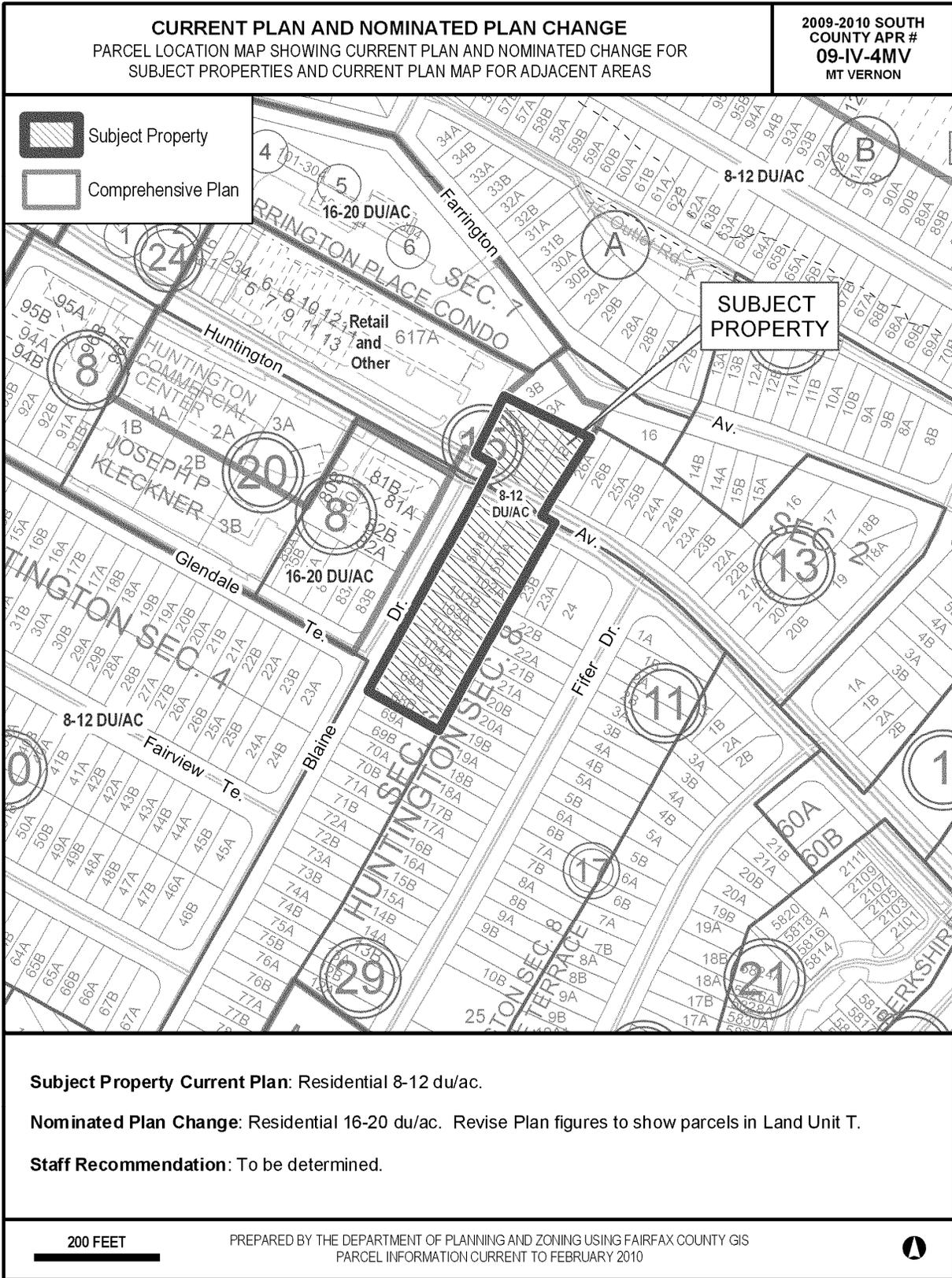
Approve Nomination as submitted

Approve Staff Alternative

Retain Adopted Plan

As stated in the nomination justification, there is an error affecting Land Units T and B in the Huntington Transit Station Area, MV-1 Huntington Community Planning Sector of the Comprehensive Plan as well as on the Comprehensive Plan map for several parcels along the eastern side of Blaine Drive. The proposed amendment would correct the boundary for Land Unit T on Plan figures, and the Plan Map would be amended to show the nominated parcels planned for 16-20 du/ac. The Plan text would not be changed.

