

AMENDMENT TO THE COMPREHENSIVE PLAN (2011 EDITION)

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

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 2-26-2013; MV1-Huntington Community Planning Sector, page 96:

“CONCEPT FOR FUTURE DEVELOPMENT

...

The Transit Development Area~~;~~ is a smaller area~~;~~ located within a 5 to 7 minute walk of the transit station, and planned for higher-density, mixed-use development. This concept of the Transit Development Area is appropriate for the Huntington Metro Station Area in particular. Within the Transit Station Area, most of the ~~vacant and~~ redevelopable land is located within a 5 to 7 minute walking distance from the Huntington Metro sStation. New development should be ~~channelled~~ channeled into land units within this Transit Development Area and away from the bordering stable neighborhoods. If new development is allowed to spread throughout the Transit Station Area, the stability of older residential neighborhoods will be threatened and affordable housing in close proximity to the Metro station may be lost. Traffic congestion would be likely to increase if development is encouraged farther away from the station.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 2-26-2013; MV1-Huntington Community Planning Sector, page 99-100:

“Transit Development Area Conditions and Recommendations

An area determined to be appropriate for higher intensity, mixed-use development within the Huntington Transit Station Area is identified as the "Transit Development Area." As illustrated in Figure 22, the Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment. The concentration of development in the Transit Development Area recognizes the well-founded criterion that the greatest impact of a mass transportation facility occurs in areas within a 5 to 7 minute walk of the station. Development within this convenient walking distance would generate a substantial number of walk-on Metrorail riders, while development beyond this distance would generate less ridership and more vehicle trips, thereby exacerbating road congestion in the vicinity of the Metro station. In suburban locations such as ~~Huntington~~ the Huntington Transit Development Area, mixed-use development with a predominance of residential uses is highly appropriate. The residential component will contribute most of the Metrorail commuters while the non-residential use will encourage off-peak and reverse ridership, provide a variety of activities and enhance the economics of land development.

~~The predominance of residential uses within the Transit Development Area is appropriate for Huntington, reflecting the residential character of this area and recognizing the limited market for office use. The Transit Development Area also will provides a strong visual and functional focus for the Huntington community due to its central location on a topographically prominent site in the Transit Station Area. Development in this area will enhance the character of the community, increase patronage for existing local business, and lead to reinvestment in the surrounding neighborhoods. The area will become a place where County residents can live, work and shop without excessive dependence upon the automobile, thus realizing some of the County's key policy objectives.~~

...

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 D), the Huntington Station Shopping Center and garden apartments (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.

...

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~~ outside of Land Unit L (see Figure 23) to limit the impact upon the Jefferson Manor neighborhood and ~~adjoining nearby~~ adjoining nearby subdivisions. 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. West of the Huntington Club Condominiums, Fort Lyon Heights is a stable residential neighborhood which serves as a boundary to the Transit Development Area. 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 2-26-2013; MV1-Huntington Community Planning Sector, Transit Development Area Conditions and Recommendations, pages 102 and 106:

“In addition to these ten general development criteria, development must also respond to site-specific conditions. These conditions are listed in the following sections for the individual sites composing the Transit Development Area. The maximum level

of development for the Transit Development Area is an interpretation of the aggregate development potential for the Transit Development Area. Refer to specific land units for guidance on the recommended square feet of development, number of dwelling units, and other conditions. For the maximum level of development, the following must be met:

- All site-specific conditions;
- Criteria #1, #2 and #3 of the general development criteria listed above; and
- All of the remaining applicable general development criteria.

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

- 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;~~
 - Up to 120,000 square feet of office space may be converted to hotel use in Land Unit I;
- ~~192,000~~ 105,000 gross square feet of retail space;
- ~~3,014~~ 3,102 dwelling units; and
- 200-room hotel with conference facilities or an additional 250 dwelling units; on Land Unit E; and
- In Land Unit L, an additional 50,000 to 85,000 gross square feet of retail and office space.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 2-26-2013; MV1-Huntington Community Planning Sector, page 109:

~~“Land Unit L and a portion of Land Unit M~~

~~The Jefferson Manor Conservation Plan, adopted by the The Fairfax County Board of Supervisors directed the development of a Conservation Plan which established a conservation area for Jefferson Manor. It was adopted on June 17, 1991 and amended on September 27, 2011 (See Land Unit M). Land Unit L contains the Huntington Station Shopping Center. It is planned for a mix of retail and high density residential uses in conjunction with the portion of Land Unit M that is bounded by Fort Drive, Monticello Road, Jefferson Drive, and North Kings Highway as shown in Figure 23. includes Land Units L. See the Plan text for Land Unit M for further explanation of the Jefferson Manor Conservation Area.~~

