PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: ST09-IV-MV1
February 28, 2013

GENERAL LOCATION: South of Jefferson Drive, west of North Kings Highway, north of Fort Drive, east of Monticello Road

SUPERVISOR DISTRICT: Lee

PLANNING AREA: Area IV

PLANNING DISTRICT: Mount Vernon

SUB-DISTRICT DESIGNATION:
MV1-Huntington Community Planning Sector

PARCEL LOCATION: 83-3 ((1)) 87; 83-3 ((3)) A, B, 18; 83-3 ((2)) (13) 1A-13B; 83-1 ((6)) (12) 1A-15B

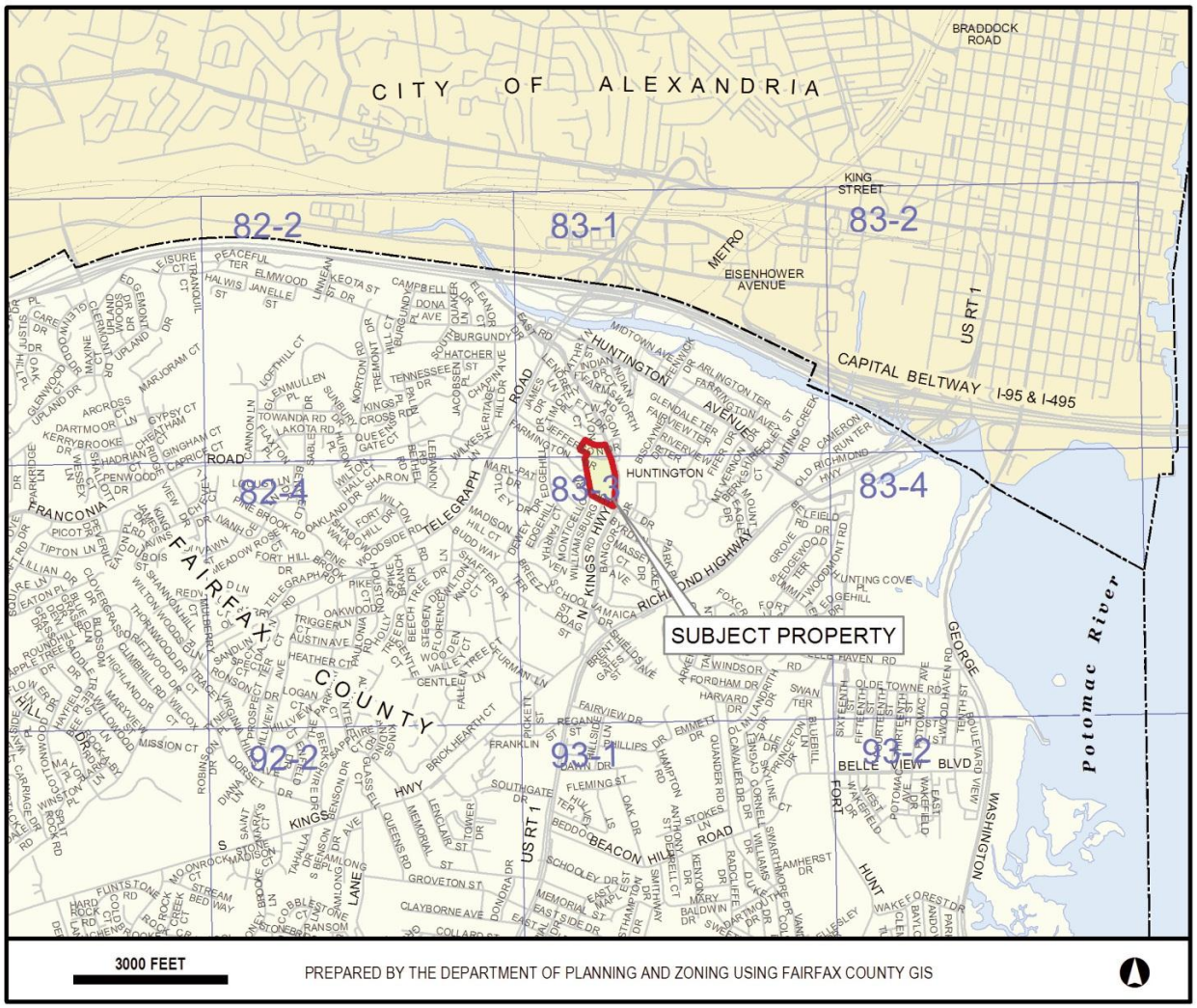
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Thursday, March 14, 2013 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, April 9, 2013 @ 4:00 PM

PLANNING STAFF <u>DOES</u> RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 48 hours advance notice. For additional information about accommodation call (703) 324-1334.



PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS

CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

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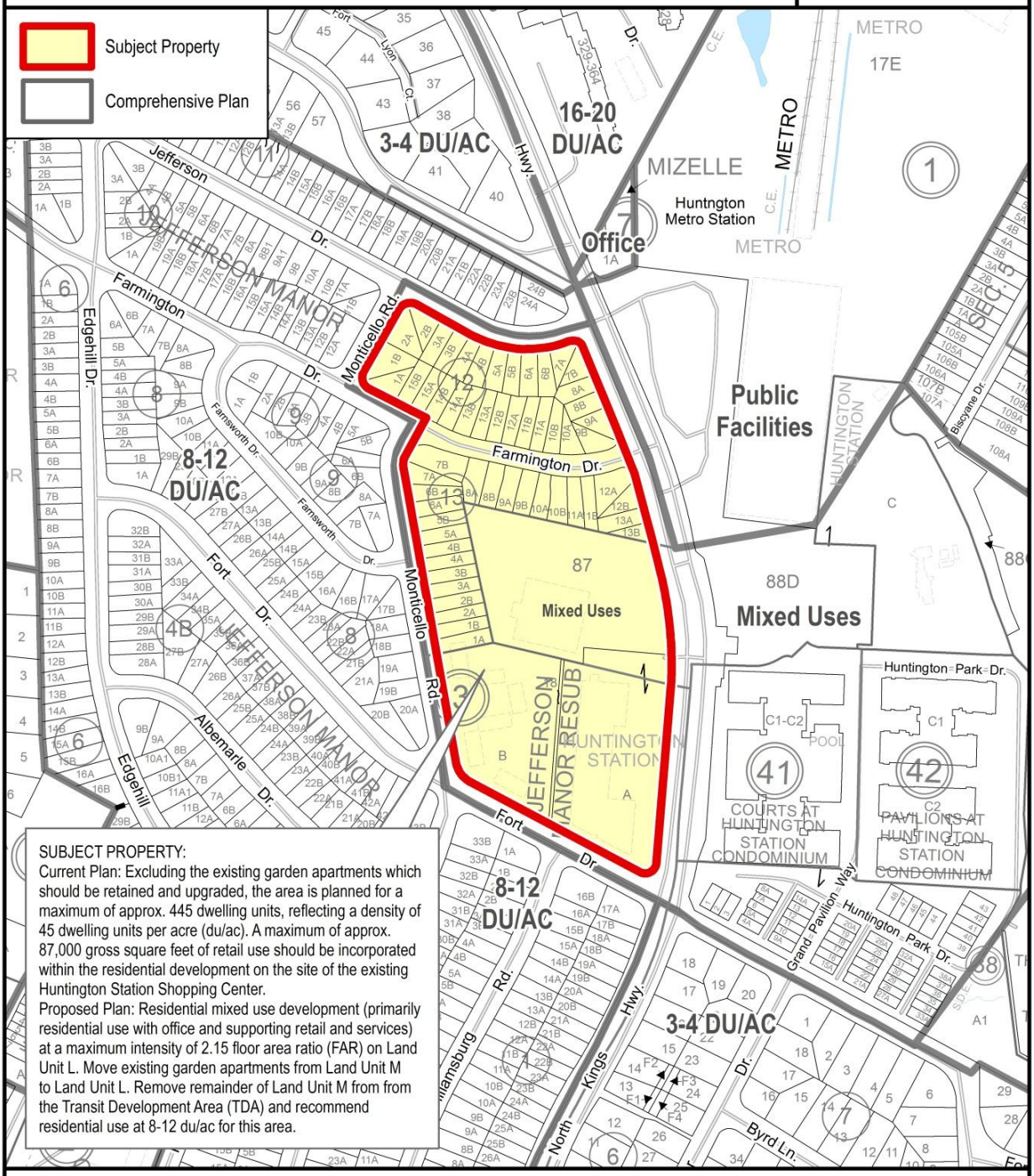

SUBJECT PROPERTY:
Current Plan: Excluding the existing garden apartments which should be retained and upgraded, the area is planned for a maximum of approx. 445 dwelling units, reflecting a density of 45 dwelling units per acre (du/ac). A maximum of approx. 87,000 gross square feet of retail use should be incorporated within the residential development on the site of the existing Huntington Station Shopping Center.
Proposed Plan: Residential mixed use development (primarily residential use with office and supporting retail and services) at a maximum intensity of 2.15 floor area ratio (FAR) on Land Unit L. Move existing garden apartments from Land Unit M to Land Unit L. Remove remainder of Land Unit M from from the Transit Development Area (TDA) and recommend residential use at 8-12 du/ac for this area.