Staff recommends that the discrepancy in the Comprehensive Plan figures be resolved by amending the Land Unit T boundary to encompass the subject parcels as well as the whole block formed by Huntington Avenue, Glendale Terrace, Blaine Drive and Biscayne Drive, as shown in Figure I & J on page 9. The Plan Map should also be amended to show the subject parcels planned for residential use at 16-20 du/ac. These revisions would clear up the confusion created by the current Plan figures not being in sync with the Plan text. Staff also feels this would reflect the original intention of the plan for this area while not creating any significant impacts on surrounding land uses, schools, roads, or other public facilities.



BACKGROUND:

Item 4MV is within the Huntington Transit Station, along Huntington Avenue and Blaine Drive. The parcels are developed with duplex residential units that were built in the 1940s.

The subject property is located within the Huntington Conservation Area. The Huntington Conservation Plan was adopted for the community by the Board of Supervisors in March, 1976. The basic goal of that document is the conservation and development of a viable and sound residential community in the Huntington neighborhood.

CRITICAL ISSUES

As stated in the nomination justification, there is an error affecting Land Units T and B in the Huntington Transit Station Area, MV-1 Huntington Community Planning Sector of the Comprehensive Plan as well as on the Comprehensive Plan map for several parcels along the eastern side of Blaine Drive.

It appears that the Land Unit boundaries and planned land use densities on the maps depicting the Huntington Transit Station Area (TSA) were mistakenly altered at some point between September 1989 and March 1992. In fact, there are two maps in the current Plan, Figures 21 and 26, which each show different boundaries for Land Units T and B, neither of which match the original boundaries in the pre-1990 Plan.

Figure 21 in the current Comprehensive Plan represents the Huntington TSA boundaries. The boundary of Land Unit T in this figure was shifted, on both the eastern and western sides, between the July 1989 and October 1990 versions of the Plan. This revised, and incorrect, boundary has been in the Plan since that time.

Meanwhile, the boundary for Land Unit T remained consistent for the Huntington Community figure (Figure 26 in the current Plan) until March of 1992 when the boundaries and land use were both altered. The altered boundary in this figure did not match the boundary shown on the Huntington TSA figure. This revised figure has been in the Plan since that time.

The map depicting land use has been inconsistent with the Plan text starting in at least 1985. The exception was the July 1991 reprint of the Plan, which correctly showed both the correct boundary of the Land Unit and consistent land use designations in the map depicting the Huntington Community. In March 1992 it reverted back to an incorrect boundary and depicts land use recommendations inconsistent with the Land Unit T text.

The Plan text has consistently referred to the area of Land Unit T being 10 acres in size since 1985. The area of Land Unit T depicted in the current Plan is approximately 8.88 acres (Figure 21) and 8.89 acres (Figure 26). The land area of the original boundary depicted in the Plan from 1985-1989 is exactly 10 acres. Therefore we believe that the boundaries were mistakenly altered and the original boundary for Land Unit T should be restored. We also believe that the land use on the Plan Map should accurately reflect the Plan text for Land Unit T, which calls for a baseline of residential use at 16-20 du/ac and 20,000 square feet of retail use.

We have been unable to uncover any evidence that the Land Unit boundaries were changed for a specific reason. It seems that when the Huntington TSA map was updated in 1990 there may have been some confusion about the boundary because of a poor Xerox copy of a previous map or because of inconsistencies with the Plan text. See Attachment 2 (starting on page 7) for figures of the relevant documentation we have been able to gather from previous versions of the Plan.

