



## PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA-2021-00007  
June 2, 2021

**GENERAL LOCATION:** North-side of Huntington Avenue, south of Cameron Run, west of Metroview Parkway and east of Robinson Way.

**SUPERVISOR DISTRICT:** Mount Vernon

**PLANNING AREA:** Area IV

**PLANNING DISTRICT:** Mount Vernon

**SPECIAL PLANNING AREA:**

Land Unit G, Huntington Transit Station Area  
MV-1 Huntington Community Planning Sector

**PARCEL LOCATION:** 83-1 ((1)) 34D, 34E and 34F.

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

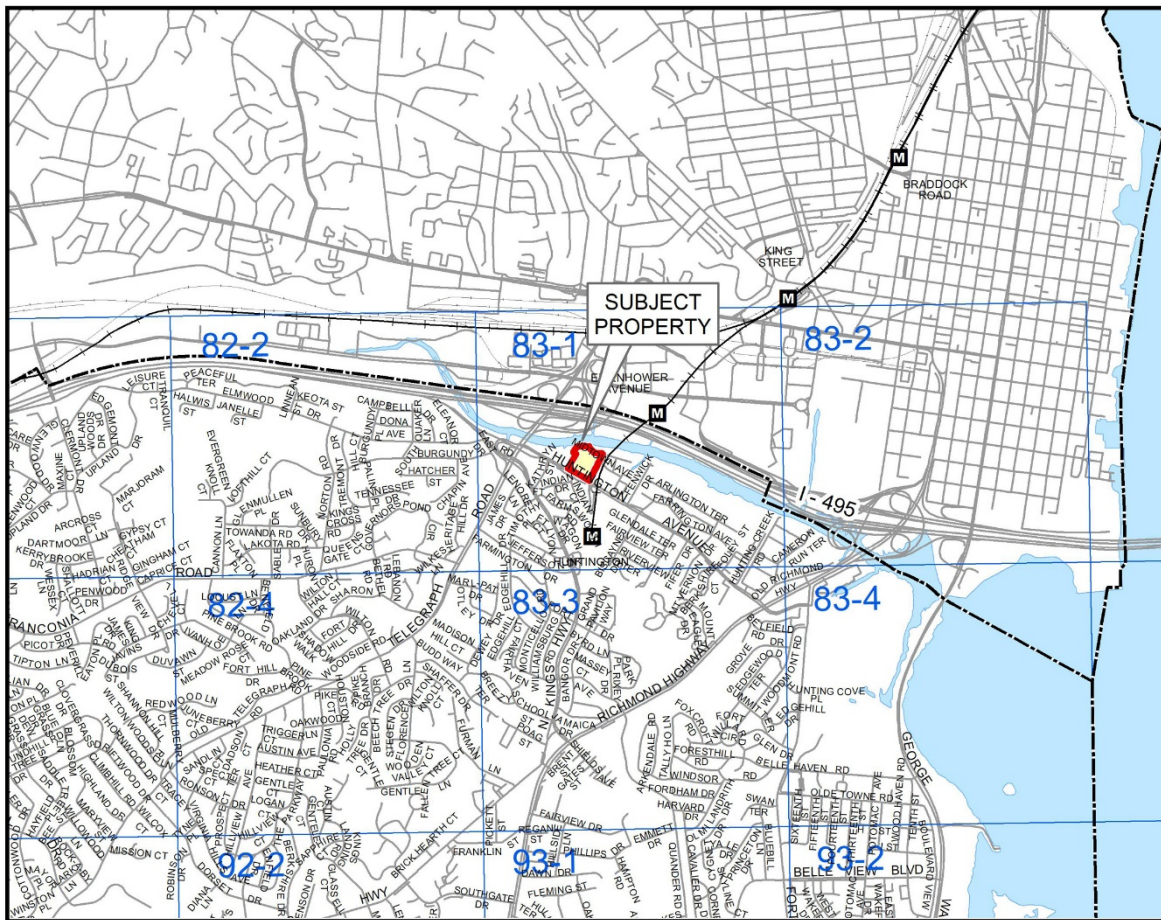
**PLANNING COMMISSION PUBLIC HEARING:**  
Wednesday, June 23, 2021 at 7:30 p.m.

**BOARD OF SUPERVISORS PUBLIC HEARING:**  
Tuesday, July 27, 2021 at 4:00 p.m.

**PLANNING STAFF DOES RECOMMEND  
THIS ITEM FOR PLAN AMENDMENT**



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.



PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
PA-2021-00007 - 2550 Huntington Avenue

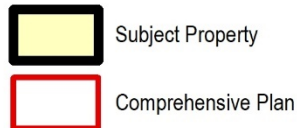
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# CURRENT PLAN AND PROPOSED CHANGE