300 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO JANUARY 2013
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STAFF REPORT FOR PLAN AMENDMENT ST09-IV-MV1

BACKGROUND

On March 30, 2009, the Board of Supervisors (BOS) authorized Plan Amendment ST09-IV-MV1 for an approximately 11.8 acre area in the Jefferson Manor community (see Figures 1 for a map of the study area).

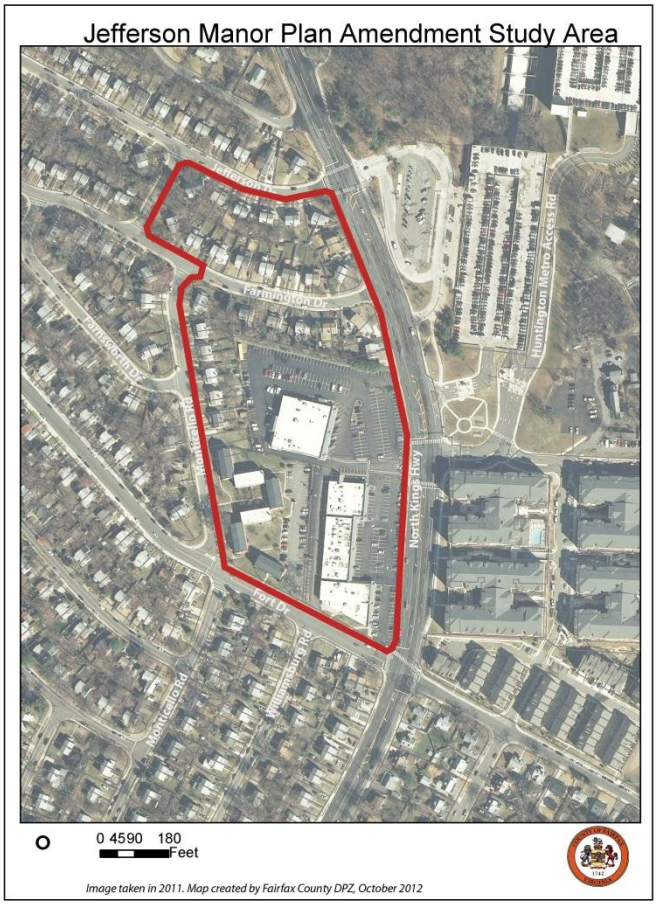


Figure 1: Plan Amendment ST09-IV-MV1 Study Area

The Board directed staff to work with the Department of Housing and Community Development (DHCD) to amend the Jefferson Manor Conservation Plan. The purpose of the Conservation Plan is to preserve the Jefferson Manor neighborhood as a stable residential community and provide for its improvement in the future. The Conservation Plan was amended on September 27, 2011 to recognize the potential redevelopment of the Huntington Station Shopping Center and peripheral properties as described in the Comprehensive Plan (the Plan). In terms of Plan guidance, the Board directed staff to consider a mix of uses at an appropriate intensity for transit oriented development (TOD), determine if additional needs created by 2005 Base Realignment and Closure (BRAC) actions should be accommodated at this location, seek input from the residents of the Jefferson Manor Conservation area, and to ensure safe and convenient access to the Huntington Metro Station.

CONTEXT

General Location

Jefferson Manor is generally located in the southeastern portion of Fairfax County between North Kings Highway and Telegraph Road. The study area is oriented towards North Kings Highway which forms the eastern boundary of the subject property. The site is bounded on the north by Jefferson Drive, on west by Monticello Road, and on the south by Fort Drive. The tax map numbers for the study area are 83-3 ((1)) 87; 83-3 ((3)) A, B, 18; 83-3 ((2)) (13) 1A-13B; 83-1 ((6)) (12) 1A-15B. A total of 60 individual parcels comprise the study area.

Character of the Site

The subject property is developed with the Huntington Station Shopping Center [tax map numbers 83-3 ((1)) 87 and 83-3 ((3)) A], garden apartments [83-3 ((2)) (13) 1A, 1B; 83-3 ((3)) B, 18] and 56 duplex units [83-3 ((2)) (13) 2A-13B; 83-1 ((6)) (12) 1A-15B]. Huntington Station Shopping Center, a small community-oriented retail center was developed in 1951. Current tenants of this approximately 47,500 square foot shopping center include a 7-11 convenience store, the United States Post Office, a barber shop, a nail salon, an international foods market, restaurants, a pet kennel, and an auto parts shop. There are three vacancies as of January 24, 2013. The shopping center area is set back from North Kings Highway by surface parking. An alley behind the shopping center provides vehicular and pedestrian access to North Kings Highway.

The garden apartments are situated adjacent to the alley behind the shopping center. These 67 garden apartments are housed in six, three story buildings constructed in 1950. The remainder of the subject area is developed with duplexes built in the late 1940s, some of which include additions or have otherwise been remodeled.

Planned Land Use

The Comprehensive Plan (the Plan) designates the study area as Land Unit L and a portion of M within the Huntington Transit Development Area (TDA). See Figures 22 and 23 within the Comprehensive Plan excerpt on page 5 for maps of depicting Huntington Transit Station Area (TSA) and the TDA boundary. The TDA is defined as a smaller geographic area within the TSA that is a five to seven minute walk of the Huntington Metro Station.

The Comprehensive Plan recommends high density residential use at a density of 45 dwelling units per acre (du/ac), or a total of 445 dus, with the exception of the garden apartments which are planned to be maintained. Approximately 87,000 gross square feet of retail space is recommended to be integrated into the residential component and situated on the site of the existing Huntington Station Shopping Center. See pages 4 and 5

for the site specific Comprehensive Plan text for the subject property. The shopping center and garden apartments are zoned C-5, and the duplexes are zoned R-8.

Character of the Surrounding Area

North: The area to the north of the subject property that is within the boundary of the Jefferson Manor Conservation Area is developed with residential duplexes. See Figure 2 on page 4 for a map of the Jefferson Manor Conservation Area. This area is planned for residential use at 8-12 du/ac and is zoned R-8. Outside of the Jefferson Manor Conservation Area is the Fort Lyon Heights subdivision. This subdivision is developed with single family detached residential units. It is planned for residential use at 3-4 dwelling units/acre and zoned R-4.

East: The area to the east across North Kings Highway is developed with the Huntington Metro Station Park & Ride lot. The area to the south of the Park & Ride contains the Courts at Huntington Station, a mid-rise residential development of approximately 400 units. The Courts at Huntington Station are part of a larger redevelopment plan for this 35-acre portion of the Metro property. This plan calls for high-density residential, office and retail uses composed of 250,000 gross square feet of office space, one 12-14 story multifamily residential building, and approximately 25,000 square feet of retail use. A new 4-6 story above ground WMATA parking garage would be constructed to accommodate the displaced Park & Ride. The property is zoned PRM.

South and West: The area to the south of Fort Drive and west of Monticello Road contains residential duplexes that are within the Jefferson Manor Conservation Area. This area is planned for residential use at 8-12 du/ac and is zoned R-8.

PLANNING HISTORY

The Huntington Station Shopping Center and garden apartments [tax map numbers 83-3 ((1)) 87; 83-3 ((3)) A; 83-3 ((3)) B, 18] were nominated for a Comprehensive Plan change during the 2005-2006 Area Plans Review (APR) process. The nomination proposed a mix of residential, retail, and office uses at an intensity up 3.25 floor area ratio (FAR) consisting of 750 residential units and 75,000 square feet of retail and office space with an option for 645 residential units and 160,000 square feet of retail and office space. This nomination was withdrawn by the nominator prior to the Planning Commission public hearing.

Jefferson Manor Conservation Plan
Built in the late 1940's, the Jefferson Manor community was part of the post-World War II housing development in Fairfax County. The Jefferson Manor Citizens Association (JMCA) requested that the County prepare a conservation plan for Jefferson Manor in 1990, with the goal of maintaining the stable residential character of the community and preventing deterioration of the area. In 1991, the Jefferson Manor Conservation Plan was adopted by the BOS.