~~Excluding the existing garden apartments on Parcel 83-3((3))B which should be retained and upgraded, the entire area is planned for redevelopment with a maximum of approximately 445 dwelling units (220 units on the portion of Land Unit M within the Transit Development Area and 225 units on Land Unit L), reflecting a density of 45 dwelling units per acre. Incorporated within this high density residential development, a maximum of approximately 87,000 gross~~

~~square feet of retail space is recommended on Land Unit L, the site of the existing Huntington Station Shopping Center. The redevelopment should include a plaza or other public space that is oriented to the Transit Area in terms of character and location.~~

~~The maximum level of development should be granted only if all ten of the general development criteria for the Transit Development Area are met and the following site-specific conditions are satisfied:~~

- ~~• Reduce vehicular access points along North Kings Highway; and~~
- ~~• Coordinate the design and development of Land Unit L and Land Unit M with review by the residents of the Jefferson Manor Conservation Area. Development on Land Units M and L should complement each other and reinforce the design, character and quality of the proposed development on the WMATA site as well as the existing residential character of the Jefferson Manor Conservation Area. A pedestrian-oriented public space should be created that is oriented to the public space on the WMATA property to facilitate pedestrian access across North Kings Highway.~~

This area is envisioned to redevelop into a vibrant and walkable mixed-use transit oriented development (TOD) with a significant residential component, supporting local-serving retail, and office uses. An opportunity should be provided for the residents of the Jefferson Manor Conservation Area to review the design and development of Land Unit L. Development on Land Unit L should reinforce the design, character and quality of the proposed development on the WMATA site as well as the existing residential character of the Jefferson Manor Conservation Area.

Proximity to the Huntington Metrorail Station encourages the implementation of safe, attractive, and logical pedestrian and bicycle connections to adjacent residential streets and the metro station. The redevelopment of Land Unit L should provide a pedestrian-oriented urban plaza or other similar type of public space. Well-designed and strategically located public spaces along with other features such as high quality streetscapes and architectural design elements should enhance the character of the community and foster a unique identity.

The approximately 7.1 acre area [Tax Map parcels 83-3 ((1)) 87; 83-3 ((3)) A, B, 18; 83-3 ((2)) (13) 1A and 1B] is planned for residential mixed-use development an intensity up to 2.15 FAR, or a maximum of approximately 664,000 gross square feet of development. Development should consist primarily of residential uses with a moderate amount of office use and supporting retail and services. These complementary uses should provide for residents' and workers' daily needs such as basic shopping and services.

Land Uses

A range of 300 to 600 residential units is recommended for Land Unit L. The provision of workforce housing and/or affordable dwelling units should satisfy Criterion 6 of the Transit Development Area Conditions and Recommendations. Additionally, workforce and/or affordable residential units should be provided on-site and dispersed throughout the development to the extent possible. The provision of a portion of the affordable units as accessible units is strongly encouraged.

A range of 50,000 to 85,000 square feet of retail, office, and similar uses is encouraged. Community-serving retail uses should be located in places that would encourage public use and activate the street. These retail uses may include but are not limited to cafes, restaurants, a small grocery store, or book stores. Office uses may include but are not limited to financial, legal and medical professional offices. Drive-through uses are not envisioned.

The land use range is intended to be sufficiently flexible to implement the vision for redevelopment, and the appropriate mix of uses will be evaluated during the development review process. The Guidelines for Transit Oriented Development as found in Appendix 11 of the Policy Plan should be used in conjunction with relevant Area Plans and Policy Plan guidance during the review of redevelopment proposals under the Plan option.

Land Unit Consolidation

Full consolidation of Land Unit L is preferred. If full consolidation is not achieved, Land Bay A is encouraged to be redeveloped first to establish an east-west pedestrian connection through the site to the metro station. If Land Bays A and B shown in Figure 1 are redeveloped separately, the development plan should effectively demonstrate how a coordinated development could be achieved with the remaining land bay in the future. High quality architecture and site design as well as a pedestrian-oriented character is expected with the initial phase of development. Usable and publicly accessible parks and/or recreation spaces and pedestrian connections to the adjacent neighborhood and transit station should be included in the first phase of development.

