PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: 2015-IV-MV2
September 17, 2015

GENERAL LOCATION: South of Huntington Avenue, North of North Kings Highway, and West of the Huntington Avenue Metro Station

SUPERVISOR DISTRICT: Mount Vernon

PLANNING AREA: Area IV

PLANNING DISTRICT:
Mount Vernon Planning District

SUB-DISTRICT DESIGNATION:
Huntington Transit Station Area, Land Unit I

PARCEL LOCATION:
83-1 ((1)) 32 and ((23)) ALL

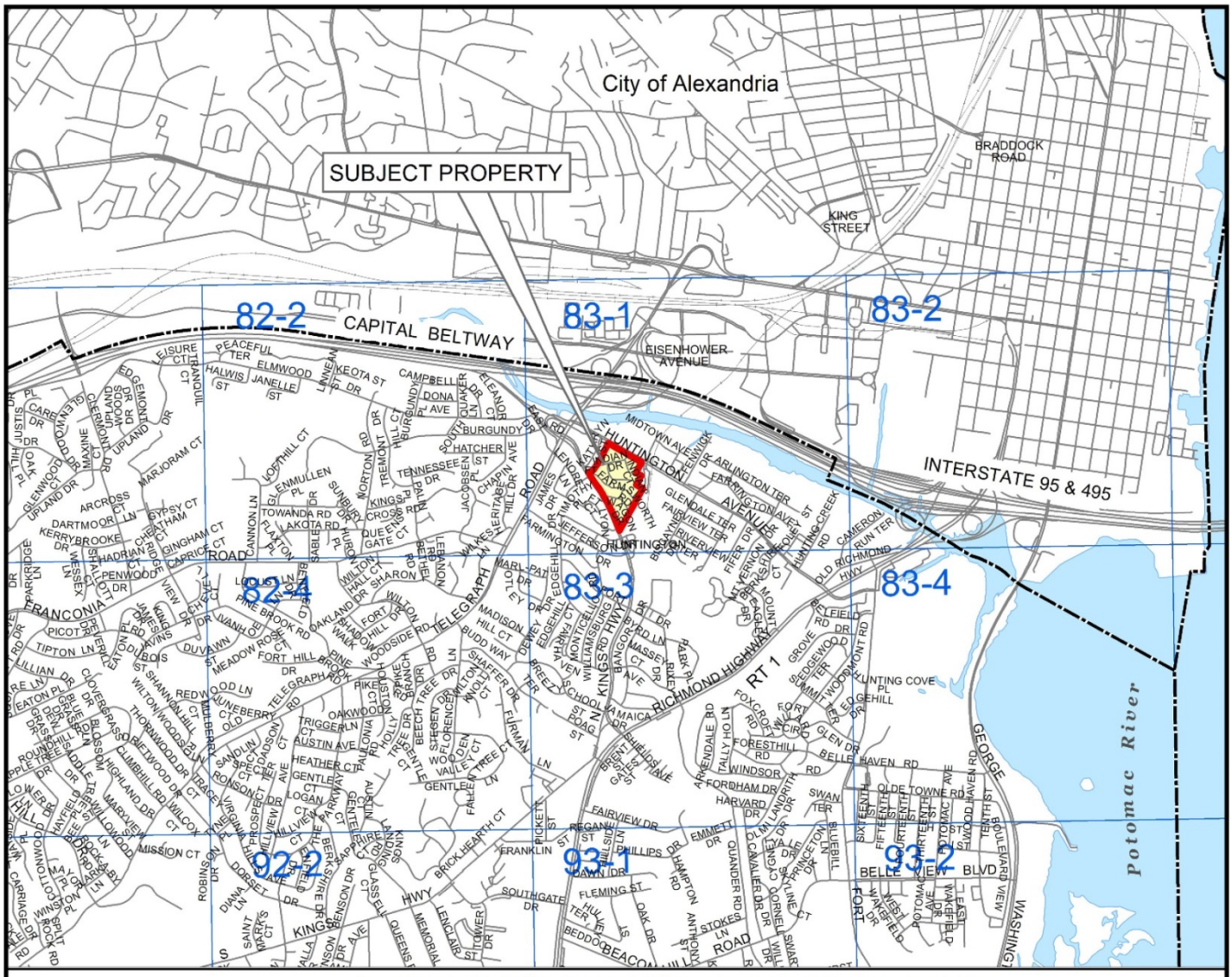
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Thursday, October 1, 2015 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, October 20, 2015 @ 4:00 PM

PLANNING STAFF <u>DOES NOT</u> RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 7 days advance notice. For additional information about accommodation call (703) 324-1334.



