

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

**GENERAL LOCATION:** West of Huntington Metro Station between Huntington Avenue and North Kings Highway

**PLANNING AREA AND DISTRICT:** IV, Mount Vernon

**SUB-DISTRICT DESIGNATION:**

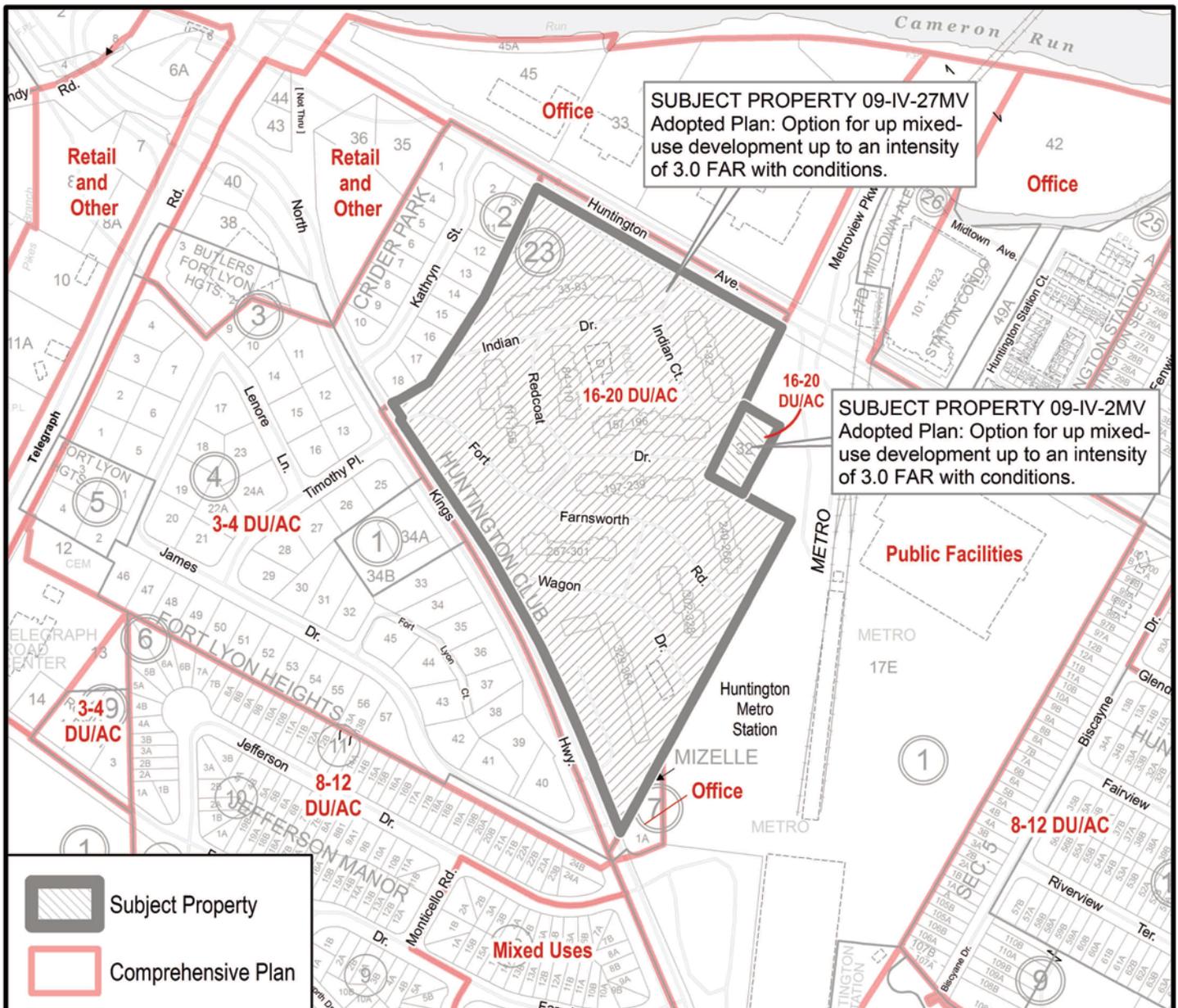
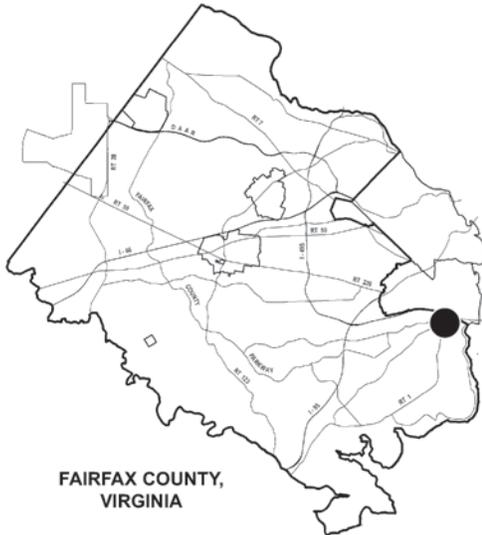
Land Unit I of the Huntington Transit Station Area