Land Use

The correction and re-designation to 16-20 du/ac would increase the development potential of the area from 14 dwelling units to 24 dwelling units. This is regarded as a relatively minor change that is not expected to spur redevelopment in the near future. The existing duplex units would be likely to remain. Other parcels nearby have been planned for 16-20 du/ac but have not been redeveloped to their full potential. If the parcels were to redevelop at 20 du/ac this would not be out of character to the surrounding area. Low rise multifamily buildings are located on the southwest corner of Huntington Avenue and Blaine Drive, as well as on the southeast and northeast corners of Huntington Avenue and Biscayne Drive.

Parks

The proposed increase in population represents a minor change, and does not adversely impact the deficiency of park land or resources.

Schools

The additional residential units are expected to generate an additional 5 students in the Huntington TSA area. The schools in the area currently have enough excess capacity to accommodate these students. If the area is to be redeveloped, FCPS would recommend a proffer contribution to offset the impact on surrounding schools.

Transportation

The proposed plan is estimated to generate 153 additional daily trips over the current Comprehensive Plan. This level of additional traffic is considered relatively minor in scale. Further review and analysis would be required at rezoning and/or site plan review to determine what impacts may need to be mitigated, if any.

The subject property fronts on the south side of Huntington Avenue and is located within a 1/4 - 1/3 mile walk of the Huntington metro station. With its proximity to metro, the property has potential for enhanced pedestrian connectivity to the station.

ADOPTED PLAN TEXT:

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-3-2009; MV1 - Huntington Community Planning Sector, Land Units A, B and T (Huntington Conservation Area), pages 98-100:

“A neighborhood improvement program and the Huntington Conservation Plan were adopted for the community by the Board of Supervisors in March, 1976. The basic goal of that document is the conservation and development of a viable and sound residential community in the Huntington neighborhood. First, the neighborhood improvement program lists a series of public improvement projects that will be necessary to improve the livability of Huntington. Second, the Conservation Plan provides the legal mechanisms for carrying out the activities of the neighborhood improvement program; it firmly establishes land use densities for the Conservation Area; and it sets standards for future development and rehabilitation in the community....”

“Land Unit B comprises most of the southern portion of the Huntington Conservation Area. It is developed with duplex residential units and is planned for residential use at 8-12 dwelling units per acre. Pedestrian facilities from the terminal points of Blaine Drive and Biscayne Drive should be provided to facilitate pedestrian movement between the Huntington community and the Metro station and Mount Eagle Park.

In the center of the Huntington Conservation Area on either side of Huntington Avenue is Land Unit T, an area developed with duplexes, garden apartments and local retail uses. This 10-acre area is planned for residential use at 16-20 dwelling units per acre with a retail component of up to 20,000 gross square feet to provide local services to the neighborhood (see Figure 25). Substantial consolidation of parcels is required in order to attain this level of development. To maintain the scale and character of the adjacent residential neighborhood, redevelopment of Land Unit T should:

- Respect a building height limit of three stories on the north side of Huntington Avenue; on the south side of Huntington Avenue, buildings should be within a three-story height as established along Glendale Terrace due to the sloping topography;
- Provide landscaping between the existing residential uses and areas redeveloped with non-residential uses or parking facilities to buffer the residential areas from adverse impacts;
- Encourage the retention and rehabilitation of existing garden apartments on the site; and
- Coordinate building design, massing and open spaces on both sides of Huntington Avenue.”

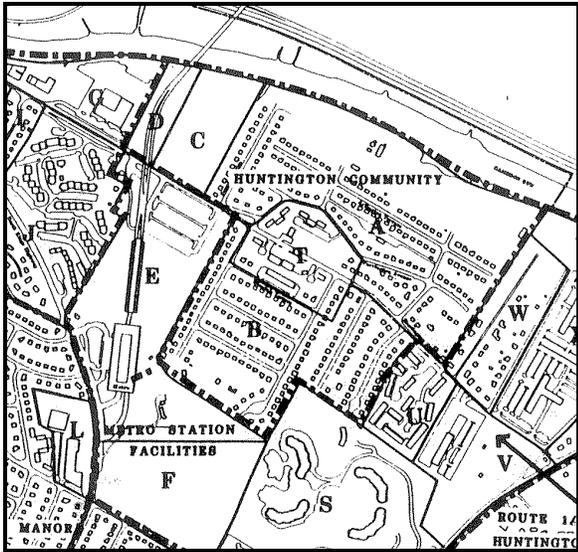


Figure A: 1985 Plan Figure showing original Land Unit T boundary.