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

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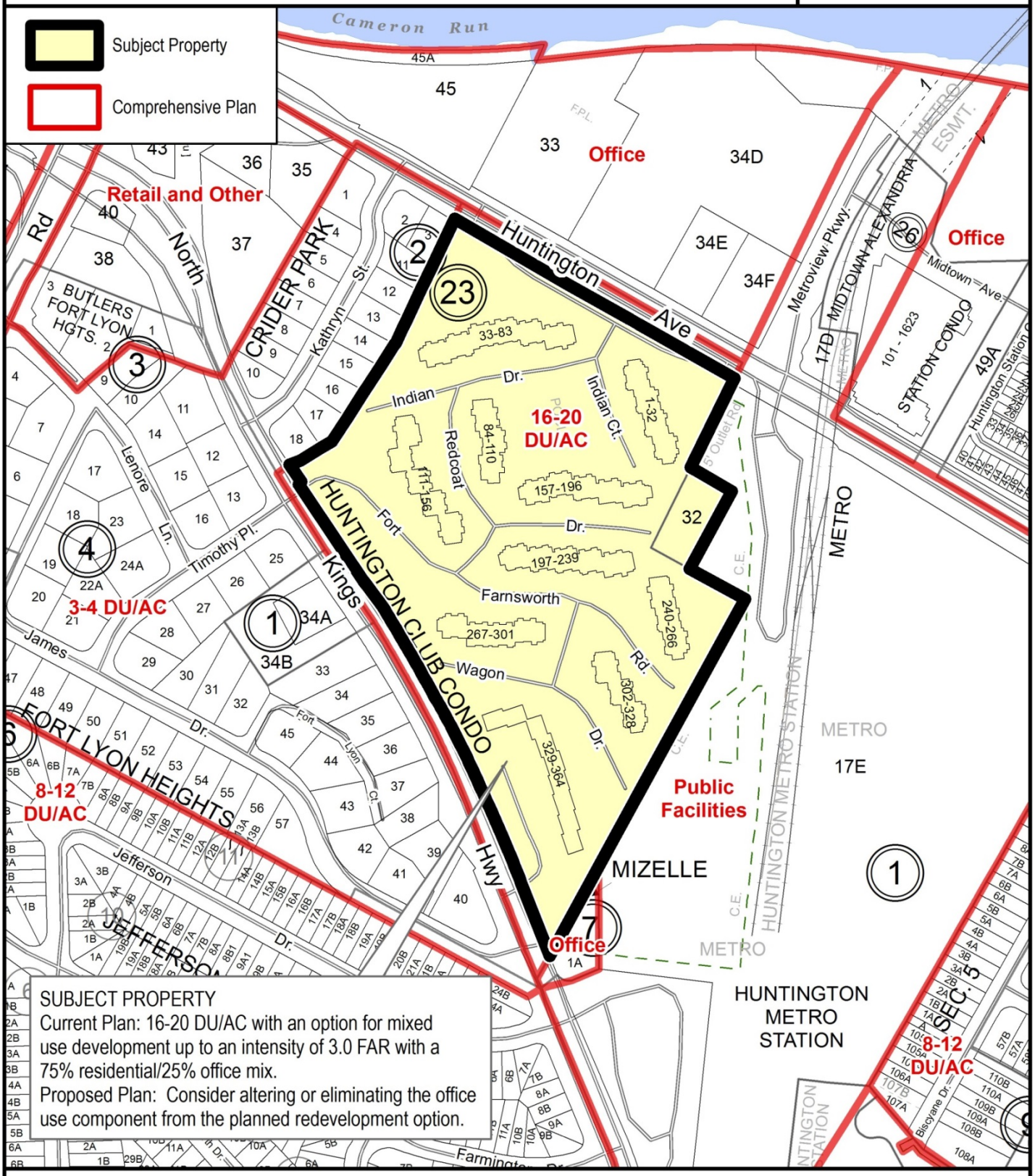
CURRENT PLAN AND PROPOSED CHANGE

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

ITEM: 2015-IV-MV2



SUBJECT PROPERTY
Current Plan: 16-20 DU/AC with an option for mixed use development up to an intensity of 3.0 FAR with a 75% residential/25% office mix.
Proposed Plan: Consider altering or eliminating the office use component from the planned redevelopment option.

400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO AUGUST 2015
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STAFF REPORT FOR PLAN AMENDMENT 2015-IV-MV2

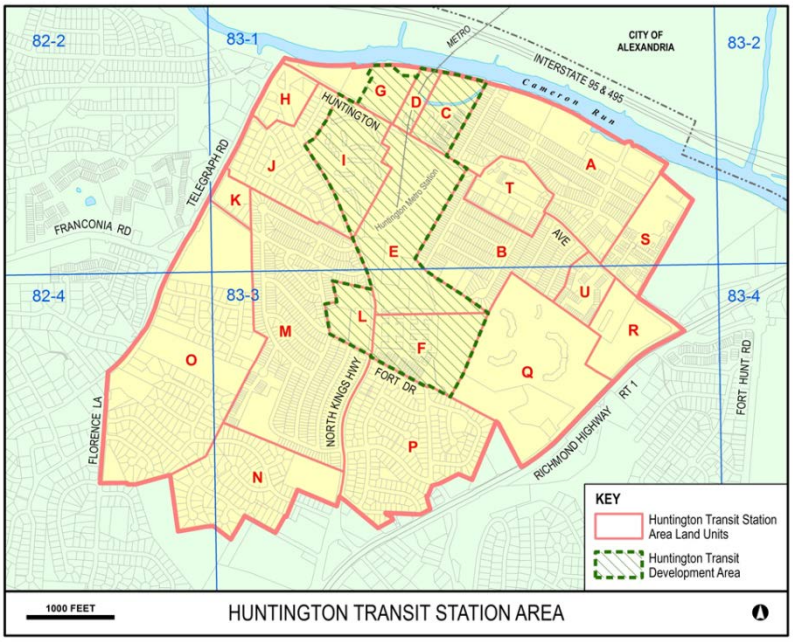
BACKGROUND

On June 23, 2015, the Board of Supervisors (Board) authorized Plan Amendment (PA) 2015-IV-MV2 for Tax Map Parcels 83-1 ((1)) 32 and ((23)) ALL, located south of Huntington Avenue, north of North Kings Highway, and west of the Huntington Avenue Metro Station in Land Unit I of the Huntington Transit Station Area (TSA), MV1 Huntington Community Planning Sector in the Mount Vernon Planning District, Area IV volume of the Comprehensive Plan, and the Mount Vernon Supervisor District. The authorization directed staff to consider altering or eliminating the recommended twenty-five (25) percent office component of the mixed-use, transit-oriented planned redevelopment option to provide the flexibility for the site to redevelop with all residential uses.

