



2009-2010 South County Area Plans Review Staff Report

Mount Vernon Supervisor District

Planning Commission Public Hearing
For VDOT 527 Review Items
APR 09-IV-2MV
APR09-IV-27MV

January 24, 2013
8:15 PM

Board Auditorium
Fairfax County Government Center
12000 Government Center Parkway
Fairfax, Virginia 22035

This document contains the Staff Report for the 2009-2010 South County APR nominations 09-IV-2MV and 09-IV-27MV, which were subject to Virginia Department of Transportation review of transportation impacts. The nominations are scheduled for Planning Commission Public Hearing on January 24, 2013.

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STAFF REPORT 2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: MOUNT VERNON

APR ITEMS: 09-IV-2MV
09-IV-27MV

NOMINATORS: 09-IV-2MV: Brian J. Winterhalter, Cooley Godward Kronish LLP
09-IV-27MV: Rossman P. Irwin III, Huntington Club

ACREAGE: 2MV: 0.5 acres 27MV: 19 acres

TAX MAP I.D.: 2MV: 83-1 ((1)) 32 27MV: 83-1 ((23)) ALL

GENERAL LOCATION: 2MV: South of Huntington Avenue, east of North Kings Highway, west of the Huntington Metro Station.
27MV: South of Huntington Avenue, west of the Huntington Metro Station, east of Huntington Club Condominiums.

PLANNING AREA: IV
District: Mount Vernon
Sector: Huntington (MV1)
Special Areas: Huntington Transit Station Area (Land Unit I)

ADOPTED PLAN MAP: 2MV & 27 MV: Residential 16-20 dwelling units per acre (du/ac)

ADOPTED PLAN TEXT: Land Unit I is planned for residential use at a density of 16-20 du/ac.

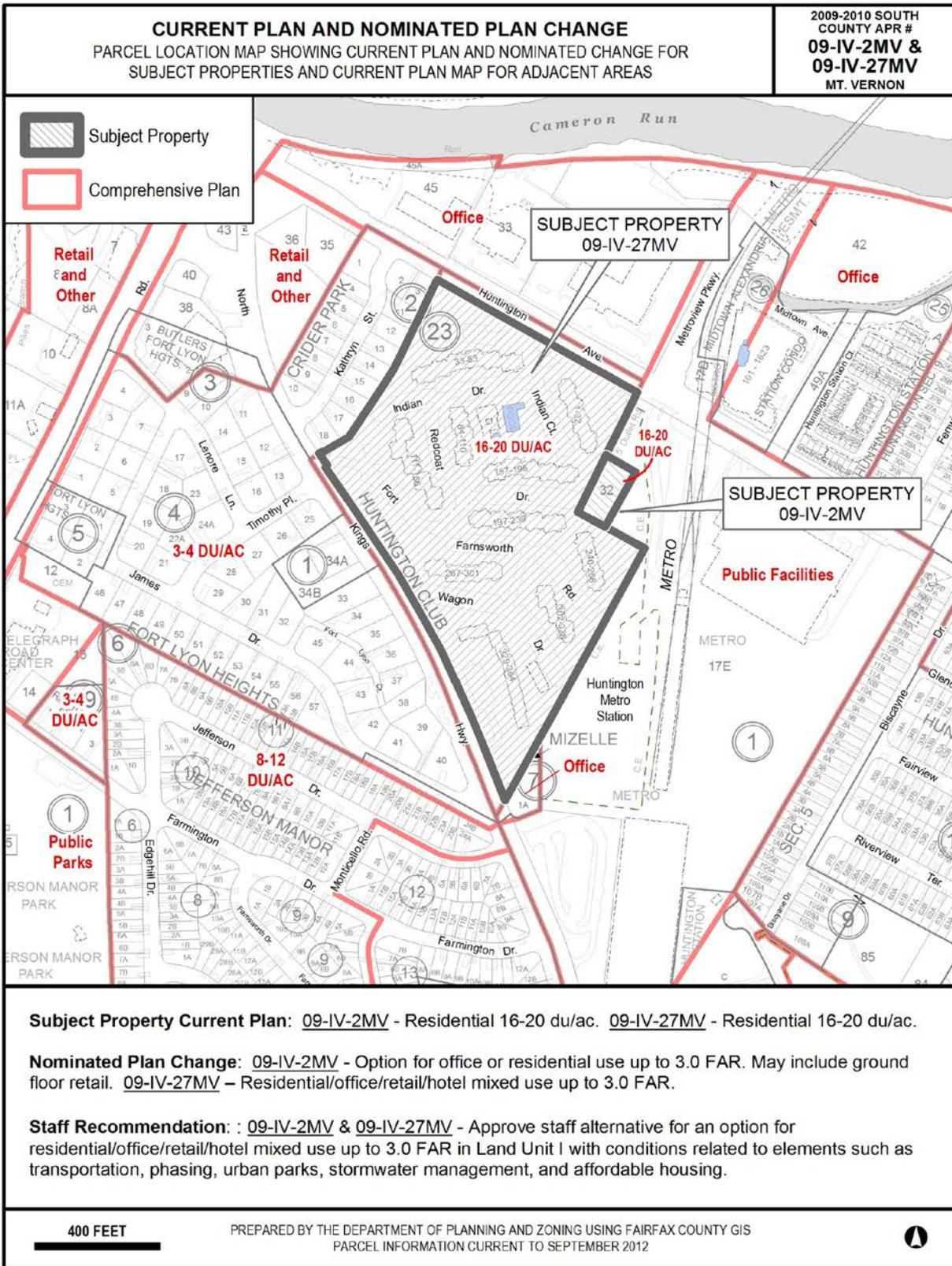
For complete plan text see
<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/mtvernon2.pdf>

PROPOSED PLAN AMENDMENT: 2MV: As an option, office or residential uses, up to 3.0 FAR.
May include ground floor retail.
27MV: Mixed use development to include residential, office, retail and possibly hotel uses up to 3.0 FAR.

SUMMARY OF STAFF RECOMMENDATION

- Approve Nomination as submitted
 Approve Staff Alternative
 Retain Adopted Plan
-

The staff alternative recommends a transit-oriented redevelopment option at an intensity up to 3.0 FAR, allowing for a mix of office, residential, retail, and hotel uses on both subject area, which together comprise Land Unit I. The Transit Development Area would be expanded to include all of Land Unit I, taking advantage of the subject property's proximity to Metro. Additional development conditions are recommended to address impacts to transportation, parks, affordable housing, and compatibility with surrounding residential neighborhoods.



CONTEXT

General Location

The land area of the nominations makes up Land Unit I of the Huntington Transit Station Area (TSA), which is located between Huntington Avenue and North Kings Highway.

Existing and Planned Land Use and Zoning

Subject Property:

The subject area of Area Plans Review (APR) nomination 09-IV-27MV is currently developed with a community of 364 residential condominium units. Built in 1967, Huntington Club Condominiums are considered a stable residential community with excellent access to the Huntington Metrorail station. The site is steeply sloped, dropping 100-125 feet from the top of North Kings Highway on the south to Huntington Avenue on the north side.

The subject area of APR nomination 09-IV-2MV is currently a vacant wooded parcel located between the Huntington Club development and the Huntington Metrorail Station. Although it is part of Land Unit I, it was not part of the Huntington Club development.

Both areas are planned for residential use at a density of 16-20 dwelling units per acre (du/ac). The area of nomination 27MV is zoned R-20, allowing for up to 380 multifamily dwelling units. The area of nomination 2MV is zoned R-4 and can be developed with two dwelling units.

Adjacent Area:

North: Across Huntington Avenue to the north are several office and light industrial buildings. A portion of the area is planned for mixed use development up to 3.0 FAR, with residential, office and retail uses, and is zoned I-5. This portion of the area is the subject of RZ 2011-MV-031, which proposes rezoning to the PRM district for mixed-use development at an intensity of 2.81 FAR.

South and West: To the west and south of Land Unit I are single family neighborhoods planned for 3-4 du/ac and zoned R-4.

East: The Huntington Metro Station property borders the subject area to the east. A 35-acre portion of the Metro property on North Kings Highway is planned for high-density residential, office and retail uses, portions of which are currently under development. This includes 250,000 gross square feet of office space, 30,000 gross square feet of retail space, 600 dwelling units, and a 200-room hotel with conference facilities or 250 additional dwelling units. This property is zoned PRM. To date, 469 residential units have been completed.

PLANNING HISTORY

At the direction of the Board of Supervisors, County staff conducted Metro Station Area studies beginning in 1981. The land use recommendations contained in the Huntington Metro Station Area Study were adopted into the Comprehensive Plan by the Board of Supervisors in June

1985. The recommendations for the study area were based on the concept of concentrating higher-intensity development near the Huntington Metrorail Station while preserving the surrounding existing stable neighborhoods. This strategy was meant to shield the existing neighborhoods from economic pressures to redevelop due to their proximity to Metro, as well as maintain a supply of affordable housing. Recommendations for Land Unit I reflected the intent to maintain the existing development.

A nomination for the subject area of 09-IV-2MV was submitted during the 2005 South County APR cycle. This nomination, 05-IV-6MV, proposed to replan this 0.5-acre parcel for 62 to 70 multifamily residential units. Staff recommended that the Comprehensive Plan recommendation for this property be retained, citing limited vehicular access and inconsistent density of development with the surrounding area. This nomination was withdrawn prior to the Planning Commission public hearing in 2006.

No amendments to the Comprehensive Plan have been proposed for the subject area of 09-IV-27MV since 1994.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 6-21-2012, MV1-Huntington Community Planning Sector, pages 110-111:

“Land Units G, H, I, 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.

...

South and east of the Telegraph Road/North Kings Highway/Huntington Avenue intersection is an area of stable residential development, shown as Land Units I and J in Figure 22. The 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.”

The Comprehensive Plan Map shows the subject property as planned for residential use at 16-20 du/ac.

NOMINATED PLAN AMENDMENT

Both nominations propose to add options for mixed-use redevelopment of Land Unit I. Nomination 27MV proposes redevelopment of the condominium complex from residential use at 16-20 du/ac to a 3.0 FAR mixed-use development, equating to a maximum of almost 2.5 million square feet (SF). Two options for the land use mix have been submitted for evaluation purposes, as shown in Table 1. Option 1 proposes a mix of 50 percent residential use (up to 1,241 high rise residential units), 5 percent retail use (approximately 124,146 SF), 40 percent office use (approximately 993,168 SF), and 5 percent hotel use (approximately 124,146 SF). Option 2 eliminates the hotel use to include 70 percent residential use (up to 1,738 high-rise residential units), 25 percent office use (approximately 620,730 SF), with 5 percent retail use (approximately 124,146 SF).

Table 1. Current and Proposed Plan Development Potential

Nomination	Acres	Current Plan	Existing	Proposed Plan Option 1	Proposed Plan Option 2
09-IV-2MV	0.5	Residential: 10 du	vacant	Office: 62,000 Retail: 3,352 sf	Residential: 62 du Retail: 3,352
09-IV-27MV	19	Residential: 380 du	Residential: 364 du	Res: 1,241 du Retail: 124,146 sf Office/Hotel: 1,117,314	Res: 1,738 du Retail: 124,146 sf Office: 620,730
Total	19.5	Res: 390 du	Res: 364 du	Res: 1,241 du Retail: 127,498 sf Office/Hotel: 1,179,314	Res: 1,800 du Retail: 127,498 sf Office: 620,730

Nomination 2MV proposes to add an option for the subject property for redevelopment up to an intensity of 3.0 FAR for office or residential use with support retail, equating to a maximum of approximately 65,340 SF. Two options for the land use mix have been submitted for evaluation purposes. Option 1 proposes office use (up to 62,000 SF) with retail use (approximately 3,352 SF). Option 2 proposes residential use (up to 62 high rise residential units) and retail use (approximately 3,352 SF).

The nominations have been evaluated jointly, as the subject area of nomination 2MV does not have direct access to Huntington Avenue and is too small to support an intensity of 3.0 FAR on its own.

ANALYSIS

Land Use

Relationship to Transit Development Area

Within the TSA is a Transit Development Area (TDA), which serves as the core of the TSA. The TDA is located within a 5 to 7 minute walk of the transit station, and is planned for higher-density, mixed-use development. New development is planned to be channeled into land units within the TDA, as shown in Figure 1, in order to both preserve stable residential neighborhoods surrounding the TDA while incentivizing the intense development of other areas close to the

transit station. While Land Unit I was considered to be a stable neighborhood when the Huntington TSA was studied in the early 1980s, the Guidelines for Neighborhood Redevelopment, found in Appendix 8 of the Land Use Element of the Policy Plan, provide guidance for changes in circumstance allowing for property owners to submit proposed changes to the Plan (Appendix II). The community has met criterion 2 of the guidelines, as more than 75 percent of property owners signed a petition supporting inclusion of the subject property in the TDA to support redevelopment at a higher intensity.

Since Land Unit I is not within the TDA, the potential impact the proposed nominations would have on the broader plan for the Huntington TSA should be considered. The proposed intensities for nominations 27MV and 2MV of 3.0 FAR are greater than six times the planned intensity on the site. This could work against the current Plan’s incentive for redevelopment within the existing TDA and could compete with redevelopment in Land Units G and L, or conversely, could act as a catalyst to bring additional development to the area and promote policies meant to maximize investment in transit infrastructure.

A majority of Land Unit I is within a ¼-mile radius of the Huntington Metro Station platform. However, pedestrian connections to the transit station exist only along Huntington Avenue and North Kings Highway, making the effective distance to the platform greater than ¼ mile for much of Land Unit I. Improved connections from Land Unit I to the transit station would decrease the amount of distance traveled to reach the platform, enabling much of Land Unit I to fall within a 5 to 7 minute walk of the transit station.

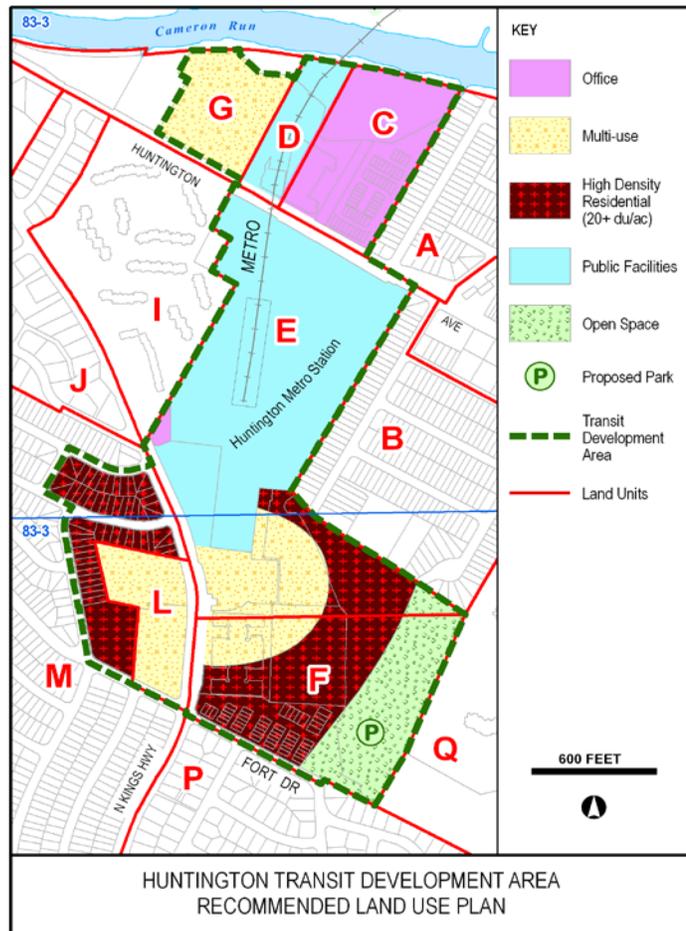


Figure 1. Huntington Transit Development Area

Should the TDA be expanded to include Land Unit I in the TDA, any redevelopment would also be subject to the Transit Development Area Conditions and Recommendations, as listed in Attachment I. These conditions and recommendations cover topics such as parking, affordable housing, and compatibility. Redevelopment should meet these conditions, and any other additional conditions specific to Land Unit I.

Land Use Mix and Intensity

The nominations provide for urban, mixed-use infill redevelopment that would be consistent with the County's goal of providing these types of high intensity uses in proximity to Metrorail stations. The presence of office, hotel, and retail components would complement residential uses and foster the creation of a walkable and convenient work-live-shop environment. Two options have been proposed for each nomination. Option 1 offers a balance of residential and non-residential uses, with about half of the overall square footage devoted to residential use and the other half dedicated to office use, a possible hotel, and retail use. Option 2 provides a mix of uses that is predominately residential, with about one-third of the overall square footage reserved for office and retail uses. With both options, five percent of the mix is proposed to be retail use; however, 124,000 SF of retail use may exceed that necessary for neighborhood-serving retail and would nearly double the amount of retail square footage currently recommended within the TDA.

The 2008 BRAC-Related Area Plans Review Existing Conditions Report noted that existing development in the studied activity centers, including the Huntington TSA, is generally dominated by one use, contrary to Comprehensive Plan guidance that supports a balance of uses in centers. The Huntington TSA currently has a residential focus, and would benefit from additional non-residential use to balance the impacts of increased development intensity. The location of the subject property adjacent to a Metrorail station is ideal for additional office or hotel use, as office use encourages reverse ridership and both would promote pedestrian activity throughout the day. Given that either development option would support this goal, the analyses of impacts associated with the options that follows forms the basis of the staff recommendation.

Compatibility

Both nominations propose development intensity up to a 3.0 FAR, similar to other land units in the TDA. Land Unit I is a residual pocket of relatively low-density development given its proximity to the Metrorail Station. Lower-density neighborhoods to the west and south are buffered from the mid-rise buildings by mature trees on the subject property. Nomination 27MV proposes buildings up to 15 stories in height, and no building height maximum is proposed in nomination 2MV. As a result, if Land Unit I is incorporated into the TDA, careful attention should be paid to creating appropriate transitions during redevelopment. Vegetated buffers could help to mitigate the visual impacts, and tapering building heights to provide a more gradual transition would be appropriate. Likewise, the existing topography, which slopes downward about 100-125 feet from the top of North Kings Highway to Huntington Avenue could be used to mask taller buildings from neighborhoods to the south and west. This would allow taller buildings to be constructed on the northeastern portion of the subject property, nearer to Huntington Avenue, lessening the overall visual impact to these adjacent neighborhoods.

The Comprehensive Plan's guidance for building heights in the TDA is shown in Figure 2. Currently, the tallest buildings in the TDA are planned to be located adjacent to the transit station, with maximum heights of 150 to 200 feet. Along the edges of the TDA, maximum building heights taper down to a level of 45 to 55 feet. A similar range of building height limits

would be appropriate in Land Unit I, with the tallest buildings located on the northeastern portion of the subject property.

Phasing

The Guidelines for Transit-Oriented Development, found in Appendix 11 of the Land Use Element of the Policy Plan, recognize that concurrent development of all uses in a mixed-use redevelopment project may not be feasible due to market conditions (Attachment III). Given the increased level of intensity proposed for the subject property, it is possible that the complete redevelopment of the subject property would not occur at once. To accommodate existing residents of the Huntington Club Condominiums and to ensure an appropriate mix of uses, amenities, and infrastructure are provided in a timely manner, a phasing plan encompassing the entire subject area should be addressed by Plan guidance. This phasing plan should ensure that a transit-oriented design that provides improved non-vehicular access to the transit station is achieved in each development phase. Likewise, other improvements and amenities proposed as components of redevelopment, such as parks, open spaces, and transportation infrastructure, should be provided during the initial stages of redevelopment to ensure that the construction of these facilities is not postponed until the final phases of development. Proper phasing is necessary to minimize the impacts of redevelopment on the surrounding community, as the internal synergy resulting from the mix of uses will create a more vibrant environment and will lessen transportation impacts.

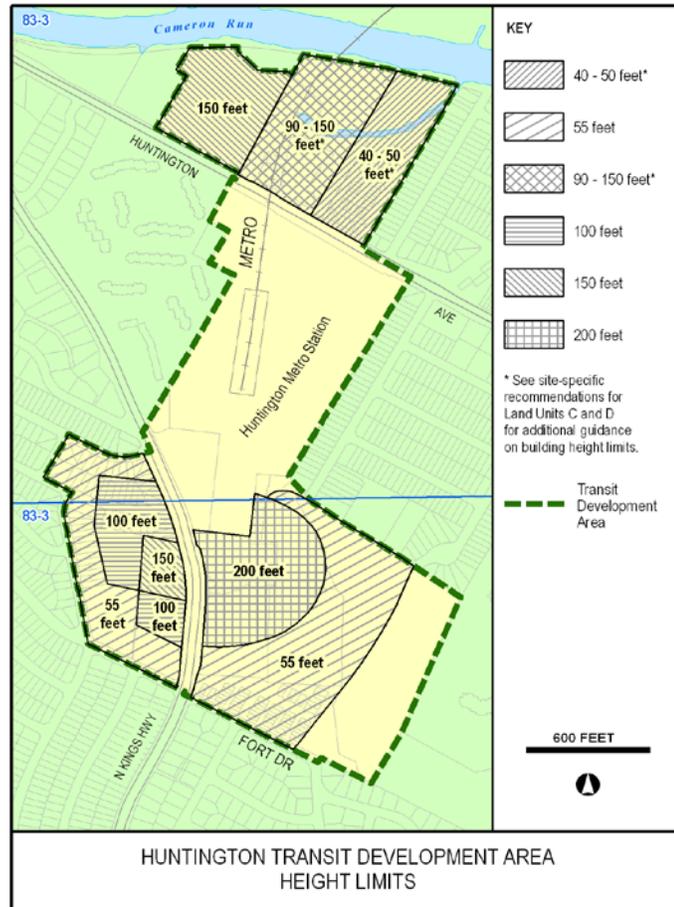


Figure 2. Huntington TDA Height Limits

Transportation

Study Methodology

A Virginia Department of Transportation (VDOT) Chapter 527 Transportation Impact Study was conducted to provide more detail about the expected traffic impacts that would result from the increased number of average daily trips that would be generated by these nominations. In the Transportation Impact Study, traffic conditions were assessed for the following scenarios:

- 2010 Existing Conditions;
- 2030 Background Forecasts (based on current Comprehensive Plan);
- 2030 with Background Growth and subject APR’s;
- 2030 with Background Growth, APR’s and all “cluster” developments; and
- 2030 with Background Growth, APR’s and approved “cluster” developments.

The “cluster” developments considered as part of this effort, summarized in Table 2, represented APR nominations in the Huntington Avenue and North Kings Highway corridors that, at the time of study scoping, were either recently approved or under review as part of the 2008 Base Realignment and Closure (BRAC) or 2009 South County APR Cycles. These sites were considered in addition to the background growth forecasts because they were not yet factored in the travel demand model, which is used to derive the background growth rate.

Table 2: “Cluster” Development

Approved	Under Review
APR 08-IV-3MV (2550 Huntington Ave)	APR 09-IV-1MV (North Gateway)
APR 08-IV-4MV (Riverside Apartments)	APR 09-IV-15MV (North Gateway)
APR 08-IV-9MV (Huntington Ave & Biscayne Dr)	ST09-IV-MV1 (Jefferson Manor Special Study)
APR 09-IV-3MV (Huntington Gateway)	
APR 09-IV-16MV (Huntington Pavilion)	
APR 09-IV-25MV (Kings Crossing)	

Trip Generation

Regardless of the chosen land use option, densities and intensities proposed for the subject areas would significantly increase the trip generating potential from the 390 dwelling units currently recommended by the Fairfax County Comprehensive Plan. As summarized in Table 3, the site, under current Comprehensive Plan conditions, can be expected to generate approximately 1,700 daily trips, 120 a.m. peak hour trips, and 150 p.m. peak hour trips.

Table 3: Trip Generation – Current Comprehensive Plan (09-IV-2MV and 09-IV-27MV)

	AM Peak Hour			PM Peak Hour			Daily
	Enter	Exit	Total	Enter	Exit	Total	
Gross Trips	28	131	161	136	67	203	2,239
Reductions [†]	-7	-33	-40	-34	-17	-51	-560
Net New Trips	21	98	121	102	50	152	1,679

[†] Reflects 25% Non-SOV Trip Reduction for Residential

Option 1 has a heavier office emphasis, and would be projected to generate approximately 14,600 daily trips – 1,300 in the a.m. peak hour and 1,800 in the p.m. peak hour (Table 4). This represents a significant increase in trips over the current Comprehensive Plan. Option 2 has less of an office emphasis and is more heavily residential, and would be projected to generate approximately 13,300 daily trips – 1,100 in the a.m. peak hour and 1,500 in the p.m. peak hour (Table 5). While of lesser impact than Option 1, these are still significant increases over the current Comprehensive Plan. Specifically, as can be seen by comparing Figures 4 and 5, implementation of Option 2 would produce 1,700 fewer daily trips, with 300 less in the a.m. peak hour, and 350 less in the p.m. peak hour.

Table 4: Trip Generation – Option 1 (09-IV-2MV and 09-IV-27MV)

	AM Peak Hour			PM Peak Hour			Daily
	Enter	Exit	Total	Enter	Exit	Total	
Gross Trips	1,464	523	1,987	892	1,795	2,687	22,546
Reductions [†]	-510	-168	-678	-293	-616	-909	-7,916
Net New Trips	954	355	1,309	599	1,179	1,778	14,630

[†] Reflects Internal Synergy, Retail Pass-By, and 25% and 35% Non-SOV Trip Reductions for Residential and Office

Table 5: Trip Generation – Option 2 (09-IV-2MV and 09-IV-27MV)

	AM Peak Hour			PM Peak Hour			Daily
	Enter	Exit	Total	Enter	Exit	Total	
Gross Trips	954	567	1,521	890	1,284	2,174	20,334
Reductions [†]	-332	-175	-507	-300	-447	-747	-7,435
Net New Trips	622	392	1,014	590	837	1,427	12,899

[†] Reflects Internal Synergy, Retail Pass-By, and 25% and 35% Non-SOV Trip Reductions for Residential and Office

Due to the location of the subject property in relationship to the Huntington Metrorail Station and transit accessibility, trip generation was reduced to account for transit use and that the presence of the mix of uses may eliminate some automobile trips. While the Fairfax County Department of Transportation (FCDOT) staff acknowledges that these trip reductions are significant, it is recommended that they should be as much as 45 percent based on site characteristics, such as proximity to Metro, as well as the implementation of other Transportation Demand Management (TDM) strategies to increase non-SOV trips.

Link Analysis

An assessment of transportation impacts reveals expected deficiencies on Huntington Avenue and North Kings Highway, as well as at several intersections. Some of these deficiencies are deemed significant. For the purpose of this analysis, roadway links are gauged by their volume to capacity (v/c) ratio. A v/c ratio of 1.0 reflects a link with traffic demand equal to capacity, based on a level of service (LOS) D standard. A v/c ratio under 1.0 reflects excess capacity being available. A v/c ratio over 1.0 reflects a shortage of capacity, resulting in congestion. V/C ratios for certain roadway links were found to far exceed 1.0.

Huntington Avenue west of Route 1 is projected to exceed capacity. Both background growth and cluster developments cause the biggest spike in demand; however, the subject nominations do not generate a significant spike. Option 2 provides improved operation compared with Option 1. Similarly, North Kings Highway, south of the Huntington Metrorail Station, is projected to exceed capacity. Background growth, the subject nominations, and cluster developments each contribute to the spike, with Option 2 providing improved operation over Option 1.

Due to existing land uses, high costs, transit-oriented development policies, and general community sentiment, FCDOT staff does not recommend widening either Huntington Avenue or North Kings Avenue from their existing four (4) lanes to six (6) lanes, at this time. This issue, however, may be revisited as part of further study.

A potential mitigation strategy to address the link issues raised above may include lowering the LOS Standard from D to E for intersections within a half mile of the Huntington Metrorail Station, as well as for roadway links serving the station. This is supported by the Guidelines for Transit-Oriented Development, which state that a higher level of delay is acceptable within TOD areas. Assuming an LOS E standard under Option 2, the link analyses for Huntington Avenue indicate adequate operations within a v/c ratio of 1.0. North Kings Highway, however, would still operate with a v/c exceeding 1.0, but less than 1.10. This is generally considered acceptable.

Intersection Analysis

Delay at certain intersections and/or intersection approaches were found to approach 200-300 seconds per vehicle, up to 5 minutes. For the purpose of this analysis, intersections are gauged by their delay and level of service as follows:

- A delay of 0-5 seconds reflects LOS A.
- 5-15 seconds reflects LOS B.
- 15-25 seconds reflects LOS C.
- 25-40 seconds reflects LOS D.
- 40-60 seconds reflects LOS E.
- Greater than 60 seconds reflects LOS F.

The intersection of Telegraph Road and Huntington Avenue is projected to exceed capacity. Overall intersection delays would approach 130 seconds per vehicle, while northbound through-right delays approach 200 seconds. Background growth and cluster developments cause the biggest spike in delay, while the subject APR nominations do not generate a significant spike. Option 2 provides improved operation compared to Option 1.

The intersection of Telegraph Road and North Kings Highway is projected to exceed capacity. Overall intersection delays would approach 330 seconds per vehicle, while northbound through-right delays approach 490 seconds in the a.m. peak hour period. Westbound left delays are projected to approach 270 seconds in the p.m. peak hour period. Background growth and cluster developments cause biggest spike in delay, while the subject APR nominations do not generate a significant spike. Option 2 provides improved operation compared to Option 1.

The intersection of Richmond Highway (Route 1) at Shields Avenue is projected to exceed capacity. Overall intersection delays would approach 90 seconds per vehicle, with northbound left delays approaching 310 seconds in the a.m. peak period and eastbound through-right delays approaching 250 seconds in the p.m. peak period. The subject APR nominations and cluster developments cause the biggest spike in delay. Option 2 provides improved operation compared to Option 1.

The intersection of North Kings Highway and Shields Avenue/School Street is projected to exceed capacity. Overall intersection delays would approach 180 seconds per vehicle, with eastbound left-right delays approaching 220 seconds in the a.m. peak period and southbound through-right delays approaching 290 seconds in the p.m. peak period. Background growth, the

subject APR nominations and cluster developments each cause a spike in delay. Option 2 provides improved operation compared to Option 1.

In conclusion, background growth and cluster development traffic are generally responsible for much of the projected delay at these intersections, and are of concern even without the potential redevelopment of Land Unit I. Enhancements to the roadway network should be considered in any event in an attempt to address the LOS and delay issues summarized above. The transportation network within the Huntington Area, however, has already undergone significant upgrade in recent years. It may be difficult to find the necessary right-of-way to implement others. The Woodrow Wilson Bridge project, for example, is nearing completion, resulting in significant upgrades to the I-495 interchanges at Telegraph Road and Richmond Highway. Even with these upgrades, traffic operations at intersections are anticipated to deteriorate beyond LOS D, and the potentially lower LOS standard of LOS E.

Mitigation

Improvements, such as additional through lanes or additional turn lanes, could be considered to address capacity issues in the vicinity of the subject property but may not be achievable due to lack of space for right of way acquisition. In addition, recommendations for the TSA encourage pedestrian improvements to facilitate access to the Metro station and proposed new development. Current Comprehensive Plan guidance states that streetscape design should be retrofitted into the existing rights-of-way and augment the existing and programmed sidewalks rather than require their replacement. Even if possible, capacity improvements, such as roadway widening, particularly along Huntington Avenue and North Kings Highway, could hamper efforts to improve pedestrian access to the transit station for both the subject property and for surrounding properties.

The Guidelines for Transit-Oriented development seek to “promote a balance between the intensity of TOD and the capacity of the multimodal transportation infrastructure provided and affected by TOD, and provide for and accommodate high quality transit, pedestrian, and bicycle infrastructure and services and other measures to limit single occupant vehicle trips.” These guidelines recognize that a higher level of delay may be acceptable within TOD areas. While it is desirable to enforce a non-degradation policy on surrounding roadways to insure that the roadways perform no worse after a TOD development takes place, the guidelines recognize that in some cases it may not be possible or appropriate to maintain a non-degradation policy. In these instances, the guidelines suggest 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 TOD area.

Given the opportunity for substantial TDM reductions and existing TOD guidance, transportation improvements should focus on improving pedestrian and bicycle access to the Huntington Metrorail Station. A direct pedestrian and bicycle connection to the Metrorail station should be provided from within the subject property, opening up a third point of access to the station. Likewise, existing access points should maintain a high level of service for pedestrians and

cyclists, allowing for safe and convenient access to the Metrorail station from the subject property.

Small Area Study

The Huntington Area is experiencing congestion issues which will get worse, regardless of new development or redevelopment. The area, with a roadway network nearing capacity, is in need of a study that could be commissioned by FCDOT to determine potential small and large-scale solutions to these existing and forecasted transportation issues. These may include appropriate roadway network enhancements, transit service enhancements, and/or the addition of high quality transit service (Metrorail expansion, light rail, bus rapid transit, etc.).

With transit solutions likely a major component of the study outcome and recommendations, the study should follow the Countywide Transit Network Study, drawing upon its recommendations. Other relevant studies in the area include the Super NoVA study being conducted by the Virginia Department of Rail and Public Transportation (VDRPT) and the potential Route 1 Alternatives Analysis, for which FCDOT staff is currently scoping and seeking funds. Any other relevant transportation studies affecting the Huntington Area should be sought and considered as well.

The study area should be generally bounded by Telegraph Road to the west, I-95/495 to the north, and the George Washington Memorial Parkway to the east. The southern boundary of the study area should generally run east to west from the southern border of Huntley Meadows Park. Including procurement and interagency coordination, the study should take approximately one year to complete.

The results of this study can then be relied upon to help guide the development of the subject APR site, as well as others in the area. It is the recommendation of FCDOT staff that this study be commissioned as soon as possible and that its results be considered in the review of future land use amendment proposals and rezoning applications within the Huntington Area. This will allow for optimal guidance in terms of determining appropriate transportation mitigation.

Parks and Recreation

This proposal would allow for a potential increase of about 2,900 individuals in the Mount Vernon Planning District by. The additional residents, employees and visitors will need access to park and recreation facilities onsite or nearby. Existing nearby parks (Mount Eagle, Jefferson Manor and Huntington) meet only a portion of the demand for parkland generated by residential development in the service area of the nomination. The recreational facilities in greatest need in the Mount Vernon Planning District include rectangular fields, multi-use courts, playgrounds, a neighborhood skate park and trails. Many of the smaller local parks in the Mount Vernon Planning District do not include athletic fields due to the age of the existing suburban residential development, and many parks have not developed with recreation facilities. There are a number of tennis courts, multi-use courts and playgrounds that have been master planned at parks in the district, but have not been constructed. In addition to the residential development impact on recreational services and facilities, there will also be impacts from the proposed commercial

development. Employees have a need to access recreational amenities at lunchtime or after work. Retail customers benefit from combining shopping trips with recreational activities. Development of urban parks such as pocket parks, plazas, common greens and recreation-focused urban parks should be encouraged. Integration of publicly accessible urban parks in the overall development design is critical to providing onsite recreation resources within the nomination area and will enhance the desirability of the project, contribute to redevelopment efforts and add to a sense of place. Likewise, this site is adjacent to the Huntington Metrorail Station and as such, pedestrian trails and connections need to be provided. The provision of urban park space onsite and construction of new park facilities onsite or nearby should be encouraged to replace aging park facilities at nearby parks within the district.

Schools

The subject property is served by Cameron Elementary School, Twain Middle School, and Edison High School. Under Option 1, nomination 2MV would not yield any students, since no residential use is proposed. Nomination 27MV would yield approximately 108 students: 58 elementary, 16 middle school, and 34 high school students. Under Option 2, the two nominations combined would yield approximately 158 students: 85 elementary, 24 middle school, and 49 high school students.

Currently, Cameron Elementary School, Twain Middle School, and Edison High School are below capacity, and are anticipated to remain below capacity for the 2016-17 school year. With the adoption of either of these proposed Plan options, all three schools would be expected to remain below capacity for the 2016-17 school year.

Affordable Housing

Several policies within the Comprehensive Plan apply to the provision of affordable and workforce housing within Land Unit I. As indicated in the Housing Element of the Policy Plan volume of the Comprehensive Plan, affordable housing is defined as housing that is affordable to households with incomes up to 120 percent of the Area Median Income (AMI) for the Metropolitan Washington Area. Included in the approaches to provide affordable housing are the Affordable Dwelling Unit (ADU) program, which is targeted to households earning up to 70 percent of AMI and the Workforce Housing Program, which focuses on households earning from up to 80 percent to up to 120 percent of AMI. Affordable housing within this land unit and contributions to affordable housing should be provided in accordance with the provisions of Criterion 6 of the Huntington Transit Development Area general development criteria and the Residential Development Criteria contained in the Land Use Element of the Policy Plan. Additionally, Criterion 3 of the Guidelines for Neighborhood Redevelopment states that redevelopment of residential neighborhoods for residential uses should make provision, on-site, for affordable units or a contribution to the Fairfax County Housing Trust Fund at least equal to the replacement value of affordable units displaced in addition to meeting the provisions of the County's ADU Ordinance or Planning Criteria. Furthermore, workforce housing should be provided in accordance with the Guidelines for Transit-Oriented Development.

Redevelopment of the Huntington Club may put older, privately-owned market rate affordable residential units at risk. Preservation of the county's existing affordable housing stock remains a key strategy for the region. Many units in Huntington Club may be affordable to low- and moderate-income households, and redevelopment of this site could remove these transit-accessible units. The location of this housing is important as it is situated near a multi-modal transit station with easy access to jobs and services. The preservation of affordable units embodies many of the best planning principles for a successful, sustainable community. Therefore, attainment of Criterion 6 of the Huntington Transit Development Area general development criteria, which states that a minimum of 15 percent of the dwelling units should be provided for low- and moderate-income households, is critical in continuing to provide affordable transit-accessible housing in the Huntington area. Consideration should be given to providing these units in partnership with a non-profit organization. The affordable 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.

Environment

Transportation Generated Noise

The Comprehensive Plan recommends against the location of new residential use in areas affected by projected transportation generated noise exceeding 75 decibel Day-Night Loudness (dBA DNL). The Comprehensive Plan also recommends that noise in interior areas not exceed 45 decibels for new residential development or other noise sensitive environments and that noise in exterior recreation areas not exceed 65 decibels, thereby areas experiencing a noise level between 65 and 75 dBA DNL will need to be mitigated. Transportation generated noise from Metro, as well as the surrounding road system, may affect the subject property. An acoustical analysis is recommended to determine noise levels that affect the site as well as to provide recommendations for appropriate mitigation.

Soils

The recently adopted soil survey identifies the following soil types, which characterize the majority of the site as Urban Land- Kingstowne Complex and Sassafras Marumsco Complex around the periphery of the site, particularly on the lesser developed area western edge. The Sassafras Marumsco portion is steeply sloping from 15-25% slopes and it is considered a problem soil with high shrink swell characteristics. The Urban Land-Kingstowne Complex, which characterizes the majority of the site, has low permeability because of compaction. Geotechnical analysis and review is highly recommended for this site. Soil augmentation/amendments may be appropriate at redevelopment for that portion characterized by the Urban Land- Kingstowne Complex to ensure proper drainage. Infrastructure improvements may be appropriate prior to redevelopment.

Stormwater Management

The Huntington Club Condominiums were developed in the late 1960s at a time when stormwater infrastructure requirements were not as rigorous as current stormwater requirements. The subject property is located immediately south of Cameron Run, the Cameron Resource Protection Area/Environmental Quality Corridor, and 100-year floodplain which has been

subject to serious flooding. Redevelopment of this property poses a significant opportunity to optimize and implement state of the art stormwater infrastructure and low impact development technology. A stormwater plan for this site should maintain the goal of reducing runoff volume from leaving the site, promoting delayed entry into the Cameron Run floodplain. Any redevelopment of the subject property should provide substantially more than the minimum required to meet water quality and quantity control requirements.

Green Building

Long-term sustainability will be a consideration in evaluating redevelopment of the subject property. The Policy Plan provides guidance on the application of energy conservation, water conservation and other green building practices in the design and construction of redevelopment projects. Under this green building policy, redevelopment on the subject property as proposed by this Plan amendment would be expected to attain U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification or equivalent third-party certification due to the subject property's location within a TSA.

RECOMMENDATION AND PROPOSED AMENDMENT TO THE COMPREHESIVE PLAN

The subject property is not currently included within the boundaries of the Transit Development Area within the Huntington TSA, and has traditionally been considered a stable residential neighborhood. At the time that the Huntington Metrorail Station was constructed, the current density of 16-20 du/ac was considered a higher-density residential use within Fairfax County. In the decades since, County policies have evolved to promote greater density within activity centers, particularly in areas with access to mass transit. As such, Land Unit I, which has documented community support for redevelopment and lies primarily within ¼ mile of the transit station, is a prime candidate for transit-oriented development, in accordance with the Policy Plan's Guidelines for Transit-Oriented Development and Neighborhood Redevelopment. Therefore, staff recommends expanding the Transit Development Area to include Land Unit I, and adding an option for redevelopment up to an intensity of up to 3.0 FAR with conditions, as shown below.

The transportation analysis indicated that the Huntington Area is experiencing congestion issues which will get worse, regardless of new development or redevelopment. Based upon this analysis, staff recommends that further study be done, as described previously in this staff report, to determine potential small and large-scale solutions to these existing and forecasted transportation issues, with an emphasis on transit and multi-modal solutions.

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 6-19-2012, Huntington Community Planning Sector, Transit Development Area Conditions and Recommendations, page 98:

“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 (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 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 ~~serves as~~represent 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 6-19-2012, Huntington Community Planning Sector, Transit Development Area Conditions and Recommendations, pages 100-104:

“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 6-19-2012, Huntington Community Planning Sector, pages 104-105:

“(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 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 6-19-2012, Huntington Community Planning Sector, pages 110-111:

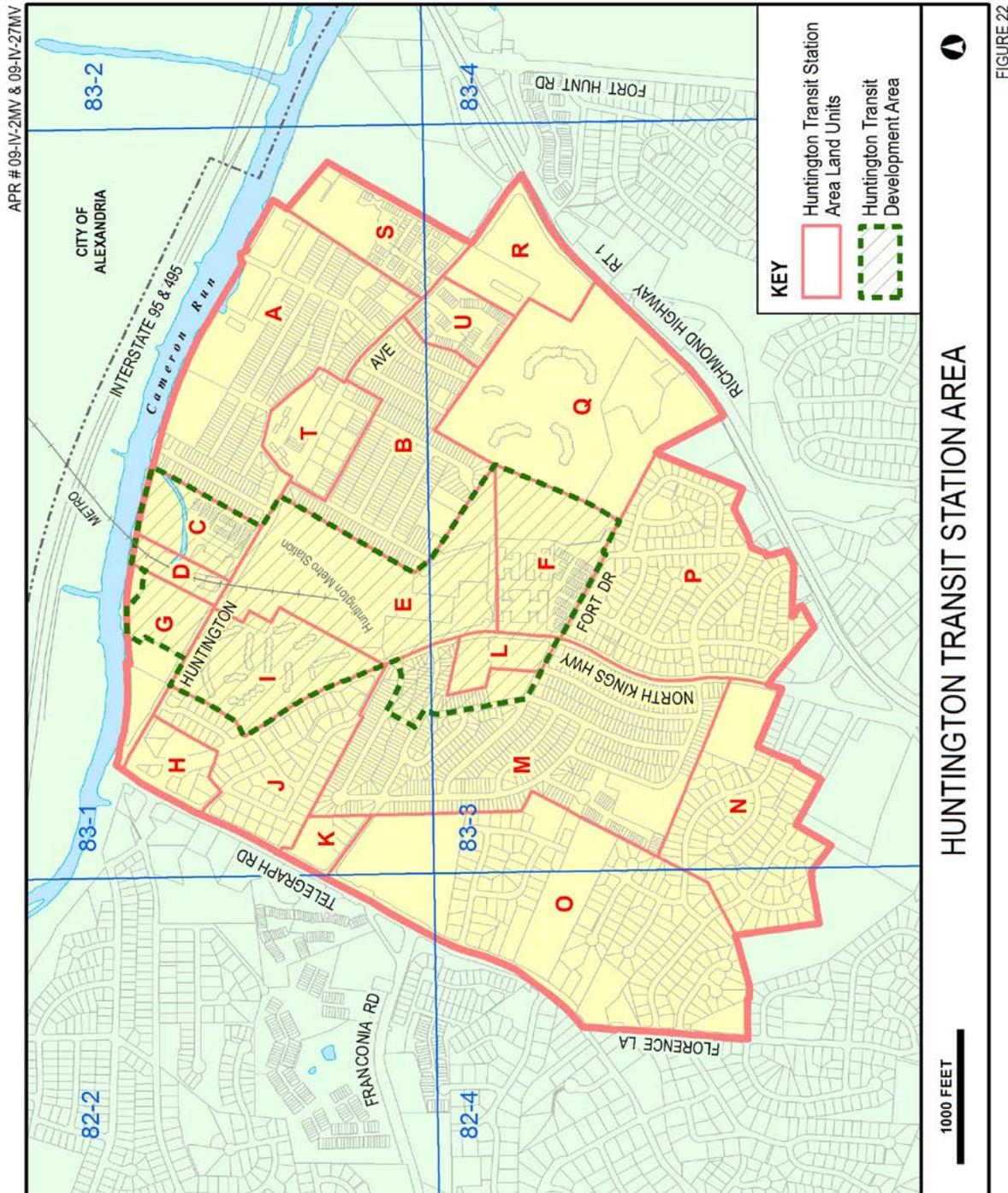
“Land Units G, H, I, J, and K (Telegraph Road/North Kings Highway/Huntington Avenue Area)

...

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.”

NOTE: The Comprehensive Plan Map will not change.

REPLACE FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 6-19-2012, Huntington Community Planning Sector, Figure 22, "Huntington Transit Station Area," page 96:



REPLACE FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 6-19-2012, Huntington Community Planning Sector, Figure 23, "Huntington Transit Development Area, Recommended Land Use Plan," page 99:

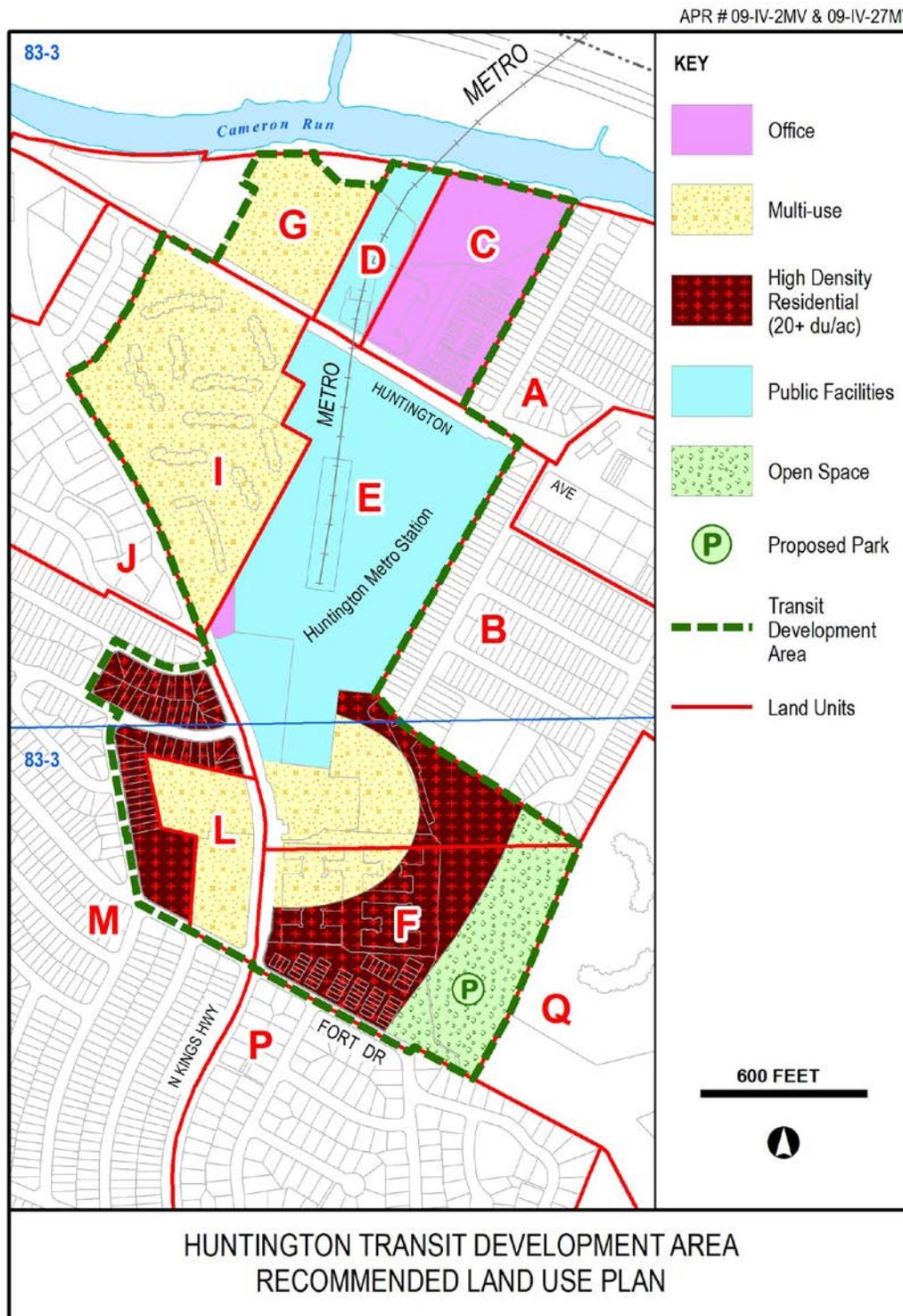


FIGURE 23

REPLACE FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 6-19-2012, Huntington Community Planning Sector, Figure 24, "Huntington Transit Development Area, Pedestrian Circulation," page 101:

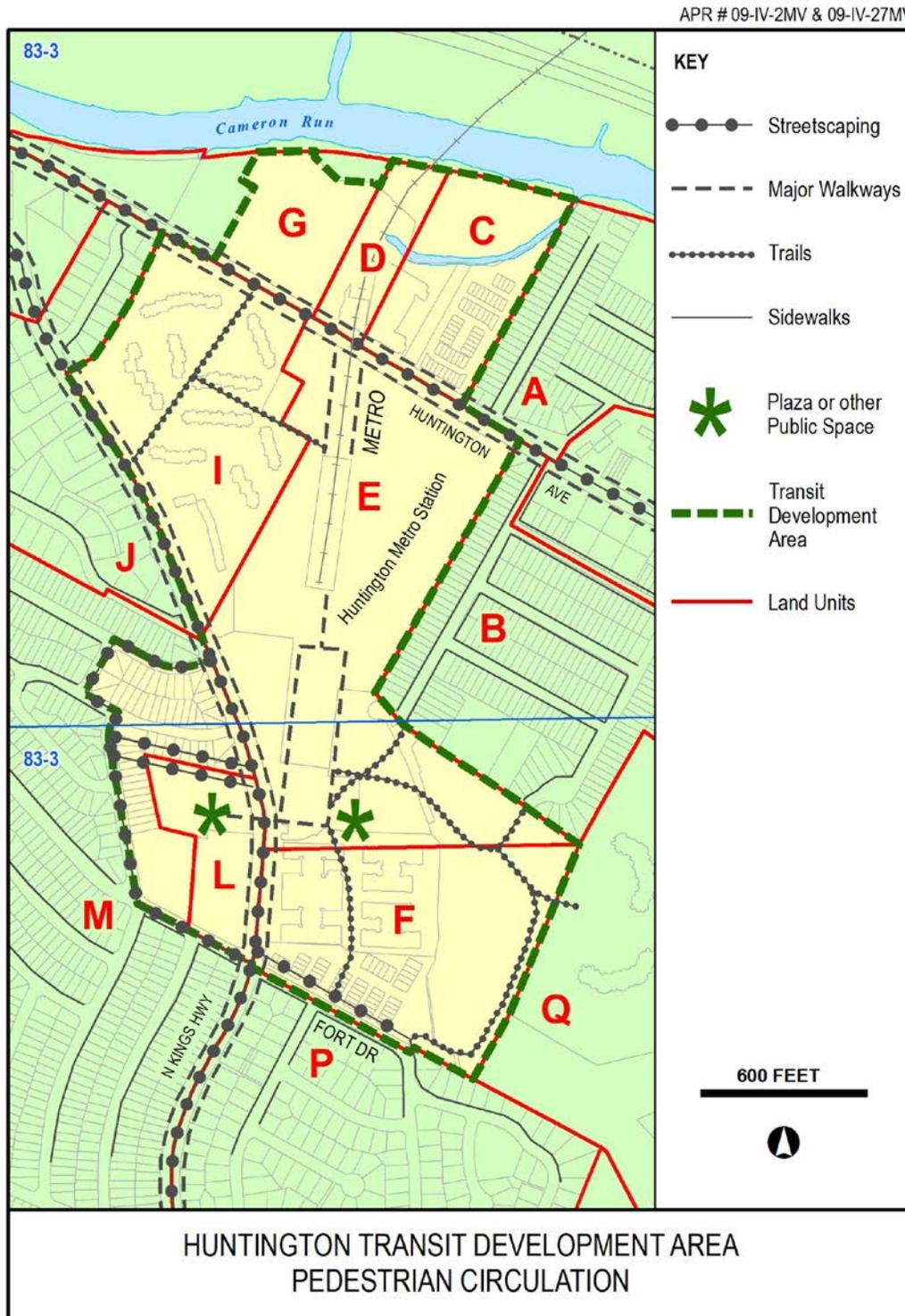


FIGURE 24

REPLACE FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 6-19-2012, Huntington Community Planning Sector, Figure 25, "Huntington Transit Development Area, Height Limits," page 102:

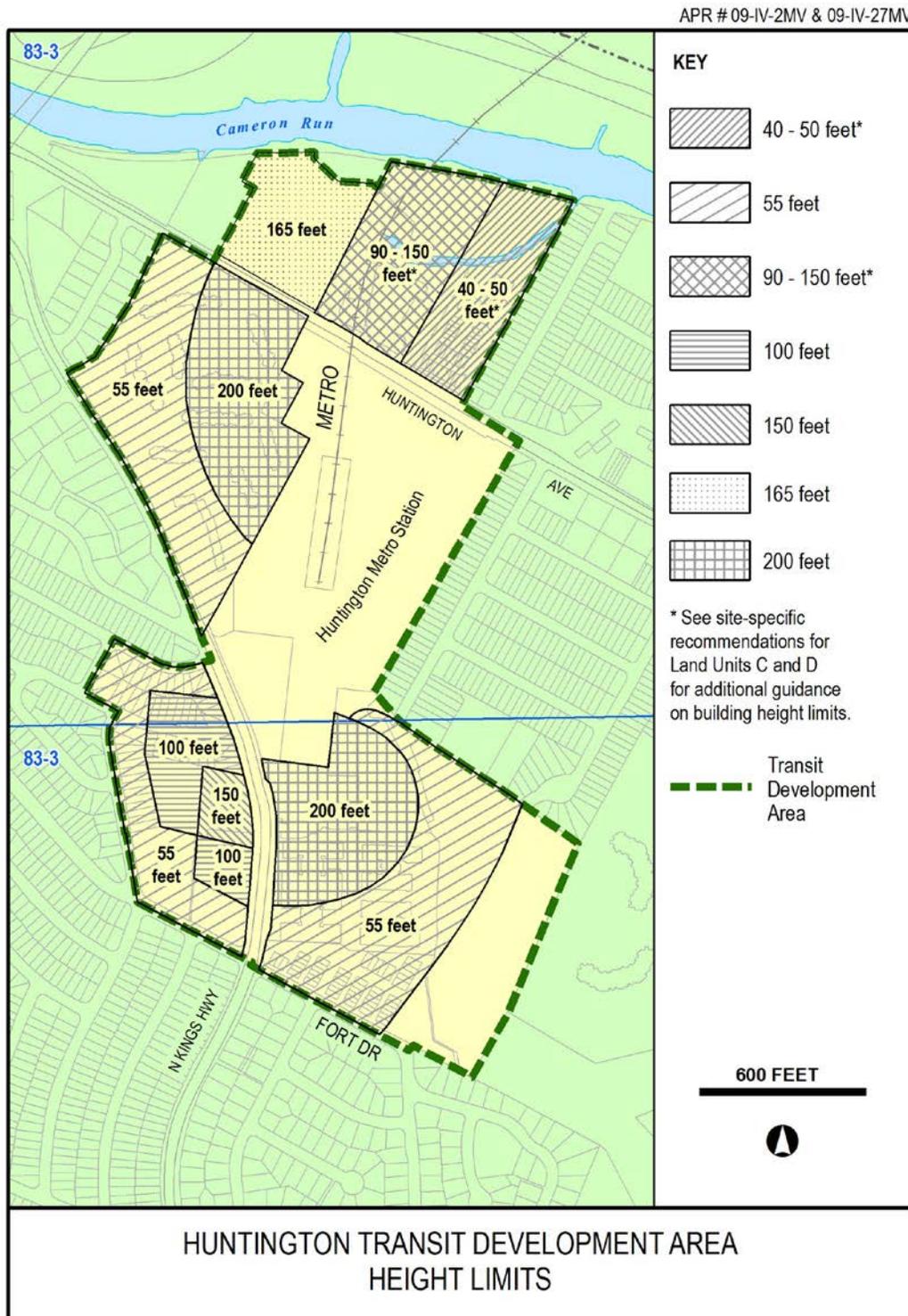


FIGURE 25

REPLACE FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 6-19-2012, Huntington Community Planning Sector, Figure 26, "Huntington Transit Development Area, Open Space and Landscaped buffers," page 103:

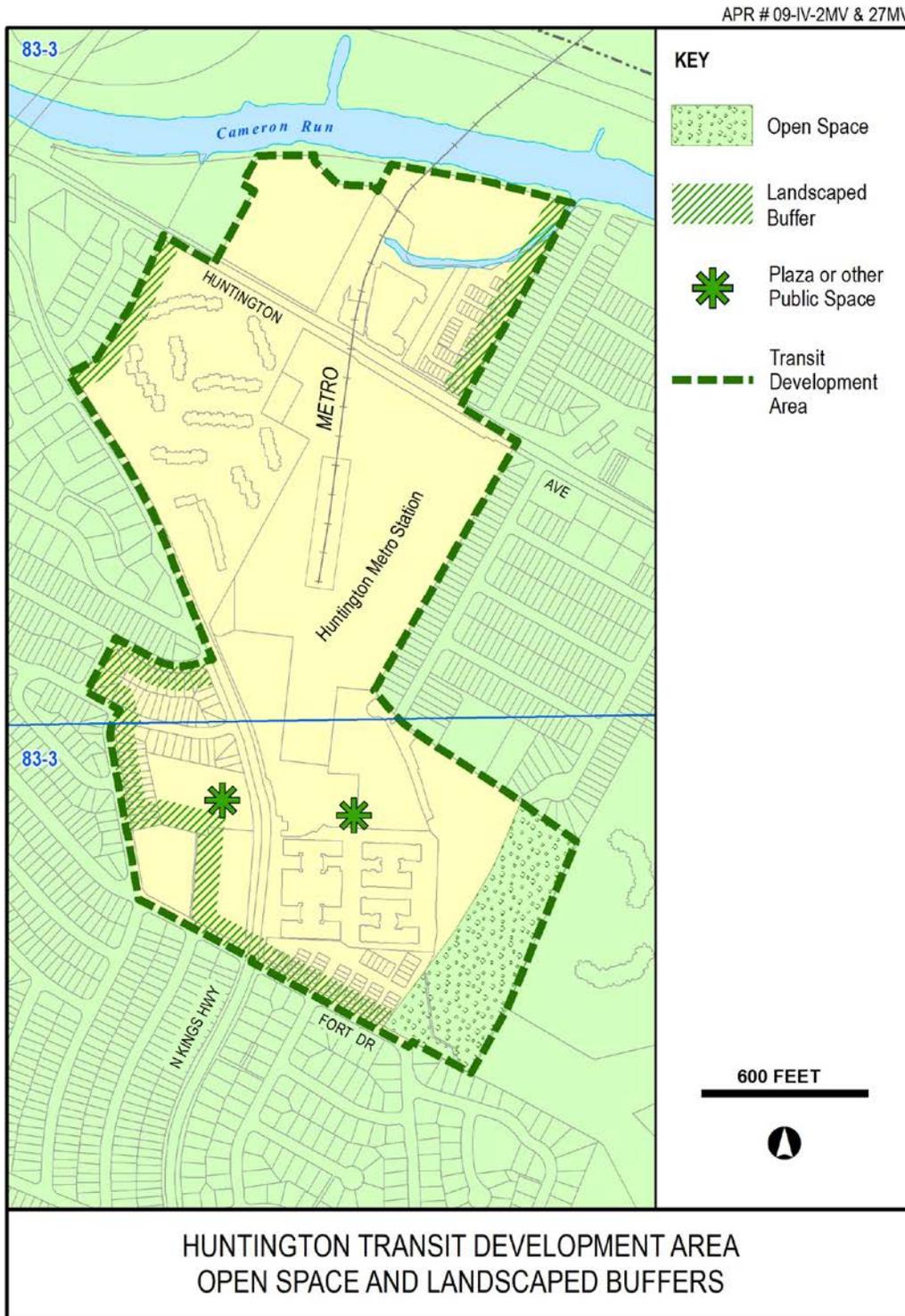
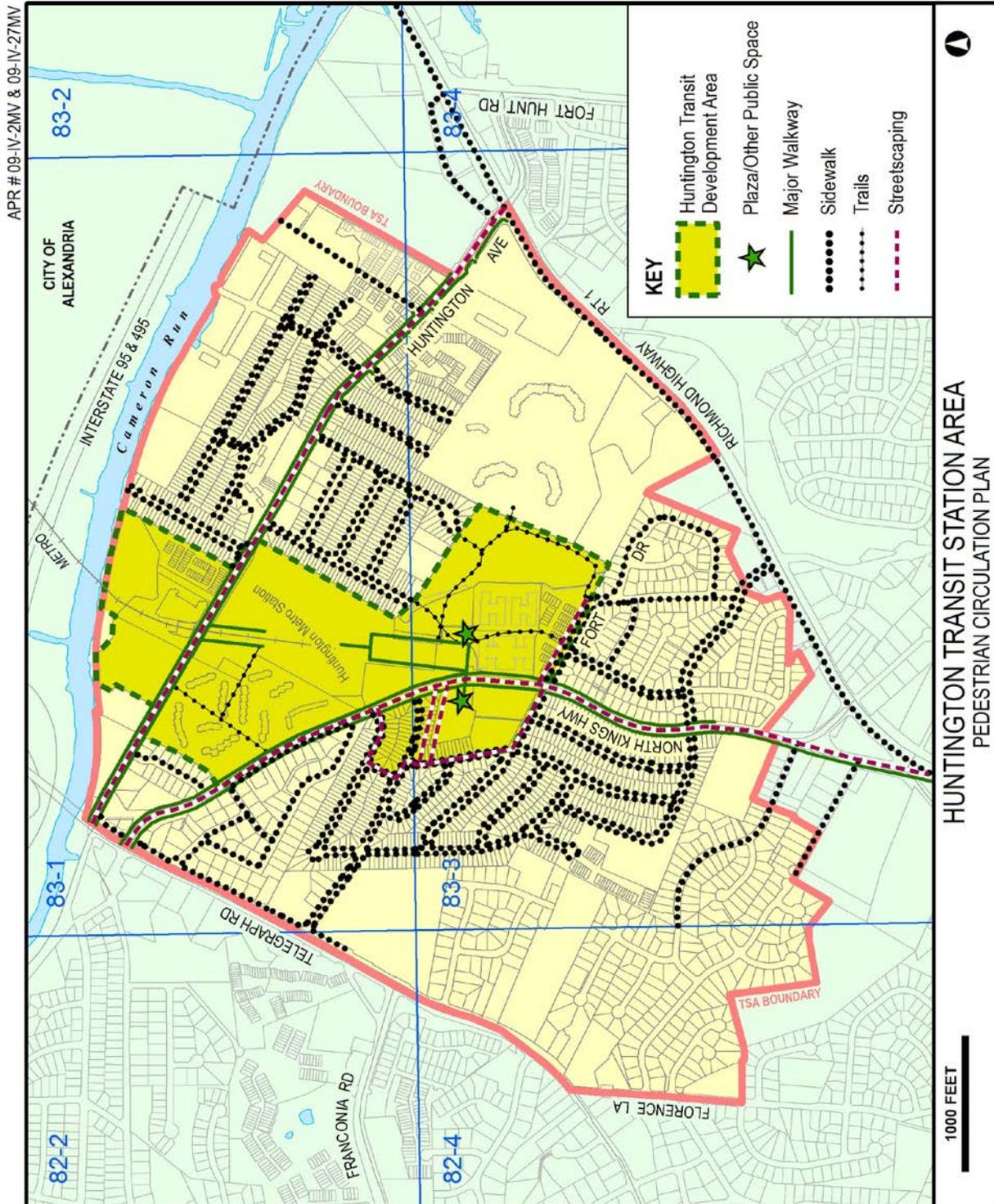


FIGURE 26

REPLACE FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 6-19-2012, Huntington Community Planning Sector, Figure 25, "Huntington Transit Station Area, Pedestrian Circulation Plan," page 120:



Attachment I

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 6-19-2012, Huntington Community Planning Sector, pages 97-104:

“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, 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 provide 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.

Special planning and development guidelines for the Transit Development Area ensure that this area effectively serves the multiple activities associated with a major commuter environment. These activities within the Transit Development Area represent a variety of relationships including the pedestrian/vehicular system, spatial organization of land use activities, building height, orientation and massing, and streetscape and pedestrian spaces, as well as design and amenity programs. Successful development of transit stations which integrate new development into the existing fabric of the community is dependent upon implementation of an urban design framework.

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 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.

The 60-acre WMATA property on which the station is built is the most accessible property from the station and has strong potential for development along North Kings Highway. The WMATA property is bounded on the east by the older, stable Huntington neighborhood and by high-rise residential projects. The Fairhaven neighborhood serves as a boundary to development on the south side of the WMATA property.

On the west side of North Kings Highway across from the area of potential WMATA development, the Huntington Station Shopping Center has a direct visual and functional link with the WMATA property. Its age, size (five acres) and consolidated ownership make the shopping center a good site for Metro-related development. The entire block in which the shopping center is located is included within the Transit Development Area to facilitate the redevelopment of the shopping center and create a logical limit to new development.

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. Northwest of the WMATA property are two stable residential neighborhoods which represent boundaries 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.

Base and maximum levels of development have been identified for the Transit Development Area. The base level of development is that which represents what is permitted by current zoning as a matter of right. Development within the base level may not be subject to the conditions listed in this Plan, nor may additional development regulations or incentives be applicable.

Development in the Transit Development Area may exceed the base level up to the indicated maximum level if the conditions of the Plan are met, including satisfaction of the development criteria listed below which apply to all sites in the Transit Development Area:

1. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 24, 25 and 26.
2. Proffer of a development plan that provides high quality site design, streetscaping, urban design and development amenities.
3. Provision of off-site public road improvements, or funding of such improvements, associated with the development traffic impact and/or a commitment to reduce development traffic through transportation systems management strategies, especially those which encourage the use of transit.
4. Compatibility in style, scale, and materials with the adjacent development and the surrounding community.

-
5. Provision of energy conservation features that will benefit future residents of the development.
 6. In areas planned for residential development, provision of moderately-priced housing that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.
 7. Land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.
 8. The provision of structured parking (above or below grade). If surface parking is permitted it should be screened at the street level.
 9. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.
 10. Identification and preservation of significant heritage resources.

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. 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:

- 1,050,000 gross square feet of office space;
- 142,000 gross square feet of retail space;
- 1,214 dwelling units; and
- 200-room hotel with conference facilities or an additional 250 dwelling units.”

Attachment II

Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Land Use – Appendix, as amended through 9-22-2008, pages 22-23:

“APPENDIX 8**GUIDELINES FOR NEIGHBORHOOD REDEVELOPMENT**

It is a policy of the Board of Supervisors of Fairfax County that the County's stable residential neighborhoods are the cornerstone of community structure. As such, every effort should be made to ensure that these neighborhoods are protected from the negative aspects of growth and development. However, it is recognized by the Board of Supervisors that, from time to time, circumstances may exist that result in portions of neighborhoods becoming no longer viable as a residential community. Under such circumstances, the Board of Supervisors may consider proposals to amend the Comprehensive Plan and/or to rezone in conformance to the Comprehensive Plan to allow for the consolidation and redevelopment of such neighborhoods if the following criteria are met:

1. Neighborhood consolidations requiring Comprehensive Plan amendments should only be considered during a comprehensive planning process which will occur at least once in a five year period.
2. The neighborhood wishing to pursue consolidation must submit to the Planning Commission a proposal which includes a petition bearing the signatures of 75 percent or more of the owners and must at a minimum account for 75 percent of the land area being proposed for replanning.
3. Proposals for redevelopment of residential neighborhoods for residential uses must make provision, on-site, for affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund at least equal to the replacement value of affordable units displaced in addition to meeting the provisions of the County's Affordable Dwelling Unit Ordinance or Planning Criteria.
4. Proposals for redevelopment of residential neighborhoods for commercial/industrial uses must provide affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund equal, at a minimum, to the replacement value of affordable units displaced. In addition, any provisions of a duly adopted program linking employment and affordable housing must be satisfied.
5. Proposals must provide a traffic impact analysis, consistent with standard County traffic analysis procedures, which demonstrates that the proposal with appropriate mitigative measures will not result in an adverse traffic impact.
6. The proposal must demonstrate that it will not adversely impact other County public facilities, including sewer, water, schools, parks, and fire service or that these impacts can be mitigated.

7. The proposal must demonstrate that the scale and intensity of development, anticipated with the replanning, is compatible with adjacent land uses and/or neighborhoods and that it will not create an adverse, long-term land use precedent for change on nearby properties.
8. The proposal must demonstrate that it furthers relevant County goals and objectives as set forth in the Comprehensive Plan.
9. The proposal must demonstrate that it will not create an adverse, long-term impact on the environment.
10. The proposal should provide stormwater management and water quality controls and/or practices to achieve overall water quality improvement where such efforts are feasible.”

Attachment III

Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Land Use – Appendix, as amended through 9-22-2008, pages 33-38:

“APPENDIX 11**GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT**

Fairfax County seeks to accommodate future residential and employment growth and expand choices for residents and employees by encouraging transit-oriented development (TOD) as a means to achieve compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations.

The following guidelines and design principles are intended to effect well-planned transit-oriented development and should be considered in planning efforts as new station areas are identified and when an existing station area is subject to a major replanning effort. When applicable, these principles should be used in the review of major rezoning cases for development around planned and existing rail transit stations. These guidelines are intended to provide guidance for TOD in addition to the specific guidance found in Area Plans for each station area.

1. Transit Proximity and Station Area Boundaries:

Focus and concentrate the highest density or land use intensity close to the rail transit station, and where feasible, above the rail transit station.

This TOD area may be generally defined as a ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius from the station platform, or a 5-10 minute walk, subject to site-specific considerations. Station-specific delineations should allow for the consideration of conditions such as roads, topography, or existing development that would affect the frequency of pedestrian usage of transit and therefore affect the expected walking distance to a station within which higher intensity development may be appropriate. Higher intensities within the delineated area may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit. To protect existing stable neighborhoods in the vicinity of transit but not planned for transit-oriented development or redevelopment, and to focus density toward the station, Area Plans should include clearly delineated boundaries for transit-oriented development based upon these criteria and a recognition of the respective differences in service levels and capacity of heavy rail, commuter rail and light rail transit which influence the overall density and intensity appropriate for a particular station area.

2. Station-specific Flexibility:

Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas.

Each of Fairfax County's planned and existing rail transit stations has a unique character in terms of surrounding land uses, transportation infrastructure and roadways, environmental and topographical characteristics, and location within the rail system. Although each individual station should balance node and place functions to some extent, the value of the system as a whole can be enhanced if there is some degree of specialization, which can enhance the goals of TOD. Implementation of TOD within Transit Station Area (TSA) boundaries established in Area Plans, should consider the characteristics of the larger area surrounding the TSA (e.g., stable residential neighborhood, revitalization area, urban center). Transit station areas within a larger mixed-use center should be integrated into the overall planning fabric of the mixed-use center.

3. Pedestrian and Bicycle Access:

Provide safe pedestrian and bicycle travel to and from and within the station area.

Non-motorized access and circulation are critical elements of successful TODs and should be encouraged. Techniques to promote maximum pedestrian and bicycle access must include an integrated pedestrian and bicycle system plan with features such as on-road bicycle lanes, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, adequate lighting, covered walkways, pedestrian aids such as moving sidewalks and escalators, covered and secure bicycle storage facilities close to the station, shower and changing facilities, a pedestrian-friendly street network, and appropriate sidewalk width. Conflict between vehicles and pedestrians/bicyclists should be minimized. This may be achieved through the appropriate location of parking facilities including kiss-and-ride facilities, and the appropriate location and design of access roads to the rail transit station. Planning for accessible trail systems should consider distances traveled by both pedestrians and cyclists and should provide usable trails and other systems beyond the Transit Station Area.

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.

A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical mass of pedestrian activity as people live, work and play in these areas. The appropriate mix of uses should be determined in the Area Plans by examining the unique characteristics and needs of each station area. Specific development plans that conflict with the achievement of the mix of uses planned for that station area are discouraged.

5. Housing Affordability:

Provide for a range of housing opportunities by incorporating a mix of housing types and sizes and including housing for a range of different income levels.

Housing within TODs should be accessible to those most dependent on public transportation, including older adults, persons with disabilities and other special needs, and persons with limited income. Housing should be provided within the residential component of a TOD for low and moderate income residents. Affordable and workforce housing should be provided on-site or, if an alternative location can provide a substantially greater number of units, in adjacent areas within the TOD. Housing for seniors is encouraged to the extent feasible.

6. Urban Design:

Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian-focused sense of place.

A pleasant pedestrian environment can contribute to the quality of a transit experience, which is also a pedestrian activity. Urban design elements to achieve an appropriate sense of place and a pleasant pedestrian environment may include any or all of the following: well-landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated pedestrian system; street-oriented building forms with a pedestrian focus; compact development; appropriate street width and block size; measures to mitigate the visual impact and presence of structured parking; and, high-quality architecture.

7. Street Design:

Provide a grid of safe, attractive streets for all users which provide connectivity throughout the site and to and from adjacent areas.

The street grids around transit station areas should be designed at a scale that facilitates safe pedestrian and cyclist movement and provides for vehicular circulation and capacity. Street design should incorporate elements such as lighting, appropriate street width, sidewalk width and intersection dimensions to allow for pedestrian, bicycle and vehicular use, and should be designed to provide universal access to people with a range of abilities and disabilities. The design of streets should encourage lower traffic speeds and superior pedestrian circulation through provision of on-street parking, street trees, and other features and amenities.

8. Parking:

Encourage the use of transit while maximizing the use of available parking throughout the day and evening and minimizing the visual impact of parking structures and surface parking lots.

Proper size and location of parking facilities contribute to creation of a pedestrian- and transit-supportive environment. The use of maximum parking requirements, shared use parking facilities, incentive programs to reduce automobile usage, carpooling, metered parking, car-sharing programs, neighborhood parking programs, and other techniques can—encourage the use of transit while also maximizing the use of parking spaces at different times of day. Efforts to provide urban design elements such as on-street parking, placement of parking structures underground and minimizing surface parking lots are encouraged. Wherever possible, ground floor uses and activities should be incorporated into structured

parking, particularly where parking structures are located along streets where pedestrian activity is encouraged. Location of commuter garages should be sensitive to pedestrian and bicycle activity within and adjacent to the Transit Station Area and adjacent neighborhoods.

9. Transportation and Traffic:

Promote a balance between the intensity of TOD and the capacity of the multimodal transportation infrastructure provided and affected by TOD, and provide for and accommodate high quality transit, pedestrian, and bicycle infrastructure and services and other measures to limit single occupant vehicle trips.

A TOD should contain the following characteristics relating to transportation and traffic:

- A multimodal transportation infrastructure, with an emphasis on pedestrian and biking facilities, that offer a choice in transportation modes providing convenient and reliable alternatives to driving to a station area, particularly those station areas without parking.
- A design that accommodates, but minimizes single occupant vehicle trips. Additional measures to minimize single occupant vehicle trips, including Transportation Demand Management measures, should be identified and applied.
- Traffic-calming measures, design techniques and road alignment that balance pedestrian and bicycle accessibility and vehicular access.

The cumulative impacts of TOD on transportation infrastructure should be evaluated in the TOD area, and improvements provided where needed. *The impacts on roads:* Where applicable, a higher level of delay is acceptable for vehicular traffic within TOD areas. A non-degradation policy should be applied to areas immediately adjacent to a TOD area and to arterials serving the TOD area. This policy requires that traffic flow in these adjacent areas and on arterials serving the TOD area perform no worse after development of a TOD takes place. Where it is not possible or appropriate to maintain a non-degradation policy, in lieu of additional road capacity, there can be 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 TOD area. *The impacts on transit, pedestrian, and bicycle facilities:* A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service can be provided in lieu of the maintenance of a high quality transit service. An acceptable level of transit service nevertheless should be maintained during TOD development. A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections.

10. Vision for the Community:

Strive to achieve a broadly inclusive, collaborative, community participation process when evaluating TOD plans that propose substantial changes in use, intensity or density for existing or new transit station areas planning efforts.

Broad-based support and collaboration can be achieved through planning processes that encourage involvement and participation. These processes should utilize a range of tools and techniques for engaging the community and other interested stakeholders. While the particulars of the process should relate to each station, planning processes should include the use of citizen task forces, the Area Plans Review process and other means to result in the following: (1) a collaborative and interactive formulation of a cohesive vision for the transit station area before specific development proposals are formally considered; (2) a TOD vision that is integrated with and complements surrounding neighborhoods; (3) incorporation of a broad range of aspirations and needs of those communities; (4) active participation by county planning officials, supervisors, community groups and developers to identify, and encourage broad-based involvement and participation by, a wide range of stakeholders, including all interested citizens' associations; and (5) continuing stakeholder involvement on a collaborative basis in framing development proposals ultimately considered for specific parcels.

11. Regional Framework:

Provide a more efficient land use pattern by concentrating growth around existing and planned transit station areas.

Maximizing development around transit can provide a regional benefit by accommodating some of the region's projected employment and residential growth, as well as making jobs accessible by transit. In instances where substantial changes in use, density or intensity are being considered as part of station area planning, the implications and impacts on the transit system should be considered. Cumulative impacts on transit service and capacity as well as on traffic capacity should be evaluated in a transit-oriented development, and improvements evaluated where needed. These planning efforts should include coordination and cooperation with adjacent jurisdictions, regional organizations, and transit providers, such as WMATA and VRE. The use of Transfer of Development Rights (TDR's) should be examined as a technique to relocate zoned density to TOD areas if it results in future development that agrees with Comprehensive Plan recommendations.

12. Environmental Considerations:

Seek opportunities for mitigating environmental impacts of development.

The environmental benefits of compact, mixed use development focused around transit stations can include improved air quality and water quality through the reduction of land consumption for development in other areas. The utilization of land near transit and the existing infrastructure allows the County to accommodate increasing growth pressures in a smaller area served by infrastructure. Improvements in air quality due to reduced vehicle miles traveled and reduced automobile emissions can also be viewed as a benefit of TOD. Environmental

impacts (such as impacts on mature trees and stormwater runoff) of proposed development should be examined and mitigated to minimize potential negative impacts. Low Impact Development Techniques, such as rain gardens and green roofs, should be incorporated into proposed developments to reduce potential impacts of stormwater runoff from these areas. Development in TODs should be designed in a manner that conserves natural resources; the application of energy and water conservation measures should be encouraged. Sites undergoing redevelopment should optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals.

13. Economic Benefits:

Create an employment base and encourage commercial revitalization adjacent to transit facilities.

Development around transit stations can help to address housing and transportation costs in the County by providing opportunities to balance these costs in TODs. Employment uses near transit can provide opportunities for lowered transportation costs for employees. Additionally, housing near transit offers similar transportation savings and opportunities for housing near employment. Opportunities to create new small business opportunities as well as assist in the retention of existing small businesses should be evaluated as part of TOD planning.

14. Open Space:

Provide publicly-accessible, high-quality, usable open space.

Urban parks and open space contribute to a development's sense of place and are integral amenities offered to residents, workers and shoppers. Transit-oriented development plans should provide amenities such as public gathering spaces, civic focal points, plazas and open green space and offer a variety of activities such as dining, casual games and recreation, performances, visual arts and special events. These spaces should be accessible to the larger community as well as the immediate transit-oriented development area. Development plans should also incorporate open space preservation, such as stream valleys, where appropriate, and provide access to the County's network of parks and trails.

15. Public Facilities and Infrastructure:

Evaluate opportunities to include public facility improvements and services within the TOD area.

TOD may provide opportunities to improve public facilities. Locating public facilities in station areas provides important public services in areas accessible to public transportation and can increase activity within the TOD. Cumulative impacts of development in a TOD on public facilities and transit access facilities should be identified and offset. Such impacts include those on schools, parks, libraries, police, fire and rescue, water and sewer, stormwater management and other publicly owned community facilities. Current data on station access facilities and demand should be used as available, to assess needs for replacement or enhancement of facilities such as bus bays, taxi access, substations and parking.

16. Phasing of Development:

Ensure that projects are phased in such a way as to include an appropriate mix of uses in each phase of the development.

A balanced mix of residential and non-residential uses should be provided to encourage a critical mass of pedestrian activity. However, concurrent development of all uses may not be feasible due to market conditions. In instances where a certain mix of uses is critical to the success of the TOD, the development should include a commitment to phase the project in such a way as to include an appropriate mix of uses in each phase to help ensure the long-term success of the mixed-use development. It may also be appropriate, when a project's overall success depends on certain specific elements, to make later phases contingent on completion of those elements. Phasing the development can minimize the potential impacts on the surrounding community and increase amenities for residents, employees, and visitors within the transit-oriented development area. Phasing plans should include pedestrian and bicycle access plans to allow proper non-motorized access throughout the development phases. Provision of open space and recreational amenities should be phased as well so that provision of these facilities is not postponed until final phasing of a development.”