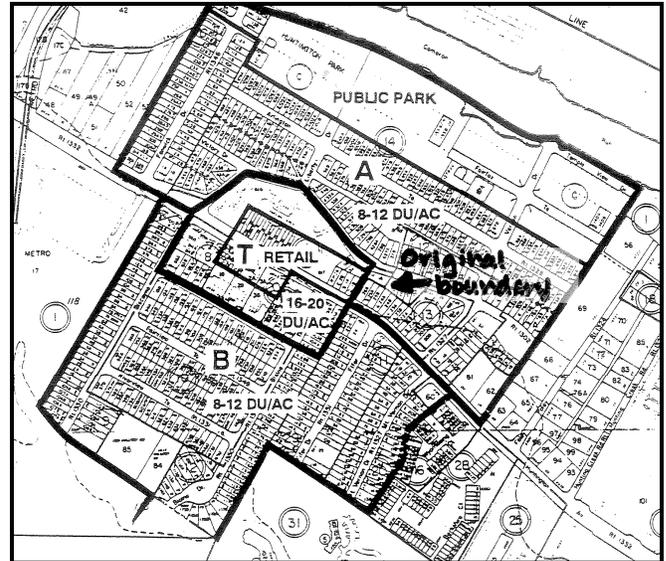


Figure C: July 1991

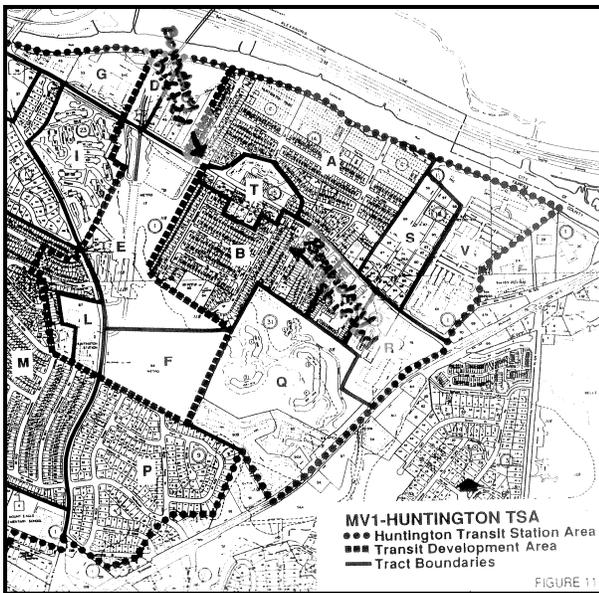


Figure B: October 1990 Plan figure, Land Unit T Boundary shifted.

