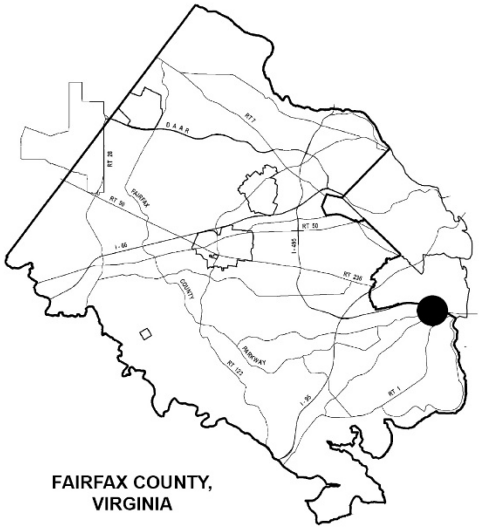


AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2013 EDITION

GENERAL LOCATION: South of Cameron Run and north of Huntington Avenue, generally between Metroview Parkway and Fenwick Drive

PLANNING AREA AND DISTRICT:
Area IV, Mount Vernon Planning District

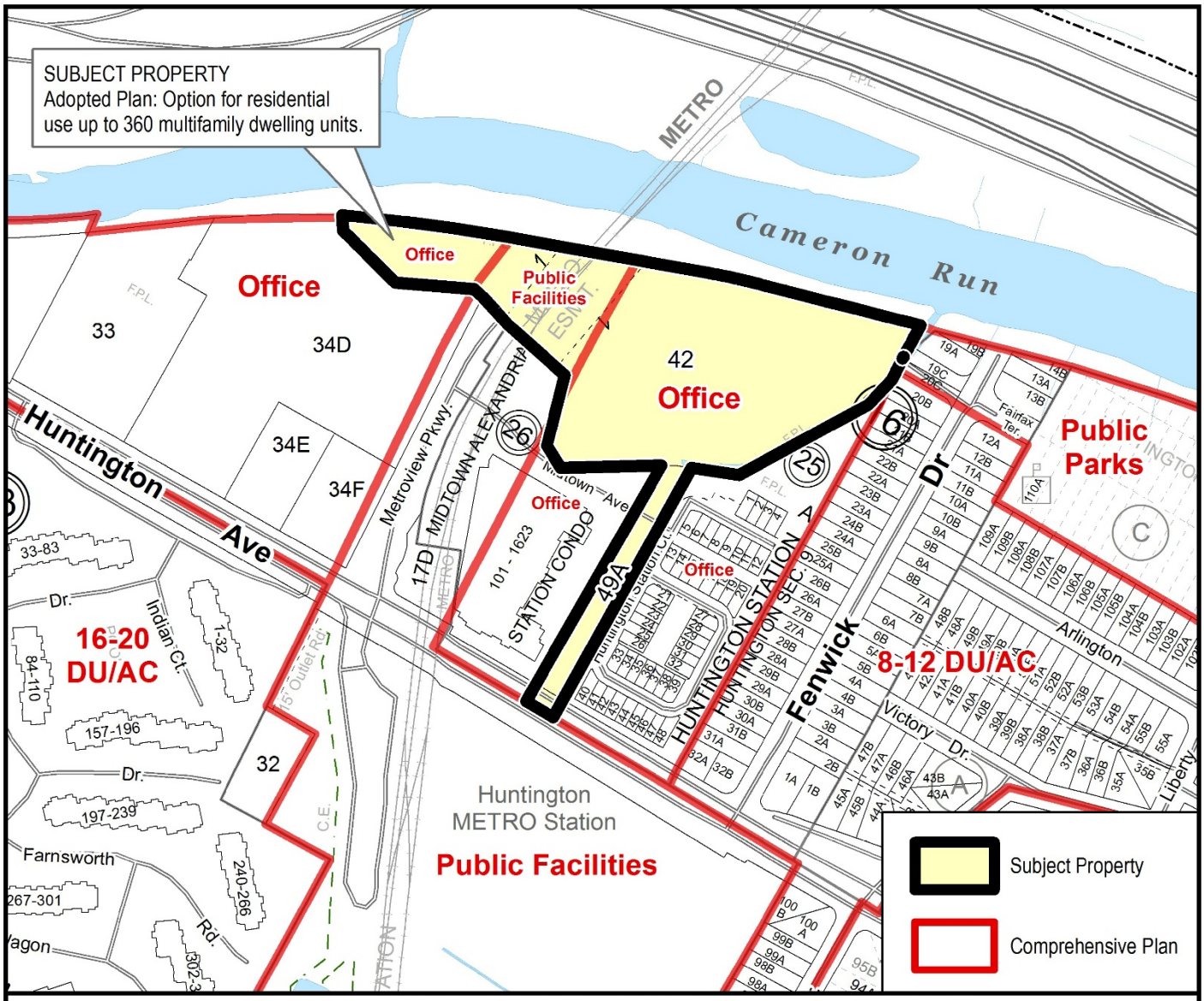
SUB-DISTRICT DESIGNATION: Huntington Transit Station Area, Land Units C (part), D (part) and G (part)