CHARACTER OF THE SITE

Planned and Existing Land Use and Zoning

The approximately 19.5 acres subject area of PA 2015-IV-MV2 is currently developed with 364 residential condominium units that comprise the Huntington Club Condominiums, built in 1967. Adjacent to the Huntington Metrorail station, the subject area is steeply sloped, dropping 100-125 feet from North Kings Highway on the south of the subject area to Huntington Avenue on the north of the subject area. The area is zoned R-20 and is planned for residential use at a density of 16-20 dwelling units per acre (du/ac) with an option for mixed-use development up to an intensity of 3.0 floor area ratio (FAR). The Plan recommends the following mix of uses for the Plan option: residential, approximately 75 percent; office, approximately 25 percent; ground floor retail; and the option to convert approximately 120,000 square feet (SF) of office use to hotel use.



The subject area comprises Land Unit I of the 505-acre Huntington TSA. Land Unit I is located within the portion of the TSA designated as the Transit Development Area (TDA), which is recommended for higher intensity, mixed-use development and outlined in green on the corresponding map. Special planning and development guidelines for the TDA ensure that transit-focused housing and employment locations are provided and foster multiple activities associated with a major commuter location. The envisioned activities within

the TDA are created by a variety of complex attributes and relationships common in dense, transit-oriented places, such as multi-modal transportation systems; compact spatial organization of land use activities; taller building height; orientation and massing to streets and sidewalks; streetscape and pedestrian spaces; and complementary design and amenity programs. The Plan states that Land Unit I may be an opportunity for transit-oriented redevelopment within the TDA. If this option to redevelop is exercised, the Plan recommends consolidation of Tax Map Parcels 83-1 ((1)) 32 and ((23)) ALL, and addressing policies found in the adopted Comprehensive Plan such as the Guidelines for Neighborhood Redevelopment, Guidelines for Transit-Oriented Development, and Urban Park Framework document.

CHARACTER OF THE AREA

As mentioned previously, the subject area is located within the Huntington TSA, which is designated on the county's Concept for Future Development as an area directly influenced by the transit accessibility. The environment should support Metrorail through a mix of land use and compact, pedestrian-friendly urban format within walking distance of the rail station.

Adjacent Area:
North: The area across Huntington Avenue to the north is developed with office, industrial and mixed use and also located in the Huntington TDA. A 6.03-acre portion of this area contains a mixed-use development under construction that was rezoned in November 2012 to the Planned Residential Mixed-use (PRM) district for mixed-use development at an intensity of 2.81 FAR. The area is planned for mixed-use development up to 3.0 FAR, with residential, office and retail uses; the remaining area north of the subject area is zoned I-5. This area contains office and industrial uses and is planned for redevelopment to office use at an intensity up to 0.30 FAR.
South and West: To the south and west of Land Unit I are single family neighborhoods, outside of the Huntington TDA, planned and developed with residential use at 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 zoned PRM and planned for high-density residential, office and retail uses. The Plan recommends 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.

PLANNING HISTORY

At the direction of the Board, county staff conducted Metro Station Area studies beginning in 1981. The Board adopted the land use recommendations contained in the Huntington Metro Station Area Study into the Comprehensive Plan 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. The strategy was meant to shield the existing neighborhoods from economic pressures of redevelopment due to their proximity to Metro, as well as maintain a supply of affordable housing.

A nomination for Tax Map Parcel 83-1 ((1)) 32 was submitted during the 2005 South County Area Plans Review (APR) cycle. The nomination, APR 05-IV-6MV, proposed to replan the 0.5-

acre Tax Map Parcel 83-1 ((1)) 32 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. The nomination was withdrawn prior to Planning Commission public hearing in 2006.

The Board adopted two nominations in the 2009 South County APR cycle that added the current Plan option for Tax Map Parcels 83-1 ((1)) 32 and ((23)) ALL in February 2013. The action for APRs 09-IV-2MV and 09-IV-27MV amended the Plan to recommend the current mixed-use, transit-oriented development option on the subject area up to an intensity of 3.0 FAR. The conditions for redevelopment related to the mixture of land uses, transportation mitigation strategies, open space, design, and stormwater management.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, Amended through 6-22-2015, MV1 Huntington Community Planning Sector, Land Unit I, pages 108-110:

> **"Land Unit I**
>
> Land Unit I is planned for 16-20 dwelling units per acre and is presently predominantly developed with the Huntington Club Condominiums. This land unit presents an opportunity for redevelopment due to its location within the Transit Development Area, adjacent to the Huntington Metrorail Station.
>
> As an option, redevelopment of Land Unit I with transit-oriented mixed-use up to an intensity of 3.0 FAR is planned. Tax Map parcel 83-1((1))32 should be consolidated with the Huntington Club Condominiums (Tax Map parcels 83-1((23)) ALL) to redevelop under this option. The land use mix should consist of approximately to 75 percent residential use and 25 percent office use, with ground floor retail use. Approximately 120,000 square feet of office use may be converted to hotel use. To reduce the visual impact of new development upon the surrounding community, development height should taper as shown in Figure 25. A maximum height of 200 feet is recommended for the northeastern portion of the land unit, adjacent to the Metrorail property. Building heights are recommended to taper down to 55 feet along the western and southern edges of the site to be compatible with the existing residential development.
>
> Well-designed, publicly accessible urban plazas and parks that are integrated with the sloping terrain should enhance recreational options and create a sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Internal roadways, trails, sidewalks, and street crossings should connect buildings and open spaces. Streetscape treatments should include trees, landscaping, sidewalks, bicycle facilities, street furniture, and various paving textures, to the extent possible.
>
> Redevelopment should address the Guidelines for Neighborhood Redevelopment and be phased in accordance with guidance set forth within the Guidelines for Transit-Oriented Development contained in Appendix 8 and 11, respectively, of the Land Use Element of the Policy Plan. Phasing should be done in such a way as to accommodate the relocation of existing residents of the Huntington Club Condominiums.

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

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

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

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

Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, and return water in to the ground or reuse it and should include such features as rooftop landscaping. Stormwater management measures that are sufficient to attain the stormwater design-quantity control credit and stormwater design-quality control credit of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED®-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED®-CS) rating system (or third party equivalent of these credits) should be

provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal.

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

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

Additional adopted Plan policies for the Huntington Transit Development Area and the Guidelines for Transit-Oriented Development are provided as Attachment I.

PROPOSED PLAN AMENDMENT

The genesis of this proposed amendment to the Comprehensive Plan is a desire by the Huntington Club Condominium community to change the provision that 25 percent of the mixed use development be office (or hotel) use and that there be flexibility added to the plan regarding the restrictions on building heights. This request was outlined in a letter from the President of the Huntington Club Condominium Unit Owners' Association, Ross Irwin, dated July 27, 2015 (see Attachment II). Based on discussions subsequent to the Board's authorization, the proposed Plan amendment was narrowed to consider eliminating the planned office use component and associated hotel conversion option in the recommended transit-oriented development option. The planned residential element and ground floor retail use recommendations would remain.

ANALYSIS

By eliminating the office/hotel component, the proposed redevelopment option would result in a maximum intensity of approximately 2.25 FAR, with a potential of up to approximately 1,900 dwelling units or 97 du/ac across the site. No concurrent rezoning application has been filed; however, discussions with representatives of the Huntington Club Condominium have indicated that the proposed redevelopment would include a mixture of townhouses and multi-family structures and may contain some ground-floor retail uses. The following analysis focuses on the elimination of the office/hotel use under the mixed use option. Since the impacts to transportation, the environment, parks and recreation, and other public facilities, as well as the underlying infrastructure and other services were assessed as part of the recent Plan amendment for the mixed use option, the assumption of staff is that any development impacts can be mitigated as long as the maximum residential development level remains the same.

Without the office component, the proposed redevelopment may be considered a mid-level redevelopment option between the baseline recommendations and the transit-oriented option. This option may reduce the viability of the transit-oriented development (TOD) option and, if implemented, reduce the diversity of uses within the TSA. This would work against the overarching countywide Plan goals supporting a higher-density, mixed-use environment at transit stations that encourages multiple activities throughout the day and evening, improves the

pedestrian environment, and ensures the efficient use of transit. These recommendations encourage creating compact, pedestrian-oriented, mixed-use places that promote increased ridership during peak and off-peak travel periods, an employment base, and commercial revitalization around transit facilities. These goals are stated throughout the Huntington Concept for Future Development and TDA policies, and Guidelines for Transit-Oriented Development, contained within the Land Use element of the Policy Plan, as mentioned previously and attached to this staff report as Attachment I.

CONCLUSION

The Plan amendment considers redevelopment on the subject property with residential and ground floor retail uses proximate to the Huntington Metrorail Transit Station. Guidance for any redevelopment at this location should be based on the Concept for Future Development, the Guidelines for Transit-Oriented Development, and the TDA guidance, which encourage land use mixes around transit stations that can maximize the efficient use of transit.

If the proposed amendment is adopted and the office component representing approximately 620,000 square feet of the mixed-use redevelopment is eliminated, the resulting, primarily residential redevelopment will not contribute as well to the strategies and planning efforts previously described. Any residential use at this location should at least support Metrorail through a compact, pedestrian-friendly format to the extent possible and also should consider criteria found in the Guidelines for Multifamily Residential Development, and the Guidelines for Neighborhood Redevelopment, and the Residential Development Criteria within the Land Use element of the Policy Plan.

RECOMMENDATION

Staff supports retaining the existing Plan and the mixed use option that best supports transit oriented development at the Huntington Transit Station Area. The proposal to eliminate the office/hotel use is not in keeping with the county's Comprehensive Plan policies pertaining to mixed-use, transit-oriented development stated in the Concept for Future Development, Transit Development Area Conditions and Recommendations, and Guidelines for Transit-Oriented Development. The existing adopted Plan option encourages the transformation of the subject area from garden-style apartments into a more intense, mixed-use development that capitalizes on the available capacity of the nearby Metrorail station, promotes both day and evening activities, and contributes to the employment base within the Huntington TDA. Rather than supporting these goals, the proposed amendment would encourage predominantly residential use at a lower intensity.

However, staff recognizes that there is considerable support in the community for the proposed plan change so should the Planning Commission support the proposed Plan amendment the following draft text is provided for consideration. As outlined, this change would keep the mixed use option and add a new option that would eliminate the office/hotel use and provide some additional flexibility regarding building heights. Text proposed to be added is shown as <u>underlined</u> and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 6-2-2015, Land Unit I, page 108:

"**Land Unit I**

. . .

"As the preferred~~an~~ option, redevelopment of Land Unit I with transit-oriented mixed-use up to an intensity of 3.0 FAR is planned. Tax Map parcel 83-1((1))32 should be consolidated with the Huntington Club Condominiums (Tax Map parcels 83-1((23)) ALL) to redevelop under this option. The land use mix should consist of approximately to 75 percent residential use and 25 percent office use, with ground floor retail use. Approximately 120,000 square feet of office use may be converted to hotel use. To reduce the visual impact of new development upon the surrounding community, development height should taper as shown in Figure 25. A maximum height of 200 feet is recommended for the northeastern portion of the land unit, adjacent to the Metrorail property. Building heights are recommended to taper down to 55 feet along the western and southern edges of the site to be compatible with the existing residential development."

ADD: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 6-2-2015, Land Unit I, page 110, as the last paragraph for Land Unit I:

"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.

As an additional option, redevelopment of Land Unit I with residential use up to 1886 dwelling units, or 2.25 FAR with ground floor retail 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. This additional option should provide a transit focused residential development. It is desired that the redevelopment also satisfy all plan guidance of the preferred option. However, to facilitate this residential redevelopment option, flexibility may be necessary with respect to some of the transit oriented development policies such as building heights and recommendations for rooftop landscaping."

LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map would not change.

TRANSPORTATION PLAN MAP:

The Transportation Plan Map would not change.

ATTACHMENT I

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, Amended through 6-2-2015, MV-1 Huntington Community Planning Sector, pages 97, 100-107:

"CONCEPT FOR FUTURE DEVELOPMENT

The Huntington Transit Station Area is recommended by the Concept for Future Development as one of several mixed-use centers that are located around the fourteen Metrorail stations in Fairfax County. They are shown as part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for non-automobile dependent development to occur in a manner that is compatible with the existing nearby land uses. As recommended in the Concept, the intention of this designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the viability of existing, nearby land uses.

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 redevelopable land is located within a 5 to 7 minute walking distance from the Huntington Metro Station. New development should be 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.

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 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 nonresidential use will encourage off-peak and reverse ridership, provide a variety of activities and enhance the economics of land development.

The Transit Development Area provides a strong visual and functional focus 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 Club Condominiums (Land Unit I), the Huntington Station Shopping Center and garden apartments (Land Unit L), 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.

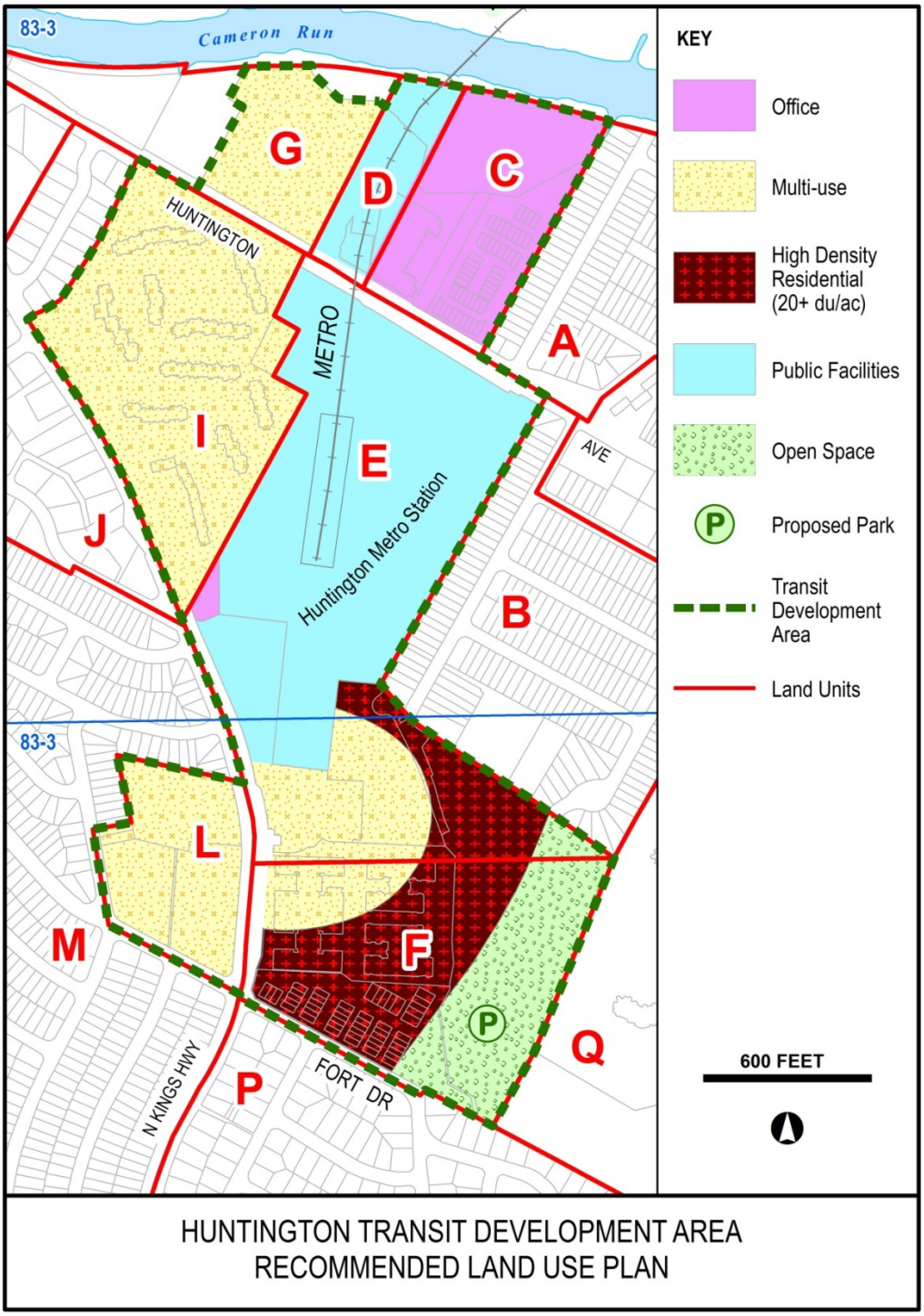
The 60-acre WMATA property on which the station is built is the most accessible property from the station and has strong potential for development along North Kings Highway. The WMATA property is bounded on the east by the older, stable Huntington neighborhood and by high-rise residential projects. The 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 outside of Land Unit L (see Figure 23) to limit the impact upon the Jefferson Manor neighborhood and nearby subdivisions. To the west of the WMATA property is the 19-acre Huntington Club Condominiums. Due to its location immediately adjacent to the Huntington Metrorail Station, this site presents an opportunity for redevelopment. West of the Huntington Club Condominiums, Fort Lyon Heights is a stable residential neighborhood which serves as a boundary to the Transit Development Area. On the north side of Huntington Avenue, across from the station, is an area of largely 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:



HUNTINGTON TRANSIT DEVELOPMENT AREA RECOMMENDED LAND USE PLAN **FIGURE 23**

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.

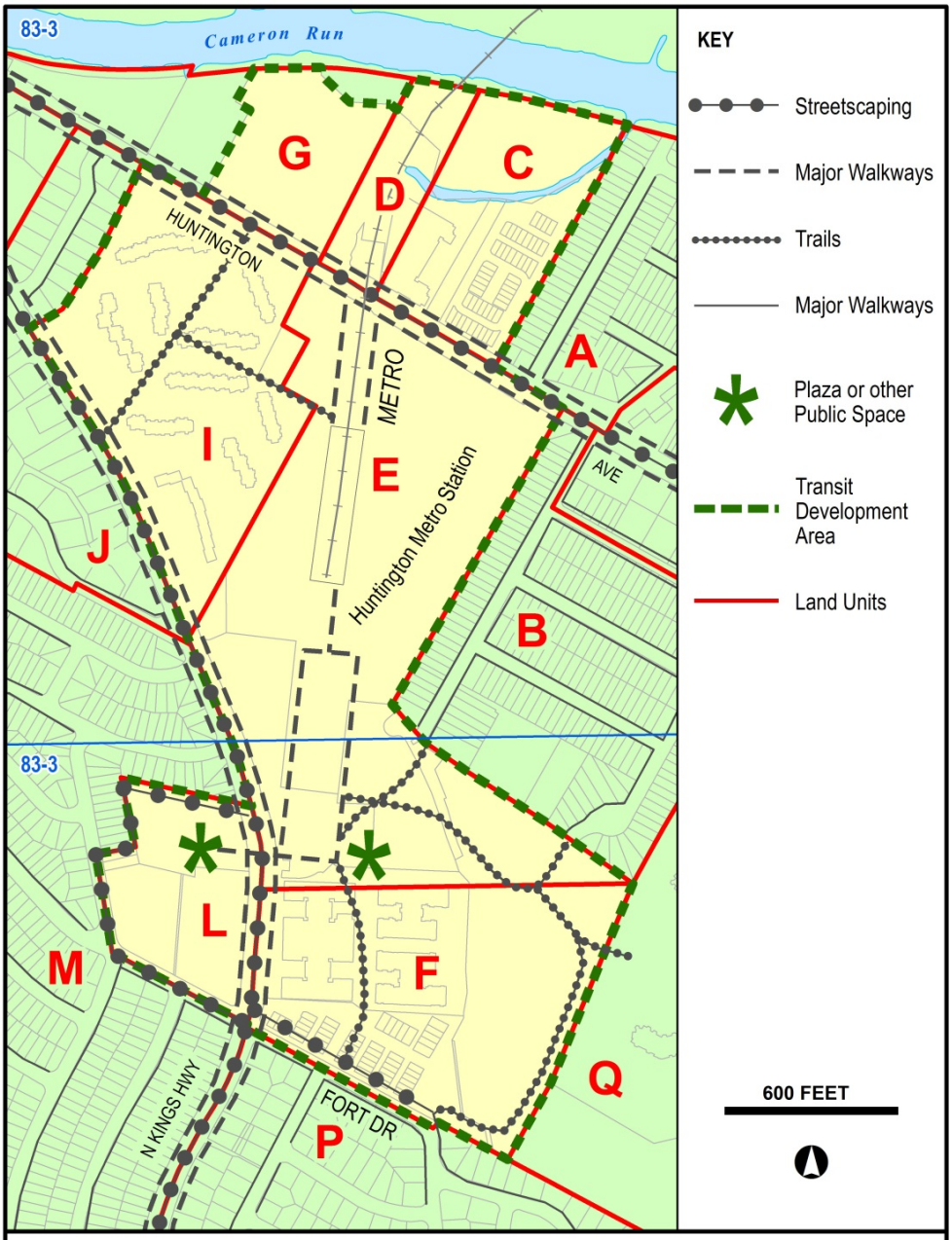
10. Identification and preservation of significant heritage resources.

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

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

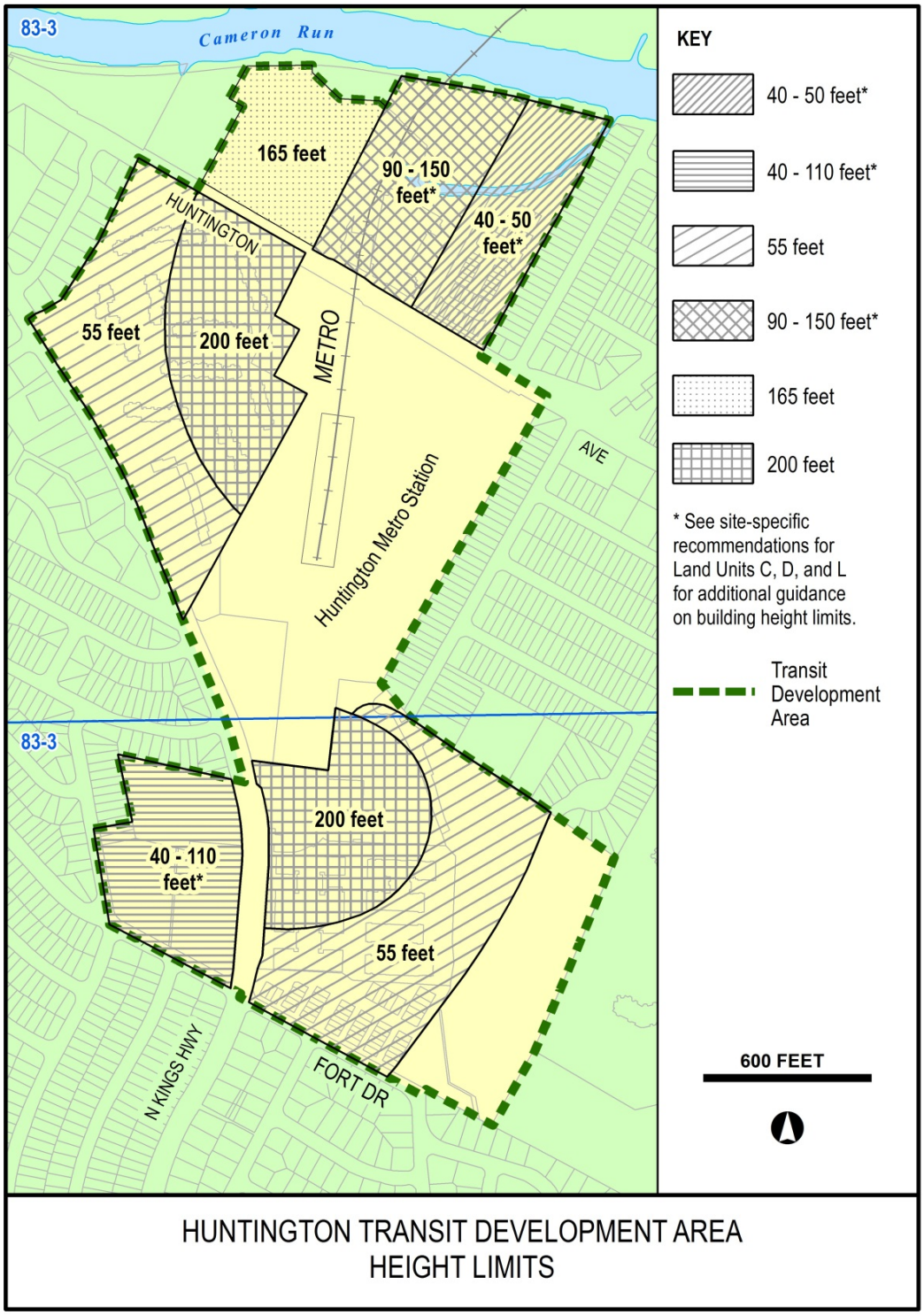
The maximum level of development for the Transit Development Area is the following:

- 1,670,000 gross square feet of office space;



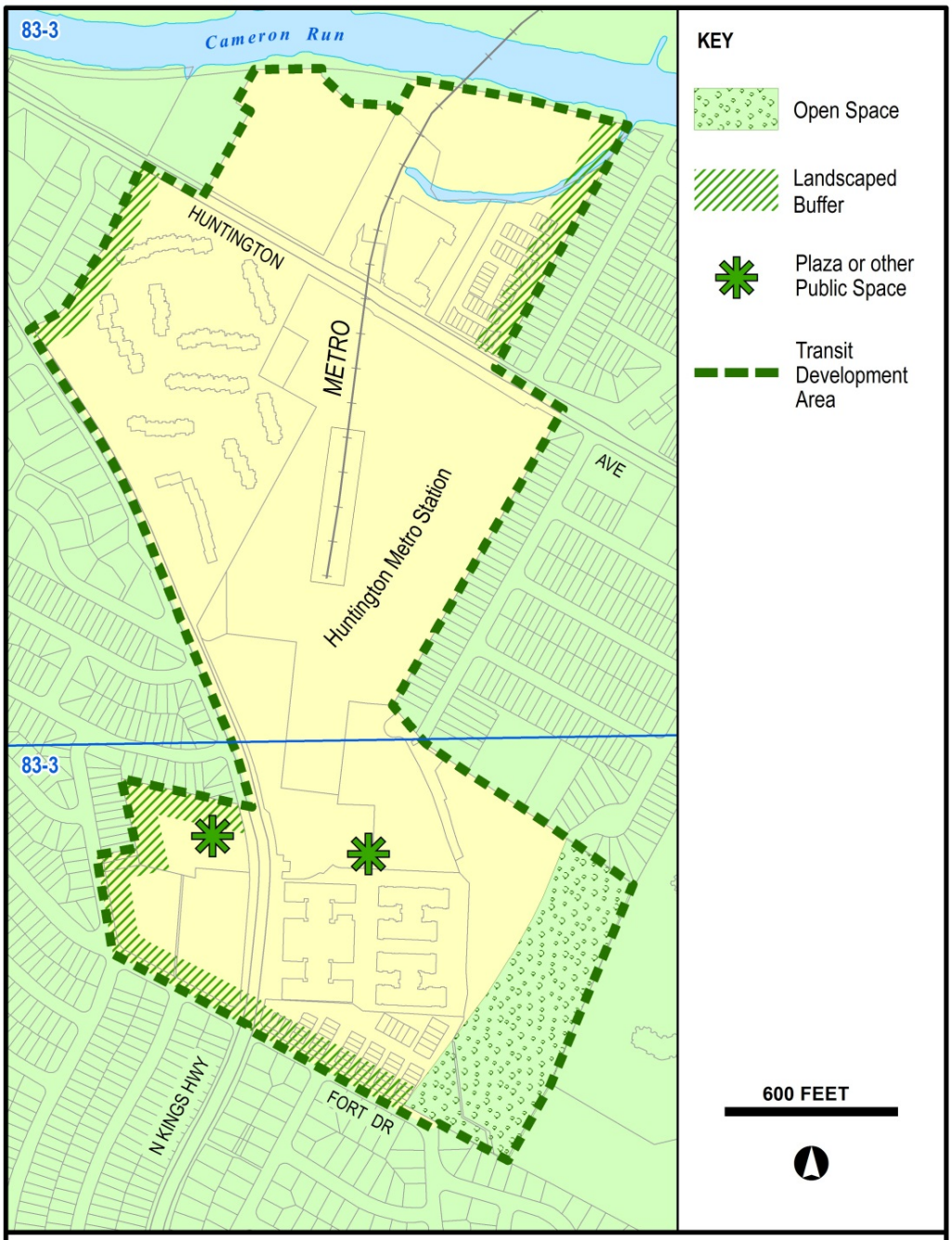
HUNTINGTON TRANSIT DEVELOPMENT AREA
PEDESTRIAN CIRCULATION

HUNTINGTON TRANSIT DEVELOPMENT AREA PEDESTRIAN CIRCULATION **FIGURE 24**



HUNTINGTON TRANSIT DEVELOPMENT AREA
HEIGHT LIMITS

HUNTINGTON TRANSIT DEVELOPMENT AREA HEIGHT LIMITS **FIGURE 25**



HUNTINGTON TRANSIT DEVELOPMENT AREA
OPEN SPACE AND LANDSCAPED BUFFERS

HUNTINGTON TRANSIT DEVELOPMENT AREA OPEN SPACE AND LANDSCAPED BUFFERS **FIGURE 26**

- Up to 120,000 square feet of office space may be converted to hotel use in Land Unit I;

- 105,000 gross square feet of retail space
- 3,102 dwelling units;
- 200-room hotel with conference facilities or an additional 250 dwelling units on Land Unit E; and
- In Land Unit L, an additional 50,000 to 85,000 gross square feet of retail and office space."

Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Land Use – Appendix, Amended through 4-29-2014, 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, 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 nonresidential 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."

ATTACHMENT II

JULY 27, 2015 LETTER FROM MR. IRWIN

"HUNTINGTON CLUB
A CONDOMINIUM UNIT OWNERS' ASSOCIATION, INC.
2601 INDIAN DRIVE
ALEXANDRIA, VIRGINIA 22303
TELEPHONE: 703.960.2400 FACSIMILE: 703.960.2960
HUNTINGTONCLUB.ORG

May 20, 2015

Dear Supervisor Hyland,

Huntington Club unit owners were very grateful for your support on an amendment to the Fairfax County Comprehensive Plan on February 26, 2013, allowing the redevelopment of the condominium property as a transit-oriented community next to Huntington Metro. I am writing to provide an update on this project and to ask for your support on an option to redevelop the property without an office component.

After the Fairfax County Board of Supervisors approved the Comprehensive Plan amendment, Huntington Club unit owners voted on May 14, 2013, with an 82% supermajority (298 to 13 out of 364 units) to fund a request for proposals from developers. The Huntington Club Board of Directors interviewed attorneys, economic analysts, and real estate brokers during the summer of 2013. Over the following fall and winter, Delta Associates completed an economic analysis of the planned uses of the property, and Davis Carter Scott prepared a conceptual design with the planned 75% residential use and 25% office use at 3.0 FAR.

Beginning in August of 2014, Delta Associates marketed the property to every developer that could reasonably undertake a project of this scale in the D.C. area. The bidders were all well-qualified companies with similar valuations of the planned 75% residential use of the site. All of these firms placed little to no value on the 25% office component.

For this reason, the requirement for 25% office use will make the residential redevelopment very difficult to achieve. In order to obtain the legally required approval by 80% of condominium unit owners by par value, the property must reach a valuation that will allow the majority of resident owners to obtain new condominium units onsite. Huntington Club has found that residential redevelopment is viable in the near term, but meeting the office requirement would require delaying the entire project until the office market recovers, perhaps more than a decade. Moreover, abundant existing and planned office space is already available within walking distance of Huntington Club, including two Federal agencies at Hoffman Town Center.

The Huntington Club Board requests your support to keep the existing redevelopment option in the Comprehensive Plan and add an option to redevelop without an office component. This new option would reduce the visual and traffic impact of the project, avoid further burdening the office market, and meet the internal relocation needs of resident owners. Thank you for your consideration of our request.

Sincerely,

Ross Irwin, President”