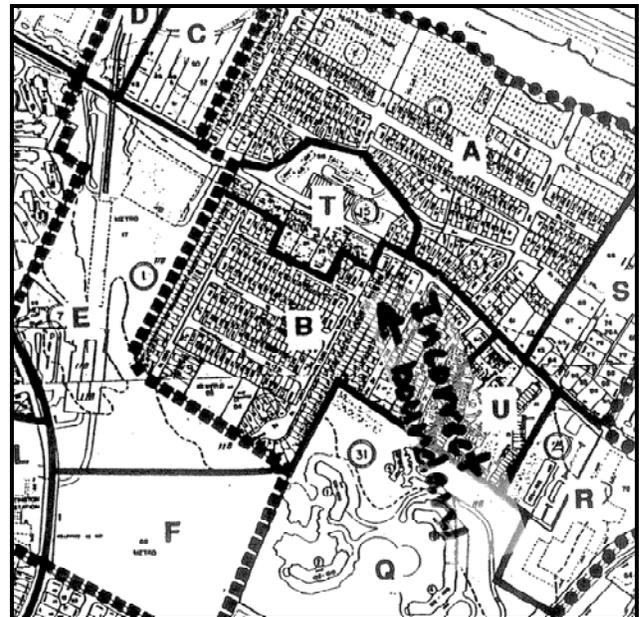


Figure D: July 1991

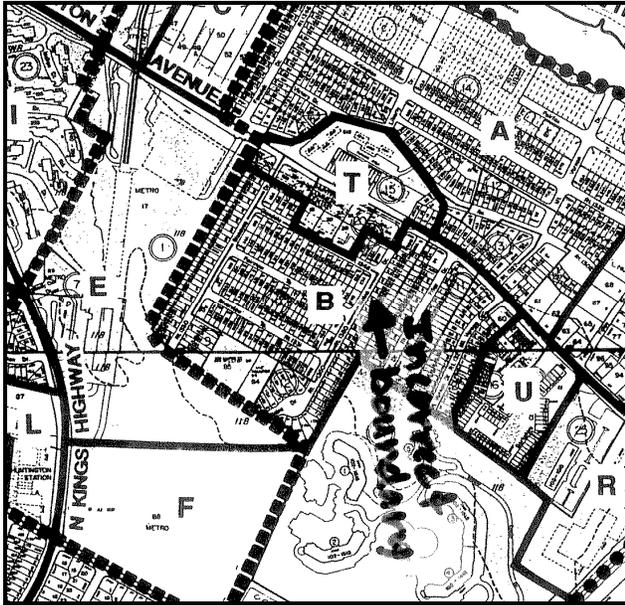


Figure E: March 1992

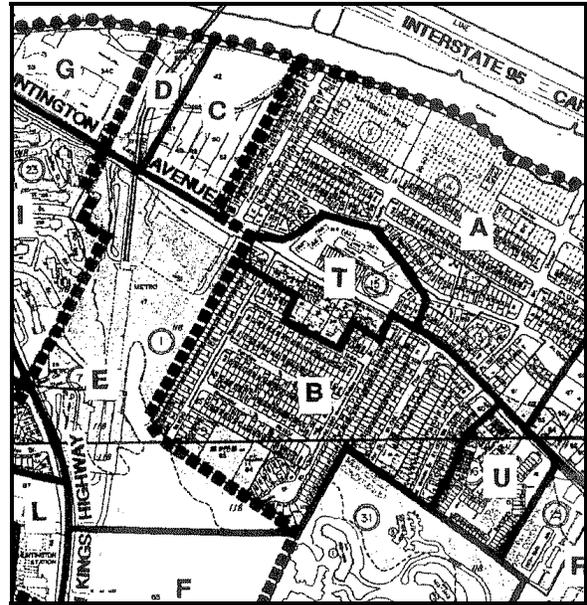


Figure G: January 2009

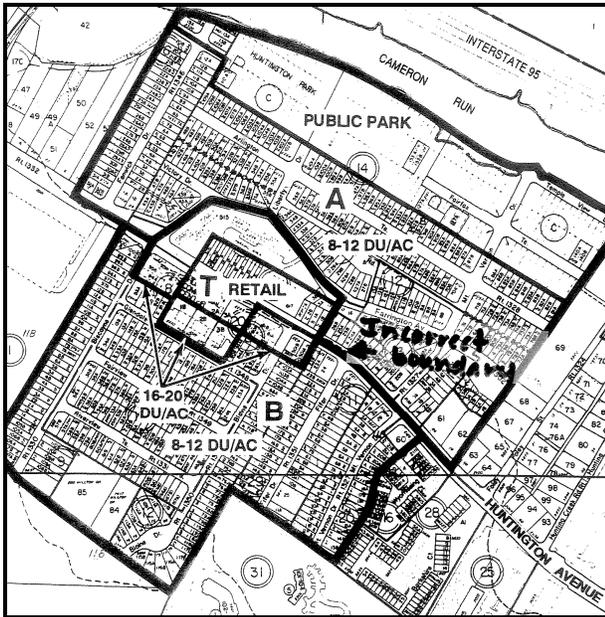