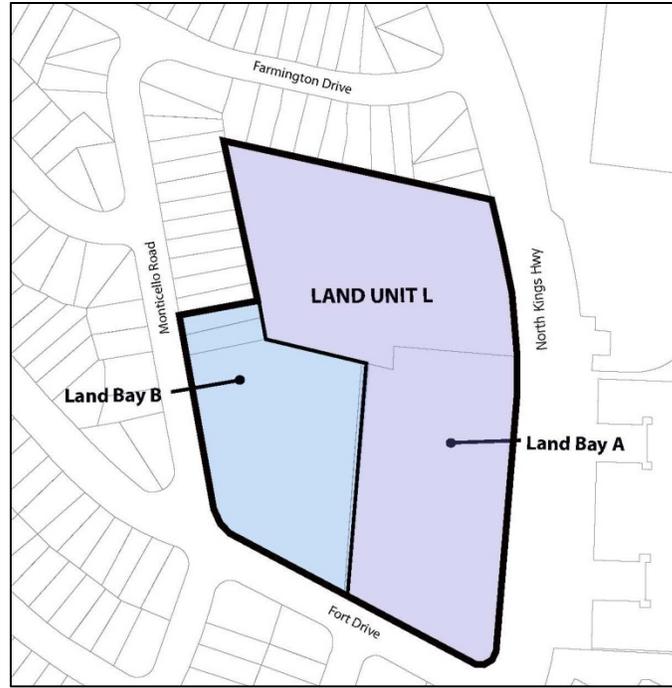


Figure 1: Land Bays in Land Unit L

Urban Design, Parks, Streetscape, and Parking Guidelines

Buildings

High quality architectural design features of windows, facades, and building details are encouraged. Architectural elements should be varied to add visual interest and character. To the extent possible, the buildings should also reflect similar features and/or materials as the Courts at Huntington Station development across from Land Unit L to create a sense of cohesion.

To protect the stable residential neighborhoods, minimize the impact of the development, and provide suitable transitions, development is recommended to taper in building height as shown in Figure 25. Building height is limited to ten stories or approximately 110 feet. The tallest structures should be oriented to and have frontage on North Kings Highway. Structures along the edges of Land Unit L are limited to a maximum of 4 stories or approximately 40 feet. Screening, buffering, and tapering of building heights towards the interior of the site and along the edges of Land Unit L should be used, and buildings along the interior of Land Bay L should fall within the recommended building height range as shown in Figure 25. In general, building height should be varied to provide visual interest, allow for greater amounts of sunlight, and avoid a looming effect. Visible loading areas and blank walls should be avoided. Where visible loading areas and blank walls are unavoidable, screening, architectural details and landscaping that is aesthetically appealing should be employed to mitigate negative effects.

Buildings along North Kings Highway and those internal to the site should foster an active streetscape with features such as multiple entrance points, display windows, arcades, and awnings to support the pedestrian realm. Blank walls or facades should be avoided. Structures should be oriented to and aligned with the street on which the building is located to frame the street and visually reinforce the building line on the street. Buildings along North Kings Highway and those internal to the site should have minimal setbacks from the sidewalk and/or property line, taking into consideration the need to accommodate entranceways, browsing zones for window shopping, arcades, sidewalk cafes, or other urban design amenities. Rear facades should be treated in a way that does not detract from the pedestrian experience or adjacent residential areas.

Development should consider the sloping topography along adjacent residential streets and explore building configurations that would lessen the overall visual impact to these residential properties.

Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways.

Parks and Recreational Amenities

A well-designed central civic plaza or square oriented to the Huntington Metrorail Station is recommended to provide a publicly accessible gathering place for residents, employees, and shoppers. This pedestrian-oriented space should also provide visual enhancement and a sense of identity to the site. Hardscape elements, trees and other landscaping, and public art and/or water features should

be provided. This space could support open air markets, concerts, outdoor exercise classes, or other special events. The civic plaza should include and connect to a landscaped east-west linear park or pedestrian and bicycle corridor to provide access between Huntington Metro Station and Monticello Road.

In addition to a central gathering space, other reasonably distributed and publicly accessible urban recreation spaces such as pocket parks are recommended. Consideration should be given to implement enhanced pedestrian and bicycle linkages between onsite parks and those in the vicinity of the site to the extent possible. Non-traditional locations for recreational space such as publicly accessible rooftops should be explored. Indoor program space within private buildings is also desirable, which may include space for exercise and fitness classes and community meeting space. Urban park spaces should be consistent with the Urban Parks Framework document, as modified by the Fairfax County Park Authority.

Streetscape

Street trees and planting strips should form barriers between vehicular and pedestrian traffic as shown in Figures 24. Street trees and other landscaping should be planted in an environment that promotes healthy root growth. A consistent line of street trees and landscaping elements is preferable to provide continuous shading. Consideration should be given to the use of a broad palette of native and drought tolerant species.

Street lighting should maintain the overall identity, character and quality of the area, providing adequate lighting levels that ensure public safety without creating glare or light spillage. Street furnishings such as benches, water fountains and bike racks should reflect a unified design. Bicycle storage should be located in a safe and visible place.

Parking

Parking should be consolidated and provided either underground and/or in structures with underground parking given preference. If above-ground structured parking is necessary, facades should be attractive and inviting from both the pedestrian and vehicular perspectives. Architectural elements and screening and/or buffering should be incorporated to achieve these goals.

Surface parking lots should be avoided. Creative approaches to reduce the amount of parking provided on site should be considered. Accompanied by a parking analysis, reductions to parking standard minimums should be encouraged with an appropriate mixed use project.

Transportation

Proximity of Land Bay L to the Huntington Metrorail Station should be maximized by creating safe, attractive, and logical pedestrian and bicycle connections to adjacent residential streets and the Metro station. Enhanced pedestrian connectivity from the site to the Metro station is essential to the redevelopment of this site. A well-designed east-west connection should provide direct pedestrian and bicycle access between the site and the Metro station. A pedestrian circulation plan is also recommended.

The number of vehicular access points along North Kings Highway should be minimized to enhance pedestrian and bicycle accessibility, reduce interruptions to

traffic flow, and improve safety. The main vehicular access to the site on North Kings Highway should be reconfigured to align with the Huntington Metro Access Road. Vehicular access is not recommended on Farmington Drive and Monticello Road. Limiting vehicular access to ingress only is the preferred approach on Fort Drive. Consultation with the Fairfax County Department of Transportation (FCDOT), Virginia Department of Transportation (VDOT), and other appropriate agencies will be required to determine whether limited access on Fort Drive is feasible.

In accordance with the Guidelines for Transit Oriented Development, a lower standard for level of delay of Level of Service (LOS) E may be acceptable as a result of redevelopment. 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 enabling the application of techniques to reduce vehicle trips by an appropriate amount in and around the area should be made.

Given the projected roadway capacity issues in the Huntington Transit Station Area, the number of single occupancy vehicle (SOV) trips made to and from this site should be reduced while encouraging transit ridership. A transportation demand management (TDM) program that includes a TDM trip reduction goal of 30-40 percent should be pursued for the residential and office components of the site. Steps should be taken to encourage carpooling, ridesharing, bicycle and pedestrian use, transit use, teleworking, flexible work schedules, alternative work schedules, parking management and other TDM strategies.

Environment

The Policy Plan's Environment section provides guidance for green building practices and standards applicable to Transit Station Areas. Redevelopment should include sustainable practices in accordance with the Environment section of the Policy Plan.

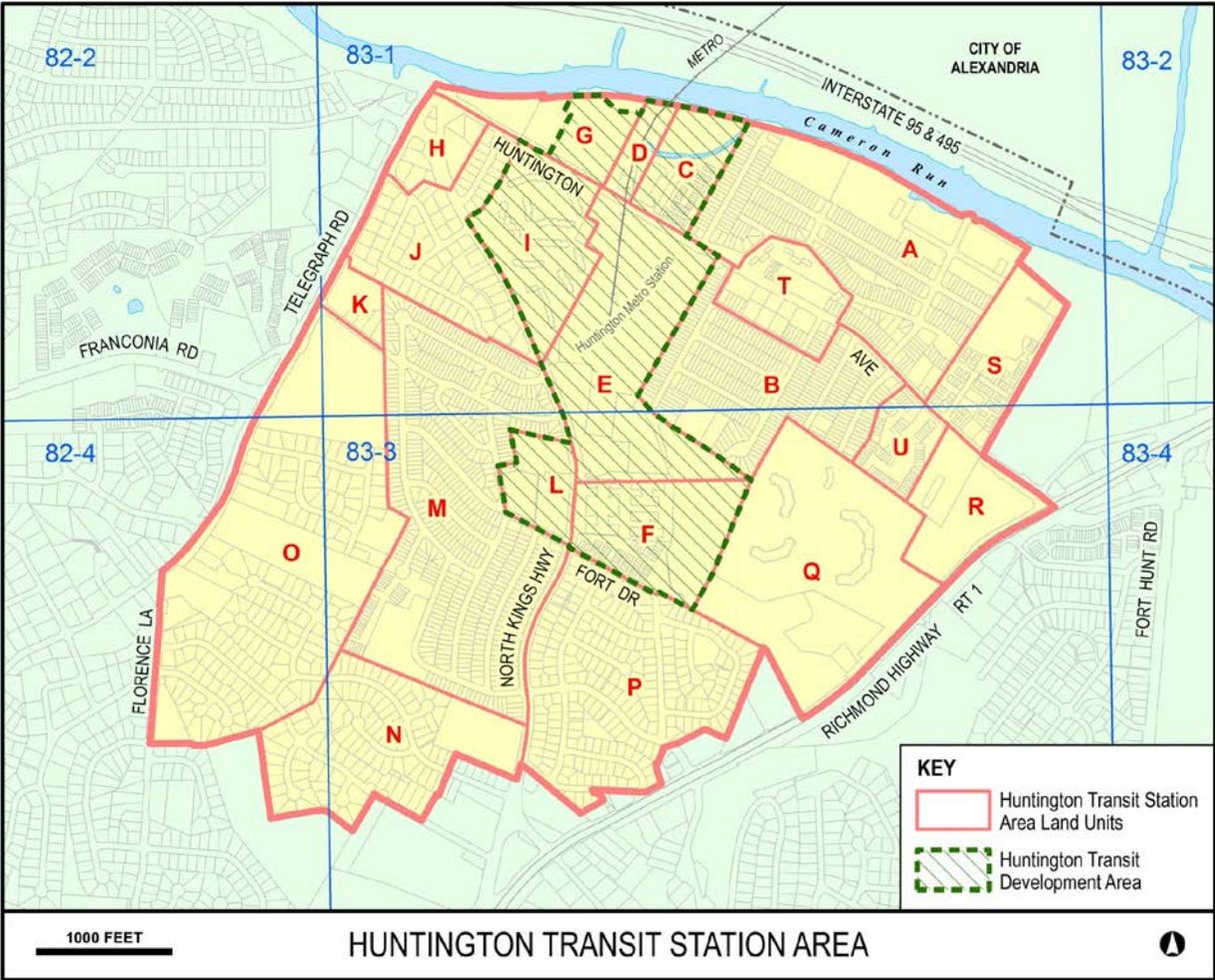
Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, return water into 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 the 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.

PLAN MAP: The Comprehensive Plan map will be changed to reflect parcels 83-1 ((6)) (12) 1A-15B and 83-3 ((2)) (13) 2A-13B are planned for residential use at 8-12 du/ac.

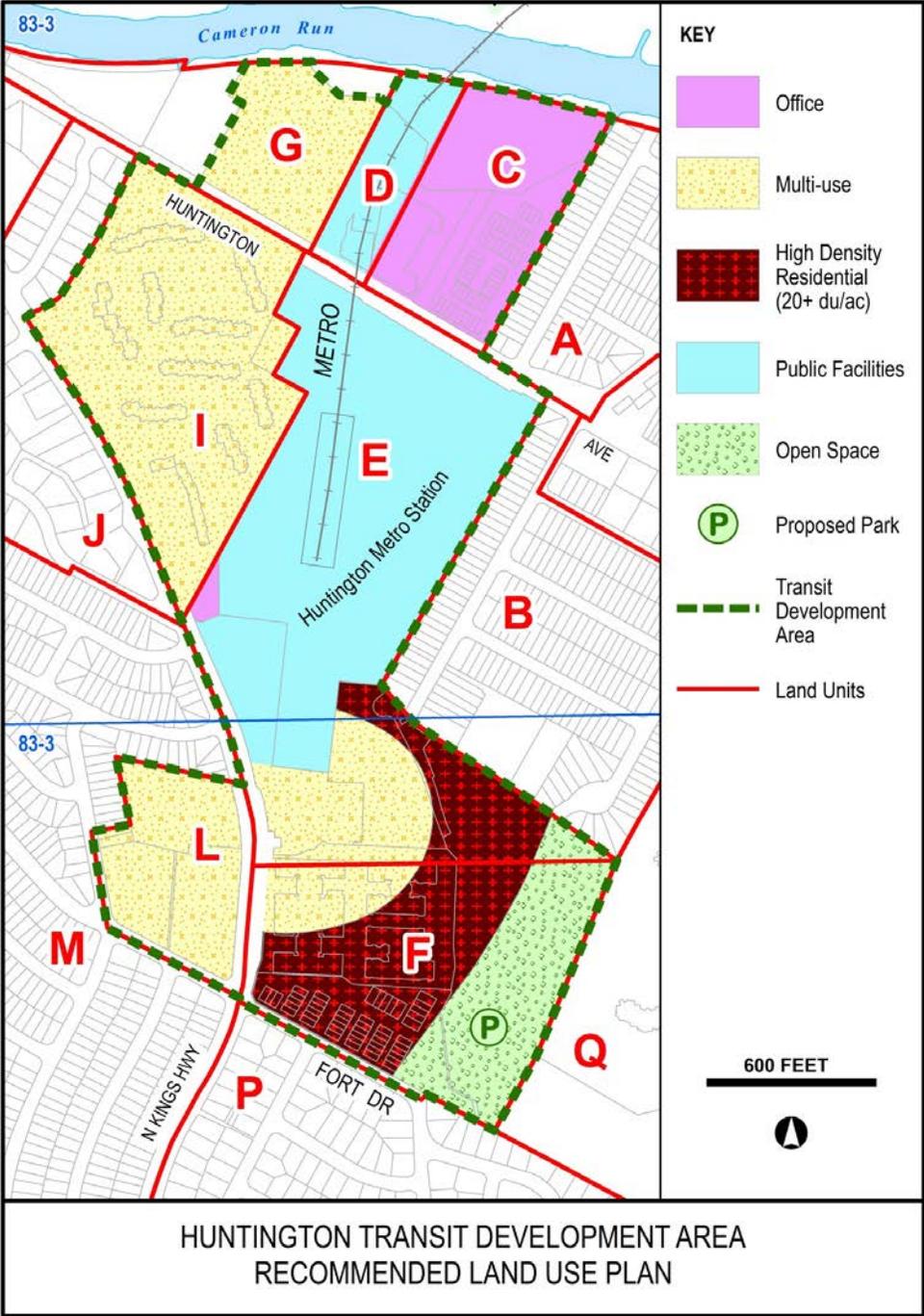
**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 2-26-2013; MV1-Huntington Community Planning Sector, Figure 22, "Huntington Transit Station Area," page 98:



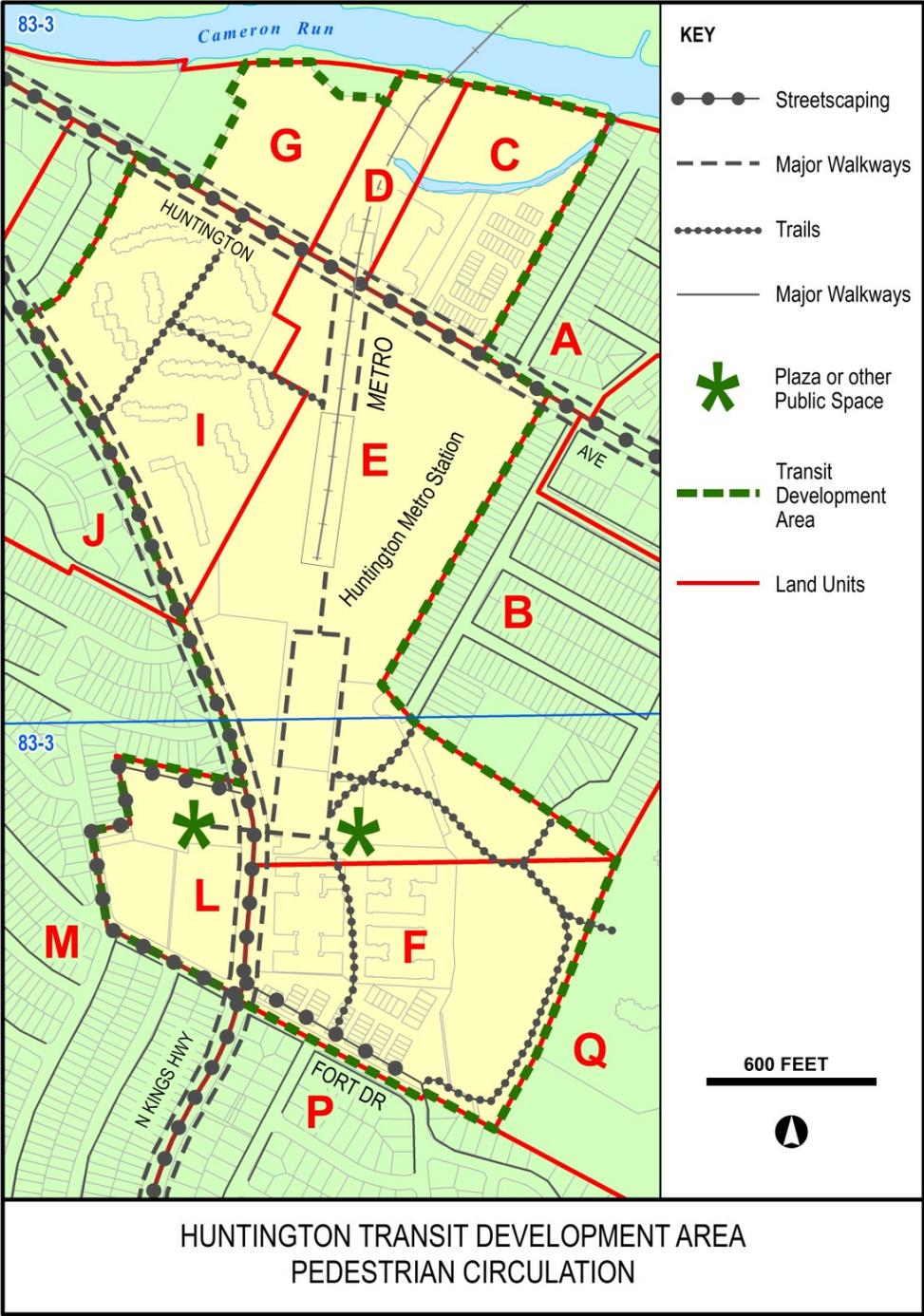
**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 2-26-2013; MV1-Huntington Community Planning Sector, Figure 23, "Huntington Transit Development Area, Recommended Land Use Plan," page 101:



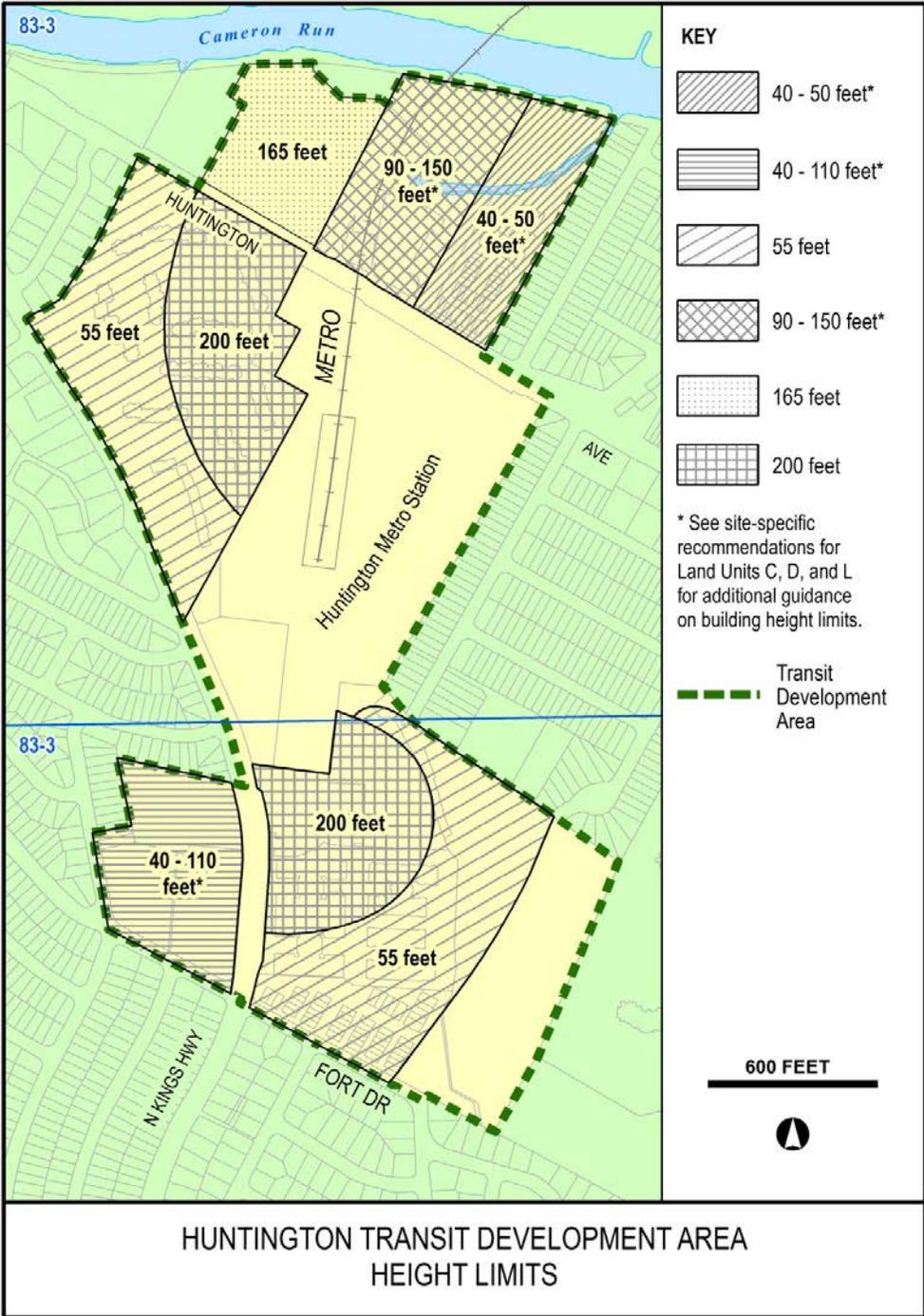
**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 2-26-2013; MV1-Huntington Community Planning Sector, Figure 24, "Huntington Transit Development Area, Pedestrian Circulation," page 103:



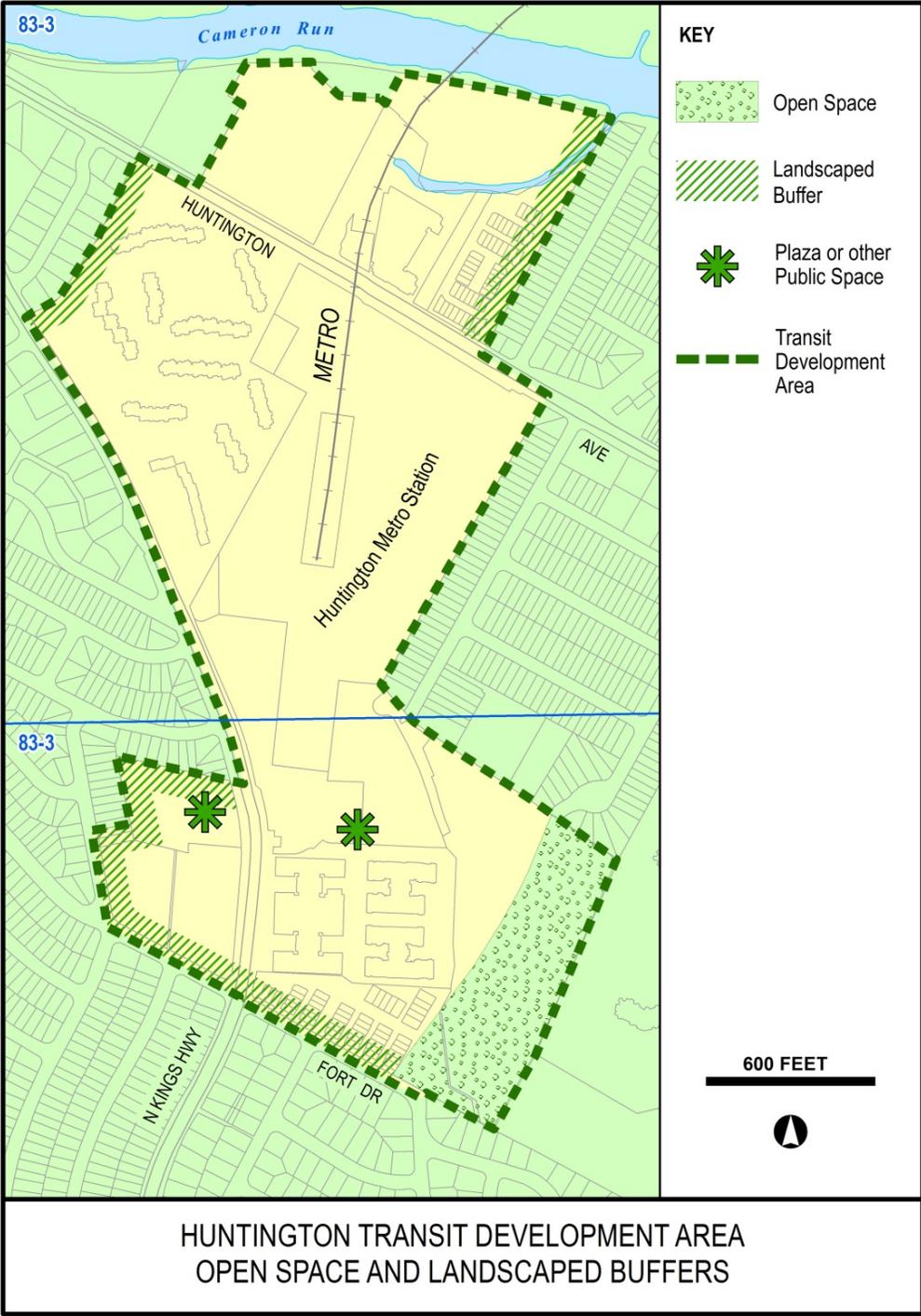
**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 2-26-2013; MV1-Huntington Community Planning Sector, Figure 25, "Huntington Transit Development Area Height Limits," page 104:



**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 2-26-2013; 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 2-26-2013; MV1-Huntington Community Planning Sector, Figure 32, "Huntington Transit Station Area Pedestrian Circulation Plan," page 124:

