



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2015-IV-MV5
November 6, 2017

GENERAL LOCATION: North side of Huntington Avenue at Telegraph Road (NE quadrant of intersection)

SUPERVISOR DISTRICT: Mount Vernon

PLANNING AREA: Area IV

PLANNING DISTRICT:
Mount Vernon Planning District

SUB-DISTRICT DESIGNATION: MV1-Huntington
Community Planning Sector, Land Unit G

PARCEL LOCATION: 83-1 ((1)) 33, 45 and 45A

PLANNING COMMISSION PUBLIC HEARING:
Thursday, December 7, 2017 @ 8:15 PM

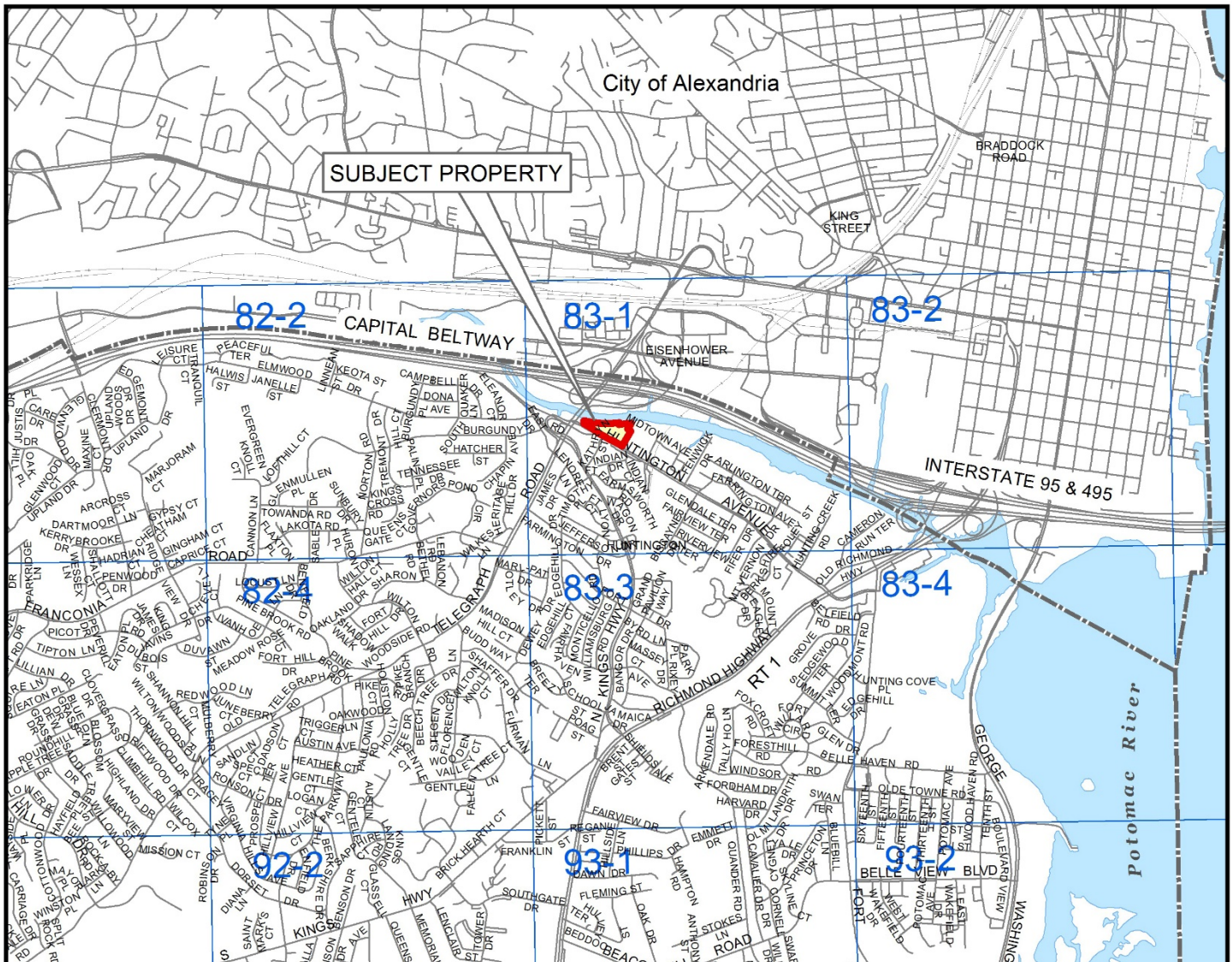
BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, January 23, 2018 @ 4:00 PM

**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.

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



3000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
Huntington Transit Station Area, Land Unit G (part)



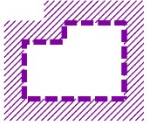
CURRENT PLAN AND PROPOSED CHANGE

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

ITEM:
PA 2015-IV-MV5



Subject Property for 2015-IV-MV5
Parcels 83-1 ((1)) 33, 45 & 45A



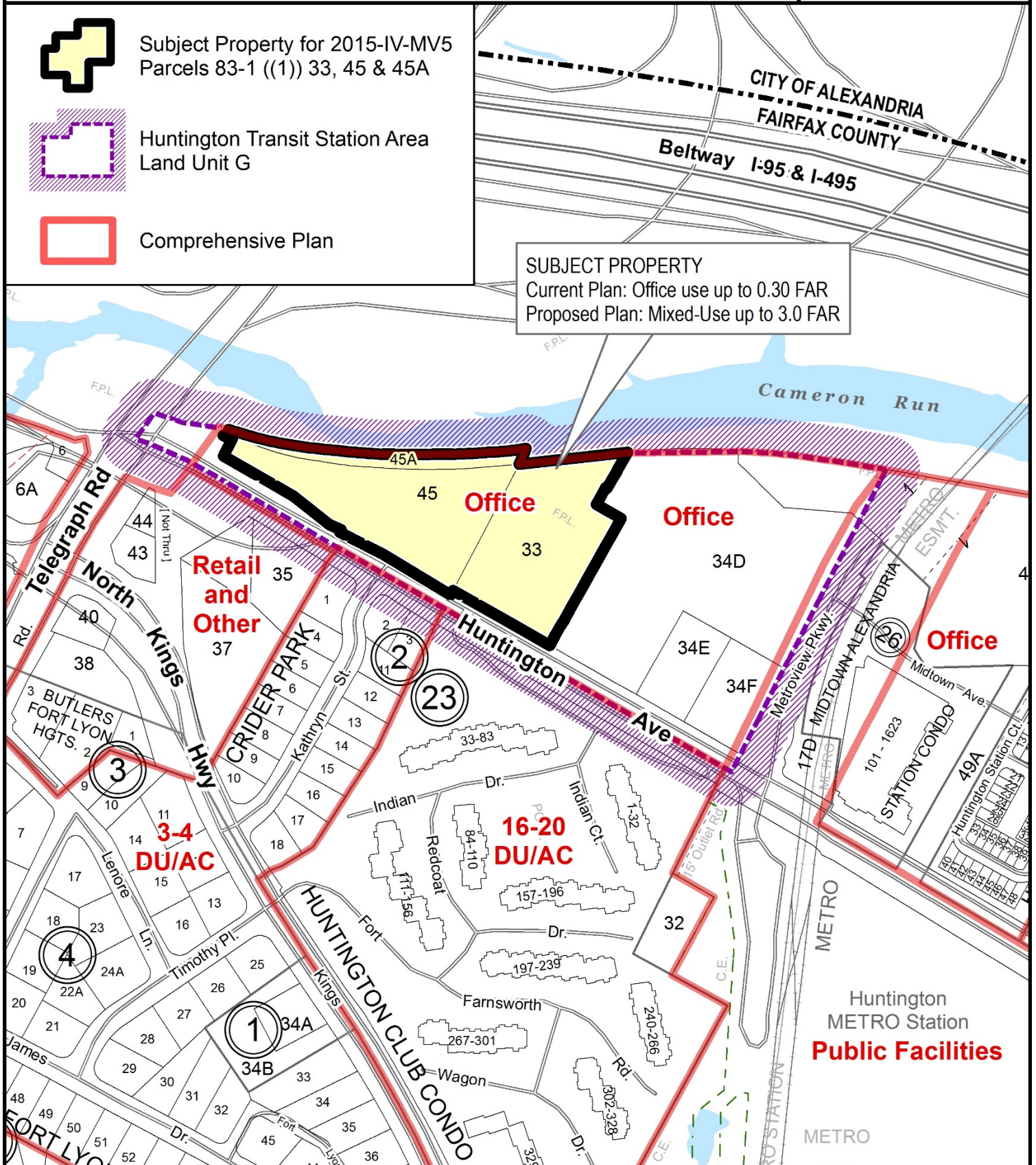
Huntington Transit Station Area
Land Unit G



Comprehensive Plan

SUBJECT PROPERTY

Current Plan: Office use up to 0.30 FAR
Proposed Plan: Mixed-Use up to 3.0 FAR



300 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO OCTOBER 2017
G:\projects\ocp\pd\OTPA_GRAPHICS - Huntington Transit Station Area, Land Unit G (part)



STAFF REPORT FOR PLAN AMENDMENT 2015-IV-MV5

BACKGROUND

On November 17, 2015, the Board of Supervisors (Board) authorized the consideration of a Comprehensive Plan amendment for the western portion of Land Unit G within the Huntington Transit Station Area (Tax Map Parcels 83-1((1)) 33, 45 and 45A). The subject area is located in the MV1-Huntington Community Planning Sector of the Mount Vernon Planning District, in Planning Area IV. The adopted Plan for this area recommends redevelopment to office use up to an intensity of .30 floor area ratio (FAR) and a maximum building height of 40 feet. The Board requested that staff consider mixed-use redevelopment to include residential and/or hotel and office uses up to an intensity of 3.0 FAR for the subject area, with consideration given to parcel consolidation and the expansion of the adjacent Transit Development Area (TDA) to incorporate the subject parcels. The TDA is the area closest to the Huntington Metro Station that is planned for higher-density mixed-use development.

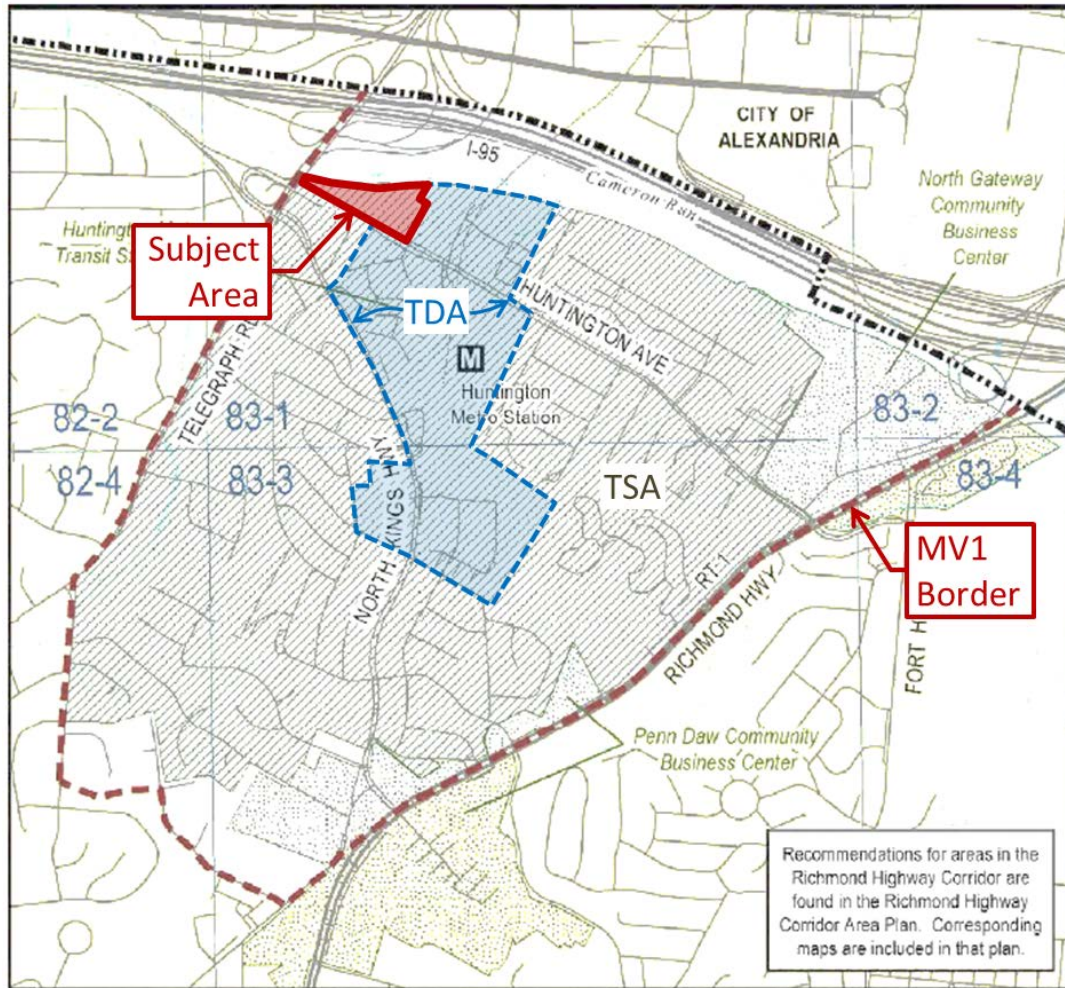


Figure 1 – Site location

CHARACTER OF THE SITE

The 4.21-acre subject area is located along Huntington Avenue, at the intersection of Huntington Avenue and Telegraph Road. The subject area comprises the northwest portion of the Huntington Transit Station Area (TSA), as shown in Figure 1. The TSA is a mixed-use area surrounding the Huntington Metro Station that generally extends from Cameron Run to the north to the Penn Daw Community Business Center to the south, and from Richmond Highway to the east to Telegraph Road to the west.

The subject area consists of three separate parcels located in Land Unit G of the TSA. The three parcels are all currently zoned I-5. An older mid-rise, 58,000-square-foot (SF) office building is located on Parcel 33, with a 20,500-SF auto repair shop on Parcel 45. Parcel 45A consists of a narrow strip of land that was dedicated to the Virginia Department of Transportation in conjunction with construction of the Huntington Avenue/Telegraph Road interchange, but was re-conveyed to its former owner when it was determined not to be required for the project. It currently remains under the same ownership as Parcel 45.

Environmental Features

This property is situated at the bottom of the highly developed, 44 square-mile Cameron Run watershed and it is immediately adjacent to Cameron Run, which traverses north of this site. A significant portion of the subject area is Resource Protection Area (RPA) as defined by the Chesapeake Bay Protection Ordinance (CBPO) and Environmental Quality Corridor (EQC) per the County Comprehensive Plan. The purpose of the CBPO, as enabled by the Code of Virginia, is to protect, improve and enhance water quality within the Chesapeake Bay watershed, to support healthy aquatic life and encourage public use of the waterways. Similarly, EQC policy supports a system to promote, protect and enhance open space corridors as a passive recreation resource. The system encompasses stream valleys, wildlife habitat and wetlands. In 2016, the Federal Emergency Management Agency (FEMA) revised the official flood plain map to encompass the entirety of Parcels 45 and 45a, and approximately 50 percent of Parcel 33 within the limits of the 100-year floodplain and RPA. See Figure 2 for a delineation of the environmental features of the site.

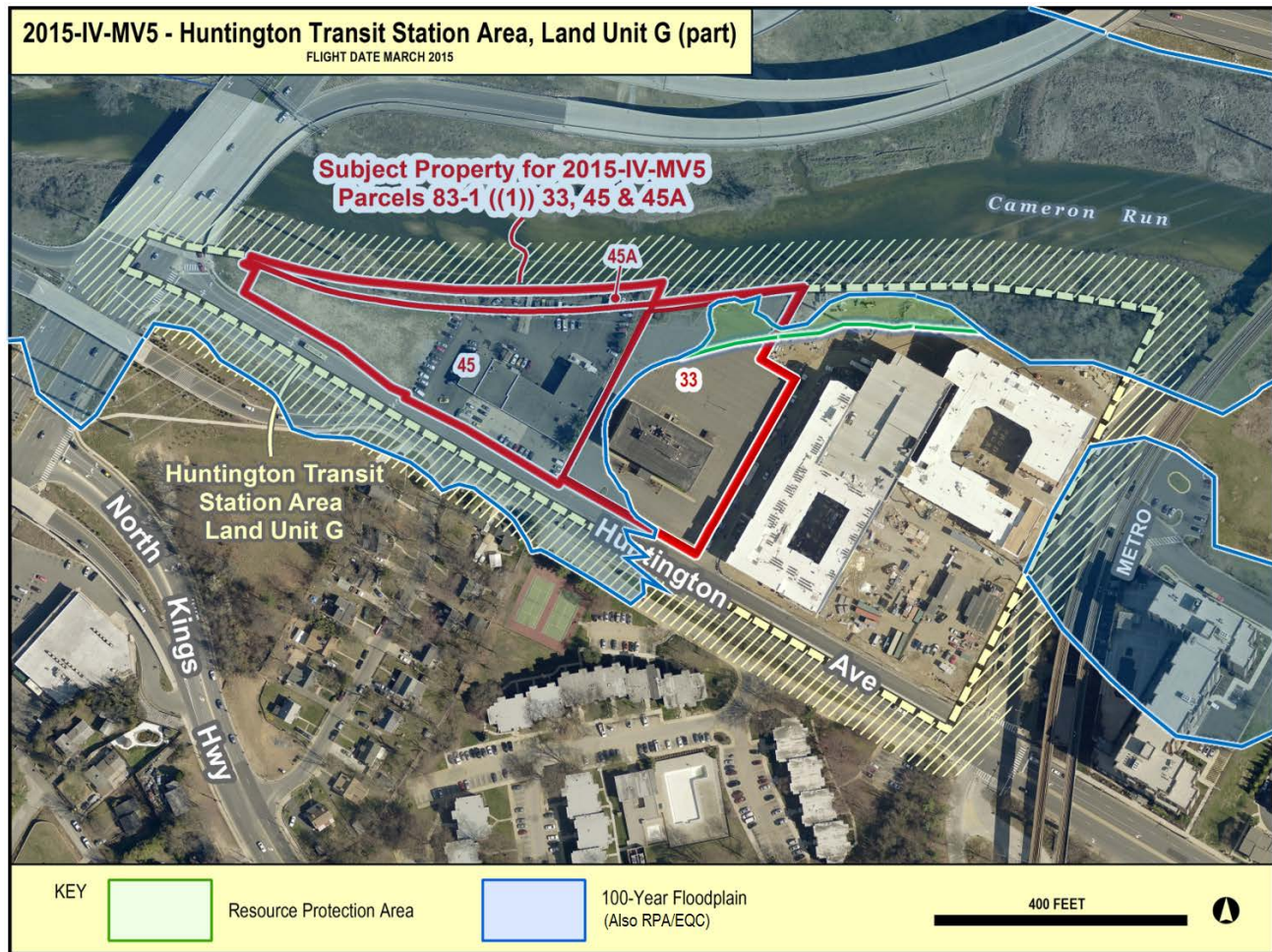


Figure 2 – Delineated Floodplain and RPA areas on the site.

HISTORY AND CHARACTER OF THE AREA

The Huntington TSA was created in 1985 to create a mixed-use center around the then-planned Metrorail Station, to encourage the creation of transit-focused housing and employment opportunities, support retail and other uses, and maintain the viability of existing nearby land uses. Within the TSA exists a smaller Transit Development Area (TDA) that encompasses the majority of properties within a 5-to-7-minute walk of the Metrorail Station platform. The TDA is planned for a higher development intensity than the surrounding TSA, including a mixture of uses that encourage increased Metrorail ridership and a decrease in personal vehicle trips. The TDA is envisioned as a community focal point that provides community character, as well as services and amenities for surrounding neighborhoods, acting as a catalyst for further investment and redevelopment in the area. The plans for both the TSA and TDA emphasize protecting the character and integrity of existing residential neighborhoods and the provision of proper transitions between more intensive transit-oriented uses and surrounding neighborhoods. Plan guidance for the TDA contains additional design guidelines and recommendations to encourage higher design standards and a more urban form.

The subject area is also located within the study area of Embark Richmond Highway (Plan Amendment 2015-IV-MV1), which is currently in progress. The study is considering refining the land use and transportation recommendations for the segment of the Richmond Highway corridor south of North Kings Highway, as well as portions of North Kings Highway to incorporate guidance for a Bus Rapid Transit (BRT) system between the Huntington Metro Station and Fort Belvoir, pedestrian and bicycle improvements, and a potential long-term extension of the Metrorail Yellow line from Huntington Metrorail station to Hybla Valley/Gum Springs Community Business Center. The study envisions one of the BRT stations at the Huntington Metrorail Station Kiss and Ride facility along North Kings Highway.

Surrounding Uses

Within the past two decades, portions of the neighboring TDA have developed with the more intensive, mixed-use development envisioned by the Plan, and several other properties within the TDA have been recently re-planned or have proposals currently under review for additional redevelopment. The following are descriptions of properties that adjoin the subject land area:

East: Directly east of Parcel 33 and forming the edge of the current TDA area, is a mixed-use project (“The Parker”) that is being developed in accordance with a Plan option, approved by the Board in 2008, which expanded the TDA area to include the property and recommends a mixture of residential, office and hotel uses at 2.0 to 3.0 FAR. The mid-rise, multifamily residential portion of the project was constructed in 2015 but the high-rise office and hotel portions, which represent a second phase of development, have yet to be constructed on the site. An access road (Robinson Way) was constructed along its western boundary to both serve that property and to provide future interparcel access to the properties to its west (the current subject area).

Southeast: Located directly southeast from the subject properties, across Huntington Avenue, is the existing Huntington Club Condominium development, which is planned for residential use at 16-20 dwelling units per acre (du/ac) with an option for higher-intensity mixed-use residential redevelopment up to 3.0 FAR. The property is currently the subject of a separate site-specific Plan amendment (PA 2015-IV-MV4) to consider an increase in planned intensity up to a 4.0 FAR through additional residential units.

Southwest: The existing residential subdivision along Katherine Street, to the west of the Huntington Club Condominium property and located directly across Huntington Avenue from Parcel 45 of the subject area, is outside of the TDA area and consists of single-family homes built in the late 1940’s which are planned to remain at their current density.

North: The subject area fronts onto Cameron Run to the north, which separates it from Interstate 495 (I-495) and the City of Alexandria farther north.

West: The interchange between Huntington Avenue and Telegraph Road forms the western boundary of the subject area and separates the area from any other uses in that direction. Telegraph Road crosses Cameron Run at this location, providing direct access to the City of

Alexandria and the on/off ramps of I-495. A pedestrian and bicycle connection to the City of Alexandria exists on the east side of Telegraph Road, adjacent and connecting to the subject site via the sidewalk along Huntington Avenue.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2013 Edition, Mount Vernon Planning District, as amended through 3-14-2017, MV1-Huntington Community Planning Sector, page 122:

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

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

Land Unit G is a triangle of land that is bounded by Huntington Avenue, Cameron Run and the Metrorail guideway. It is developed with office and industrial uses and, except as noted below, is planned for redevelopment to office use with an FAR up to .30 and a maximum height of 40 feet. This reflects the majority of current development in this land unit. The portion of Parcel 83-1 ((1)) 42 within this land unit is planned for office use with an option for residential use as noted in the recommendations for Land Units C and D. The uses on Parcel 45 are currently industrial uses. A significant portion of this lot may be acquired for right-of-way for planned roadway and interchange improvements to the Telegraph Road/North Kings Highway/Huntington Avenue intersections. If any publicly owned land remains after the interchange is built, it should be retained as public open space.”

Additional adopted Plan policies for the Huntington Transit Development Area and the Guidelines for Transit-Oriented Development are found in the online version of the Comprehensive Plan at:

Huntington TDA Policies

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/mtvernon-huntingtontsa.pdf>

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1-Huntington Community Planning Sector, pages 102-109.

Policy Plan Guidelines for Transit-Oriented Development

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/landuse.pdf>

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, as amended through 3-14-2017, Land Use, Appendix 11, pages 33-38.

PROPOSED PLAN AMENDMENT

The proposed Plan amendment considers modifying the current Plan language to provide an option for mixed-use redevelopment, including the possibility of residential and/or hotel and office uses up to an intensity of 3.0 FAR, with consideration given to parcel consolidation and the expansion of the adjacent Transit Development Area to incorporate the subject parcels.

ANALYSIS

Staff analysis of the proposed amendment considers the environmental constraints to development of the site, the goals and objectives of the larger TSA and TDA, the proximity of the site to the Metrorail station, the nature of the surrounding development pattern, and possible impacts on surrounding properties.

Environmental

Because of the subject property's proximity to Cameron Run, a majority of the site is environmentally sensitive and consists of 100-year floodplain, RPA, and EQC areas. Zoning Ordinance regulations discourage development within major floodplains, such as this.

Comprehensive Plan policy recommends the following:

- That EQC areas be protected and restored, and that disturbances to EQC areas only be considered in extraordinary circumstances and with appropriate mitigation compensation measures. EQC land may be preserved in an undeveloped state or dedicated to the Fairfax County Park Authority.
- Compliance with the Chesapeake Bay Preservation Ordinance, which generally requires protection of RPA areas except for a limited number of uses that may be permitted, considered exempt or allowed through an exception process.
 - For approval of an exception to develop within an RPA to be granted, it must meet the test that the “exception request is the minimum necessary to afford relief” and that “the exception request is not based on circumstances or conditions which are self-created on self-imposed.”

In a by-right redevelopment scenario, RPA regulations allow redevelopment of some previously-developed RPA areas that would not otherwise be permissible to develop. By contrast, County Comprehensive Plan policies, including Huntington Area plan guidance, strongly recommend against any redevelopment within environmentally sensitive areas and floodplains, and encourage restoration and enhancement of RPA/EQC areas that have been subject to clearing and/or prior development.

Any proposed redevelopment is subject to Comprehensive Plan guidance and any future rezoning application would be evaluated for conformance with Comprehensive Plan policies related to floodplain/RPA/EQC, which would limit the redevelopment potential of the site except for a portion of Parcel 33.

Land Use

The currently adopted Plan for the subject properties recommends office development up to an intensity of 0.30 FAR. The parcels are zoned I-5, which permits an intensity of by-right development up to 0.50 FAR, and would allow a broad range of potential uses, but does not permit residential development. The existing office building on Parcel 33 is consistent with the planned office use of the site, but is developed at an intensity of 0.63 FAR, which is higher than the current Plan language would support if it were to redevelop. The existing auto repair shop on Parcel 45 is a permissible use in the current I-5 Zoning District, but does not conform to the current Plan recommendation for the property.

Inclusion in TDA

Staff was directed by the Board to consider enlarging the Huntington TDA, which currently terminates at the east edge of the subject area, to encompass the subject area. The primary objectives of the TDA are to incorporate areas within a 5 to 7-minute walk of the transit station to “channel” higher-density, mixed-use development into a core area, which may then be served by transit; to protect surrounding stable neighborhoods from encroachment of more intensive development into the neighborhoods; and to reduce traffic congestion outside of the core area.

The subject area is located entirely within the ½-mile radius from the platform and just outside the ¼-mile radius from the station platform, as the crow flies, which is considered the 5-to-7-minute walking area targeted for inclusion in the TDA. Appendix 11 of the Land Use Element of the Policy Plan, *Guidelines for Transit-Oriented Development* (TOD) similarly defines a goal for the location of the highest density TOD areas within a 1/4 –mile radius from a station platform with densities tapering to within a 1/2 –mile radius from the station platform or a 5 to 10 minute walk, subject to site-specific conditions. Redevelopment on the subject area at a higher intensity for residential and/or non-residential uses could take advantage of the convenient pedestrian access to the Metrorail station, although it would be just outside the primary area targeted for TOD.

Several adjacent or nearby properties within the TDA have either already redeveloped or are already recommended by the Plan for more intensive redevelopment containing a mixture of uses. Figure 3 shows the potential redevelopment of both residential and non-residential uses within the TDA, per adopted Comprehensive Plan recommendations, as well as the existing development in those land units. Figure 3 illustrates that the existing Comprehensive Plan for the TDA includes the potential for nearly 3,000 additional residential units, and over 1.5 million square feet of non-residential uses which have yet to be built, much of that in closer proximity to the Metrorail station platform than the subject property. The viability of realizing such unbuilt Plan potential might be threatened by the expansion of the TDA to include additional land area at similar intensities; however, the opportunity to restore significant environmental features, provide additional open space, and to locate development closest to the station mitigates these concerns, in this case.

Figure 3: Planned versus existing development within TDA area (<u>Underlined</u> existing development represents uses that have already been redeveloped to the maximum Plan recommendation)				
Land Units	Adopted Plan		Existing Development	
	Residential (du)	Non-Res. (sf)	Residential (du)	Non-Res. (sf)
C/D (north)	360 (option 1)	200,000 (option 2)	0	0
C/D (south)	450	0	<u>448</u>	<u>0</u>
E/F	850	280,000	469	0
G	+/- 400	+/- 400,000	<u>390</u>	0
I	+/- 2000	+/- 650,000	<u>364</u>	0
L	600	85,000	67	48,700
Totals:	4660	1,615,000	1,738	48,700

Finally, an expansion of the TDA to encompass the subject area would not contradict the goal of preserving the existing neighborhoods in the Huntington area as the subject area is currently planned and zoned for non-residential uses and has limited adjacency to single-family neighborhoods.

Consolidation

The Board directed staff to consider consolidation of the subject parcels. Parcel consolidation is critical when the environmental constraints of the site are considered. In an unconsolidated or coordinated development scenario, Parcels 45 and 45a, which are 100-percent encumbered by floodplain, RPA and EQC, may be left with little viable redevelopment potential. The current auto repair shop could continue to operate in that location, and such a use can be an important community-serving use; but any significant reinvestment into the existing business may prove challenging. Such industrial uses may also have negative environmental impacts when located in flood-prone areas. Consolidation of the entire subject area (Parcels 33, 45 and 45a) would facilitate a coordinated redevelopment and an opportunity for additional development potential to be relocated from Parcels 45 and 45a, where it would not be able to be realized, to Parcel 33. Such a consolidated redevelopment scenario, with any proposed building locating outside of the floodplain and RPA, would afford the opportunity to achieve restoration and protection of the remaining environmentally-sensitive areas of the site.

Parcel consolidation also would afford the opportunity to coordinate multi-modal access into and through the site and consolidate the existing, multiple access points along Huntington Avenue. Huntington Avenue is a highly-travelled arterial route, and the existing access points in front of the subject area are adjacent to dedicated right-turn lanes for the Telegraph Road interchange, an undesirable location. The Comprehensive Plan discourages locating multiple access points along this road. The neighboring Parker development constructed Robinson Way, located at the east boundary of the subject area with an inter-parcel access easement into Parcel 33. This access

point could be utilized as a singular access point for any redevelopment of the subject area, potentially eliminating the multiple, existing access points directly onto Huntington Avenue.

Consolidation would provide an opportunity to restore environmental areas on all parcels, realize an important planned trail connection and regional amenity area (discussed later in this report), consolidate access points along Huntington Avenue to improve safety and reduce congestion in the area, and serve as an important entrance feature for the Huntington TSA.

Intensity

In order to accurately plan for feasible development of the subject area, staff created several land-use scenarios representing various intensities, mixtures of uses and building types, with and without parcel consolidation. Staff scenarios avoided encroachment into floodplain/RPA/setback areas, assumed above-ground parking only, and utilized typical average sizes for the calculation of dwelling units and structured parking spaces (1000 SF per dwelling unit, and 350 SF per structured parking space). The maximum feasible gross-square-footage of office-based scenarios was lower than residential-based scenarios in this case, due to the limited land area available to accommodate the higher parking requirement for office uses. Therefore, staff focused on residential scenarios for purposes of determining the maximum feasible intensity for the site.

The staff scenarios were influenced by a concept provided by the owner of Parcel 33 for a 7-to-9-story multi-family residential structure that includes approximately 324 dwelling units at a FAR of 3.0 (approximately 280,000SF), with a limited amount of ground-floor supporting retail use and a combination of above-ground and underground parking. Staff considered the submitted concept as one potential development option in addition to the staff-generated development scenarios. Additional owner scenarios indicated that an intensity of up to 3.5 FAR may be feasible on Parcel 33 alone.

The various scenarios are presented in Figure 4, and produced the following results:

- **Scenario A** reflects the property owner proposal, which did not avoid encroachments into sensitive areas, included underground parking, and used different assumed values for unit and parking space size than the staff scenarios (850 SF per dwelling unit, and over 400 SF per structured parking space).
- **Scenario B** represents staff's revision of Scenario A, with the building footprint scaled down by approximately 80 percent to avoid environmental areas, below-grade parking eliminated, and calculation values for units and parking size revised. At the same building height of 9 stories (with 3 levels of parking included) this scenario resulting in a substantial reduction in both gross floor area and number of units achievable on the site.
- **Scenario C** added an additional three stories to Scenario B, and one additional level of structured parking, which restored the resulting Gross Floor Area to approximately the same as the original developer concept. The dwelling unit count remains less, however, due to the larger square-footage assumed per unit (1000 SF versus 850 SF).

- **Scenario D** includes an additional two stories of building (for a total of 14), which raises the resulting dwelling unit count to near that of the original developer concept, but results in a higher overall GFA.

Figure 4: Parcel 33 development potential (land area: 91,794 sf)

Scenario	Description	Residential GFA	Number of Units	Number of Stories	Garage Levels	Parking Spaces (Ratio)
A	Concept Proposed by Property Owner	275,679 SF	324	9	4 (2 below grade)	372 + 32 surface (1.3 per unit)
B	Revised Concept, avoids Floodplain/RPA, no below grade parking, revised assumed values	197,877 SF	198	9	3 (above grade)	270 (1.4 per unit)
C	Same as B, 3 additional stories	275,193 SF	275	12	4 (above grade)	360 (1.3 per unit)
D	Same as B, 5 additional stories	318,438 SF	318	14	5 (above grade)	449 (1.4 per unit)

**Figure 5: Resulting development intensity of scenarios
(Parcel 33=91,794 sf, Consolidation of all 3 Parcels=183,557 sf)**

Scenario	Residential GFA	FAR – Parcel 33 Only	FAR – Consolidated Parcels	Number of Units	DU/Acre – Parcel 33 Only
A	275,679 SF	3.0	1.6	324	154
B	197,877 SF	2.2	1.2	198	94
C	275,193 SF	3.0	1.6	275	131
D	318,438 SF	3.5	1.7	318	151

The estimated maximum feasible level of development achieved under these scenarios results in an overall intensity of 1.7 FAR across the entire subject area and an effective intensity of 3.5 FAR on Parcel 33 alone. That level of intensity would generally be in line with the intensity of nearby development, reduced accordingly as its location is farther from the Metrorail station (The neighboring Parker project was approved at approximately 2.8 overall FAR, but the residential portion that was constructed adjacent to the subject area is estimated to be less than 2.0 FAR, if calculated on its own land area).

The fact that the majority of the potential site development would need to occur in the limited eastern portion Parcel 33 that is outside of environmentally-restricted areas may result in a taller, more urban structure in this location. Based on the prominent location of the site at the Huntington Avenue/Telegraph Road intersection, and its visibility from I-495 and the City of Alexandria beyond, the site serves as a gateway to the Huntington TSA and provides an opportunity for the location of an exemplary building in this location. Such a structure would be consistent with design objectives of the TDA that encourage a more urban form and the enhancement of community character.

Building Height

The Huntington TDA Plan contains height limitations for the various land units within its boundary, to ensure visual compatibility between neighboring land units and adequate transitions to uses outside the TDA. The maximum building heights surrounding the application area are 165 feet (approximately 15 stories) to the east, and a transitional height area of 55 feet to the southeast. The maximum permissible height within the existing residential neighborhood along Katherine Street is 35 feet. It should also be noted that the 165-foot height recommendation for the neighboring “Parker” property applied primarily to the high-rise office and hotel components of the development, and the residential portion, that directly abuts the subject properties, was only constructed to a maximum height of approximately 65 feet (5 to 6 stories), because it was assumed to serve as a transition to the less intensively developed subject area.

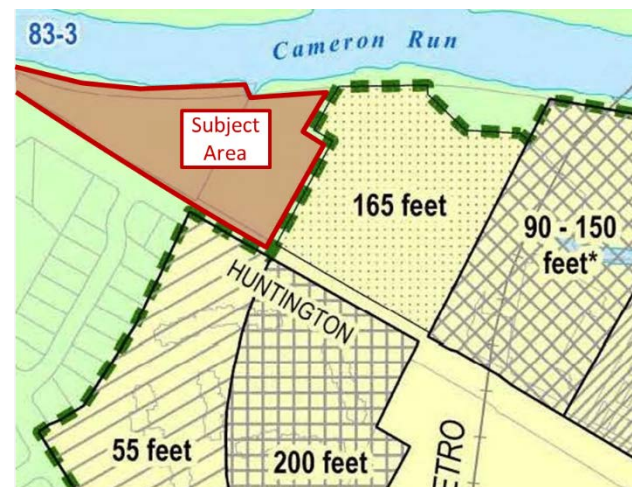


Figure 6 – Maximum building heights.

Transportation

Trip Comparison

The Fairfax County Department of Transportation (FCDOT) estimated the potential change in vehicle trip generation of the Plan amendment at a maximum of 320,000 square feet (1.7 FAR) of development for the entire 4.21-acre subject area, based on the staff estimation of the maximum feasible redevelopment intensity for the site, compared to potential vehicle trips under the current Plan language. FCDOT generated estimates for two scenarios of potential uses for the site based on the Board authorization, one as 100 percent residential development of 320 units, and the other being 100 percent office development of 320,000 square feet, in order to determine the maximum potential trip impacts under either scenario.

Figure 7: Estimated Vehicle Trip Generation								
Development Type	Unit	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Adopted Comprehensive Plan								
Office	55 KSF	833	104	14	118	24	116	140
Proposed Plan (1.7 FAR)								
Scenario 1: 100% Residential	320 DU	2,063	32	128	160	126	68	194
Scenario 2: 100% Office	320 KSF	3,178	427	58	485	74	363	437

The estimated trip data reflects a substantial increase in projected trips to/from the site compared to the estimated trips that would occur with full buildout under the current adopted Plan recommendation, as can be expected with a much higher development intensity on the site. The residential scenario would generate a 147-percent increase in overall daily trips to/from the site, while the office scenario would generate a 281-percent increase. The office use scenario generates a higher percentage of trips in the peak morning (AM) and afternoon (PM) hours than the residential use scenario, which includes more trips distributed in off-peak travel times. Huntington Avenue is a highly-traveled arterial road, with existing capacity issues at peak travel times. Although both estimates reflect a substantial increase in vehicle trips, neither extreme scenario would result in a number of trips that would trigger a Chapter 870 VDOT analysis (5,000 new vehicle trips is the minimum threshold). A detailed traffic evaluation of the surrounding road network should be submitted with any potential redevelopment proposal at the time of rezoning.

Access

As discussed previously in this report, access directly onto Huntington Avenue is discouraged by the existing Huntington TSA Plan, and efforts to consolidate access points have been included with other recent developments and proposals along Huntington Avenue. Most relevant to the subject properties is the newly-constructed Robinson Way, which exists along the east boundary of the subject area, and provides future access to the site that would be consolidated with the neighboring Parker project, and potentially with future development of the Huntington Club Condominium property, south of Huntington Avenue. Any redevelopment of the subject property should utilize this access and limit other access points directly onto Huntington Avenue.

Transit Services

The subject property is located in close proximity to the Huntington Metrorail Station, served by Fairfax Connector bus routes 109, 301 and 310, as well as Richmond Highway Express (REX), operated by Metrobus. Any redevelopment proposal should ensure adequate pedestrian access and circulation to facilitate optimal use of public transit.

Bicycle Routes

The Countywide Bicycle Master Plan recommends bike lanes on Huntington Avenue. Any redevelopment of the site should accommodate these planned facilities and provide them with safe and convenient access.

Trails

The Countywide Trails Plan calls for a major paved trail along Cameron Run and a minor paved trail on Huntington Avenue. Any redevelopment of the site should accommodate these facilities and provide them with safe and convenient pedestrian and bicycle access and circulation.

Pedestrian Connections

Sidewalks are present on Huntington Avenue. Well-designed pedestrian circulation and access are essential to ensure adequate access to transit, pedestrian safety, and a high quality of life, and should be provided with any redevelopment proposal for the site.

SchoolsCapacity

Figure 8 shows a snapshot in time for student enrollments and school capacity balances. Student enrollment projections are for a six-year timeframe, currently through school year 2021-22 and are updated annually. At this time, if development occurs within the next five years, Edison High and Twain Middle schools are projected to have a capacity deficit. Cameron Elementary School is projected to have surplus capacity. Beyond the six-year projection horizon, enrollment projections are not available.

Figure 8: School Capacities						
School	Capacity 2016	Membership (9/30/16)	Projected Membership SY 17-18	Capacity Balance SY 17-18	Projected Membership SY 21-22	Capacity Balance SY 21-22
Edison HS	2,095	2,044	2,065	30	2,321	-226
Twain MS	1,011	984	995	16	1,065	-54
Cameron ES	624	528	544	80	526	98

Capacities and Projected Enrollments based on the adopted FY 2018-22 Capital Improvement Program (January 2017)

Anticipated Student Yield

The currently-adopted Plan recommendation for the subject area is for office use and does not recommend any additional residential development. Figure 9 indicates the projected number of additional students that would be located on the site with the proposed redevelopment to a full 320,000 square feet of residential use (320 units). Under this scenario, a projected total of 34

new students would be generated on the site, distributed over high school, middle school, and elementary school.

Figure 9: Proposed Plan Amendment (3.0 FAR)			
School Level	Mid/High-Rise Multifamily Ratio	Units	Proposed Student Yield
High	.031	320	9
Middle	.019	320	6
Elementary	.062	320	19
Total Student Count			34

According to the values in Figure 9, if the proposed development should occur in the next five years, the students yielded from the increased number of dwelling units would further contribute to a capacity deficit at Twain Middle School and Edison High School. As part of the Fiscal Year (FY) 2018-22 Capital Improvement Program (CIP) projects, student membership at Edison High School will be monitored and space utilization will be evaluated in order to accommodate growth. At Twain Middle School, student membership will be monitored, and the capacity deficit will be accommodated through temporary facilities or interior modifications. Cameron Elementary School would be able to accommodate the anticipated student yield.

Parks and Recreation

Existing nearby parks (Heritage Hill, Huntington, Jefferson Manor and Mount Eagle) meet only a portion of the demand for parkland generated by residential development in the service area of the proposed Plan amendment.

Given the location of the site within the Huntington TSA, development of urban parks such as pocket parks, plazas, common greens and recreation-focused urban parks is encouraged with redevelopment as per current policy. Integration of publicly accessible urban parks in the overall development design would be critical to providing onsite recreation resources within the subject area and will enhance the desirability of the project, contribute to redevelopment efforts and contribute to a sense of place. The adopted Urban Parks Framework (Policy Plan, Parks and Recreation element, Appendix 2) recommends a parkland acreage standard of a minimum 1.5 acres per 1,000 residents and 1 acre per 10,000 employees. This applies to both public local parks and privately-owned publicly accessible parkland.

The Park Authority calculated the amount of recommended parkland that would be required under the two proposed development scenarios of 100-percent residential and 100-percent office redevelopment, at a maximum of 320,000 square feet of development for the entire 4.2-acre site. The residential scenario would generate a need of 0.84 acres of parkland, while the office scenario would generate a need for 0.10 acres of parkland. Onsite urban parks should be provided consistent with these standards at the time of rezoning. The design of these facilities should follow the standards found in the Urban Parks Framework. Recreational amenities of the

greatest need in the Mount Vernon Planning District at the time of redevelopment should be provided onsite or nearby. Currently, such amenities include adult softball fields, basketball courts, rectangle fields, playgrounds, dog parks and trails.

In addition, a linear park/multi-use trail is planned as a major paved trail on the Countywide Trails Plan along Cameron Run to the east of the subject area, as discussed in the Transportation section of this staff report. A portion of the trail has already been constructed with the adjacent Parker development and is currently proposed to be provided farther east along Cameron Run in association with other redevelopment projects currently under review. Redevelopment on the subject area through a consolidated development could more easily facilitate the extension on this trail through the site to Telegraph Road.

Environmental Noise

Traffic-generated noise from I-495, located across Cameron Run to the north, is a concern on the site, as is potential noise from Huntington Avenue and Telegraph Road. A traffic noise analysis should be submitted with any redevelopment proposal for the site.

CONCLUSION

The Plan amendment considers permitting mixed-use development, including potential residential, office and/or hotel uses for the 4.21-acre site, up to a maximum of intensity of 3.0 FAR (approximately 550,000 SF of development). Due to the environmental constraints of the site, only approximately 1 acre of the 4.21-acre site is located outside of floodplain/RPA areas and is suitable for redevelopment. For this and other reasons detailed earlier in this report, staff recommends full consolidation of all three parcels to achieve a higher-density development on the site.

Staff considers an expansion of the TDA necessary to achieve Comprehensive Plan goals and objectives on the site and supports the concept of high-density development on the buildable portion of the site (Parcel 33), which is located just outside the ¼-mile radius from the Metrorail station platform. The environmentally-sensitive, unbuildable portions of the site (Parcels 45/45a and portions of Parcel 33) could be restored and serve as valuable open-space and recreational features of the site and surrounding area. Therefore, staff recommends only expansion of the TDA to include only Parcel 33, recognizing that the Plan objectives for Parcels 45 and 45a would be possible with that area remaining outside of the TDA.

Based on the projected intensity scenarios analyzed by staff, redevelopment of up to approximately 320,000 SF of development may be feasible on the buildable portion of the site, within the 165-foot height limit (approximately 14-15 stories) that is consistent with Plan recommendations on the neighboring property, resulting in an overall FAR of 1.7 for the entire 4.21-acre subject area (in order to add clarity to the scale of the redevelopment, staff recommends using the Gross Floor Area for the resulting Plan recommendation). Staff recommends the Plan include the flexibility to include a variety of supported uses on the site, to accommodate market demands at the time of redevelopment. Such redevelopment should consist of high-quality architecture that may serve as an entrance feature to the Huntington

TSA/TDA, and should conform to all applicable Huntington TDA Plan guidance, as well as additional Plan guidance recommended to address issues particular to the site. Review of the transportation impacts, environmental noise, and other site-specific information shall occur at the time of entitlement review.

RECOMMENDATION

Staff recommends expanding the Huntington Transit Development Area to include Parcel 33 of the subject area, and modification of the Comprehensive Plan 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, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1 Huntington Community Planning Sector, page 103:

“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 partially undeveloped land which is appropriate for Metro-related development. Land Units C, D and G are within a five-minute walk of the station and are bounded by the Huntington community on the east, Cameron Run on the north, and ~~an office building on~~ Telegraph Road to the west.”

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1 - Huntington Community Planning Sector, Transit Development Area Conditions and Recommendations, page 105-108:

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

- 1,470,000 gross square feet of office space;
 - Up to 120,000 square feet may be converted to hotel use in Land Unit I;
- 105,000 gross square feet of retail space;
- 3,462 dwelling units;
- 200-room hotel with conference facilities or an additional 250 dwelling units on Land Unit E; and

- In Land Unit L, and additional 50,000 to 85,000 gross square feet of retail and office space.
- Up to 320,000 gross square feet of additional development on Parcel 83-1 ((1)) 33 of Land Unit G”

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1 Huntington Community Planning Sector, page 122 (to separate Land Unit G text):

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

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

Land Unit G is a triangle of land that is bounded by Huntington Avenue, Cameron Run and the Metrorail guideway, and falls partially within the Transit Development Area. ~~¶~~The western portion of Land Unit G (Parcels 83-1 ((1)) 33, 45 and 45A) is developed with office and industrial uses and, except as noted below, is planned for redevelopment to office use with an FAR up to .30 and a maximum height of 40 feet. This reflects the majority of current development in this land unit. The eastern portion of Land Unit G (Parcels 83-1 ((1)) 34D, 34E and 34F) is planned and approved for mixed-use redevelopment consisting of multi-family residential, office and hotel uses. The portion of Parcel 83-1 ((1)) 42 within this land unit is planned for office use with an option for residential use as noted in the recommendations for Land Units C and D. The uses on Parcel 45 are currently industrial uses. A significant portion of this lot may be acquired for right-of-way for planned roadway and interchange improvements to the Telegraph Road/North Kings Highway/Huntington Avenue intersections. If any publicly owned land remains after the interchange is built, it should be retained as public open space.

An option for mixed-use development of residential, office, hotel, and/or supporting restaurant/retail uses on Parcel 83-1 ((1)) 33 may be appropriate up to a maximum of approximately 320,000 gross square feet of development, and a maximum height of 165 feet, subject to full consolidation of Parcels 83-1 ((1)) 33, 45 and 45a. The primary access for such development should be consolidated to Robinson Way, along the east boundary of Parcel 33. Redevelopment is expected to consist of high-quality architecture and landscaping that represents an attractive, if not iconic, gateway to the Huntington Transit Station Area. Parcels 45 and 45a, as well as the portions of Parcel 33 that are subject to 100-year floodplain, RPA, and EQC shall be ecologically restored and revegetated, to the extent possible, and utilized as a public open-space/recreational area that connects to similar neighboring areas along Cameron Run. Streetscape improvements along Huntington Avenue and Robinson Way should be coordinated with neighboring development, including undergrounding of remaining overhead

utility lines along Huntington Avenue. Any redevelopment per this Plan option should also achieve the following stormwater management/water quality goals:

1. A reduction in runoff volume leaving the site equivalent to one inch of rainfall. If this level of runoff volume reduction cannot be attained, a combination of runoff volume reduction and peak flow and velocity reduction should be provided to the extent necessary to protect downstream water resources.
2. The phosphorus load from existing impervious areas should be reduced by at least 30 percent from predevelopment loads.
3. As proposed intensities increase from 1.0 FAR, and/or as proposals incorporate additional increases in impervious cover, commensurate increases in performance targets for these parameters should be pursued.
4. As an alternative to items 1, 2 and 3, stormwater management measures may be provided sufficient to attain the Rainwater Management credit of the most current version of Leadership in Energy and Environmental Design – New Construction (LEED-NC) or Core & Shell (LEED-CS) rating systems (or equivalent of these credits, based on an alternate rating system, that includes runoff reduction in addition to stormwater treatment).
5. As an alternative to the guidelines above, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals. Consideration may be given to other stormwater runoff-related factors such as downstream flooding, drainage complaints, character and condition of downstream channels, and identified stream impairments.

Parcels 83-1 ((1)) 34CD, 34E and 34F falls within the Transit Development Area. This parcel is 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 of the site 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;
- ~~Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;~~
- 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.”

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

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

Land Unit H contains highway-oriented retail use located at the intersections of Telegraph Road with North Kings Highway and Huntington Avenue. Land Unit H is planned for retail use up to .35 FAR. A significant portion of this land unit may be required as right-of-way for the planned roadway and interchange improvements of the Telegraph Road/North Kings Highway/ Huntington Avenue intersections. Therefore, no substantial redevelopment or new development should occur prior to the construction of the planned road improvements.

South and east of the Telegraph Road/North Kings Highway/Huntington Avenue intersection is an area of stable residential development, shown as Land Units I and J in Figure 22. The Crider Park subdivision is located along Kathryn Street between North Kings Highway and Huntington Avenue and should be maintained as a stable neighborhood at a planned density of 3-4 dwelling units per acre. The use of Kathryn Street for non-local “cut-through” traffic should be discouraged. The remainder of Land Unit J is comprised of Fort Lyon Heights subdivision on the west side of North Kings Highway. This subdivision of single-family detached homes is planned for residential use at a density of 3-4 dwelling units per acre.

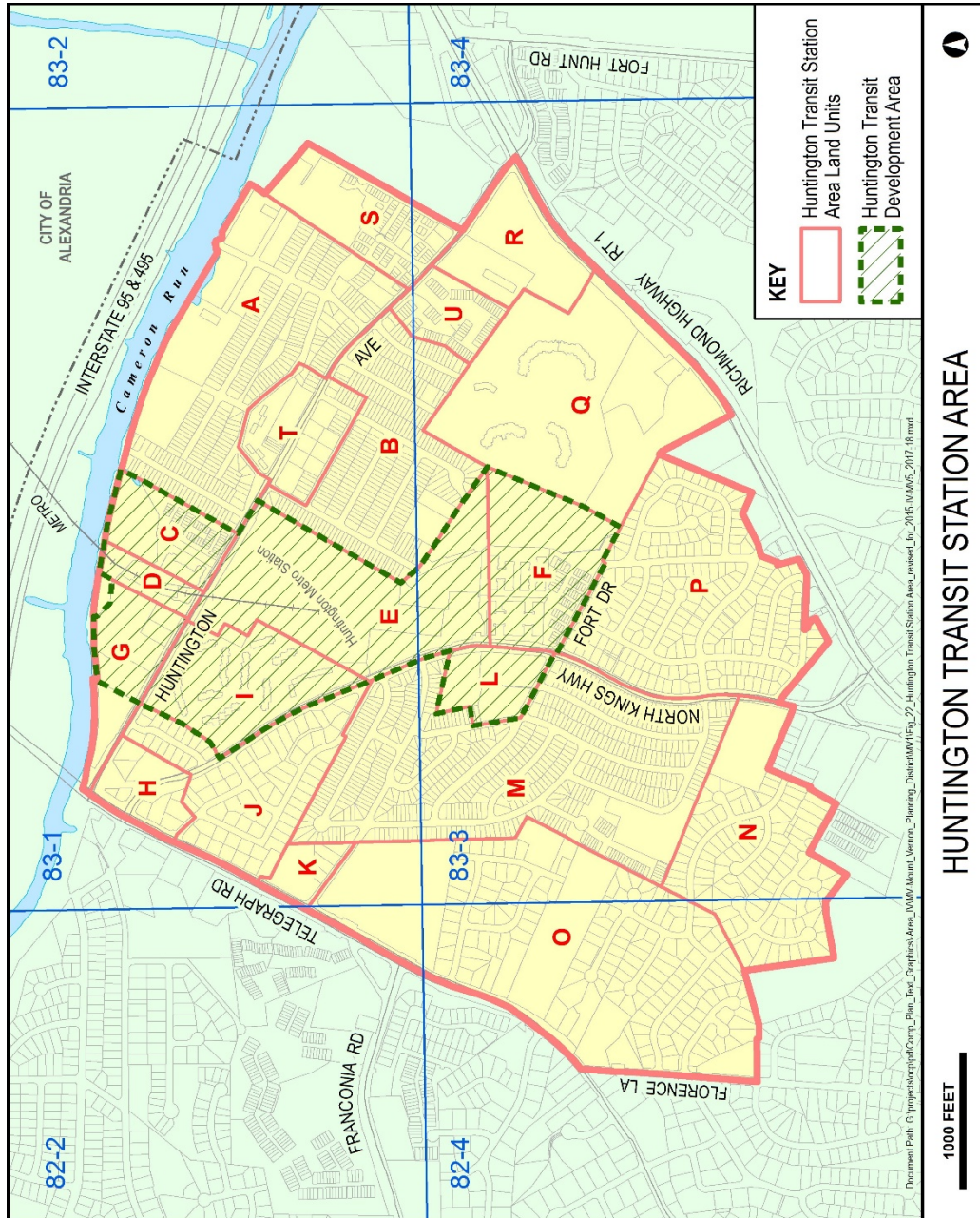
Both of these subdivisions should be maintained as stable residential neighborhoods.

At the intersection of Telegraph Road and Farmington Drive, Land Unit K is planned for retail use up to .25 FAR where retail uses currently exist and residential use at 3-4 dwelling units per acre where existing residential development is located and as shown on the Plan map.

(Recommendation continued on next page)

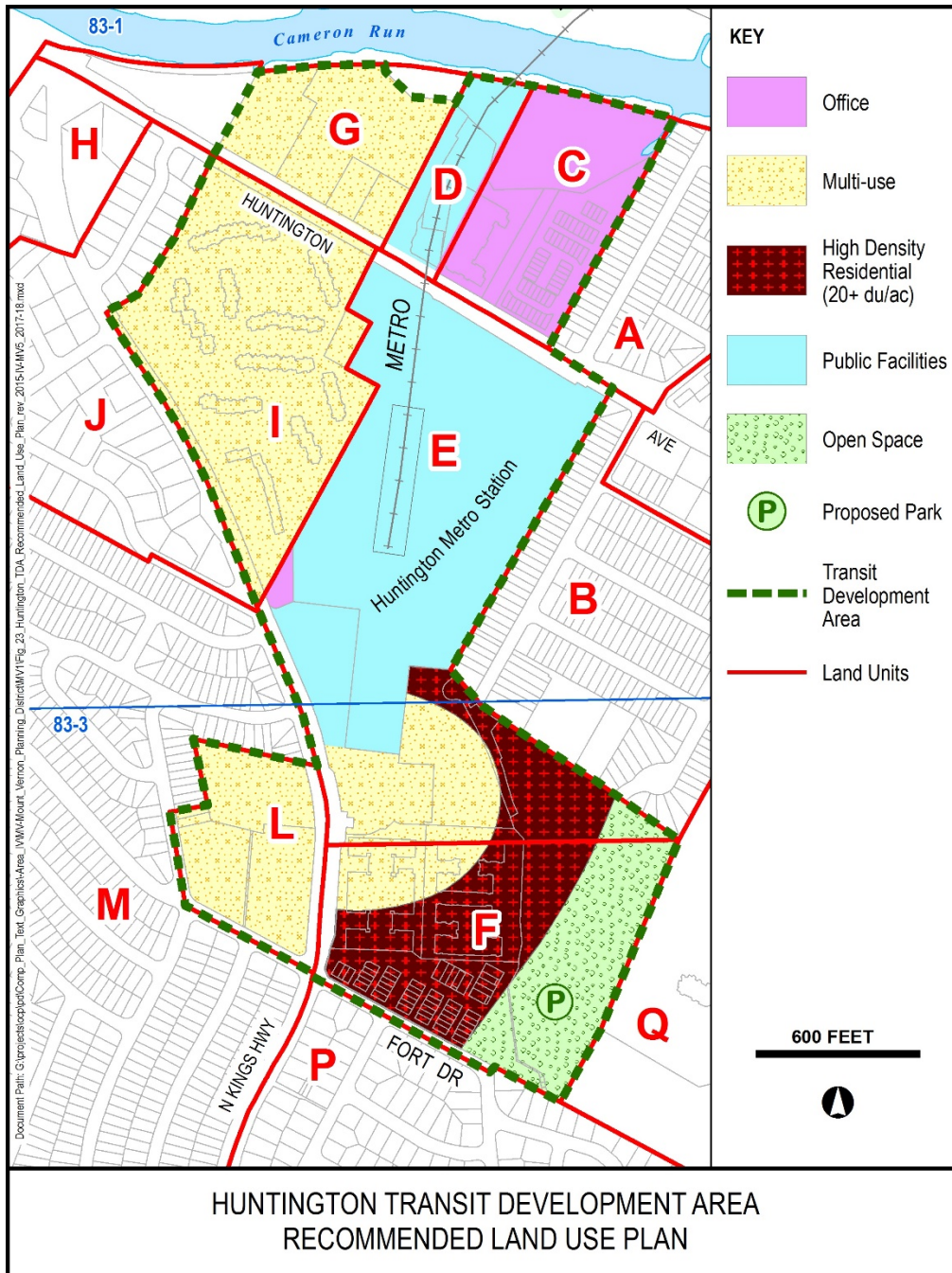
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1 Huntington Community Planning Sector, Figure 22, "Huntington Transit Station Area", page 101, to add Parcel 33 to Transit Development Area.



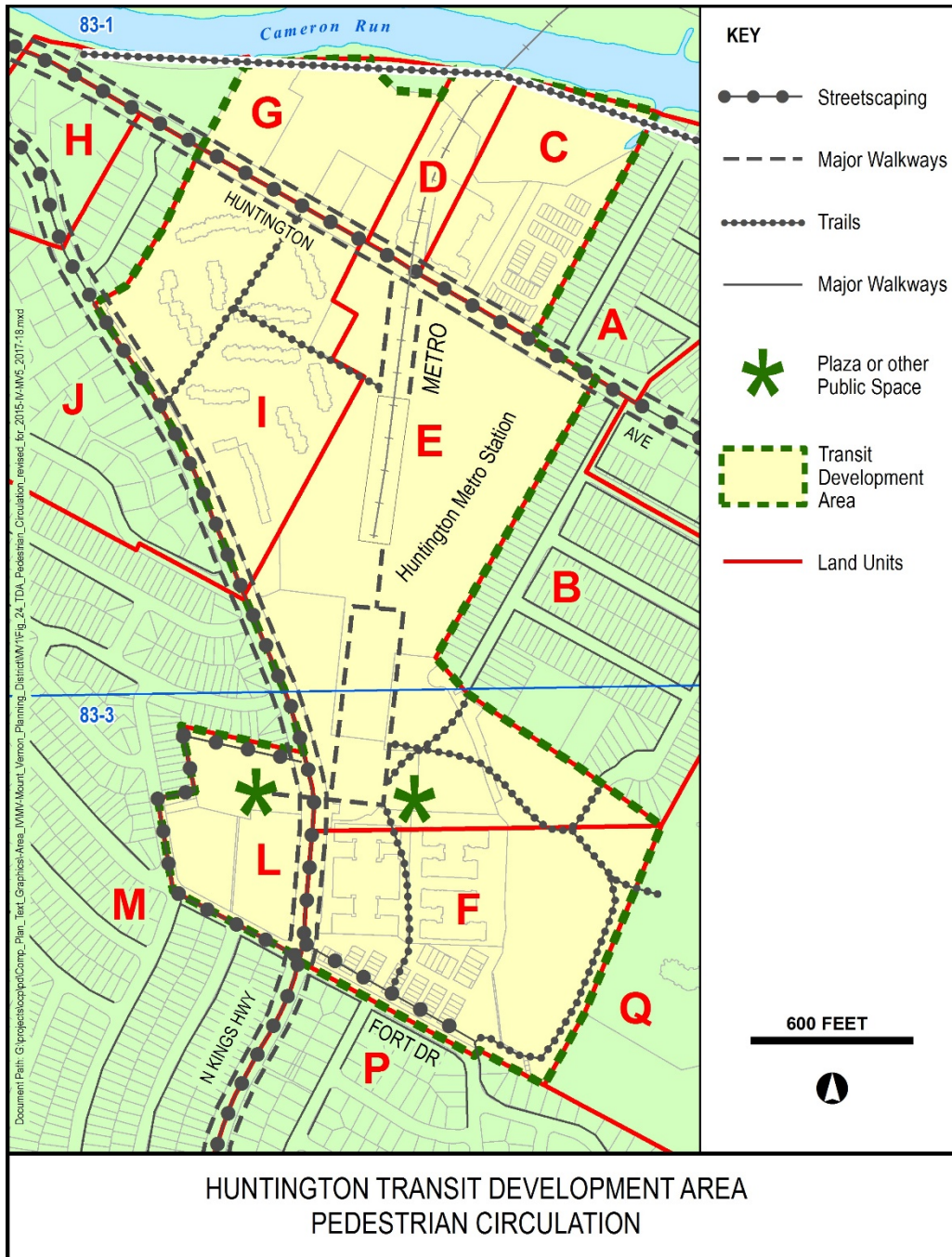
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1 Huntington Community Planning Sector, Figure 23, "Huntington Transit Development Area, Recommended Land Use Plan", page 104, to incorporate Parcel 33.



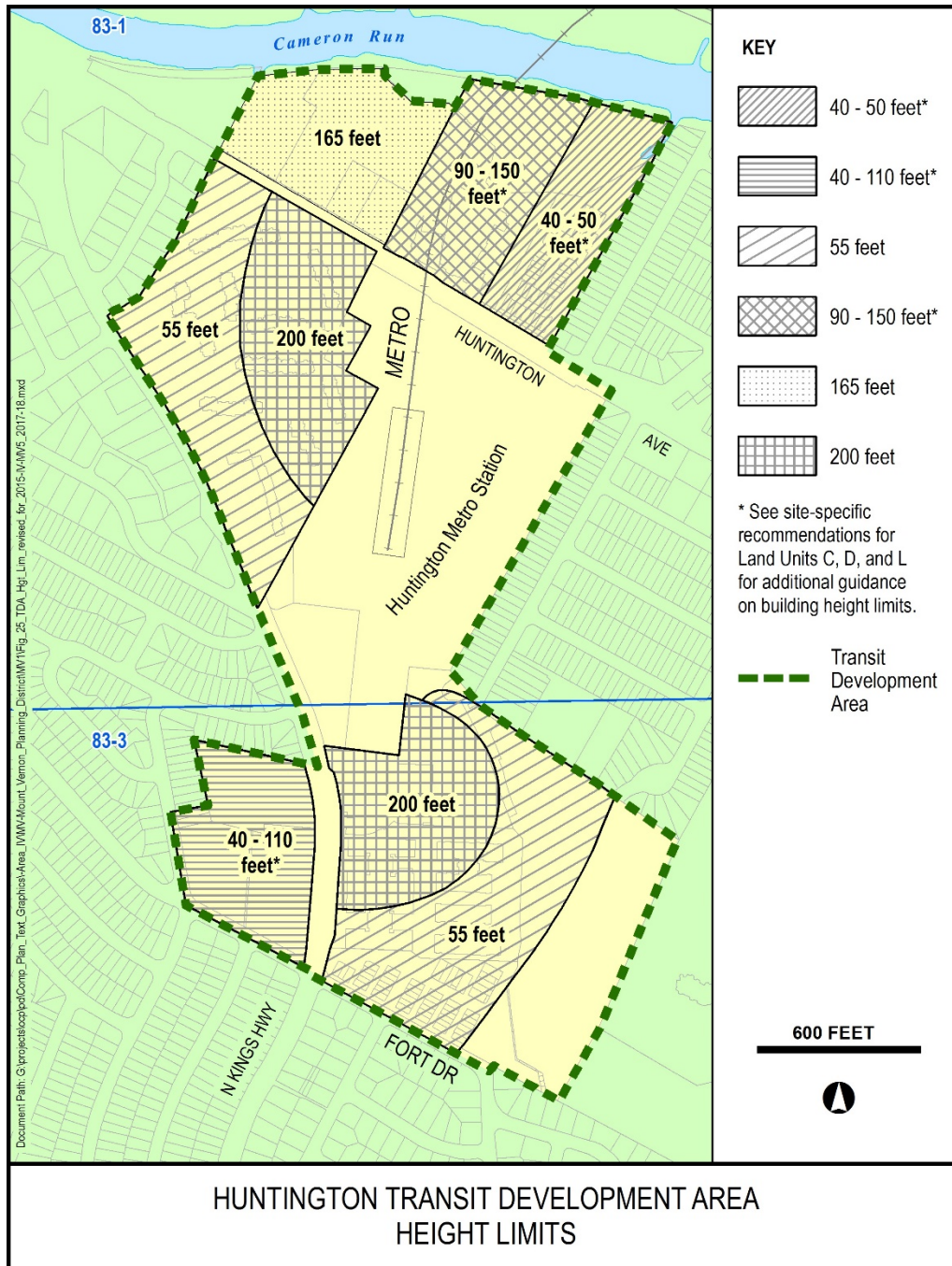
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1 Huntington Community Planning Sector, Figure 24, "Huntington Transit Station Area, Pedestrian Circulation", page 106, to incorporate Parcel 33.



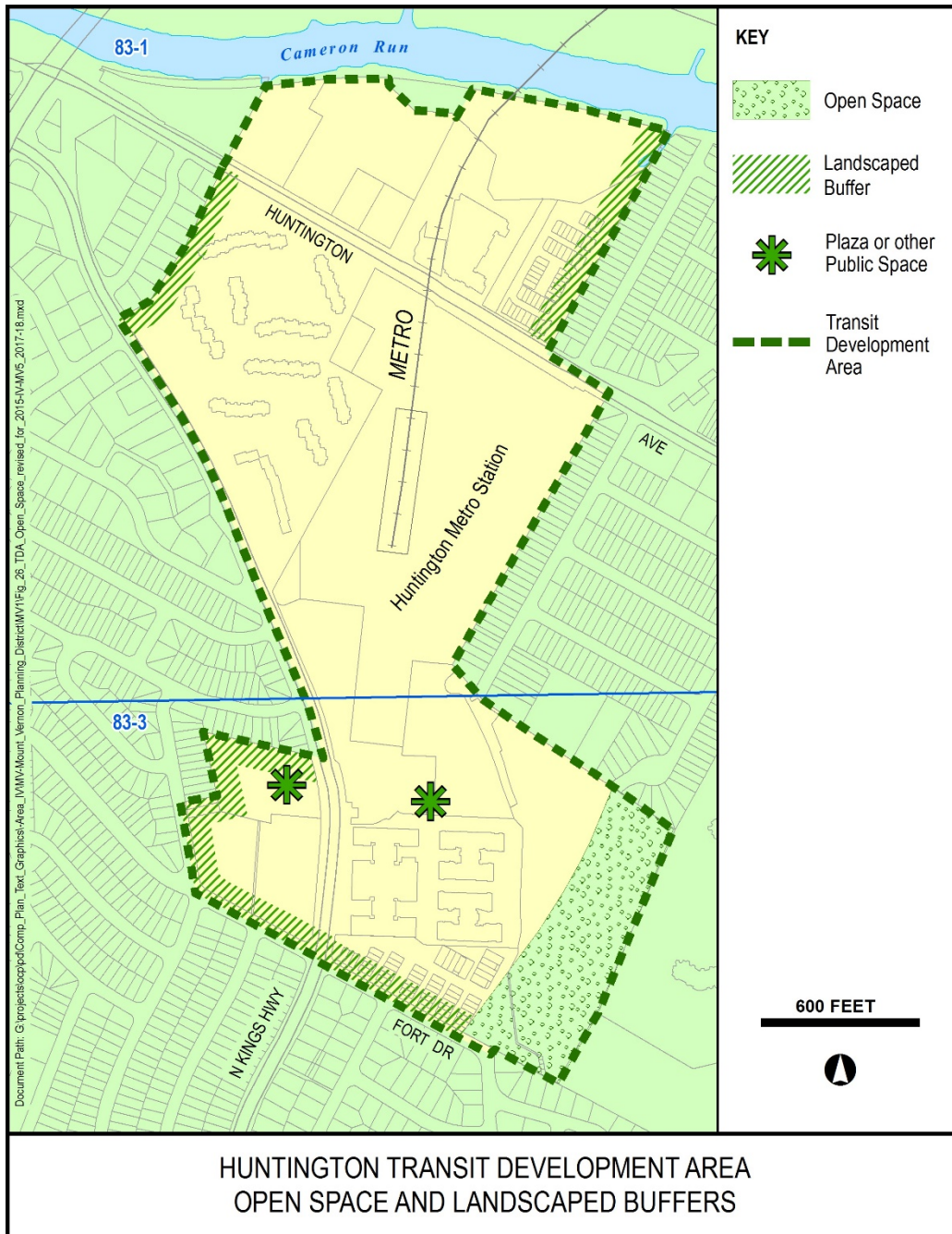
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1 Huntington Community Planning Sector, Figure 25, "Huntington Transit Development Area, Height Limits", page 107, to incorporate Parcel 33.



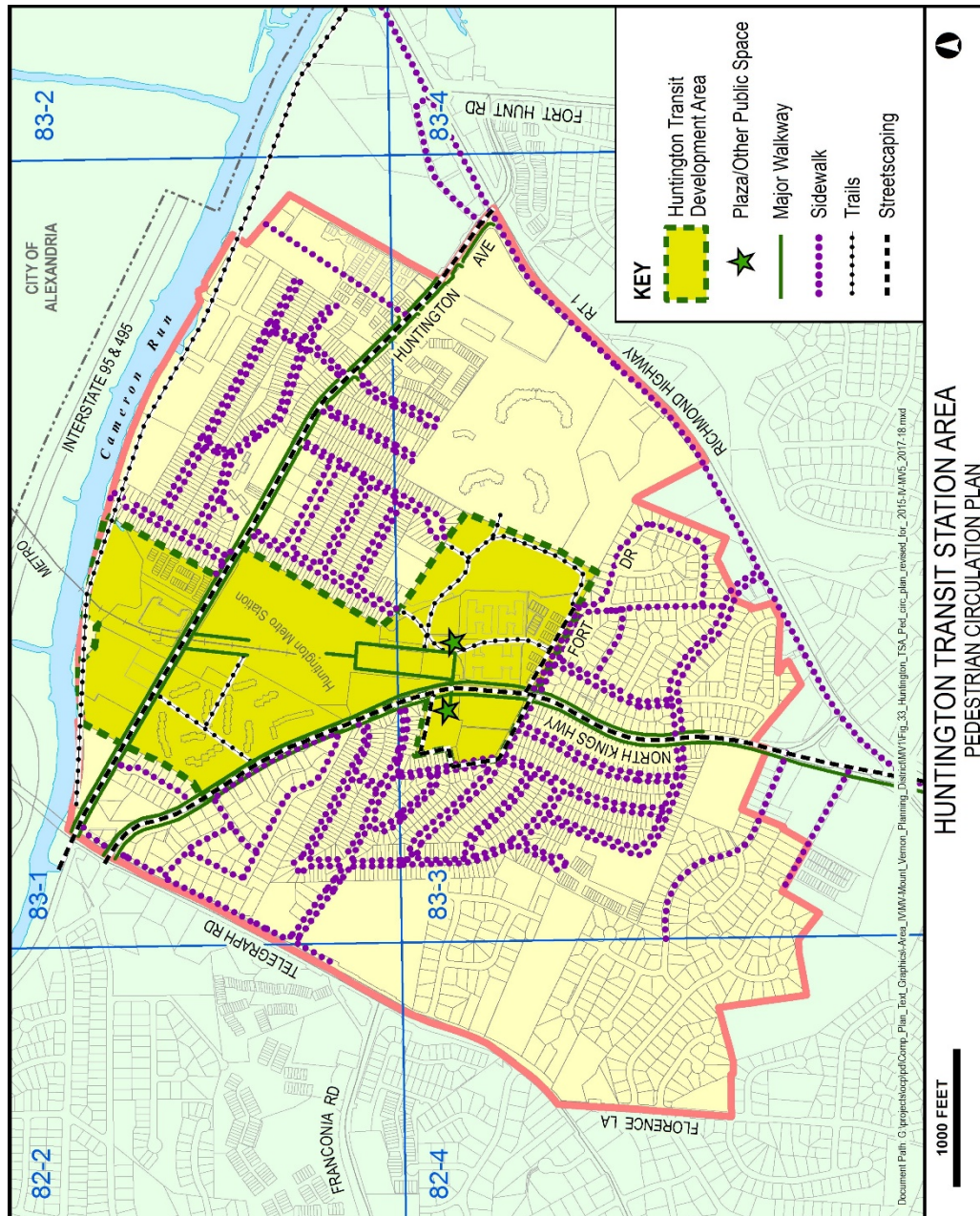
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1 Huntington Community Planning Sector, Figure 26, “Huntington Transit Development Area, Open Space and Landscaped Buffers”, page 108, to incorporate Parcel 33.



MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1 Huntington Community Planning Sector, Figure 33, "Huntington Transit Station Area, Pedestrian Circulation Plan", page 132, to incorporate Parcel 33 into TDA and reflect planned trail along Cameron Run.



Additional figures within the Comprehensive Plan may be changed to reflect the addition of Parcel 33 into the Transit Development Area.

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.