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

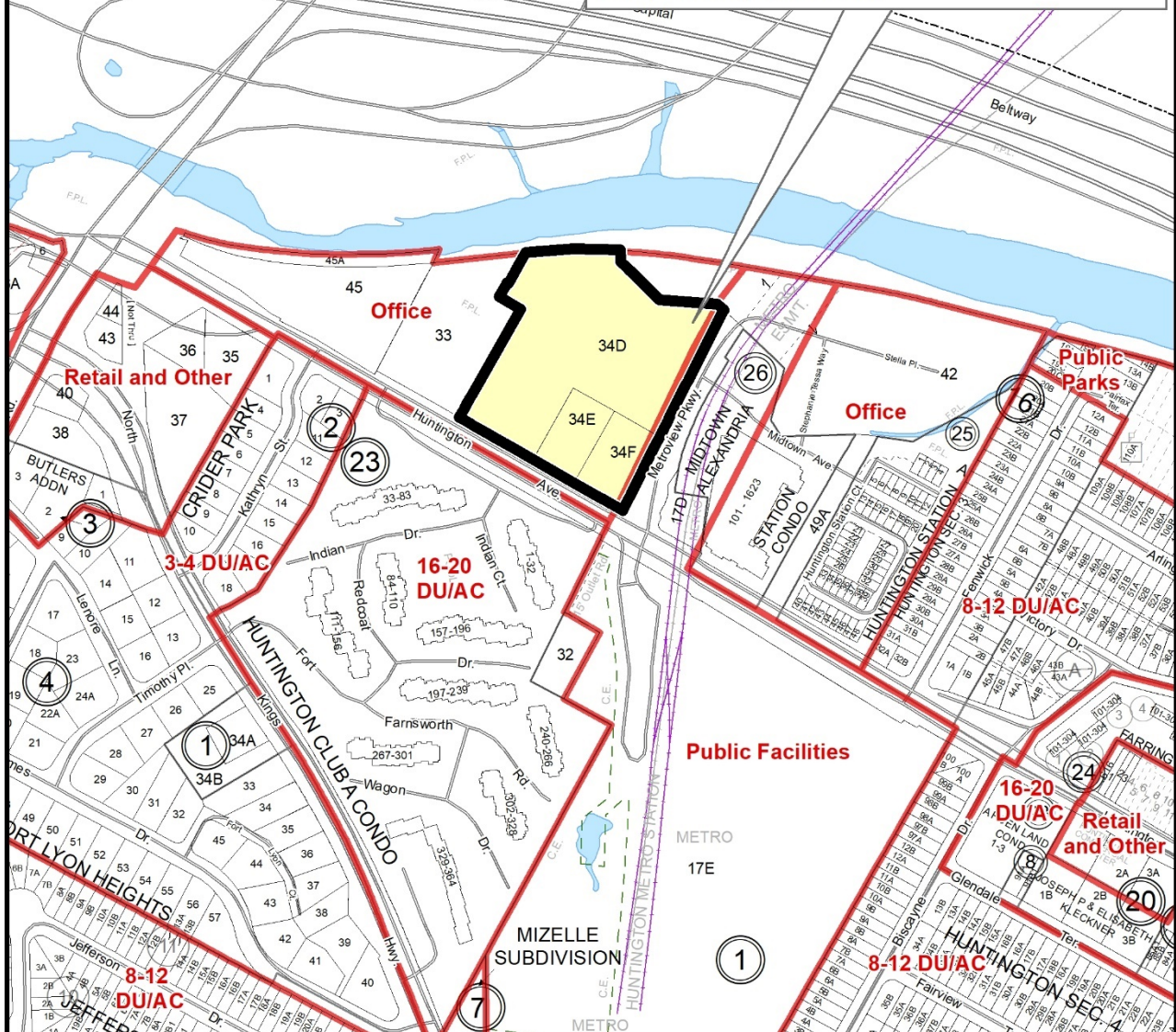
ITEM:  
PA-2021-00007



## SUBJECT PROPERTY

Current Plan: Mixed-use development including residential, office, restaurant/retail uses at 2.0 to 3.0 FAR and a maximum height of 165 feet.

Proposed Plan: Option to remove or modify the limitation of residential development. Evaluate viability of office market in Huntington/North Gateway area and review adopted watershed management plans in development of any recommendation.



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
PARCEL INFORMATION CURRENT TO APRIL 2021



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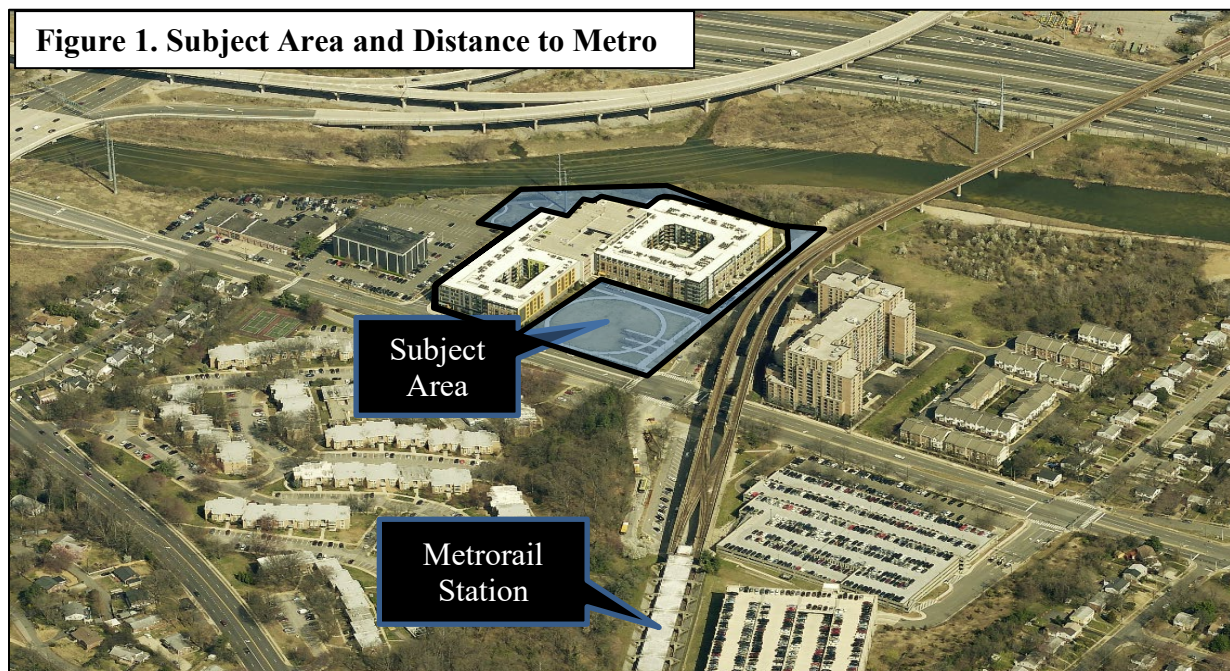
## STAFF REPORT FOR PLAN AMENDMENT 2021-00007

### BACKGROUND

On January 26, 2021, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2021-00007 for Tax Map Parcels 83-1 ((1)) 34D, 34E and 34F located at 2550 Huntington Avenue, Alexandria, VA, 22303 in the Mount Vernon District. The subject area was rezoned for a mixed-use development in 2012 that included office, hotel and residential components pursuant to a Plan option for mixed-use development at 2.0 to 3.0 FAR (Floor Area Ratio) with a residential limitation not to exceed one-half of the development square footage. The office and hotel components remain unbuilt. In its authorization, the Board directed staff to consider a plan amendment that would remove or modify the limitation on residential development, such that additional residential development could be developed on the subject area. The proposed amendment resulted from a nomination for a land use change through the 2019-2020 South County Site-Specific Plan Amendment (SSPA) process. Following the Board authorization, the proposed amendment was reviewed by the Mount Vernon SSPA Task Force in a series of virtual public meetings held from March through May 2021. The task force was composed of community representatives appointed by the Mount Vernon District Supervisor.