Figure 2: Jefferson Manor Conservation Area

In October of 2010, the Jefferson Manor Citizens' Association (JMCA) requested the BOS to authorize an amendment to the Jefferson Manor Conservation Plan. In addition to maintaining Jefferson Manor as a stable community, the conservation plan supports the community's improvement in the future. However, future land use changes were tied to an outdated land use map and zoning regulations rather than guidance contained in the Comprehensive Plan. The Department of Planning and Zoning (DPZ) and DHCD reviewed the conservation plan and suggested revisions. The proposed revisions to the document were available for comment and review by the JMCA. The amendment to the conservation plan was adopted on September 27, 2011 which connected land use guidance to the Comprehensive Plan, updated the document, and noted the potential for redevelopment of the Huntington Station Shopping Center and peripheral properties as described in the Comprehensive Plan.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 12-4-2012, MV1- Huntington Community Planning Sector, Page 98, 101 and 107-108:

"**Land Unit L and a portion of Land Unit M**

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

Excluding the existing garden apartments on Parcel 83-3((3))B which should be retained and upgraded, the entire area is planned for redevelopment with a maximum of approximately 445 dwelling units (220 units on the portion of Land Unit M within the Transit Development Area and 225 units on Land Unit L), reflecting a density of 45 dwelling units per acre. Incorporated within this high density residential development, a maximum of approximately 87,000 gross square feet of retail space is recommended on Land Unit L, the site of the existing Huntington Station Shopping Center. The redevelopment should include a plaza or other public space that is oriented to the Transit Area in terms of character and location.

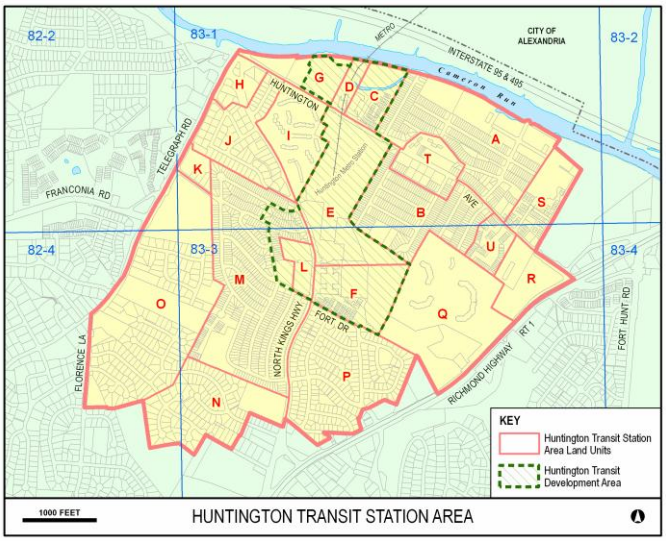


FIGURE 22

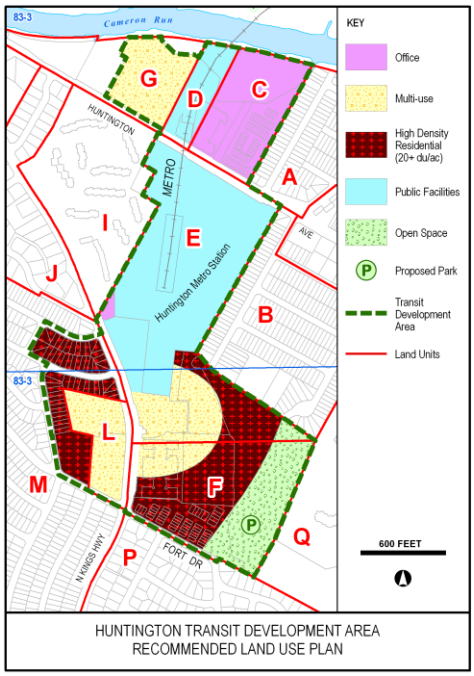


FIGURE 23

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

• Reduce vehicular access points along North Kings Highway; and

• Coordinate the design and development of Land Unit L and Land Unit M with review by the residents of the Jefferson Manor Conservation Area.

Development on Land Units M and L should complement each other and reinforce the design, character and quality of the proposed development on the WMATA site as well as the existing residential character of the Jefferson Manor Conservation Area. A pedestrian-oriented public space should be created that is oriented to the public space on the WMATA property to facilitate pedestrian access across North Kings Highway."

The Comprehensive Plan Map shows the subject property as planned for mixed use.

TASK FORCE PROCESS AND OUTCOME

In December 2011, a seven member task force representing the Jefferson Manor community was formed to discuss a vision for the study area, consider community priorities for redevelopment, and recommend a preferred land use scenario. The task force meetings also provided an opportunity for additional communication between the community, property owners, and county staff.

A community-wide meeting was held in January 2012 to brainstorm ideas for redevelopment, which included site design, amenities, transportation, and connectivity. The ideas and comments generated by this meeting were used to inform the task force discussions related to development intensities, building heights, and mix of uses. Additionally, the task force reviewed recently adopted or ongoing rezoning cases and Plan amendments in the vicinity of the subject property. Other relevant documents such as transportation and market studies were also considered.

After this research phase, the task force created a vision statement outlining recommendations for building height, buffering of development to the adjacent neighborhood, desired mix of uses, vehicular access, pedestrian safety, and environmental considerations. This draft vision statement was presented to the Jefferson Manor community for public comment and review.

The task force then considered several redevelopment scenarios and land area consolidations by evaluating the quantification of residential and nonresidential use as well as building massings. In September 2012, the task force voted to recommend residential, retail and office mixed use development at an intensity up to 2.15 FAR on the land area of the existing shopping center and garden apartments. Other conditions and community priorities as noted in the vision statement were also part of the recommendation. The task force recommendation received support from the JMCA Board of Directors. The final task force recommendation was also presented to the property owners and the community in November of 2012 to gather feedback and provide an opportunity for review.

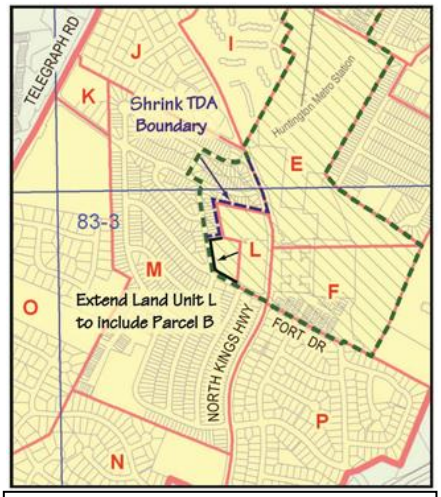


Figure 3: TDA and Land Unit L modifications

ANALYSIS

Transit Development Area and Land Unit boundaries

The study area includes 54 duplex units included within the TDA that are planned for high density residential use at 45 du/ac. Preventing encroachment of high intensity development into the Jefferson Manor Conservation Area is critical to preserving this established residential neighborhood in the future. As supported by the task force, removing these duplexes from the TDA and re-planning them for residential use at 8-12 du/ac would result in unifying the planned development intensity of the Jefferson Manor neighborhood. Additionally, inclusion of the garden apartments in Land Unit L will provide a more logical land

unit delineation. Figure 3 shows the proposed modifications to the TDA and Land Unit L boundary.

Land Use

Development Intensity
The study area is located within ¼ mile of the Huntington Transit Station. County policy encourages concentrating higher intensity mixed use development in designated centers, including transit station areas (TSAs). This land use pattern focuses development in a compact, pedestrian-friendly urban form that maximizes the use of existing infrastructure. The subject property is ideally situated to support mixed use development that encourages a critical mass of pedestrian activity.

The task force evaluated land uses and intensities of nearby proposed or recently adopted Plan amendments. The development intensities ranged from 1.15-3.0 FAR, and the mix of uses generally consisted of a significant residential component with retail and office use. Recently completed development projects located near Metrorail stations in Fairfax County were also considered, notably in the TSA adjacent to the Dunn Loring-Merrifield Metro station and the Town Center located southwest of the Gallows Road/Lee Highway intersection. Taking into account these findings as well as the character of the surrounding low density residential development, the existing and approved development on the opposite side of North Kings Highway, and the desire to taper building heights, the task force recommended intensity of 2.15 FAR is appropriate for the study area.

Mix of Uses
The Guidelines for Transit Oriented Development note the appropriate mix of uses in TOD areas should be determined by examining the unique characteristics and needs of each station area. Attachment I on page 30 includes Appendix 11, Guidelines for Transit Oriented Development. The stable residential neighborhood and suburban character that surrounds the subject area suggests the inclusion of residential use would be complementary to existing development. Furthermore, County policy supports a diverse housing stock within mixed use development to enhance opportunities for people to live in proximity mass transit. The existing duplexes coupled with new townhouse and/or mid to high-rise multifamily residential units would expand housing options near the Huntington Metro Station.

In terms of nonresidential use, community serving ground floor retail use is essential to creating a pedestrian friendly place, activating the street, and serving the daily needs of residents and employees. Market studies suggest a limited demand for Class A office space in this area of the county at the present time. The location of the study area and the existing market conditions also suggest a modest amount of local serving retail would be most appropriate at this location. Furthermore, introducing a large amount of retail or office square footage may not be compatible with the adjacent neighborhood and could result in the undesirable effect of transforming the residential character of this area.

Given that future market conditions are unknown, a range of residential and nonresidential uses is recommended to allow for flexibility to implement the vision for redevelopment and reduce obstacles to future redevelopment efforts. Between 50,000 and 85,000 gross square feet of office space to support professional offices, or smaller Class B/C office space, and local-serving retail use is encouraged to be incorporated within the residential development. The lower end of the nonresidential density range reflects the task force vision for redevelopment to comprise at least the same amount of nonresidential use that currently exists on the site, which is approximately 47,500 square feet. Possible retail uses could include restaurants, cafes and/or a small grocery store. A significant residential component of 300 to 600 single-family attached (townhouse) and/or multi-family mid to high rise residential units are recommended with redevelopment.