Figure F: March 1992

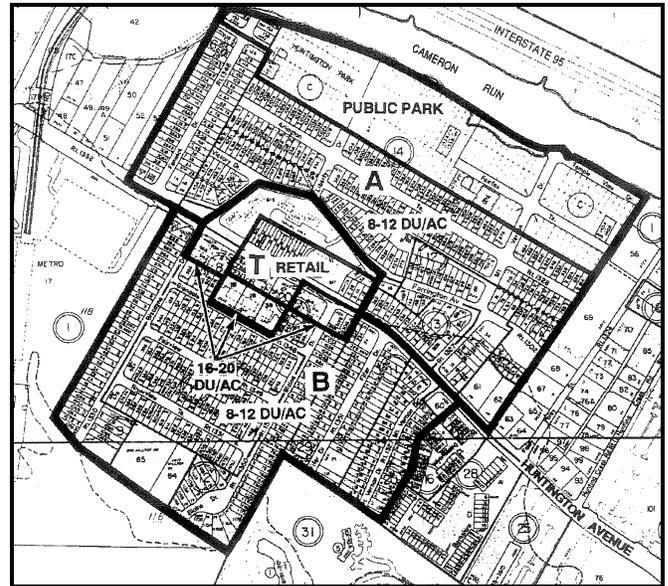


Figure H: January 2009

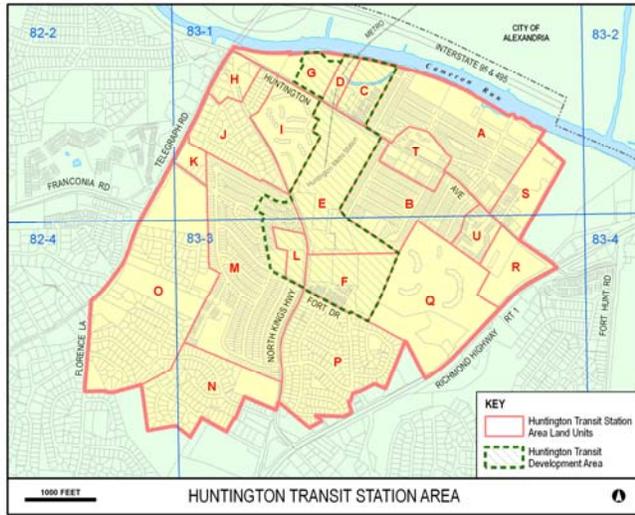


Figure I: Suggested Revised Plan Figure

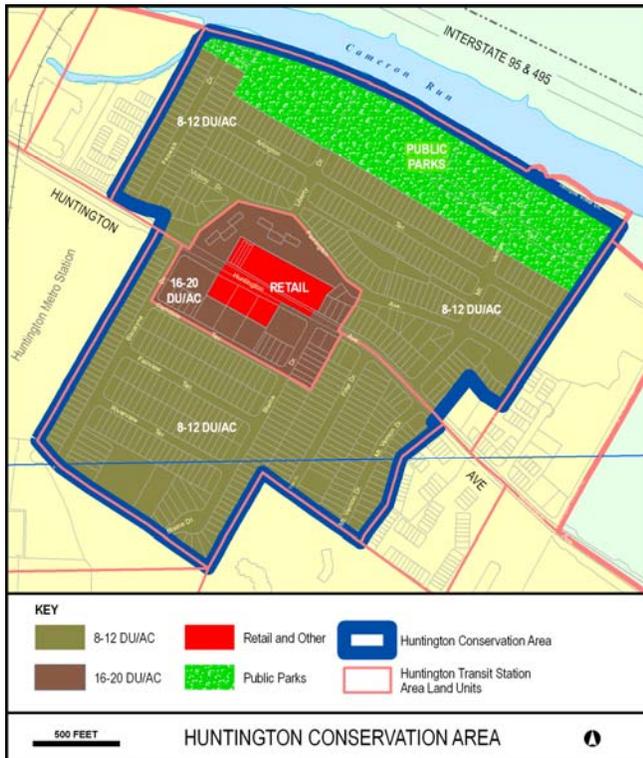


Figure J: Suggested Revised Plan Figure