### CHARACTER OF THE SITE

As shown in Figure 1, the subject area is developed with a multifamily residential development (The Parker) with 360 dwelling units served by structured parking and a temporary park space (in lieu of the unbuilt, approved office and hotel uses), located on the north side of Huntington Avenue. The site is located to the north of the Yellow-line Huntington Metrorail station and a



**Figure 2. Temporary Park Space****Figure 3. Cameron Run Trail**

planned Bus Rapid Transit (BRT) station, which will be the first station in a series of BRT stations extending along Richmond Highway to Fort Belvoir when constructed. Cameron Run abuts the site to the north; an office building abuts the site to the west; and the elevated Metrorail track abuts to the east across Metroview Parkway.

The site is planned within Land Unit G of the Huntington Transit Station Area, as shown on Figure 4, and zoned PRM (Planned Residential Mixed-Use) Zoning District. Land Unit G is located within the portion of the Huntington Transit Station Area (TSA) designated as the Transit Development Area (TDA), which is recommended for higher intensity, mixed-use development and outlined in green, hatched lines in Figure 4. Special planning and development guidelines for the TDA envision transit-focused housing and employment



locations that foster multiple activities which are associated with a major commuter location and are common in transit-oriented places. These activities include multi-modal transportation systems; the compact spatial organization of land use activities; taller building heights; the orientation and massing of buildings to streets and sidewalks; streetscape and pedestrian spaces; and complementary design and amenities. Consistent with those objectives, the subject area is planned for mixed-use development at a 2.0 to a 3.0 FAR with residential use not to exceed one-half of the total development. Additional recommendations address urban and sustainable design, environmental restoration along the Cameron Run streambank, and pedestrian and bicycle



connectivity, among others.

## CHARACTER OF THE AREA

Parcels to the east, west, and south of the subject parcels are also located within the Huntington TDA and are planned for higher density, mixed-use development. The adjacent Huntington Club Condominiums property to the south (planned within Land Unit I of the TDA) consists of 364 multi-family condominiums and was subject to a plan amendment that established a transit-oriented mixed-use redevelopment option up to an intensity of 3.5 FAR [Plan Amendment (PA) Adopted No. 2017-05]. Rezoning application RZ 2018-MV-005 is currently under review to implement the mixed-use plan. The properties to the west, also within Land Unit G, include an office building and an auto-service repair shop that was subject to a Plan amendment which provided a mixed-use redevelopment option up to 3.0 FAR (PA Adopted No. 2017-04). These properties have frontage on Huntington Avenue, similar to the subject property, and the adopted redevelopment options include residential and non-residential mixed-use to support a critical mass of office and other non-residential uses and to provide housing options in the transit-oriented area. To the east of the subject property are the Metrorail tracks, the Midtown high-rise condominiums (Land Unit D of the TDA) and associated structured parking, and a recent approval for 62 stacked townhouses (RZ 2018-MV-006) on approximately 6 acres (Land Unit C of the TDA).

## PLANNING AND ZONING HISTORY

On August 3, 2009, the Board approved the Base Realignment and Closure Area Plans Review (BRAC APR) item 09-IV-3MV which adopted the current mixed-use redevelopment recommendation into the Comprehensive Plan on the subject site, expanded the TDA to include this site, and recommended a building height limit of 165 feet. Subsequently, on November 10, 2012, the Board approved rezoning application RZ 2011-MV-031 for a mixed-use development on the subject site that included 370,000 square feet of residential use (390 units), 254,000 square feet of office use, 110,000 square feet of hotel use and 6,000 square feet of retail use. The office and hotel components have not been constructed, and the portion of the site where the office and hotel buildings would be located serves as a temporary park space as mentioned previously. The approved proffers include commitments that 15% of all dwelling units will be provided as workforce units; Leadership in Energy and Environmental Design (LEED) Silver green building certification for the office and hotel components; Energy Star certification for the residential component; revegetation and restoration of the Resource Protection Area (RPA) along Cameron



Run; and construction of the Cameron Run Trail. Figures 5 and 6 on the previous page show the rendering and landscaping plan for the approved development from the rezoning application.

## **ADOPTED COMPREHENSIVE PLAN TEXT**

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use, Appendix 11, amended through 12-4-2018, pages 34-35.

### **“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.

...

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.”

Appendix 11 contains additional countywide recommendations for transit-oriented development, such as urban design, affordable housing, pedestrian and bicycle access, open space, and vehicular traffic management. The complete Plan text can be found on pages 34 through 39 of the Land Use element of the Policy Plan of the Comprehensive Plan, as amended through December 4, 2018, which can be accessed at [Comprehensive Plan - Policy Plan | Planning Development \(fairfaxcounty.gov\)](https://www.fairfaxcounty.gov/planning-development/comprehensive-plan-policy-plan-planning-development)

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, amended through 21-1-2020, MV-1 Huntington Community Planning Sector, pages 27:

### **“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 10, 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 BRT and Metrorail riders, while development beyond this distance would generate less ridership and more vehicle trips, thereby exacerbating road congestion in the vicinity of the Metrorail station. In locations such as the Huntington Transit Development Area, mixed-use development with a predominance of residential uses is appropriate. The residential component will contribute most of the Metrorail and BRT 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 complete Huntington Transit Development Area Plan text can be found on pages 27 through 34 of the MV-1 Huntington Community Planning Sector, Mount Vernon Planning District, Area IV Plan of the Comprehensive Plan, amended through 21-1-2020, [2017 Edition of the Comprehensive Plan - Mount Vernon Planning District \(fairfaxcounty.gov\)](https://www.fairfaxcounty.gov/comprehensive-plan/2017-edition-of-the-comprehensive-plan-mount-vernon-planning-district)

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, amended through 21-1-2020, MV-1 Huntington Community Planning Sector, pages 48-49.

### **“Land Unit G**

...

Parcels 83-1((1))34D, 34E and 34F are planned for a mixture of residential, office and restaurant/retail uses at 2.0 to 3.0 FAR, and a maximum height of 165 feet. The residential component should be limited to approximately one-half of the total development. The design should include environmental elements including buildings designed to meet the criteria for LEED Silver green building certification.

In addition to the previous guidance, any redevelopment in Land Unit G should include, at a minimum, the following elements:

- Provision of high-quality architecture and pedestrian focused site design, which should include street oriented building forms and mitigation of visual impacts of structured parking;
- Provision of on-site affordable and workforce housing;
- Restoration and revegetation of the Resource Protection Area;
- Integration of an urban park as a wayside area along the planned Cameron Run Trail;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting;
- 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 by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;

- The impact on parks and recreation should be mitigated per policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan; and
- Adherence to the adopted Transit Oriented Development Guidelines contained in Appendix 11 of the Land Use section of the Policy Plan.”

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use, Appendix 1, Guidelines for Multifamily Residential Development, amended through 12-4-2018, page 14.

“Guidelines for Multifamily Residential Development for the Elderly:

Locational guidelines for housing for the elderly should recognize the needs of the elderly as well as site characteristics. With regard to residents for whom health and mobility have become a concern, guidelines for the location of multifamily residential development should be modified as described below. With regard to residential facilities such as congregate housing and nursing homes, which are designed to serve the elderly population in need of continuous medical/nursing care, these developments are less location sensitive than other elderly residential developments.

1. Public transportation and community services should be located within a reasonable walking distance and should be accessible via paved walkways that are lighted, secure, and well maintained. Crosswalks should be delineated, and adequate provisions should be made for crossing heavy traffic (e.g., pedestrian crossing signals). If neither public transportation nor community services are located within a short walking distance (i.e., a 5-7 minute walk), the elderly housing development should provide shuttle bus service which can offer residents comparable access to community services.
2. The topography of the site, and that between the site and nearby destinations, should be taken into consideration when siting residential development for the elderly. Pedestrian facilities should not be located on slopes greater than 5-8%, and such maximum slopes should not be continuous for more than 75 feet.
3. Safety and security are of particular concern to the elderly. To the extent possible, the architecture and site design for multifamily residential development for the elderly should incorporate features which reduce the potential for crime and enhance the security of residents.”

## **PROPOSED PLAN AMENDMENT**

The proposed Plan amendment considers revisions to the adopted Plan option to remove or modify the current limitation on residential development on Tax Map Parcels 83-1 ((1)) 34D, 34E and

34F, which could potentially recommend up to 100 percent residential use on the site. The proposed Plan would create the potential for up to an additional 395 multifamily units.

The review of this plan amendment, among other things, evaluated the viability of the office market in the Huntington and North Gateway area in developing recommendations to decrease non-residential use on the site. The review also included consideration of adopted watershed plans.

**Table 1. Proposed Plan Quantification**

<b>Existing Uses</b>	<b>Adopted Plan</b>		<b>Proposed Plan</b>	
	<b>Multifamily Res. (SF/ units)</b>	<b>Nonresidential (SF)</b>	<b>Multifamily Res. (SF/units)</b>	<b>Nonresidential (SF)</b>
<b>360</b>	<b>395,000/ 395 units</b>	<b>395,000</b>	<b>790,000/ 790 units*</b>	<b>0*</b>

\*The Proposed Plan represents a scenario with the maximum residential use on site. The maximum residential use may be reduced with a corresponding increase in non-residential use if ground floor and second floor uses are incorporated.

## ANALYSIS

### Transit-Oriented Development Policies

Several land use considerations were evaluated as part of this proposed Plan amendment which considers the appropriate mixture of land uses to be planned at this prime location adjacent to the Metrorail station and the potential removal of limitations on residential uses on the subject property. Primary among these considerations are the countywide transit-oriented development policies and the Huntington Transit Station Area land use policies as they relate to changing office market conditions. The countywide Guidelines for Transit-Oriented Development in the Land Use element of the Policy Plan recommend a balanced mix of residential and non-residential uses to encourage a critical mass of pedestrian activity, promote increased ridership during peak and off-peak travel times in all directions, and encourage activity throughout the day.

Consistent with the countywide TOD guidance, the current Plan for the Huntington Transit Development Area (TDA) prioritizes the creation of a mixture of land uses, with jobs and housing in walking distance to the Huntington Metrorail station and planned BRT station. Generally, each land unit within the Huntington TDA consists of some mix of residential and non-residential land uses. Maintaining a healthy amount office and other non-residential development potential within the Huntington TDA is viewed as the primary method of ensuring an employment base in the area, access to retail and services for the residents, and optimizing transit accessibility and reverse commuting patterns.



### Office Market Conditions

While the aforementioned policies remain in place, they must be balanced against the demand for office space which has been weakening over the last several years. This decline has followed national trends that include less demand for office space per worker, the preference for more open floor plans, and the increase in teleworking that accelerated during the COVID-19 pandemic. Furthermore, current trends within and outside of the county demonstrate that the demand for new office use is in proximity to high-frequency transit, live/work/play environments, and access to high quality, neighborhood amenities. Increasingly employees and employers want to work and locate new office buildings in mixed-use and amenity-rich areas with transit and commuting choices, such as walking or biking, and convenient access to recreation, park spaces, and goods and services, where people can live, conduct business, and run errands during lunch hours, after work, or on weekends without reliance on an automobile.

The Fairfax County Economic Development Authority (EDA) commissioned a study of the Richmond Highway Corridor's real estate market by Partners for Economic Solutions (PES) and released on November 16, 2020. The PES evaluation of the Richmond Highway and Huntington office submarket states that the Richmond Highway Corridor had 1.2 million square feet of office space which comprised 1% of the county's total office inventory and a vacancy rate of 8.9%. The report advises that a healthy vacancy rate that represents a balance between supply and demand is 8% and that the corridor's vacancy rate is at a much more desirable level than the county's vacancy rate of 15.5% in the third quarter of 2020.<sup>1</sup> Currently, office users in the corridor consist primarily of attorneys, real estate agents, insurance agents, doctors, dentists, and other professionals that serve a local customer base, rather than a regional or national market.

The report also describes the future competitive environment in the region and compares the Huntington/North Gateway area with the Eisenhower Avenue area just north of Huntington in the City of Alexandria, and the National Landing area of Alexandria and Arlington County. The report states that, over the next 5 to 10 years, office leasing activity in the region is expected to increase with the arrival and expansion of corporate headquarters (Amazon HQ2), research and laboratory entities associated with universities (Virginia Tech at National Landing) which will seek the existing and planned Class A office buildings and built-to-spec research space in these two areas. Some smaller firms that subcontract with these larger firms may see an opportunity to lease space in the older and less expensive Class B and Class C office buildings found in the Richmond Highway Corridor, in the Huntington/North Gateway submarket. Table 2 shows the estimated demand for office space within the next five-and ten-year intervals. As the table shows, there is a projected demand of 150,000 to 175,000 square feet of office space within the next five years in the Huntington/North Gateway area, with a projected office demand of 400,000 square feet in the next decade. The forecast for office tenants along the corridor projects modest opportunities accommodating smaller, localized tenants, including neighborhood-serving business, and innovative commercial users, such as small-scale manufacturing (maker) space.<sup>2</sup> Further, the EDA's interpretation of the PES report assumes that this amount of office space would be spread out among several buildings, not concentrated in one building on one site.

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<sup>1</sup> Partners for Economic Solutions, *Richmond Highway Market Assessment Study* (November 16, 2020) 55-56.

<sup>2</sup> Partners for Economic Solutions, *Richmond Highway Market Assessment Study* (November 16, 2020) 59-62.

**Table 2. Office Demand Conclusions, 2021-2032**

<b>Community Business Center</b>	<b>Near-Term Office Demand (SF) 2021-2027</b>		<b>Mid-Term Office Demand (SF) 2028-2032</b>		<b>Total Average Office Demand (SF) 2021-2032</b>
<b>Huntington/North Gateway</b>	<b>Low Estimate</b>	<b>High Estimate</b>	<b>Low Estimate</b>	<b>High Estimate</b>	
	<b>150,000</b>	<b>175,000</b>	<b>225,000</b>	<b>250,000</b>	<b>400,000</b>

Office and Community-serving Uses

As mentioned previously, the subject property is adjacent to a 50,000 square foot office building located to the west, which is planned for residential and/or office, hotel, and supporting retail use up to a 2.6 FAR (240,000 SF) or up to 3.0 FAR (275,000 SF) (the auto-service repair shop). To the south of the site is the proposed mixed-use redevelopment of the Huntington Club condominiums. Retaining a minimal amount of non-residential development potential on the subject property would be consistent with the mixed-use plan for the surrounding development in the Huntington TDA and would ensure that any new development on the subject property could achieve some of the benefits of the currently planned mix of uses. Existing and new residents could have access to jobs, goods, and services to meet daily needs. Furthermore, office use and other non-residential uses are well positioned to take advantage of available capacity with reverse commuting.

The property owner of the site has put forward a concept that includes about 13,000 square feet of first floor non-residential uses as part of a new multifamily residential building and no proposed office use (See Attachment I). The inclusion of retail uses or other community-serving, non-residential uses would serve the daily needs of area residents; however, a larger amount than proposed should be considered in light of the EDA forecast. For example, retail and services uses would be appropriate on the ground-floor of the building to encourage street life, provide convenient access to daily needs of passers-by, and offer visual interest and eyes on the street. Other community-serving, commercial uses that are destination-driven and rely more on appointment-based customers rather than pass-by customers could be located on the second floor of the proposed building. There is precedent to indicate that such an arrangement of uses on the first and second floors of a building could generate synergy in terms of customer traffic. Two

**Figure 7. Fairfax Corner****Figure 8. Hilltop Village Center**

county examples of successful developments of this type are Fairfax Corner in the Fairfax area, and the Hilltop Village Center across Telegraph Road from Fort Belvoir, as shown on Figures 7 and 8.

The Huntington area (Zip Code 22303) has been identified as an area experiencing increased needs for basic human services and stable housing for low-income persons. During the Covid-19 pandemic, the county has received a significant increase in volume of requests from residents for aid in such areas as food and housing assistance with increased rates of evictions in the area. These requests are predicted to be an area of continued need post pandemic. The area is currently served by the Huntington Community Center, the size of which does not meet the capacity needs of the increasing community needs. Alternative space for community services of approximately 10,000-15,000 square feet would positively impact the ability of community partners, stakeholders, and community-based organizations to provide innovative services to increase the economic mobility and self-sufficiency and address the social needs of current and future residents. Second floor, non-residential space within the new development could accommodate the provision of community services and should be addressed as part of any rezoning application.

Incorporating retail and/or alternative community-serving uses could play a significant role in creating an activated streetscape, providing vital community services that are now lacking in the Huntington area and a minimum compensatory expectation for the potential loss of the 360,000 square feet of planned office and hotel uses with this proposed amendment.

### Residential Uses

The Comprehensive Plan recognizes the need to expand housing opportunities within the County, especially for those with lower incomes and for seniors. Policy b of Objective 2 in the Housing Element of the Policy Plan recommends the development of multifamily and senior housing in Mixed-Use Centers, such as transit station areas, to diversify the housing stock and expand lower cost housing options. Additional residential use on the site could be designed as an independent living and/or assisted living facility and would include a workforce housing component, per the recommendations within the Huntington TDA plan. This type of residential use, in particularly senior housing, would add to the mix of uses in the area, as it is not already present, and would provide a means to support a reduced proportion of non-residential use on the site. Further, the Policy Plan's Guidelines for Multifamily Residential Development for the Elderly would support this, recommending that public transportation and community services should be located within a five- to-seven-minute walk of these types of development via safe and secure paved walkways and signalized, delineated crosswalks, as the nearby Metrorail station and BRT station would provide. Any new development should conform to the county's Affordable Dwelling Unit Program (ADU) established in the county's Zoning Ordinance, or the Workforce Dwelling Unit Policy set forth in the Housing Element of the Policy Plan, as applicable. Any rental or for-sale units should be affordable to households earning up to 80% or 120%, respectively of the area median income. Finally, the Huntington TDA recommends that at least 15% of all new dwelling units be provided as affordable to moderate income households.



## Parks and Recreation

### Level of Service Impacts

Existing nearby parks (Huntington, Jefferson Manor and Mount Eagle parks) meet only a portion of the demand for parkland generated by residential development in the service area of the Plan amendment. In addition to parkland, the recreational facilities in greatest need in the Mount Vernon Planning District, in which the subject area is located, include playgrounds, sport courts, rectangle fields, adult softball fields, and trails.

Per the adopted Plan for the site, redevelopment should offset impacts to parks and recreation needs from the new residents either on-site or through coordinated development with adjacent properties. This proposal would allow for a potential increase in residents within the Mount Vernon Planning District of up to 1,383 residents, using an average multifamily household size of 1.75 in the County's growth centers, such as the Huntington Transit Station Area. Integration of publicly accessible urban parks in the overall development design, per the Urban Parks Framework, would be critical to providing onsite recreational resources within the subject property and would enhance the desirability of the project, contribute to redevelopment efforts, and contribute to a sense of place.

The site is located at a critical intersection near the northern entrance to the Huntington Metrorail station and local bus feeder stations, in the center of the TSA, and consequently public open space is an essential component of creating a sense of place by providing outdoor places for the neighborhood to gather and mark the entrance point into the Huntington area from the station. The open space of at least one-quarter acre with both natural and hardscaped areas would create enough space for multiple activities and programmed activities, as shown in Figure 9. Locating the space at the corner of Huntington Avenue and Metroview Way could allow for the space to be framed by the non-residential uses, building entrances, and/or amenity spaces. Designs should consider programming and recommendations in the Fairfax County Urban Parks Framework.



**Figure 9. Plaza Example**

## Transportation

The subject site is served by various Fairfax Connector and Metrobus bus routes, as well as the Yellow Line at the Huntington Metrorail Station. There are wide sidewalks along Huntington Avenue and Metroview Parkway around the site that connect to the Huntington Metrorail Station. There is a 10-foot-wide paved trail along Cameron Run that connects to nearby sidewalks, which is planned to connect to Telegraph Road and Richmond Highway.

As mentioned previously, there is a planned BRT station at the south end of the Huntington Metrorail Station property, as well as a planned bus route to connect to the National Harbor development across the Potomac River and a longer-term planned extension of the Yellow Line to Hybla Valley.

The Trails Plan includes a recommendation for a minor paved trail along Huntington Avenue and the Cameron Run Trail is planned to connect to a larger Major Trail network. The adopted Plan addresses multi-modal connectivity to be considered with redevelopment. Retaining this language would support future enhancements of these connections.

The adopted Comprehensive Plan, which recommends up to 790,000 square feet of mixed-use development, would generate up to 7,800 daily vehicle trips. The plan amendment proposes to remove the limitation on residential, resulting in up to 100% residential use on the site. This would reduce the daily vehicle trips up to approximately 3,500 trips, for a total of approximately 4,300 daily vehicular trips, up to an approximate reduction of 45%. Overall peak hour vehicular trip generation for the proposed Plan is also projected to be less than that generated if the current Comprehensive Plan were implemented during both the morning (AM) and evening (PM) periods. Retaining some office use or non-residential uses on the site may increase trips relative to the 100-percent residential scenario, but would attract transit ridership, especially for the planned BRT, taking advantage of reverse commuting capacity.

## **Environment**

The adopted Plan for the subject property addresses several environmental considerations related to the revegetation of the RPA and floodplain areas, the extension of the Cameron Run trail, and LEED Silver certification. Encouraging these policies for any alternative land use mix would establish consistent expectations for development on the site. Further, countywide policy supports additional considerations for redevelopment, including Electric Vehicle charging stations for at least 2% of the number of proposed parking spaces (Policy Plan, Environment, Objective 13, Policy g) and encouraging adherence to the County's natural landscaping policy, recommending "A landscaping approach through which the aesthetic and ecological functions of landscapes installed in the built environment are improved, and through which natural areas are restored by preserving and recreating land and water features and native plant communities..." (Policy Plan, Public Facilities, Objective 6).

The Cameron Run Watershed Management Plan contains policies, goals and objectives for stormwater management programs, techniques and projects in the Huntington area. Programs cover a variety of policies related to monitoring of streams, use of Best Management and Low Impact Development Techniques and pollution reduction education and efforts. Planned stormwater management facility construction is implemented by the county through the Capital Improvements Plan (CIP) or by private parties through the development review process. There are currently no planned County stormwater management projects in the Watershed Plan for the Huntington area and stormwater management facilities are being implemented by private developers through the development review process.

## **Public Facilities**

### *Schools*

Development up to 100-percent residential use on the subject site would yield up to 44 new students, assuming mid- to high-rise multifamily units. Students from new residential uses would increase membership at Edison High School, Twain Middle School and Cameron Elementary School, which in the five-year project forecast have a moderate capacity deficit in the middle and high school and a capacity surplus at the elementary school level. Development resulting from the proposed plan amendment may occur beyond the five-year projection horizon and conditions at the schools may change by the time the development is realized. The Capital Improvement Program for Fiscal Years 2021 to 2025 includes potential solutions to consider alleviating current and projected school capacity deficits. For consideration purposes, these options, which would be contingent on other potential solutions and outreach and are listed in no significant order, may include increasing efficiency by reassigning instructional spaces within a school to accommodate increase in membership, possible program changes, minor interior facility modifications to create additional instructional space and/or potential boundary adjustment with schools having a capacity surplus. Further analysis of any associated rezoning application should be performed to determine the estimated future impacts of the specific development proposal on school capacities, taking into consideration the types of residential units proposed. Inclusion of a greater proportion of non-residential use and/or age-restricted housing would reduce or eliminate potential student yield.

### *Water*

The extension of a 24-inch diameter transmission water main from Telegraph Road to Route 1 along Huntington Avenue is planned to meet the most current water demand projections based on Metropolitan Washington Council of Government's population and employment forecast data. Onsite water main sizing and alignments and fire-flow requirements would be determined concurrent with development.

### *Wastewater Management*

Sewage generated from any development on the site is treated at Alexandria Renew Enterprises (AlexRenew) plant. The AlexRenew plant serves the Cameron Run basin of the County. The plant, located near the Woodrow Wilson Bridge, is a regional facility which also treats sewage from the city of Alexandria and a portion of City of Falls Church. Under a service agreement, the County has 32.4 million gallons per day (mgd) treatment allocation of AlexRenew's 54 mgd treatment capacity.

The County's current flow to AlexRenew plant is about 16.0 mgd, approximately 50% of our allocation. The County's existing allocation at the AlexRenew treatment plant could handle the projected sewage flow through 2045. All the trunk sewer lines serving the subject property have adequate capacity to handle the projected flow through 2045 for the adopted and proposed plan. Additional analysis and mitigation would occur with any development.

## **CONCLUSION**

Reconsidering the planned mix of uses on the subject area would offer flexibility to proceed with development more in line with projected land use forecasts and support economic development within the Huntington area. Considering the amount of planned and entitled office space in the



Huntington/North Gateway area, it appears that there would be sufficient planned office use to meet the forecasted 10-year office market demand, as well as demand beyond the 10-year timeframe, even with an amendment to the subject area. As mentioned, the PES study identifies sites near the Huntington Transit Station as those that would be best positioned to capture the demand and notes that local-serving commercial uses will seek locations throughout the area. Sites nearby the subject area, such as the Huntington Club and the office building to the west of the subject area would remain planned for non-residential uses that could realize additional office and commercial demand, per the forecast.

Removal of the limitation for residential use entirely would negatively impact opportunities for convenient goods and services for the existing and new residents and employees on the site and in the area. An alternative amount of planned non-residential use may be appropriate to better align with the PES forecast and to activate the street. This non-residential use should be located on the first floor and potentially on the second floor of a residential building. Uses such as these would activate the street, achieve county goals including providing live/work/play opportunities, and take advantage of development opportunities within walking distance of a Metrorail station.

The inclusion of independent living or assisted living units would support policies regarding housing for older adults that seek locations where public transportation and community services should be located within a five- to-seven-minute walk via safe and secure paved walkways and signalized, delineated crosswalks.

Finally, the existing Comprehensive Plan language recommends mitigation of impacts to parks and recreation and the environment; multi-modal transportation improvements; and affordable housing. These recommendations should carry forward with the proposed Plan amendment. In addition, any new residential development resulting from the plan amendment should provide onsite open space in the form of an urban plaza or other public gathering space. Additional enhanced recreational facilities and open space on the north and west sides of the subject site could be provided through future coordinated development with adjacent parcels to the west of the subject area.

### **Task Force Analysis and Recommendation**

The task force recognized the opportunity that the proposed flexibility in land use would provide for development of the subject site. Staff and the task force agreed on much of the analysis; however, there were two main points of difference. The task force voted to recommend that at a minimum, community-serving and other non-residential uses should be located on the ground-floor, rather than the ground and second floors of the building, and that the recommendation would not need to specifically encourage senior housing. The Task Force report is included as Attachment II.

### **RECOMMENDATION**

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strike through~~. Text shown to be replaced is noted as such.

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, Amended through 12-1-2020, MV-1 Huntington Community Planning Sector, page 48.

...

“Parcels 83-1 ((1))34D, 34E and 34F are planned for a mixture of residential, office and restaurant/retail uses at 2.0 to 3.0 FAR, and a maximum height of 165 feet. The residential component should be limited to approximately one-half of the total development. The design should include environmental elements including buildings designed to meet the criteria for LEED Silver green building certification.

In addition to the previous guidance, any redevelopment in Land Unit G should include, at a minimum, the following elements:

- Provision of high-quality architecture and pedestrian focused site design, which should include street-oriented building forms, and mitigation of visual impacts of structured parking;
- Provision of on-site affordable and workforce housing;
- Restoration and revegetation of the Resource Protection Area;
- Integration of an urban park as a wayside area along the planned Cameron Run Trail;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting;
- 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 by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;
- The impact on parks and recreation should be mitigated per policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan,
- Adherence to the adopted Transit Oriented Development Guidelines contained in Appendix 11 of the Land Use section of the Policy Plan.”

Residential uses may exceed one-half of the total development provided additional

recommendations are met, as follows:

- The first floor, and, to the maximum extent feasible, the second floor of the new building should consist of retail or other community-serving uses to activate the pedestrian realm along the street and to provide amenities, services, and employment opportunities for the Huntington area in furtherance of the mixed-use vision for the TDA. Community-serving uses are intended to meet the daily needs of residents in the area, such as restaurants, salons, convenience stores, dentists, physical therapists, or fitness or life-style studios;
- Independent living and/or assisted living units are strongly encouraged in the new building; and,
- Park and recreational space should be provided onsite in accordance with the Urban Parks Framework and can be coordinated with open spaces within adjacent development. An urban plaza of approximately one-quarter acre should be accommodated at the corner of Huntington Avenue and Metroview Parkway as a placemaking space that relates to the ground floor uses. The urban plaza/park should be large enough for a variety of activities that create a draw and provide a central gathering space for the Huntington area. Enhancements to the Cameron Run Trail also are encouraged.

**MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, Amended through 12-1-2020, MV-1 Huntington Community Planning Sector, page 31, Figure 12, Huntington Transit Development Area, Pedestrian Circulation. A Plaza or Other Public Space symbol should be added to the figure at the southeast corner of Land Unit G.

**MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, Amended through 12-1-2020, MV-1 Huntington Community Planning Sector, page 33, Figure 14, Huntington Transit Development Area, Open Space And Landscaped Buffers. A Plaza or Other Public Space symbol should be added to the figure at the southeast corner of Land Unit G.

#### **COMPREHENSIVE LAND USE PLAN MAP:**

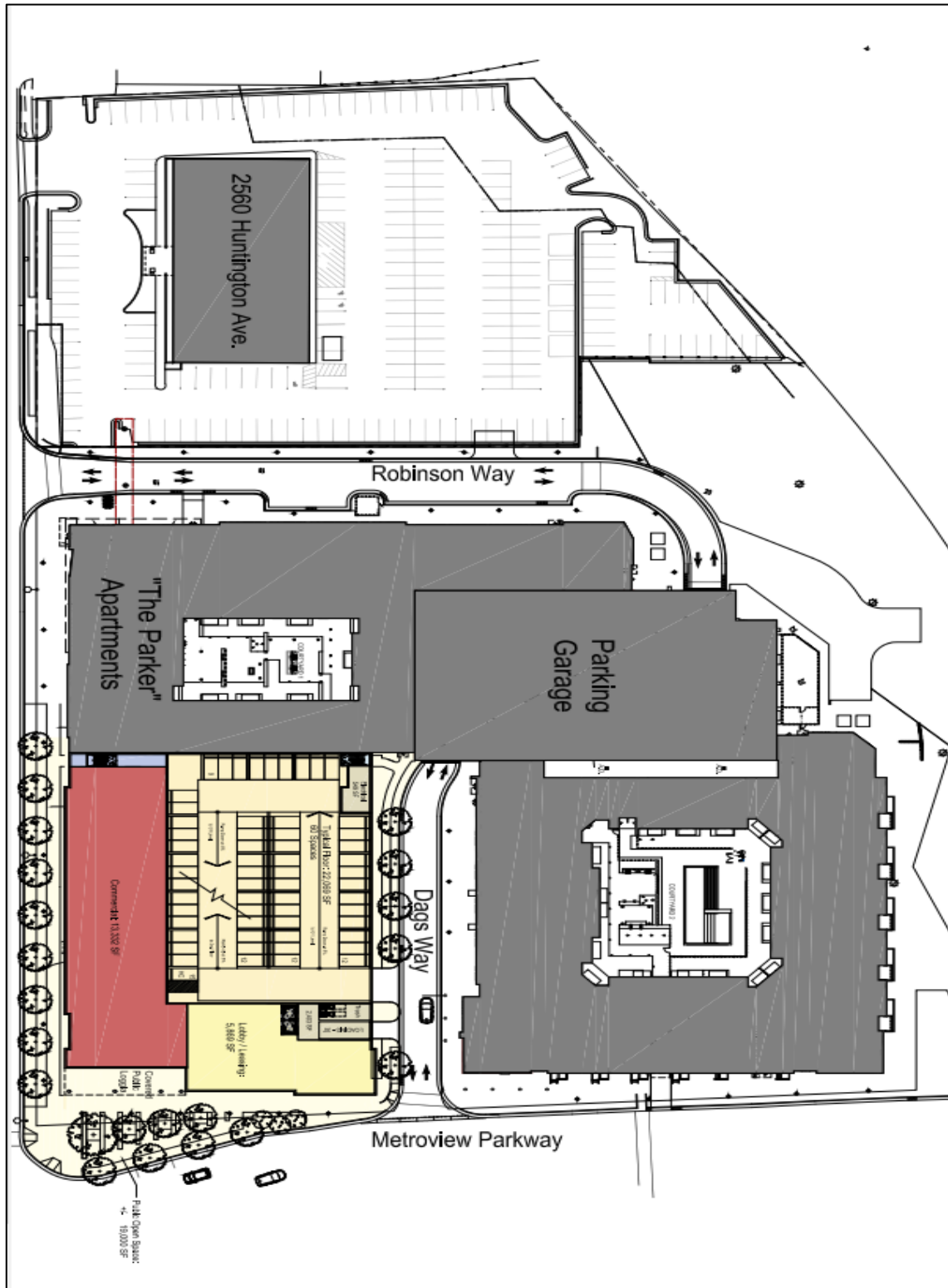
The Comprehensive Plan Land Use Map will not change.

#### **TRANSPORTATION PLAN MAP:**

The Transportation Plan Map will not change.



# ATTACHEMENT I PROPERTY OWNER-PROPOSED CONCEPT PLAN (GROUND FLOOR)



## ATTACHMENT II

### MOUNT VERNON DISTRICT SSPA TASK FORCE REPORT FORM

**MOUNT VERNON DISTRICT TASK FORCE**  
**SSPA TASK FORCE RECOMMENDATION**  
**PLAN AMENDMENT IMPLEMENTATION PHASE**

SSPA Item #: 2021-00007

Date reviewed by Task Force: 4-13-2021

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**SUMMARY TASK FORCE RECOMMENDATION:**

Adopt Plan Amendment as recommended by staff \_\_\_\_\_

Adopt Plan Amendment as recommended by staff, with modifications   X  

(Modification provided below under Explanation/Comments and/or attached as a separate page to this document.)

Retain Adopted Plan Recommendation (Do not adopt Plan Amendment) \_\_\_\_\_

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**VOTE TALLY:**


In favor:     9      
Opposed:     0      
Abstentions:     2    

Task Force member(s) who recused themselves from the vote:

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**TASK FORCE EXPLANATION/COMMENTS:**

The task force recommended removing the “and second floor” language and the sentence about independent living/assisted living units from the Staff recommendation.

Task Force Chair: 

Date: 5/21/21