PARCEL LOCATION: 83-1 ((1)) 42 and 49A

SUPERVISOR DISTRICT: Mount Vernon

ADOPTED: October 18, 2016 **ITEM NO.** 2014-IV-MV3

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



300 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO OCTOBER 2016
G:\projects\ocp\pd\OTPA_GRAPHICS - Huntington Transit Station Area, Land Units C, D and G

AMENDMENT TO THE COMPREHENSIVE PLAN (2013 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 as underlined and deleted text is shown with a strikethrough.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 9-20-2016; MV-1 Huntington Community Planning Sector, Transit Development Area Conditions and Recommendations, page 101:

"Transit Development Area Conditions and Recommendations

. . .

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 outside of Land Unit L (see Figure 23) to limit the impact upon the Jefferson Manor neighborhood and 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~~ partially 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, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 9-20-2016; MV-1 Huntington Community Planning Sector, Transit Development Area Conditions and Recommendations, pages 103-107:

"Transit Development Area Conditions and Recommendations

. . .

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

- ~~1,670,000~~ 1,470,000 gross square feet of office space;
  - Up to 120,000 square feet of office space may be converted to hotel use in Land Unit I;
- 105,000 gross square feet of retail space;
- ~~3,102~~ 3,462 dwelling units;

- 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, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 9-20-2016; MV-1 Huntington Community Planning Sector, Land Use Recommendations, Land Units C and D, pages 115-116:

"Land Units C and D

Land Unit C is located o~~O~~n the north side of Huntington Avenue across from the Metro station parking lot~~, there are approximately 14 acres which are currently being used for interim parking by Metro~~. Land Unit D is a four-acre strip that is planned for public facility use and serves as the right-of-way for the Metrorail guideway which passes over Huntington Avenue and Cameron Run. Any development on Land Units C and D should be coordinated and access to development ~~on these lots~~ should be designed to conform with General Development Criterion #9 since ~~this site is~~these land units are located across the street from the Huntington Avenue entrance to the Metro station.

~~On these parcels, a maximum of 400,000 gross square feet of office space including a service retail component is recommended. This use will provide screening for the residences to the east from Metrorail's elevated tracks to the west, and would also serve as a transitional use from the industrial area on the west.~~

~~Any nonresidential development affecting Land Units C and D should satisfy all applicable general development criteria and address each of the following site-specific conditions:~~

- ~~To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 25. A maximum height of 90 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 50 feet along the eastern edge of the site to be compatible with the existing residential development and to minimize the impact upon the adjacent neighborhood conservation area.~~

- ~~Provide appropriate developer contributions for highway improvements and amenities which would offset the additional impacts generated by the development.~~

- ~~Coordinate and integrate development to the greatest extent possible to address and provide adequate internal circulation, effective buffering as shown on Figure 26 for the adjacent neighborhood conservation area and mitigation of the environmental impacts associated with existing soils conditions and stormwater impacts on Cameron Run.~~

- ~~Development affecting Land Units C and D should provide adequate measures to mitigate against undue environmental impact. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations, such as the Chesapeake Bay Act.~~

- ~~This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.~~

- ~~No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.~~

The southern portion of Land Units C and D is planned for and developed with~~As an option, residential use up to a maximum of~~ 450 dwelling units in a mix of townhouse units and high-rise multifamily units. ~~is appropriate for the southern portion of Land Units C and D, provided that all the applicable general development criteria are met, except that in lieu of criterion #6, affordable housing should be provided in accordance with the county's Affordable Dwelling Unit Ordinance. In addition, residential~~This development was subject to~~should also satisfy~~ the following site-specific conditions:

- In lieu of criterion #6, affordable housing should be provided in accordance with the county's Affordable Dwelling Unit Ordinance.

- In order to foster high quality development, any residential development proposed under this option should satisfy the criteria required to merit the high end of the density range as stated in Appendix 9 of the Land Use section of the Policy Plan.

- Taper building heights by placing the townhouse portion of the development with maximum heights of 40' on the eastern portion of the Land Unit and building heights up to a maximum height of 150 feet for the high-rise residential on the western portion of the land units nearest the Metrorail guideway to reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area.

- Development should be coordinated and integrated ~~Coordinate and integrate development~~ to the greatest extent possible to address and provide adequate internal circulation and effective buffering as shown on Figure 26, for the adjacent neighborhood conservation area.

- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.

- ~~Provide adequate~~ Adequate measures should be provided to mitigate undue environmental impacts. The related floodplain and wetland areas should be

protected in accordance with Plan objectives, as well as other applicable guidelines and regulations such as the Chesapeake Bay Act.

- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.

The northern portion of Land Units C and D is planned for a maximum of 200,000 gross square feet of office space including a service retail component. This use will provide screening for the residences to the east from Metrorail's elevated tracks to the west. Development should satisfy all applicable general development criteria and address each of the following site-specific conditions:

- To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 25. A maximum height of 90 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 50 feet along the eastern edge of the site to be compatible with the existing residential development and to minimize the impact upon the adjacent neighborhood conservation area.

- Provide appropriate developer contributions for highway improvements and amenities which would offset the additional impacts generated by the development.

- Development should be coordinated and integrated to the greatest extent possible to address and provide adequate internal circulation, effective buffering as shown on Figure 26 for the adjacent neighborhood conservation area and mitigation of the environmental impacts associated with existing soils conditions and stormwater impacts on Cameron Run.

- Development affecting Land Units C and D should provide adequate measures to mitigate adverse environmental impacts. Floodplain, wetland and other environmentally-sensitive areas should be considered within the context of Policy Plan guidance regarding EQCs, as well as other applicable guidelines and requirements, such as the Chesapeake Bay Preservation Ordinance.

- Development affecting the subject property offers a unique opportunity to benefit from its adjacency to Cameron Run. Site design should seek to provide features that allow future residents to interact with the Cameron Run environment. Facilities, which could include nature observation points or interpretation features, should be sensitively designed to integrate with the delicate ecology of the site.

- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.

- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.

As an option, residential use up to a maximum of approximately 360 dwelling units may be appropriate for the northern portion of Land Units C and D, provided that all the applicable general development criteria are met. In addition, residential development should also satisfy the following site-specific conditions:

- In order to foster high quality development, any residential development proposed under this option should satisfy the criteria required to merit the high end of the density range as stated in Appendix 9 of the Land Use section of the Policy Plan.

- To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 25. A maximum height of 150 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 40 to 50 feet along the eastern edge of the site to be generally consistent with the existing residential development to the south, minimizing the impact upon the adjacent neighborhood conservation area to the east. Any proposed building height between 40 to 50 feet may be acceptable if it can be demonstrated through the rezoning process that a suitable transition to the neighborhood to the east can be achieved.

- Development should be coordinated and integrated to the greatest extent possible to address and provide adequate internal circulation and effective buffering as shown on Figure 26 for the adjacent neighborhood conservation area.

- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.

- Adequate measures should be provided to mitigate adverse environmental impacts. Floodplain, wetland and other environmentally-sensitive areas should be considered within the context of Policy Plan guidance regarding EQCs, as well as other applicable guidelines and requirements, such as the Chesapeake Bay Preservation Ordinance.

- Development affecting the subject property offers a unique opportunity to benefit from its adjacency to Cameron Run. Site design should seek to provide features that allow future residents to interact with the Cameron Run environment. Facilities, which could include nature observation points or interpretation features, should be sensitively designed to integrate with the delicate ecology of the site.

- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the

preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 9-20-2016; MV-1 Huntington Community Planning Sector, Land Use Recommendations, Land Units G, H, H and K, page 119:

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

This area is comprised of land units that lie generally to the south and east of the intersection of Telegraph Road and North Kings Highway (Land Units G, H, I, J, and K). The major land uses in this area are highway-oriented retail uses and stable residential subdivisions.

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, except as noted below, 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. The portion of Parcel 83-1 ((1)) 42 within this land unit is planned for office use with an option for residential use as noted in the recommendations for Land Units C and D. The uses on Parcel 45 are currently industrial uses. A significant portion of this lot may be acquired for right-of-way for planned roadway and interchange improvements to the Telegraph Road/North Kings Highway/Huntington Avenue intersections. If any publicly owned land remains after the interchange is built, it should be retained as public open space."

…

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

TRANSPORTATION PLAN MAP:

The Transportation Plan Map will not change.