**PARCEL LOCATION:** 83-1 ((1)) 32; 83-1 ((23)) all

**SUPERVISOR DISTRICT:** Mount Vernon

**ADOPTED:** February 26, 2013    **ITEMS NO.** APR 09-IV-2MV, 27MV

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



400 FEET



**AMENDMENT TO THE COMPREHENSIVE PLAN (2011 EDITION)**

The following changes to the Comprehensive Plan and the Policy have adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline, and deleted text is shown with ~~strike-through~~.

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 2-12-2013, MV1 - Huntington Community Planning Sector, Transit Development Area Conditions and Recommendations, page 100:

“As shown on Figure 22 the Huntington Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment within a 5 to 7 minute walk of the station. It includes the Washington Metropolitan Area Transit Authority (WMATA) property (Land Units E and F), the Huntington Club Condominiums (Land Unit I), the Huntington Station Shopping Center (Land Unit L), an area just west and north of the Huntington Station Shopping Center (a portion of Land Unit M), and an area on the north side of Huntington Avenue (Land Units C, D and G). The recommended land use plan for the Transit Development Area is illustrated on Figure 23.

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North of the Huntington Station Shopping Center is a block of older duplex houses that are directly across from the station facilities. Redevelopment in Jefferson Manor is not recommended north of Jefferson Drive, west of Monticello Road, or south of Fort Drive to limit the impact upon the Jefferson Manor neighborhood and adjoining subdivision. To the west of the WMATA property is the 19-acre Huntington Club Condominiums. Due to its location immediately adjacent to the Huntington Metrorail Station, this site presents an opportunity for redevelopment. ~~Northwest~~West of the ~~WMATA property~~Huntington Club Condominiums, Fort Lyon Heights ~~are two~~is a stable residential neighborhoods which ~~represents~~serve as a boundary ~~ies~~ to the Transit Development Area: ~~Fort Lyon Heights and the Huntington Club Condominiums~~. On the north side of Huntington Avenue, across from the station, is an area of largely undeveloped land which is appropriate for Metro-related development. Land Units C, D and G are within a five minute walk of the station and are bounded by the Huntington community on the east, Cameron Run on the north, and an office building on the west.”

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 2-12-2013, MV1 - Huntington Community Planning Sector, Transit Development Area Conditions and Recommendations, page 102:

“The maximum level of development for the Transit Development Area is the following:

- ~~1,050,000~~ 1,670,000 gross square feet of office space, of which up to 120,000 square feet may be converted to hotel use in Land Unit I;
- ~~142,000~~ 192,000 gross square feet of retail space;
- ~~1,214~~ 3,014 dwelling units; and
- 200-room hotel with conference facilities or an additional 250 dwelling units.”

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 2-12-2013, MV1 - Huntington Community Planning Sector, page 107:

**“(Land Units E and F) The WMATA Property**

The 60-acre WMATA property is occupied by the Huntington Metro Station and associated parking facilities and Mount Eagle Park. There is also a privately-owned parcel associated with the WMATA property; Parcel 83-1((7))1A is a .34-acre lot along North Kings Highway planned for office use.

...

- Vehicular access to private development should be separated from vehicle access to the Metro station.

**Land Unit I**

Land Unit I is planned for 16-20 dwelling units per acre and is presently predominantly developed with the Huntington Club Condominiums. This land unit presents an opportunity for redevelopment due to its location within the Transit Development Area, adjacent to the Huntington Metrorail Station.

As an option, redevelopment of Land Unit I with transit-oriented mixed-use up to an intensity of 3.0 FAR is planned. Tax Map parcel 83-1 ((1)) 32 should be consolidated with the Huntington Club Condominiums (Tax Map parcels 83-1

((23)) ALL) to redevelop under this option. The land use mix should consist of approximately to 75 percent residential use and 25 percent office use, with ground floor retail use. Approximately 120,000 square feet of office use may be converted to hotel use. To reduce the visual impact of new development upon the surrounding community, development height should taper as shown in Figure 25. A maximum height of 200 feet is recommended for the northeastern portion of the land unit, adjacent to the Metrorail property. Building heights are recommended to taper down to 55 feet along the western and southern edges of the site to be compatible with the existing residential development.

Well-designed, publicly accessible urban plazas and parks that are integrated with the sloping terrain should enhance recreational options and create a sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Internal roadways, trails, sidewalks, and street crossings should connect buildings and open spaces. Streetscape treatments should include trees, landscaping, sidewalks, bicycle facilities, street furniture, and various paving textures, to the extent possible.

Redevelopment should address the Guidelines for Neighborhood Redevelopment and be phased in accordance with guidance set forth within the Guidelines for Transit-Oriented Development contained in Appendix 8 and 11, respectively, of the Land Use Element of the Policy Plan. Phasing should be done in such a way as to accommodate the relocation of existing residents of the Huntington Club Condominiums.

Given the projected capacity issues in the Huntington Transit Station Area, the number of single occupancy vehicle (SOV) trips made to the subject site should be reduced. Steps should be taken to encourage carpooling, vanpooling, ridesharing, bicycle and pedestrian use, transit use, teleworking, flexible work schedules, and alternative work schedules. Integrated pedestrian and bicycle systems with features such as, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting should be provided. To more easily facilitate transit ridership, a new direct pedestrian and bicycle connection to the Huntington Metrorail Station should be constructed from within the site.

In accordance with the Guidelines for Transit-Oriented Development, a higher level of delay may be acceptable as a result of redevelopment within Land Unit I. If the necessary transportation improvements are found to be in conflict with pedestrian and bicycle access recommendations found in the Guidelines for Transit-Oriented Development, improvements, measures and/or monetary contributions to a fund to enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the area should be made.

As a component of transportation mitigation, a substantial Transportation Demand Management (TDM) program should be implemented within Land Unit I. The following TDM program elements should be considered:

- A TDM trip reduction goal of 45 percent TDM goal should be sought for both the residential and office components of the site;
- TDM program components appropriate for a moderate to full TDM plan;
- A substantial monitoring and reporting program which would include annual traffic counts and model split surveys every three years;
- Annual reports, to be submitted to the Fairfax County Department of Transportation, relaying the results of the monitoring and any programmatic highlights;
- Monetary contributions to an incentive fund and a remedy fund, as well as fees for non-compliance;
- Parking reductions, providing less parking than required by code; and
- Bicycle amenities, including multi-use trails and bicycle lanes, covered and secure bicycle storage facilities, and shower/locker facilities.

Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. 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 in to the ground or reuse it and should include such features as rooftop landscaping. Stormwater management measures that are sufficient to attain the stormwater design-quantity control credit and 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.

In addition to the satisfaction of Criterion 6 of the Transit Development Area general development criteria and Criterion 3 of the Guidelines for Neighborhood Redevelopment, consideration should be given to providing affordable housing in partnership with a non-profit organization.

Affordable housing units should be provided on-site and dispersed throughout the development to the extent feasible. The provision of a portion of the affordable units as accessible units is strongly encouraged.”

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 2-12-2013, MV1 - Huntington Community Planning Sector, pages 112:

**“Land Units G, H, I, J, and K (Telegraph Road/North Kings Highway/Huntington Avenue Area)**

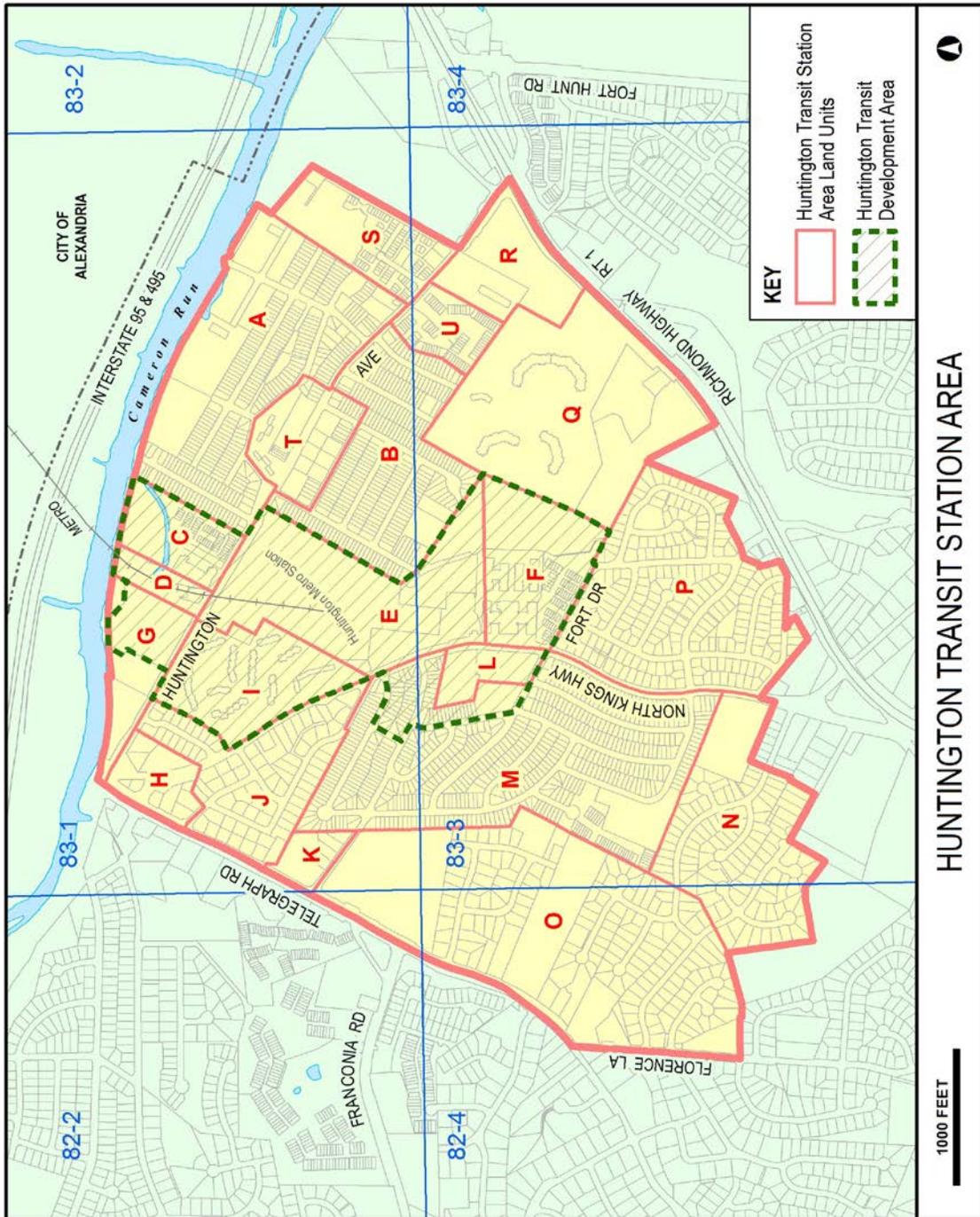
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Crider Park subdivision is located along Kathryn Street between North Kings Highway and Huntington Avenue and should be maintained as a stable neighborhood at a planned density of 3-4 dwelling units per acre. The use of Kathryn Street for non-local "cut-through" traffic should be discouraged. The remainder of Land Unit J is comprised of Fort Lyon Heights subdivision on the west side of North Kings Highway. This subdivision of single-family detached homes is planned for residential use at a density of 3-4 dwelling units per acre. ~~Huntington Club Condominiums (Land Unit I) is planned for 16-20 dwelling units per acre.~~ Both of these subdivisions should be maintained as stable residential neighborhoods.”

