

**PRELIMINARY  
STAFF REPORT  
2008 BRAC AREA PLANS REVIEW**

**SUPERVISOR DISTRICT:** MOUNT VERNON

**BRAC APR ITEM(S):** 08-IV-3MV

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**NOMINATOR:** Inda Stagg

**ACREAGE:** 6.04 acres

**TAX MAP I.D.:** 83-1 ((1)) 34C

**GENERAL LOCATION:**

**PLANNING AREA:** IV

**District:** Mount Vernon

**Sector:** Huntington (MV1)

**Special Areas:** Huntington Transit Station Area, Land Unit G

**ADOPTED PLAN MAP:** OFFICE

**POLICY PLAN TEXT:** The Policy Plan of the Fairfax County Comprehensive Plan recommends the following:

- Revitalization: Page 2, Objective 1, Policy f) Encourage mixed use development concepts which seek to create “activity centers” through the integration of retail, office and residential uses.
- Land Use: Page 4, Objective 2, Policy b) Encourage, within the Tysons Corner Urban Center, cores of Suburban Centers, cores of Community Business Centers, and **Transit Station Areas**, and other areas within these Centers that would benefit from revitalization and redevelopment, the development of mixed-use projects.
- Land Use: Page 5, Objective 6, Policy b) Concentrate most future development in mixed-use Centers and Transit Station Areas to a degree which enhances opportunities for employees to live close to their workplace.
- Land Use: Page 5, Objective 7, Policy c) Encourage redevelopment projects in commercial areas that would preserve or increase desirable community services.
- Land Use: Page 8, Objective 12, Policy a) Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Corner Urban Center, cores of Suburban Centers and Transit Station Areas.  
Policy c) Assign development intensity in the Tysons Corner Urban Center, cores and areas of redevelopment within Suburban Centers and Transit Station Areas based upon the ability to offset impact on public facilities and transportation systems and the long-term capacity of these systems.  
Policy d) Locate development intensity in a manner which assists in achieving appropriate community character.

Policy e) Place appropriately located mixed-use development at intensities that will enhance the production of affordable housing.

- Land Use: Appendix 11, 4) Mix of Land Uses: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off-peak travel periods in all directions, and to encourage different types of activity throughout the day.

**ADOPTED PLAN TEXT:**

“Land Unit G is a triangle of land that is bounded by Huntington Avenue, Cameron Run and the Metrorail guideway. It is developed with office and industrial uses and is planned for redevelopment to office use with an FAR up to .30 and a maximum height of 40 feet. This reflects the majority of current development in this land unit.”

**PROPOSED PLAN AMENDMENT:**

“The uses on parcel 34C are currently industrial. This parcel is planned for a mixture of residential, office and restaurant/retail uses at a maximum intensity of 3.0 FAR and a maximum height of 165 feet. Redevelopment of the complex should include, at a minimum, the following elements:

- Provision of high-quality architecture;
- Provision of on-site affordable and workforce housing;
- Provision of structured parking;
- Provision of pedestrian focused site design, which should include street oriented building forms and mitigation of visual impacts of structured parking;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting; and
- Provision of environmental elements into the design.”

**BACKGROUND:**

The subject property is bordered on the north by Cameron Run, on the east by Metroview Parkway, and on the south by Huntington Avenue.

FIGURE 1: Development Potential Table

	Residential					Non-residential		
	Total Units	Res'd Sq. Ft.	Multi-family			Retail Sq. Ft.	Office Sq. Ft.	Total Non-Res'd Sq. Ft.
Low Rise			Mid Rise	High Rise				
Existing Development							129,857	129,857
Current Plan Base: Office up to .30 FAR							78,930	78,930
Zoning Potential: (I-5, .50 FAR)							131,551	131,551
Proposed Plan: Mixed use up to 3.0 (Office	369	425,627			369	24,000	339,628	363,328

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43%, retail 3%, residential 54%)								
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**CRITICAL ISSUES**

**Land Use**

The close proximity of the subject property to the Huntington Metro Station provides the opportunity to create a mixed use development oriented to transit. However, the current Comprehensive Plan does not include the property in the area designated as the Transit Development Area (TDA), which is the area planned for the highest intensity uses.

The proposed height limit of 165 feet is 15 feet higher than the maximum allowed in the TDA in Land Units D and C directly east of the subject property. Current Plan text limits the height to 40 feet on the subject property. The area just east of the Metro tracks is approved and developed with a 16 story building which will contain 400 dwelling units at 3.0 FAR. The Final Development Plan shows the upper stories stepped back to reduce massing along Huntington Avenue and the residential neighborhood to the east.

As detailed in the BRAC-related Subject Areas Existing Conditions Report (Fairfax County DPZ, 2008), two-thirds of the Huntington Transit Station area is developed with residential uses. A relatively small percentage of the area is developed with office uses. In the interest of providing a greater balance in land uses, additional office space as well as some community-serving retail uses would be appropriate.

If supported as a component of a mixed use option, residential use should provide at least 12% affordable housing in conformance with the BOS policy. Given the proximity to the metro station, strong consideration should be given to the provision of more than 12% affordable housing.

**Environment**

Cameron Run traverses the subject property in an east west direction to the north of the site. A Resource Protection Area study was completed in 2008 which redelineated the RPA and 100 year major floodplain. The designated floodplain represents the U.S. Army Corps of Engineers floodplain study as submitted to FEMA for approval in May 2007. Based on the recent study, the property contains RPA and a major floodplain along the northwest corner of the subject property. With any future redevelopment of the site, the area designated as RPA should be fully re-vegetated.

The site is almost entirely impervious surface. The nomination offers an opportunity to optimize stormwater management and water quality controls and practices in accordance with Fairfax County’s Policy Plan. Given that the site was constructed without water quality and quantity controls and is immediately adjacent to Cameron Run, the site should redevelop based on the laws governing new development which include a 40 percent phosphorus removal requirement for water quality and enhanced stormwater management measures. Landscaping, removal of unnecessary impervious surface and re-vegetation of the site, particularly the area designated as RPA, would visually enhance new development and improve water and air quality.

**Parks**

The Mount Vernon Planning District has 34 neighborhood and community parks and three district and countywide parks owned and maintained by the Park Authority with a total of 598 acres. The recreation facilities in these parks do not meet the standards established by the Park Authority through the Needs Assessment study. The following table details the park and recreation deficiencies in the Mount Vernon Planning District:

FIGURE 2: Parks Needs Assessment

PARK FACILITY	2004 DEFICIENCY	2015 PROJECTED DEFICIENCY
Local Parkland	52 acres	132 acres
District and Countywide Parks	766 acres	974 acres
Rectangle Fields	14	20
Adult Baseball	1	2
Adult Softball	3	4

The proposed increase in population increases the public need for parks and park facilities, and further exacerbates the deficiency of facilities and related services. Opportunities to mitigate these impacts may be available by adding facilities to existing parks in the Planning District.

If the nomination is accepted as proposed, the following recommendations apply:

- The impact on parks and recreation should be mitigated per County policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan;
- Urban Park features, such as pedestrian accessible plazas and seating areas, and Neighborhood park facilities should be constructed in conjunction with the proposed development; and
- Language supporting integration of urban park areas within the application area should be added. This area should be integrated along the proposed Cameron Run Trail as a wayside area.

**Schools**

Currently, the subject area is developed with an office use and there are no students. The proposed Plan language for 369 high-rise units is projected to generate a total of 29 students. Figure 3 below shows the number of projected students by school level.

FIGURE 3: Student Generation Projections

SCHOOL LEVEL	UNIT TYPE/HIGH-RISE MF RATIO	MAXIMUM # OF UNITS	MAXIMUM STUDENT YIELD
Elementary	0.043	369	16
Middle	0.011	369	4
High	0.024	369	9
<b>TOTAL</b>			<b>29</b>

The proposed parcel is within the Cameron Elementary School, Mark Twain Middle School, and Edison High School boundaries. Figure 4 below is intended to show the existing school capacity, enrollment, and projected enrollment in five years.

FIGURE 4: School Capacity Projections

SCHOOL	CAPACITY	ENROLL. (9/07)	2008-2009 PROJECTED ENROLLMENT*	CAP./ENROLL. DIFFERENCE 2008-2009	2012-2013 PROJECTED ENROLLMENT*	CAP./ENROLL. DIFFERENCE 2012-2013
Cameron ES	612	544	592	20	530	82
Twain MS	1,025	837	837	188	876	149
Edison HS	1,675	1,776	1,786	-111	1,642	33

The schools serving the subject parcel contain sufficient capacity for the projected students generated from 369 high-rise multi-family units.

It is noted that there are four other BRAC APR nominations (1MV, 2MV, 4MV, and 9MV) that would have school impacts that are within the boundaries served by Cameron ES (2MV students would attend Mount Eagle ES), Twain MS, and Edison HS. Individually, these five nominations will not significantly impact the receiving schools. However, collectively, if development occurs as proposed by the changes to the Comprehensive Plan for each of the nominations, then there is projected to be a capacity deficit at Cameron ES and Edison HS by 3 spaces and 18 spaces, respectively, by the 2012-2013 school year. Twain MS will still have sufficient capacity.

**Transportation**

The subject property fronts on Huntington Avenue and is located across from the entrance to the Huntington Metro Station. The property is located within a 1/4 mile walk of the station. With this proximity to metro, the property is appropriate for a transit-oriented development that can be designed with enhanced pedestrian connectivity to the station, while providing benefits in reducing vehicle trips in the area and increasing transit ridership. Should this nomination be approved, site planning should seek to optimize the pedestrian orientation to the metro station.

Huntington Avenue is a minor arterial roadway which currently exists as a four-lane section along the frontage of the property. The Comprehensive Plan does not presently recommend improvement of Huntington Avenue. However, should the cumulative impact of plan amendments under consideration in the corridor require widening of Huntington Avenue to a six-lane section, additional right-of-way would be required from the property as a condition for development.

Before accounting for trip reductions associated with transit usage, the nomination is estimated to generate 6,000 or more additional daily trips in comparison to the current Comprehensive Plan. This exceeds the 5,000 additional daily trips threshold established by the Chapter 527 regulations and must therefore be submitted to the Virginia Department of Transportation (VDOT) for Traffic Impact Analysis review and comment.

**SUMMARY OF STAFF RECOMMENDATION:**

- \_\_\_\_\_ Approve Nomination as submitted
- X Approve Staff Alternative
- \_\_\_\_\_ Retain Adopted Plan

The subject property is within a 1/4 mile of the Huntington transit station. Its proximity to transit and the County’s policy to concentrate mixed use development near transit stations justify consideration of amending the Plan recommendation for this site. However, staff has determined that the height proposed, 165 feet, and the number of dwelling units proposed, may need to be reduced given the

existing and approved developments in the area. The intensity proposed, 3.0 FAR, is the same that has been approved for residential development of the site on the opposite side of the rail line from the subject site.

Mixed use and transit oriented development guidance in the Plan favors the creating activity centers that balance residential and non-residential land uses. Improving the mix of non-residential and residential land uses has benefits that include reduced congestion, driving time and air pollution. Because the Huntington TSA is currently dominated by residential uses, staff favors reducing the number of residential units proposed by the nomination and allowing a greater percentage of office use on the site. As a terminus station, increasing office use would promote a reverse transit commute pattern.

The nomination would result in an additional trip generation of over 6,000 weekday trips above the current Plan options, but the proximity to the Metro station is likely to provide a reduction in vehicle trips.

Therefore, staff recommends expanding the Transit Development Area and supports an intensity range of 1.0 to 3.0 FAR based on the ability to create a well designed pedestrian oriented project, with the following additional conditions:

- Maximum height of 150 feet;
- Maximum of residential component of 40% (about 250 units), including at least 12% affordable units;
- Restoration and revegetation of the RPA;
- The impact on parks and recreation should be mitigated per County policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan;
- Development should be consistent with the adopted Transit Oriented Development guidelines contained in Appendix 11 of the Land Use section of the Policy Plan; and
- Integration of an urban park as a wayside area along the proposed Cameron Run Trail.