Figure 4: Land Bays within Land Unit L

Consolidation

Full consolidation of Land Unit L is preferred to achieve a uniform development plan that includes consistent architectural features, a well-designed pedestrian circulation plan and integrated public parks and open space. However, it is possible that consolidation of the subject property cannot be achieved and redevelopment will occur in phases. Should this occur, the subject property is divided into Land Bays A and B. The land bay boundaries coincide with current property ownership. If the subject property is developed in phases, Land Bay A is encouraged to be redeveloped first to establish an east-west pedestrian connection through the site to the metro station.

The proposed development should effectively demonstrate how a coordinated development could be achieved with the remaining land bay in the future. High quality architecture and site design as well as a pedestrian-oriented character is expected with the initial phase of development. Usable and publicly accessible parks and/or recreation spaces and pedestrian connections to the adjacent neighborhood and transit station should also be included in the first phase of development.

Urban Design

As stated in the Guidelines for Transit Oriented Development, excellence in site planning, streetscape, and building design are elements that contribute to a well-planned TOD. High quality urban design can enhance the quality of the entire transit experience that includes walking or biking to the metro station.

To support the task force and community's vision for an attractive, interesting, and high quality development, architectural design features of windows, facades, and building details are expected to add visual interest and character to the area. The creation of an active streetscape is

recommended with the inclusion of features such as multiple entrance points, display windows, arcades, and awnings. Buildings should be oriented to and aligned with the street on which they are located. There should be minimal setbacks from the sidewalk and/or property line, taking into consideration the need to accommodate browsing zones for window shopping, sidewalk cafes, or other urban design amenities. Buffering and screening adjacent to the duplexes should be used to provide appropriate transitions and minimize the impact of development.

Building height

The Plan recommends building height limits within the Huntington TDA as shown in Figure 25 of the Comprehensive Plan. The recommended height limit for the study area is 150 and 100 feet along a majority of the frontage on North Kings Highway; a 100 foot maximum towards the interior of the site and next to the duplexes on Monticello Road; and 55 feet along Fort Drive and Monticello Road. The task force recommends modifying the building height limit to a maximum of approximately 110 feet or 10 stories along North Kings Highway, tapering to a maximum of approximately 40 feet or 4 stories along the edges of the site to create an effective transition and minimize the impacts of development. The proposed modifications to building height maximums take into consideration the approved and existing development on the WMATA site and the desire to minimize incompatibility with the surrounding residential area.

Transportation

Trip generation

Table 1 shows the estimated single occupant vehicle (SOV) trips that would be generated from the current Comprehensive Plan recommendations. The trip generation estimates are based on rate and formulas from the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition (2008) standards. The Fairfax County Department of Transportation (FCDOT) applied a 25 percent trip reduction to the ITE trip generation calculations for planned residential use to reflect a more accurate baseline trip level due to the study area's location within ¼ to ½ mile from the Huntington Metro Station. The ITE's 25 percent retail pass-by rate is based upon the estimated percentage of trips in which the study area is visited, but is neither the origination point nor the final destination. This pass-by rate is applied only to retail use.

Table 1: Trip Generation - Current Comprehensive Plan

	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	Daily
Gross Trips - Current Comprehensive Plan	78	117	195	366	344	710	7,879
Trip Reductions	*-19*	*-30*	*-49*	*-92*	*-86*	*-178*	*-1,970*
Net New Trips	59	87	146	274	258	532	5,909

Reflects 25% baseline reduction (1/4 to 1/2 mile from metro station) for residential trips and 25% reduction for retail pass-by trips

Table 2 on the following page presents the trip generation estimates for the task force recommendation. Similar to the calculations based upon under the current Comprehensive Plan,

a 25 percent trip reduction for planned residential and office use and a 25 percent retail pass-by rate were applied. For the purposes of the calculations, the proposed nonresidential square footage was divided into 35,000 square feet of office use and 40,000 square feet of retail use. This scenario reflects the task force's recommendation for both professional office and local-

Table 2: Trip Generation - Task Force Recommendation

	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	Daily
Gross Trips - Task Force Recommendation	145	179	324	339	366	705	7,093
Trip Reductions	*-37*	*-45*	*-82*	*-85*	*-92*	*-177*	*-1,774*
Net New Trips	108	134	242	254	274	528	5,319

Reflects 25% baseline reduction (1/4 to 1/2 mile from metro station) for residential and office trips and 25% reduction for retail pass-by trips

serving retail to be included with redevelopment, and also reflects the goal of achieving a balanced mix of residential and nonresidential uses to encourage a critical mass of pedestrian activity.

The task force scenario will generate an estimated 5,319 total daily trips, 242 a.m. peak hour trips, and 528 p.m. peak hour trips. This would represent reductions of 590 daily trips (-10%) and 4 p.m. peak hour trips (-1%), and an increase of 96 a.m. peak hour trips (+66%) from current Plan projections. The increase in a.m. peak hour trips can be attributed mainly to the influx of office space, which produces a heavy morning peak commute.

Beyond the 25 percent baseline trip reduction discussed and incorporated in Tables 1 and 2, TDM mitigation has been found to have a positive effect on reducing SOV trips and increased trip reduction. An effective on-site TDM program that encourages transit use, carpooling/vanpooling, bicycling/walking, incorporating flexible work schedules, teleworking, and implementing other TDM strategies would likely result in an increased trip reduction of 30-40 percent based on FCDOT study and data.

Achieving a 30 percent TDM trip reduction goal, or the low end of the recommended range, would result in estimated reductions of 757 daily trips (-13%) and 21 p.m. peak hour trips (-4%) and an increase of only 83 a.m. peak hour trips (+57%) compared to the current Plan projections.

Table 3: Trip Generation - Task Force Recommendation with 30% TDM Mitigation

	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	Daily
Gross Trips - Task Force Recommendation	145	179	324	339	366	705	7,093
Trip Reductions	*-42*	*-53*	*-95*	*-93*	*-101*	*-194*	*-1,941*
Net New Trips	103	126	229	246	265	511	5,152

Reflects 30% mitigated TDM reduction for residential and office trips (1/4 to 1/2 mile from metro station) and 25% reduction for retail pass-by trips

A more aggressive TDM goal of 40 percent at the high end of the range would improve the SOV trip impact even further. This would result in expected reductions of 1,092 daily trips (-18%) and 57 p.m. peak hour trips (-11%) and an smaller increase of 55 a.m. peak hour trips (+38%) compared to current Plan projections.

Table 4: Trip Generation - Task Force Recommendation with 40% TDM Mitigation

	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	Daily
Gross Trips - Task Force Recommendation	145	179	324	339	366	705	7,093
Trip Reductions	*-54*	*-69*	*-123*	*-110*	*-120*	*-230*	*-2,276*
Net New Trips	91	110	201	229	246	475	4,817

Reflects 40% mitigated TDM reduction for residential and office trips (1/4 to 1/2 mile from metro station) and 25% reduction for retail pass-by trips

The Guidelines for Transit Oriented Development recognize a higher level of delay is acceptable for vehicular traffic within a TOD in order accommodate high quality transit, pedestrian and bicycle infrastructure and services, and institute other measure to limit SOV trips. In this case, a lower standard for level of delay at Level of Service (LOS) E is recommended for the site. The guidelines also note it may not be possible to maintain a non-degradation policy on surrounding roadways after development of a TOD takes place. In these cases, improvements, measures and/or monetary contributions that enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the area should be added to a fund.

Pedestrian and Bicycle Access and Circulation

Given the study area's proximity to transit, improved pedestrian access and connectivity to the Huntington Metro Station is essential. A well-designed and safe pedestrian and bicycle crossing at North Kings Highway should provide direct connectivity between the site and the metro station. Pedestrian connections including sidewalks and trails throughout the interior of the site and to the adjacent residential streets should also be addressed in a pedestrian circulation plan. As recommended by the Countywide Trails Plan, a minor paved trail should be accommodated along North Kings Highway.

Vehicular Access

The main entrance to the subject property is currently located on North King Highway; however it is not aligned with Huntington Metro Access Road. This road provides access to the Huntington Metro Station Park & Ride and the Courts at Huntington Station development immediately to the south of the parking garage. The entrance to the subject property is recommended to be realigned to Huntington Metro Access Drive. Vehicular access is not recommended on Farmington Drive or Monticello Road.

The task force strongly prefers no vehicular access on Fort Drive. However, FCDOT recommends maintaining the existing access on Fort Drive to ensure adequate circulation and distribution of site-related trips. As a compromise, limiting access on Fort Drive to ingress only could be considered in consultation with FCDOT, the Virginia Department of Transportation

(VDOT), and other appropriate agencies to determine whether limited access on Fort Drive is feasible.

Affected Area Study and Countywide Transit Network Study
Other recent transportation studies in the area have concluded that North Kings Highway is projected to be near or over capacity in 2030. Several intersections in the area are also anticipated to have future congestion issues, including Telegraph Road at North Kings Highway; North Kings Highway at Shields Avenue/School Street; and Richmond Highway (Route 1) at Shields Avenue.

These roadway and intersection deficiencies can be attributed in large part to background traffic growth. Large volumes of traffic travel south-to-north to access the Huntington Metro Station and Capital Beltway in the morning peak hour, with the reverse occurring in the afternoon peak hour. Due to infrastructure limitations and the desire to maintain the existing right-of-way, it will be difficult to address these issues with roadway mitigation and turn lanes. Therefore, an Affected Area Study for the Huntington area accompanies the recommendations for this Plan amendment, in addition to other nearby Plan amendments to try to address difficult traffic congestion issues.

On February 26, 2013 Board of Supervisors authorized the Affected Area Study to comprehensively assess transportation needs in the Huntington Transit Station Area. This study would include evaluating the feasibility of potential changes to traffic patterns and determining possible small and large-scale multimodal solutions to address transportation issues in the Huntington Transit Station Area.

North Kings Highway is designated as an Enhanced Public Transportation Corridor (EPTC), and further study will determine whether additional right-of-way requirements may be imposed on this site to accommodate future transit. FCDOT is in the process of conducting a Countywide Transit Network Study which will verify whether North Kings Highway should remain part of the County's future high quality transit network, beyond the existing bus service, and will provide an early indication of right-of-way impacts and requirements. The Countywide Transit Network Study is anticipated to be completed in the summer of 2013.

Parks and Recreational Amenities

Redevelopment that includes the maximum of 600 residential units would result in approximately 1,290 residents, using the average multifamily household size of 2.14 in the Mount Vernon Planning District. These residents along with employees and visitors should have access to high quality parks and open space. The Guidelines for Transit Oriented Development recommend the inclusion of plazas, courtyards, and urban parks to achieve a sense of place and a pleasant pedestrian environment. These spaces should be publicly accessible and reasonably distributed throughout the site. Creative and/or non-traditional opportunities such as publicly accessible rooftops or interior public spaces should also be considered for additional recreation spaces.

The study area is currently served by Jefferson Manor Park, located south of Farmington Drive between Telegraph Road and Edgehill Road as shown in Figure 2. This park includes a diamond field, an open play area, a picnic area, tennis courts, and a basketball court. Jefferson Manor Park provides open space and small scale facilities at a pedestrian accessible location; therefore, it should continue to be a beneficial amenity in the future and is recommended to be retained and improved. Other parks in the vicinity include Mount Eagle Park, Huntington Park, and Mount Vernon District Park. Improvements to trails, playgrounds, courts, and picnic facilities as well as additional amenities such as benches at smaller local serving parks would benefit future park users.

Overall, a greater number of athletic facilities are needed to serve the area. Active recreation facilities such as sport fields require larger sites that cannot be accommodated within the study area. Recreation impacts may be mitigated through enhancements that increase playing capacity at existing parks and schools located within the service area of this site, such as Lee District Park, Clermont School site at Grist Mill Park, or other nearby school site with athletic facilities. Improvements to these facilities may include the addition of field lights and/or conversion to synthetic turf.

Schools

The proposed maximum residential redevelopment scenario would result in an estimated 100 new students, or an increase of approximately 52 students over the current Comprehensive Plan. Trends observed by Fairfax County Public Schools (FCPS) indicate the countywide student yield ratio estimates fewer students than the actual number of students residing in the community, and as multifamily communities age, an increased number of students reside in these communities. Additionally, FCPS notes that in established communities such as Jefferson Manor, an increased number of school aged children may be present. In order to examine some of these trends and observations, FCPS is proposing to undertake a review of all schools in the Richmond Highway corridor area in the near future, particularly since several schools in the area are projected to be over capacity.

The study area is served by Mount Eagle Elementary, Twain Middle School, and Edison High School. Mount Eagle Elementary is projected to be slightly over capacity for the 2017-18 school year; with redevelopment of this site, the capacity deficiency would increase. Twain Middle School and Edison High School are projected to remain below capacity for the 2017-18 school year.

Environment

The Policy Plan’s Environment section provides guidance for resource conservation and green building practices. These principles align with the Board of Supervisors’ goals of environmental protection and minimizing environmental impacts of development. Objective 13 of the Environment section suggests the application of energy and water conservation and other green buildings practices in the design and construction of projects.

Green Building
Under the green building policy, Transit Station Areas are among the centers in the County expected to incorporate green building practices sufficient to attain certification through the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program or its equivalent if the project is at high end of the planned density/intensity range; proposes to implement the Plan option; is developing at the Overlay Level; or involves a change in use from what would be allowed as permitted under existing zoning. Redevelopment under the proposed task force recommendation would be expected to attain LEED certification or its equivalent.

Stormwater Management
The study area is almost entirely impervious with very little tree cover. Redevelopment presents an opportunity to improve stormwater management techniques and incorporate the county's best management practices (BMPs) to reduce the pollution of surface and groundwater. Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided with redevelopment, with the goal of reducing the total runoff volume. Inclusion of Low Impact Development (LID) techniques and BMPs that evapotranspire water, filter water through vegetation and/or soil, and return water into the ground or reuse it should be emphasized with redevelopment.

The Policy Plan's Environment section recommends reducing the impact of redevelopment through numerous measures, including minimizing the amount of impervious surface created, using innovated BMPs and infiltration techniques if appropriate, encouraging shared parking between adjacent land uses, and maximizing the use of infiltration landscaping within streetscapes.

In terms of green building rating systems, stormwater management measures that are sufficient to attain the stormwater design-quantity control credit and stormwater design-quality control credit of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED-NC) or the Leadership in Energy and Environmental Design for Core and Shell (LEED-CS) rating system (or third party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible with redevelopment.

Recommendation

Staff supports the task force recommendation for transit-oriented mixed use development at a maximum intensity of 2.15 FAR. This development is proposed to include primarily residential uses with a moderate amount of office use and support retail and services. High standards for well-designed architectural elements, building design, parks and other public spaces, and pedestrian connectivity will support the transformation of this area into a functional, vibrant, and attractive node of activity. The recommended pedestrian-oriented development also reflects the desire to revitalize an aging commercial center. In order to implement this cohesive vision, full consolidation of the study area is strongly encouraged.

Staff proposes modifying the boundary of the TDA to protect and preserve the Jefferson Manor neighborhood and focus redevelopment on the shopping center site and garden apartments. Finally, staff supports the Board authorized Huntington Affected Area to comprehensively assess transportation needs in the Huntington Transit Station Area.

Staff's recommended changes to the Comprehensive Plan text are shown below. Text proposed to be added is shown as underlined, and text proposed to be deleted is shown with ~~strikethrough~~.

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, amended through December 4, 2012, MV1-Huntington Community Planning Sector, Page 96:

"**MV1 HUNTINGTON COMMUNITY PLANNING SECTOR**

CONCEPT FOR FUTURE DEVELOPMENT

…

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

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, amended through June 19, 2012, MV1-Huntington Community Planning Sector, Pages 99-106:

"Transit Development Area Conditions and Recommendations

. . . In suburban locations such ~~Huntington~~ the Huntington Transit Development Area, mixed-use development with a predominance of residential uses is highly appropriate. The residential component will contribute most of the Metrorail commuters while the non-residential use will encourage off-peak and reverse ridership, provide a variety of activities and enhance the economics of land development.

~~The predominance of residential uses within the Transit Development Area is appropriate for Huntington, reflecting the residential character of this area and recognizing the limited market for office use.~~ The Transit Development Area ~~also~~ ~~will~~ provides a strong visual and functional focus ~~for the Huntington community~~ due to its central location on a topographically prominent site in the Transit Station Area. Development in this area will enhance the character of the community, increase patronage for existing local business, and lead to reinvestment in the surrounding neighborhoods. The area will become a place

where County residents can live, work and shop without excessive dependence upon the automobile, thus realizing some of the County's key policy objectives. . .

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

North of the Huntington Station Shopping Center is a block of older duplex houses that are directly across from the station facilities. Redevelopment in Jefferson Manor~~,~~ is not recommended ~~north of Jefferson Drive, west of Monticello Road, or south of Fort Drive~~ outside of Land Unit L (see Figure 23) to limit the impact upon the Jefferson Manor neighborhood and ~~adjoining~~ nearby subdivisions. 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. . . ”

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;
- ~~3,614~~ 4,214 dwelling units; ~~and~~
- 200-room hotel with conference facilities or an additional 250 dwelling units~~.~~; and
- 50,000 to 85,000 gross square feet of retail and office space in Land Unit L.

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, amended through December 4, 2012, MV1-Huntington Community Planning Sector, Pages 107-108:

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

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

~~Excluding the existing garden apartments on Parcel 83-3((3))B which should be retained and upgraded, the entire area is planned for redevelopment with a maximum of approximately 445 dwelling units (220 units on the portion of Land Unit M within the Transit Development Area and 225 units on Land Unit L), reflecting a density of 45 dwelling units per acre. Incorporated within this high density residential development, a maximum of approximately 87,000 gross square feet of retail space is recommended on Land Unit L, the site of the existing Huntington Station Shopping Center. The redevelopment should include a plaza or other public space that is oriented to the Transit Area in terms of character and location.~~

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

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

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

Proximity to the Huntington Metrorail Station encourages the implementation of safe, attractive, and logical pedestrian and bicycle connections to adjacent residential streets and the metro station. The redevelopment of Land Unit L should provide a pedestrian-oriented urban plaza or

other similar type of public space. Well-designed and strategically located public spaces along with other features such as high quality streetscapes and architectural design elements should enhance the character of the community and foster a unique identity.

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

Land Uses

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

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

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

Land Unit Consolidation

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

Figure 1: Land Bays in Land Unit L

Urban Design, Parks, Streetscape, and Parking Guidelines

Buildings

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

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

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

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

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

Parks and Recreational Amenities

A well-designed central civic plaza or square oriented to the Huntington Metrorail Station is recommended to provide a publicly accessible gathering place for residents, employees, and shoppers. This pedestrian-oriented space should also provide visual enhancement and a sense of identity to the site. Hardscape elements, trees and other landscaping, and public art and/or water features should be provided. This space could support open air markets, concerts, outdoor exercise classes, or other special events. The civic plaza should include and connect to a landscaped east-west linear park or pedestrian and bicycle corridor to provide access between Huntington Metro Station and Monticello Road.

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

Streetscape

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

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

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

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

Transportation

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

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

In accordance with the Guidelines for Transit Oriented Development, a lower standard for level of delay of Level of Service (LOS) E may be acceptable as a result of redevelopment. If the necessary transportation improvements are found to be in conflict with pedestrian and bicycle access recommendations found in the Guidelines for Transit Oriented Development, improvements, measures and/or monetary contributions to a fund enabling the application of techniques to reduce vehicle trips by an appropriate amount in and around the area should be made.

Given the projected roadway capacity issues in the Huntington Transit Station Area, the number of single occupancy vehicle (SOV) trips made to and from this site should be reduced while encouraging transit ridership. A transportation demand management (TDM) program that

includes a TDM trip reduction goal of 30-40 percent should be pursued for the residential and office components of the site. Steps should be taken to encourage carpooling, ridesharing, bicycle and pedestrian use, transit use, teleworking, flexible work schedules, alternative work schedules, parking management and other TDM strategies.

Environment

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

Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it, and should include such features as rooftop landscaping.
Stormwater management measures that are sufficient to attain the stormwater design-quantity control credit and stormwater design-quality control credit of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED-NC) or the Leadership in Energy and Environmental Design for Core and Shell (LEED-CS) rating system (or third party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal.

COMPREHENSIVE LAND USE PLAN MAP:

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

The Huntington Transit Development Area will be modified to reflect the modified boundary of Land Unit L.

MODIFY FIGURES:

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, amended through 12-4-2012, MV1-Huntington Community Planning Sector:

Figure 22, Page 98, Huntington Transit Station Area:

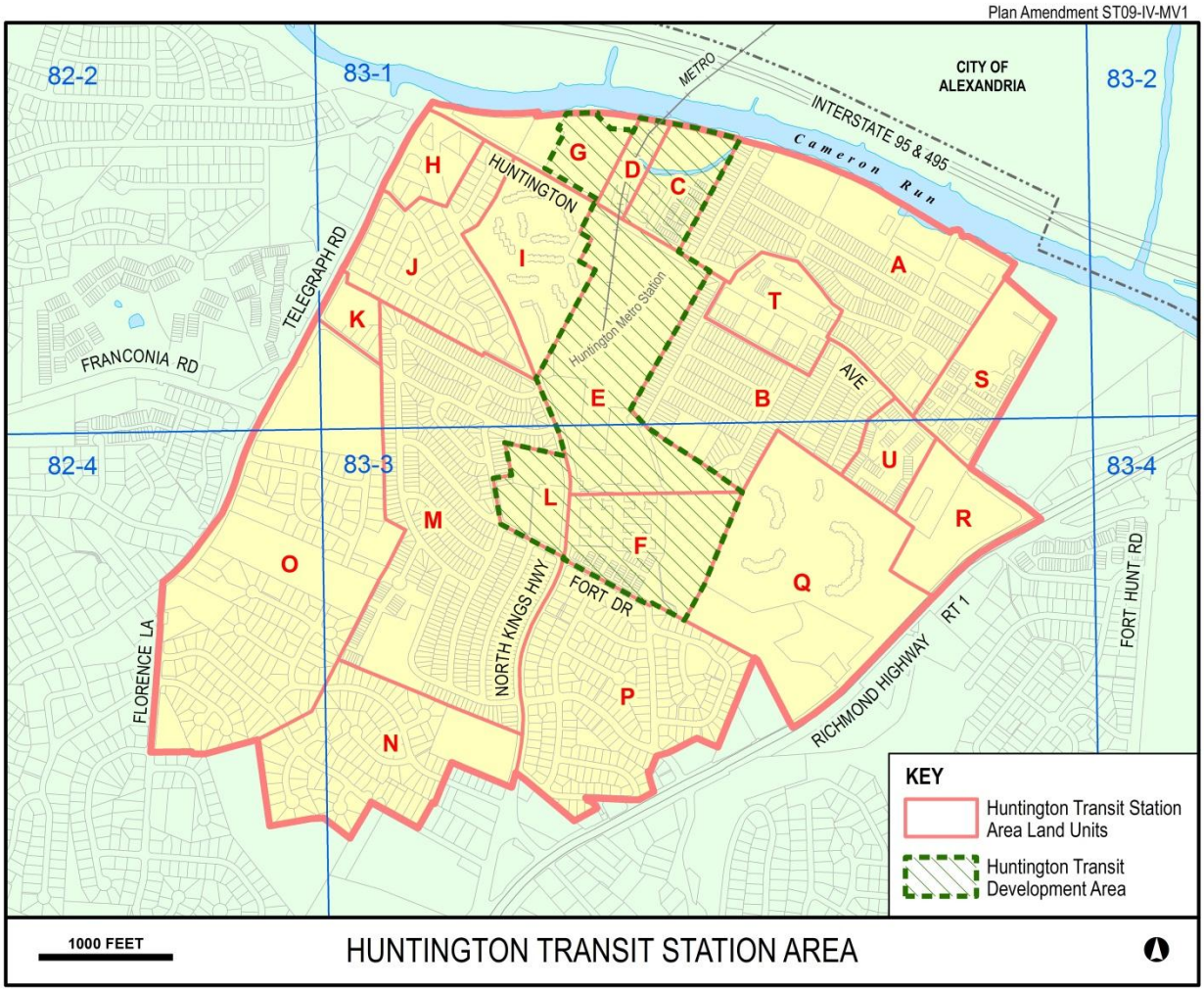


Figure 23, Page 101, Huntington Transit Development Area, Recommended Land Use Plan:

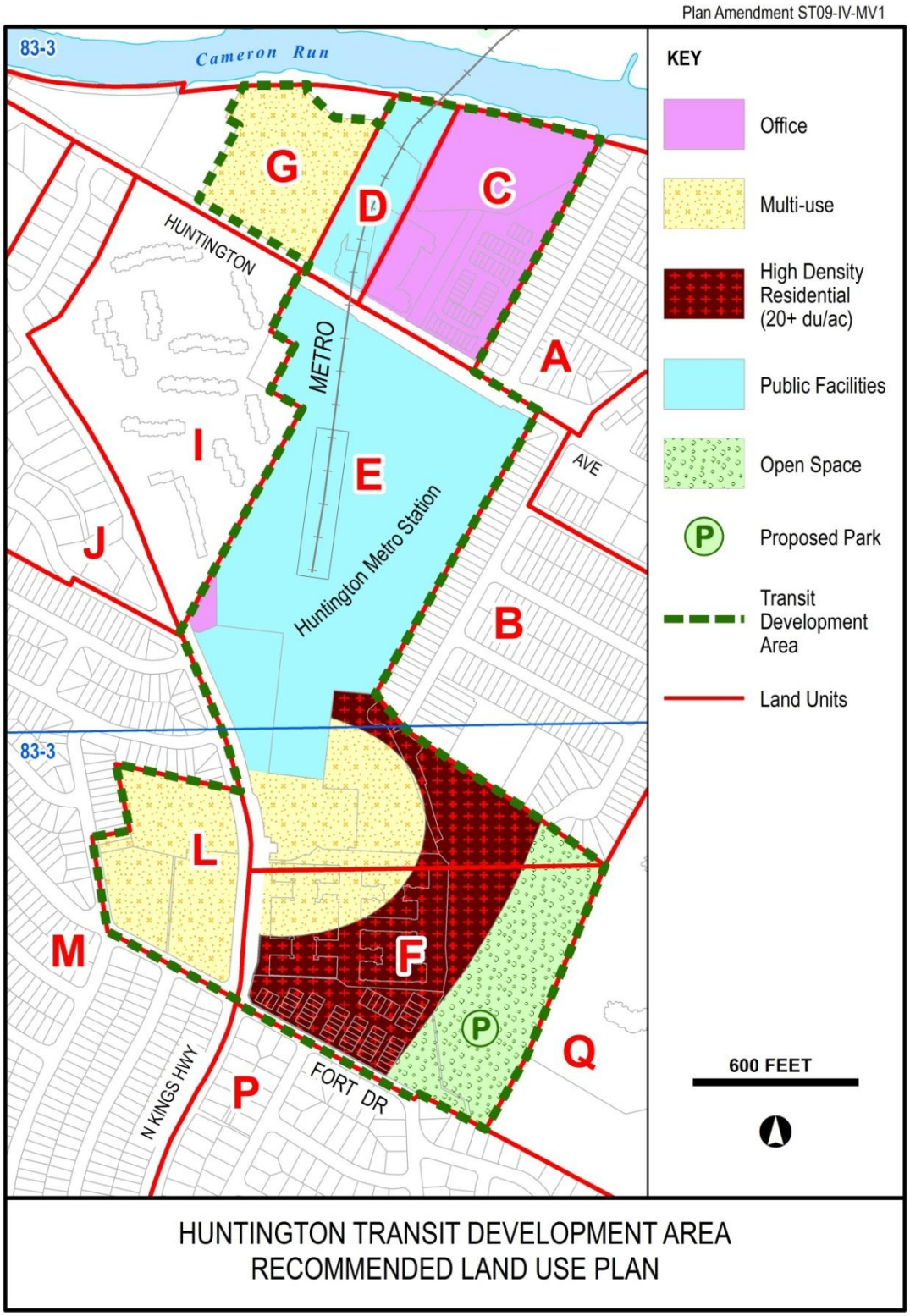


Figure 24, Page 103, Huntington Transit Development Area, Pedestrian Circulation:

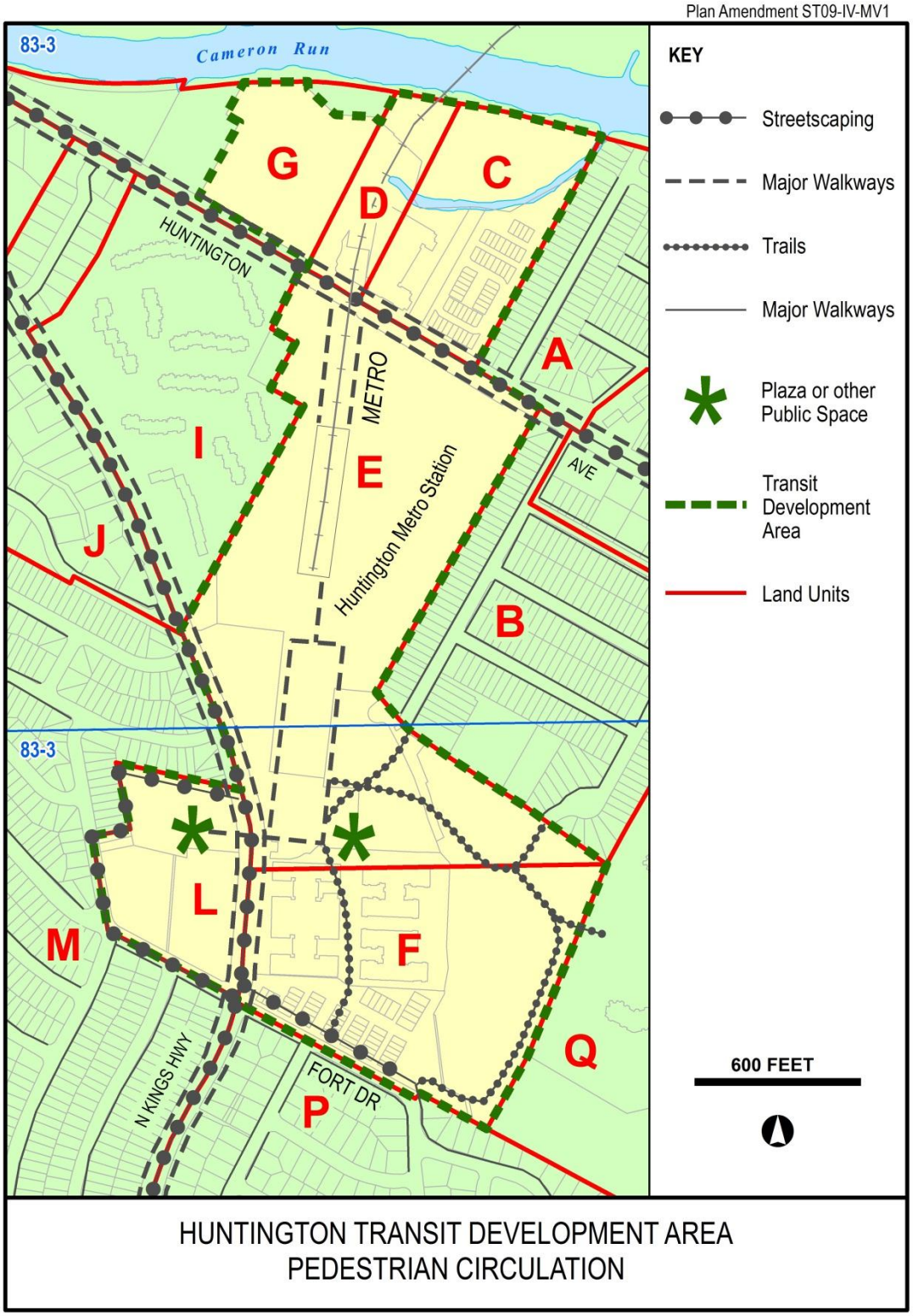


Figure 25, Page 104, Huntington Transit Development Area, Height Limits:

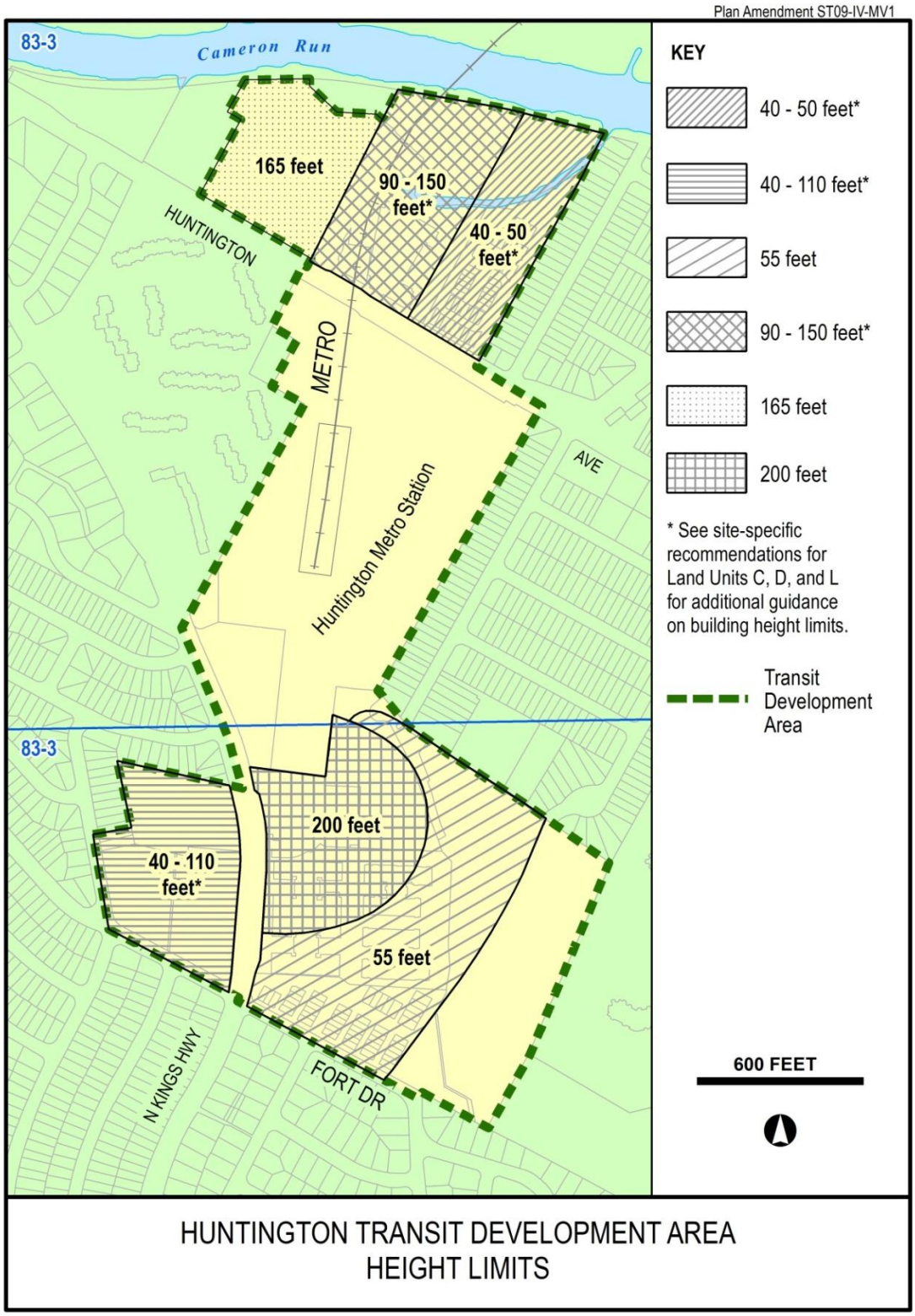


Figure 26, Page 105, Huntington Transit Development Area, Open Space and Landscaped Buffers:

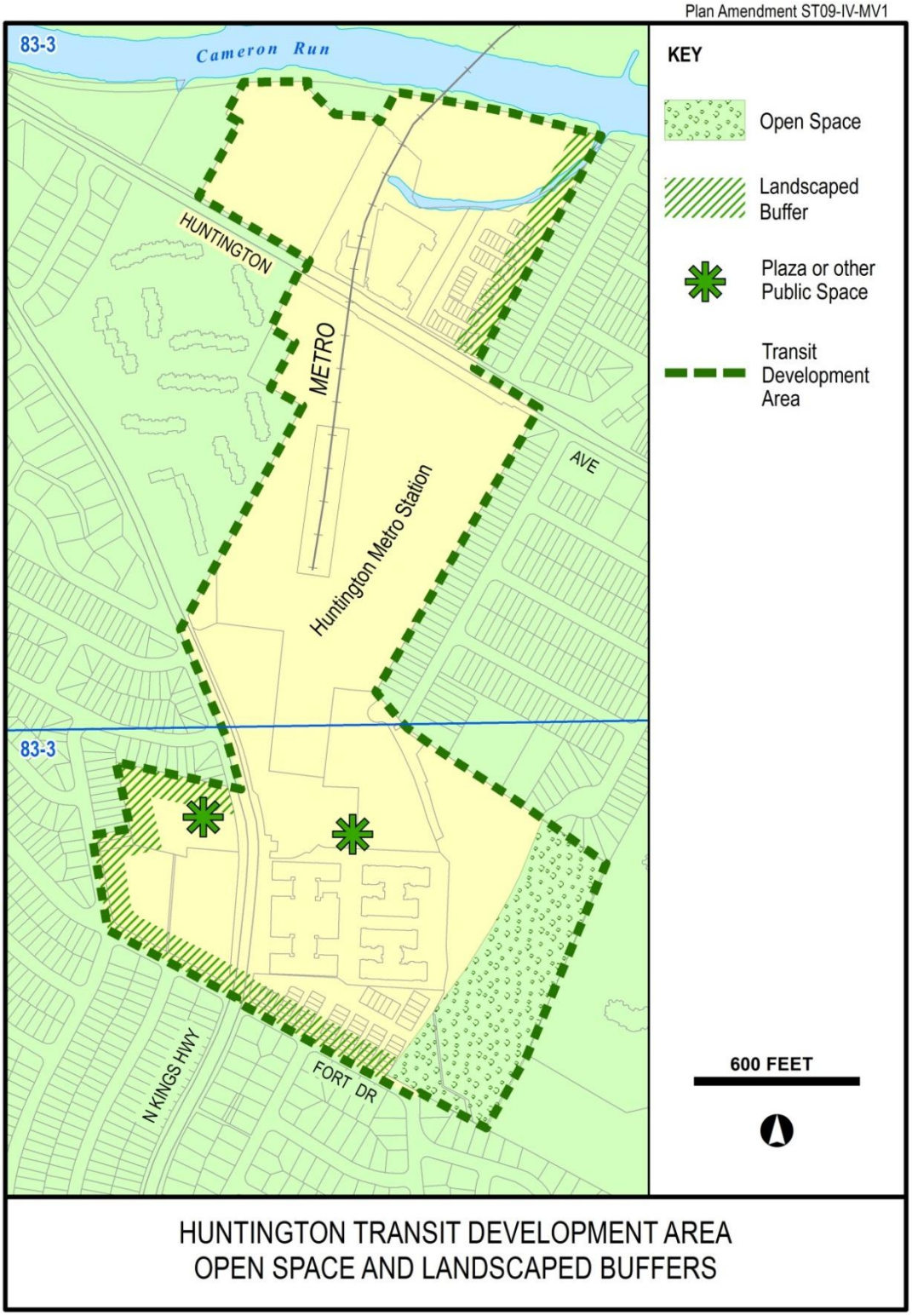
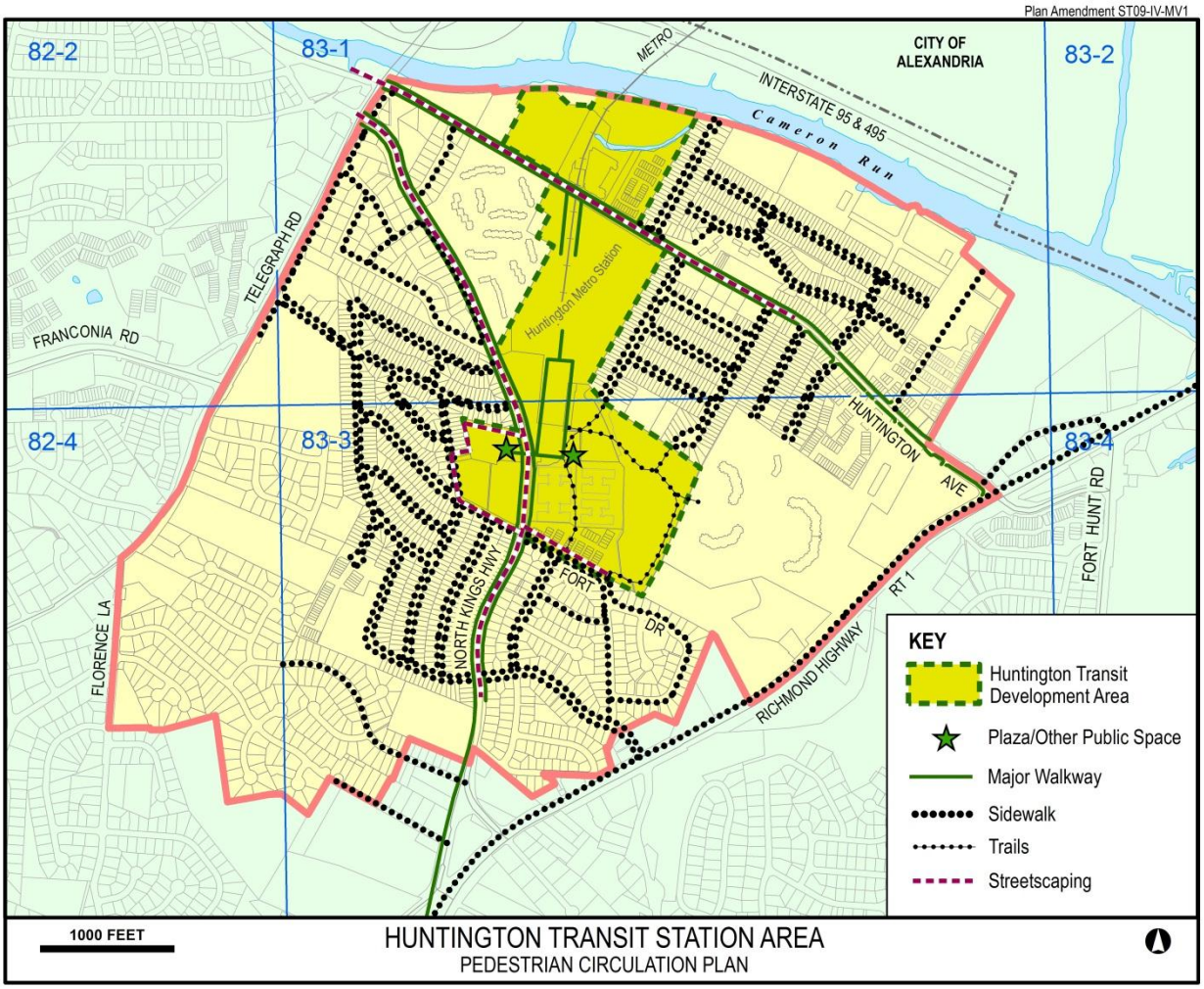


Figure 32, Page 122, Huntington Transit Station Area, Pedestrian Circulation Plan:



Attachment I

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

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 or these facilities is not postponed until final phasing of a development.