

AN AMENDMENT TO THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2011 EDITION

GENERAL LOCATION: East of North Kings Highway, south of Jamaica Drive, west of Richmond Highway.

PLANNING AREA AND DISTRICT: Area IV, Mount Vernon

SUB-DISTRICT DESIGNATION: Land Unit D, Subunit F-1 of Penn Daw CBC and a portion of Land Unit P within the Huntington Transit Station Area.

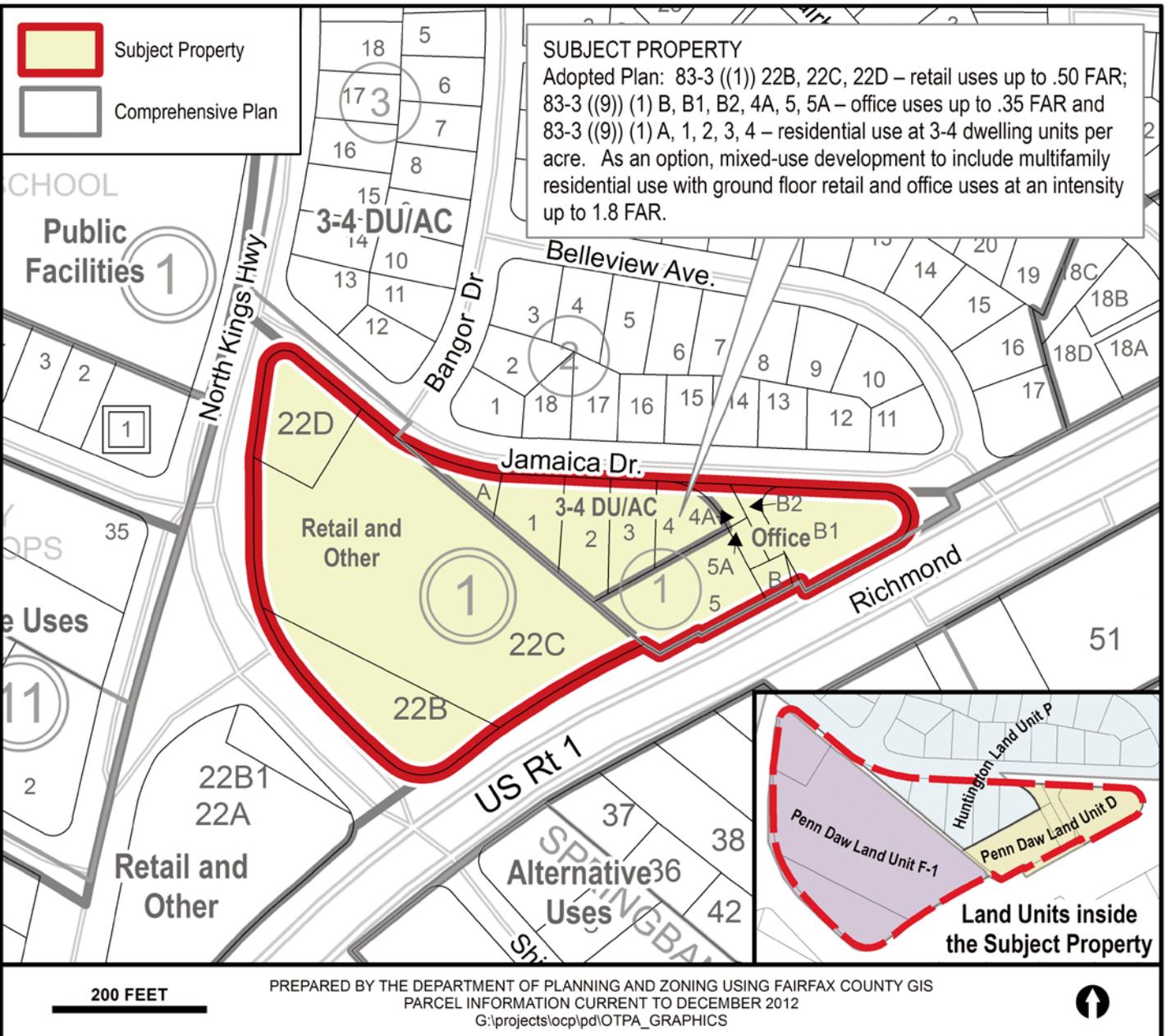
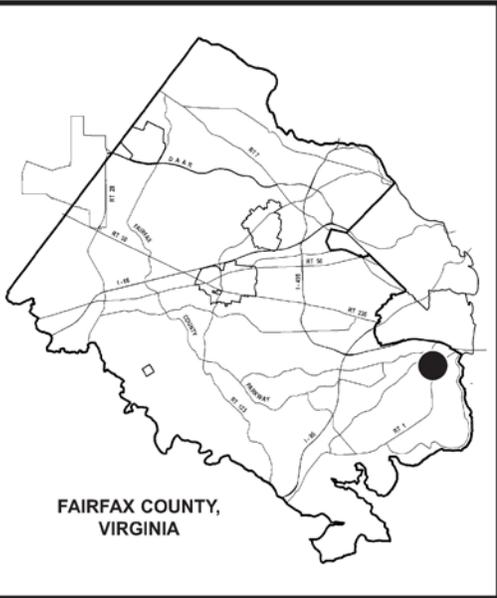
PARCEL LOCATION: 83-3 ((1)) 22B, 22C, 22D;
83-3 ((9)) (1) A, B, B1, B2, 1, 2, 3, 4, 4A, 5, 5A.

SUPERVISOR DISTRICT: Mount Vernon

ADOPTED: December 4, 2012

ITEM NO. S12-IV-MV1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



AMENDMENT TO THE COMPREHENSIVE PLAN (2011 EDITION)

The following changes to the Comprehensive Plan have adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, Amended through 6-19-2012, MV1 Huntington Community Planning Sector, page 112:

“Land Unit P (Fairhaven Neighborhood)

The Fairhaven neighborhood is located south of the Metro station and is generally bounded by Fort Drive on the north, commercial uses along Richmond Highway on the east, Jamaica Drive on the south and North Kings Highway on the west. The land use recommendations for this area (Land Unit P) encourage the preservation of the Fairhaven community.

Fairhaven (Land Unit P) is a stable neighborhood of single-family detached dwellings that is planned for 3-4 dwelling units per acre.

As an option, mixed-use development on Tax Map Parcels 83-3 ((9)) (1) A, 1, 2, 3 and 4 to include midrise multifamily residential use with ground floor retail and office uses may be appropriate (see Subunit F-1 for detailed recommendations).”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, Amended through 6-19-2012, pages 37 and 39:

“Land Unit D

Lots fronting on the west side of Richmond Highway between Jamaica Drive and Sub-unit F-1 are planned for low-rise office use up to .35 FAR.

As an option, mixed-use development to include midrise multifamily residential use with ground floor retail and office uses may be appropriate (see Subunit F-1 for detailed recommendations).”

...

“Sub-unit F-1

Properties included in this sub-unit are Parcels 83-3((1)) 22B pt., 22C and 22D which are planned for retail uses up to .50 FAR and building heights of 50 feet. Consolidation of contiguous lots is desirable. Existing landscaping, which serves as a buffer to the adjacent residential neighborhood should be maintained. In any development proposal, sidewalks should be provided to facilitate pedestrian access. Vehicular

access should be provided only at one point each on Richmond Highway and North Kings Highway.

As an option, mixed-use development to include midrise multifamily residential use with ground floor retail and office uses at an intensity up to 1.8 FAR may be appropriate. This includes a maximum of 360 dwelling units and 40,000 square feet of ground floor retail and/or office uses. The following conditions should be met:

- Pursuit of this option should be allowed only if full consolidation of Tax Map Parcels 83-3 ((1)) 22B, 22C, 22D; 83-3 ((9)) (1) B, 5, 5A; and 83-3 ((9)) (1) A, 1, 2, 3, 4 and 4A is achieved.
- High quality site design and architecture should be provided and coordinated throughout Land Unit D, Subunit F-1 and Tax Map Parcels 83-3 ((9)) (1) A, 1, 2, 3, 4 and 4A, especially if redevelopment is phased.
- Buildings should be oriented to Richmond Highway, Shields Avenue and North Kings Highway in order to create an urban street edge.
- Any new retail and office uses should be located on the first floor of the residential buildings. The location of retail and office uses should maximize visibility along the Richmond Highway and North Kings Highway frontages. Retail uses should offer community amenities, such as sidewalk cafés and restaurants to the surrounding residential neighborhoods.
- Buildings oriented to Richmond Highway should be limited to a maximum of five stories or 65 feet in height.
- Buildings along Shields Avenue/North Kings Highway and Jamaica Drive should be limited to a maximum of 55 feet in height with adequate buffering and screening provided to minimize the visual impact of redevelopment on existing single-family neighborhoods. Buffer areas should be landscaped with year-round vegetation to aid in the transition to the single-family neighborhoods.
- A well designed, publicly accessible urban plaza or park should be included in the design to create a sense of place and provide recreational opportunities for residents and visitors. The development of these facilities should be consistent with the Fairfax County Park Authority Urban Park Framework.

- Parking facilities should be designed to avoid adverse visual impacts to the streetscape and neighboring residential neighborhoods. Parking should be consolidated into underground parking structures that are integrated into the buildings using architectural features, screening, lighting and landscaping. Limited surface convenience parking may be appropriate provided need is demonstrated and such spaces are integrated into the pedestrian environment.
- Adequate right-of-way should be dedicated for planned transportation improvements in the vicinity of Land Unit D and Subunit F-1, including the possible future realignment of North Kings Highway and Shields Avenue. A financial contribution may be provided towards the implementation of off-site planned transportation improvements, as deemed appropriate.
- Efforts should be made to enhance the multi-modal connectivity of the site through the addition of streetscaping and bicycle facilities. Enhanced connectivity to the Huntington Metrorail Station through incorporation of bus shelters and enhanced transit service is encouraged.
- Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided. 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 to the ground or reuse it. 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.”

**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, Amended through 6-19-2012, Richmond Highway Corridor Area, Figure 8 Boundaries for North Gateway and Penn Daw Community Business Centers (CBCs) and Adjacent Route 1 Suburban Neighborhoods, page 32:

Expand the boundary of the Penn Daw Community Business Center (CBC) by adding Tax Map Parcel 83-3 ((9)) (1) 4A to Land Unit D. Land

Unit D will include Tax Map Parcels 83-3 ((9)) (1) B, B1, B2, 4A, 5 and 5A.

PLAN MAP: The Comprehensive Plan map will be modified to include Tax Map Parcel 83-3 ((9)) (1) 4A as part of the Penn Daw CBC.