**PLAN MAP:** The Comprehensive Plan map will not change.

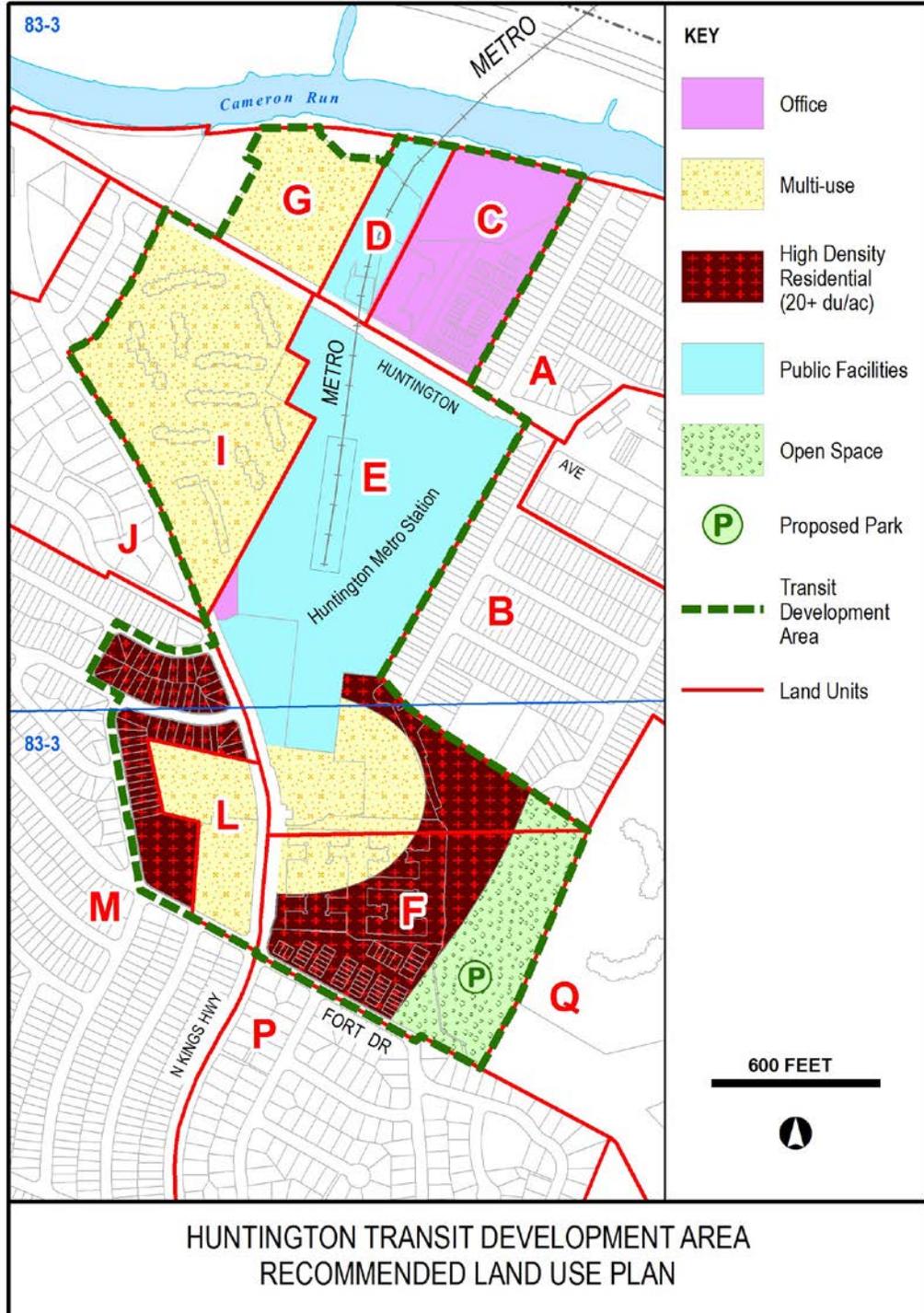
**REPLACE  
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 2-12-2013, MV1 - Huntington Community Planning Sector, Figure 22, "Huntington Transit Station Area," page 98:



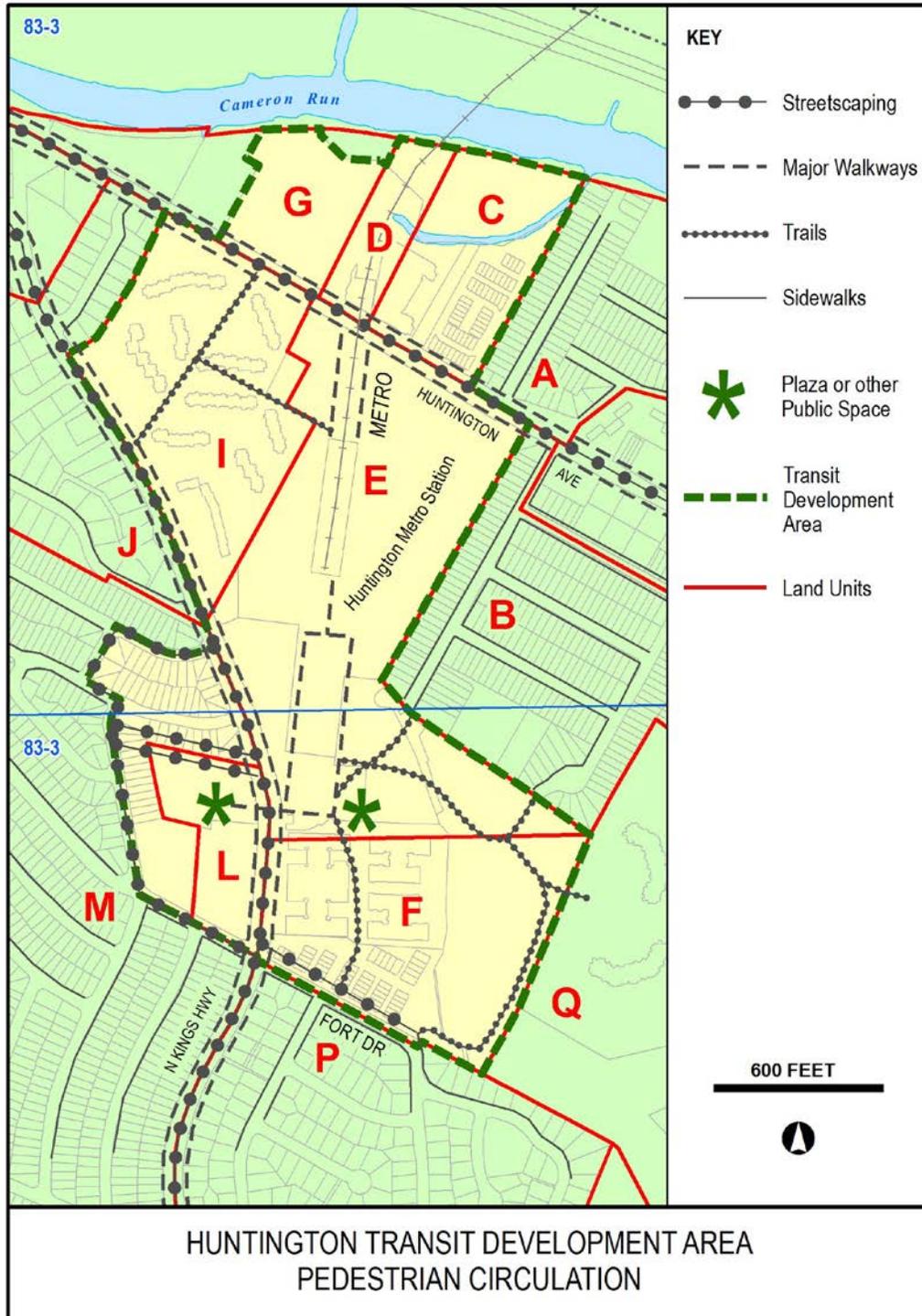
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 FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 2-12-2013, MV1 - Huntington Community Planning Sector, Figure 23, "Huntington Transit Development Area, Recommended Land Use Plan," page 101:



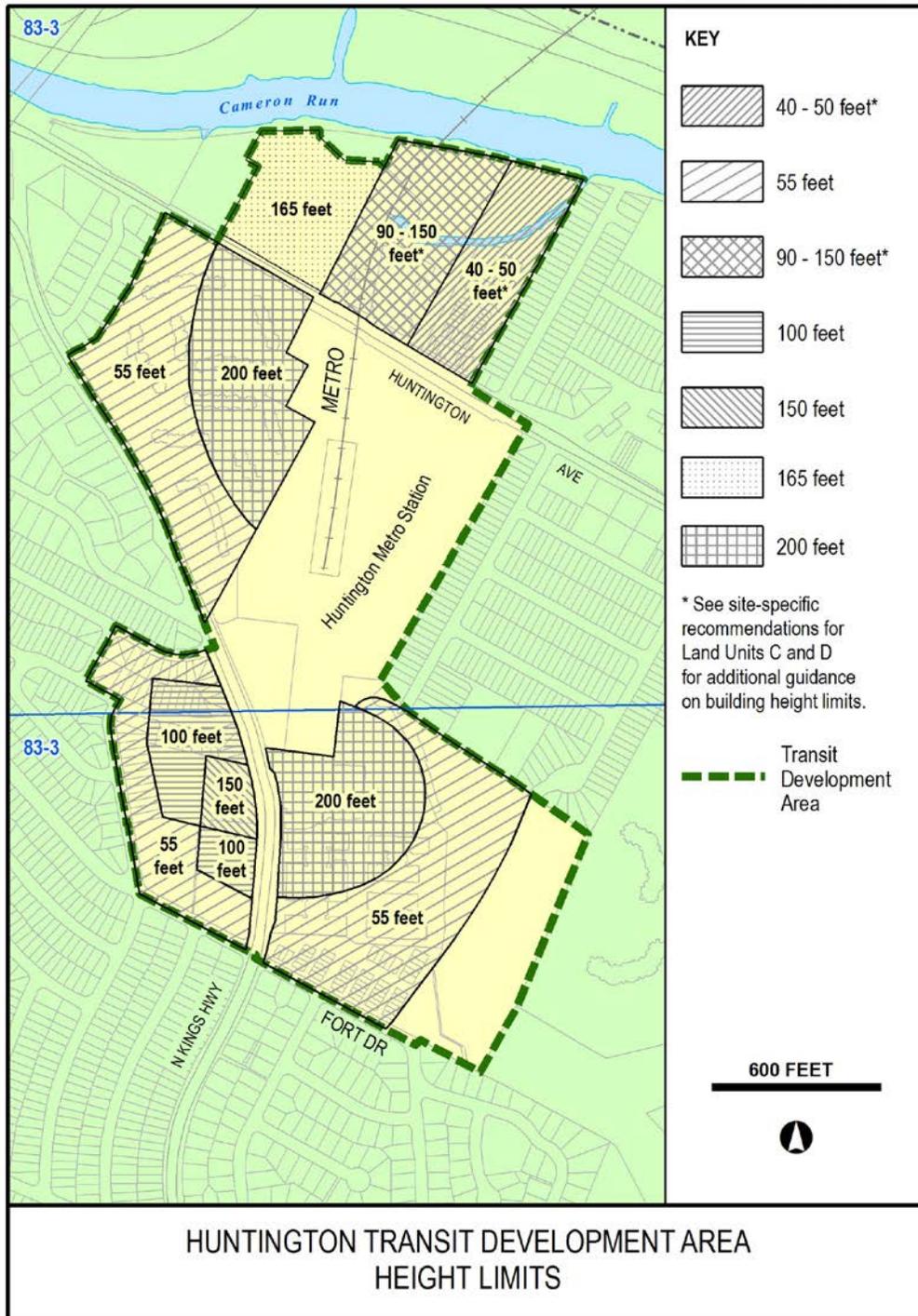
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FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 2-12-2013, MV1 - Huntington Community Planning Sector, Figure 24, "Huntington Transit Development Area, Pedestrian Circulation," page 103:



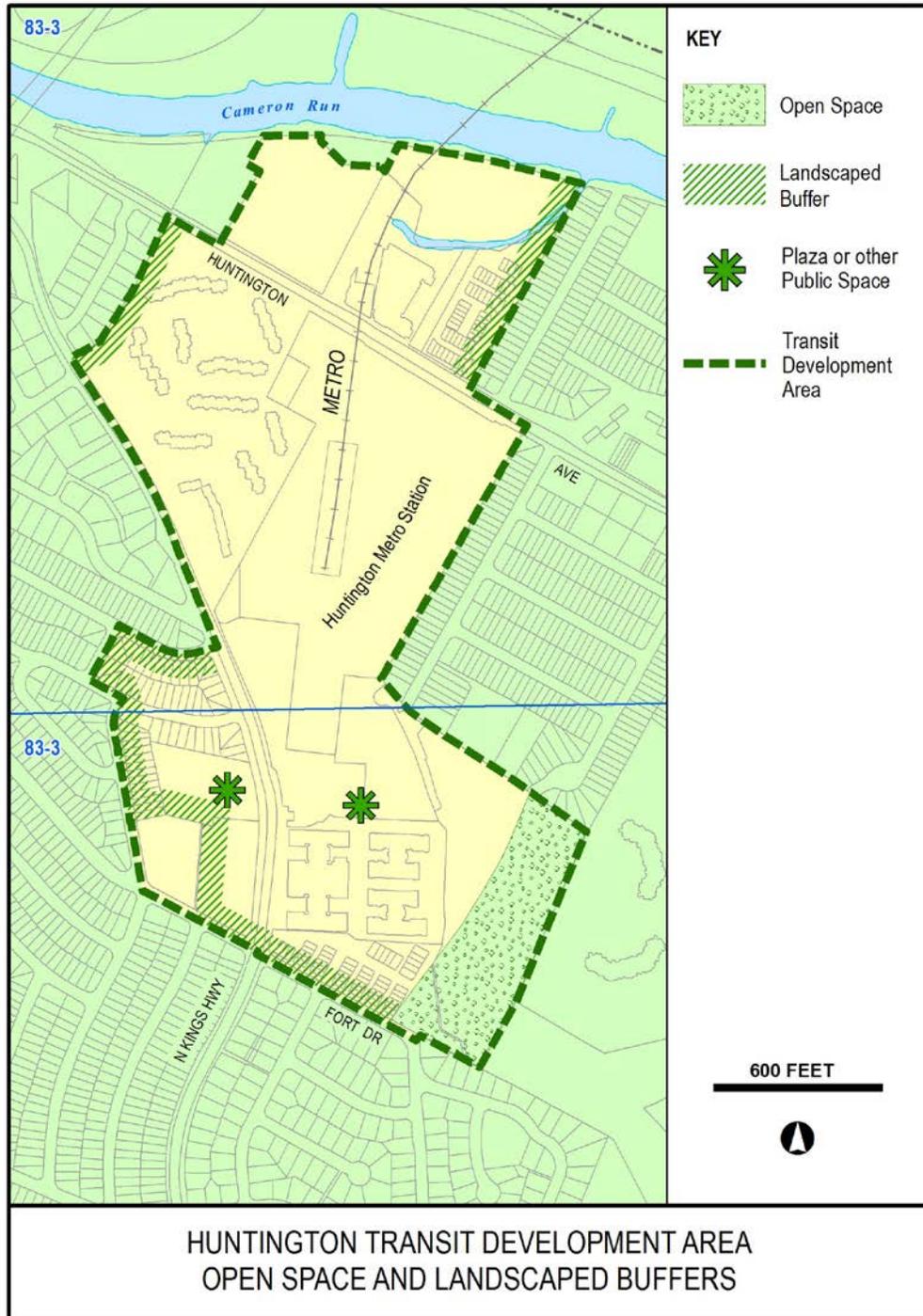
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 FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 2-12-2013, MV1 - Huntington Community Planning Sector, Figure 25, "Huntington Transit Development Area, Height Limits," page 104:



**REPLACE  
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 2-12-2013, MV1 - Huntington Community Planning sector, Figure 26, "Huntington Transit Development Area, Open Space and Landscaped Buffers," page 105:



**REPLACE  
 FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 2-12-2013, MV1 - Huntington Community Planning Sector, Figure 32, "Huntington Transit Station Area, Pedestrian Circulation Plan," page 122:

