



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2015-IV-MV4
October 23, 2017

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

SUPERVISOR DISTRICT: Mount Vernon

PLANNING AREA: Area IV

PLANNING DISTRICT: Mount Vernon Planning District, MV1 Huntington Community Planning Sector

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

PARCEL LOCATION: 83-1 ((23)) 1-364 and 83-1 ((1)) 32

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

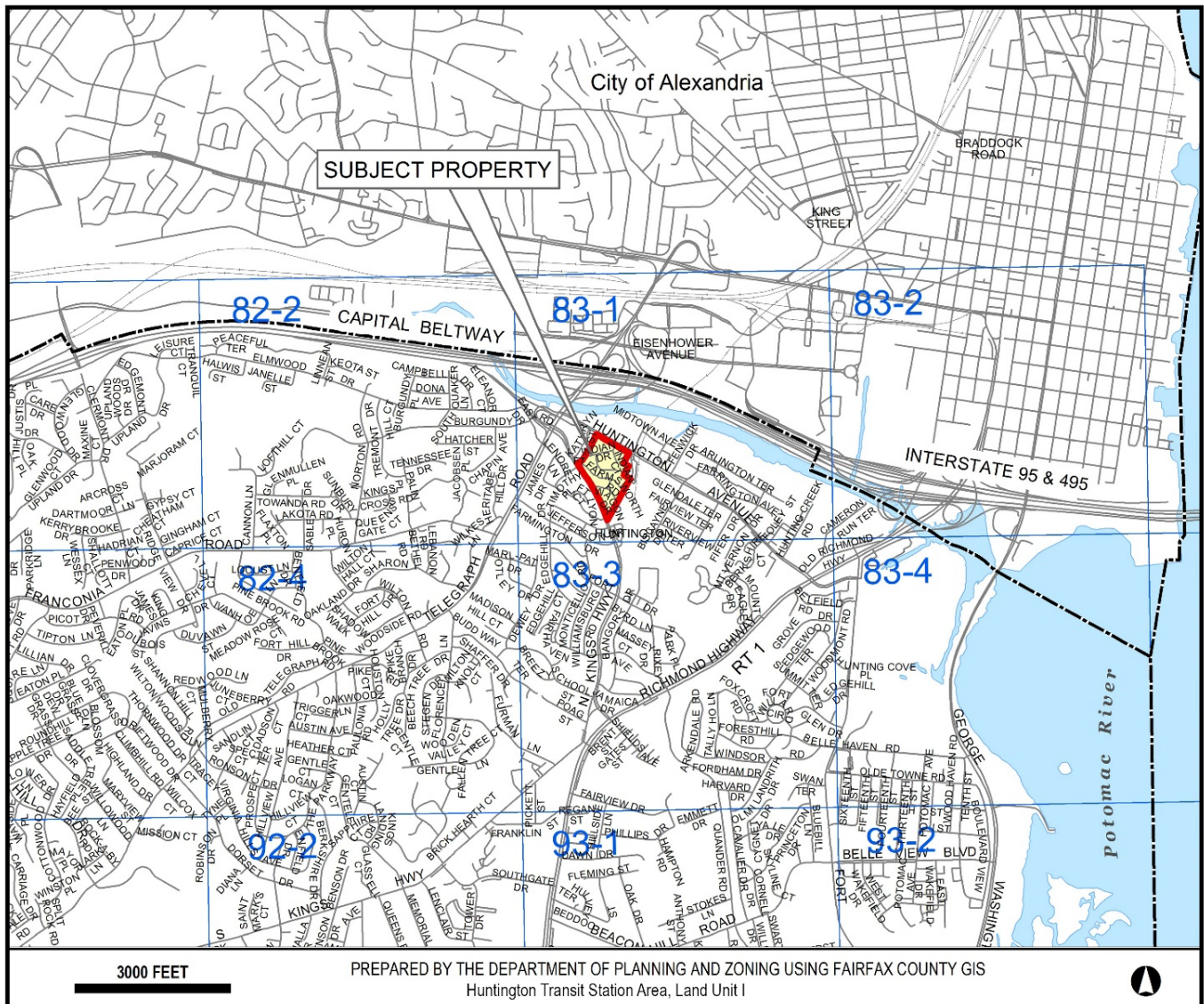
PLANNING COMMISSION PUBLIC HEARING:
Thursday, December 7, 2017 @ 8:15 PM

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

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



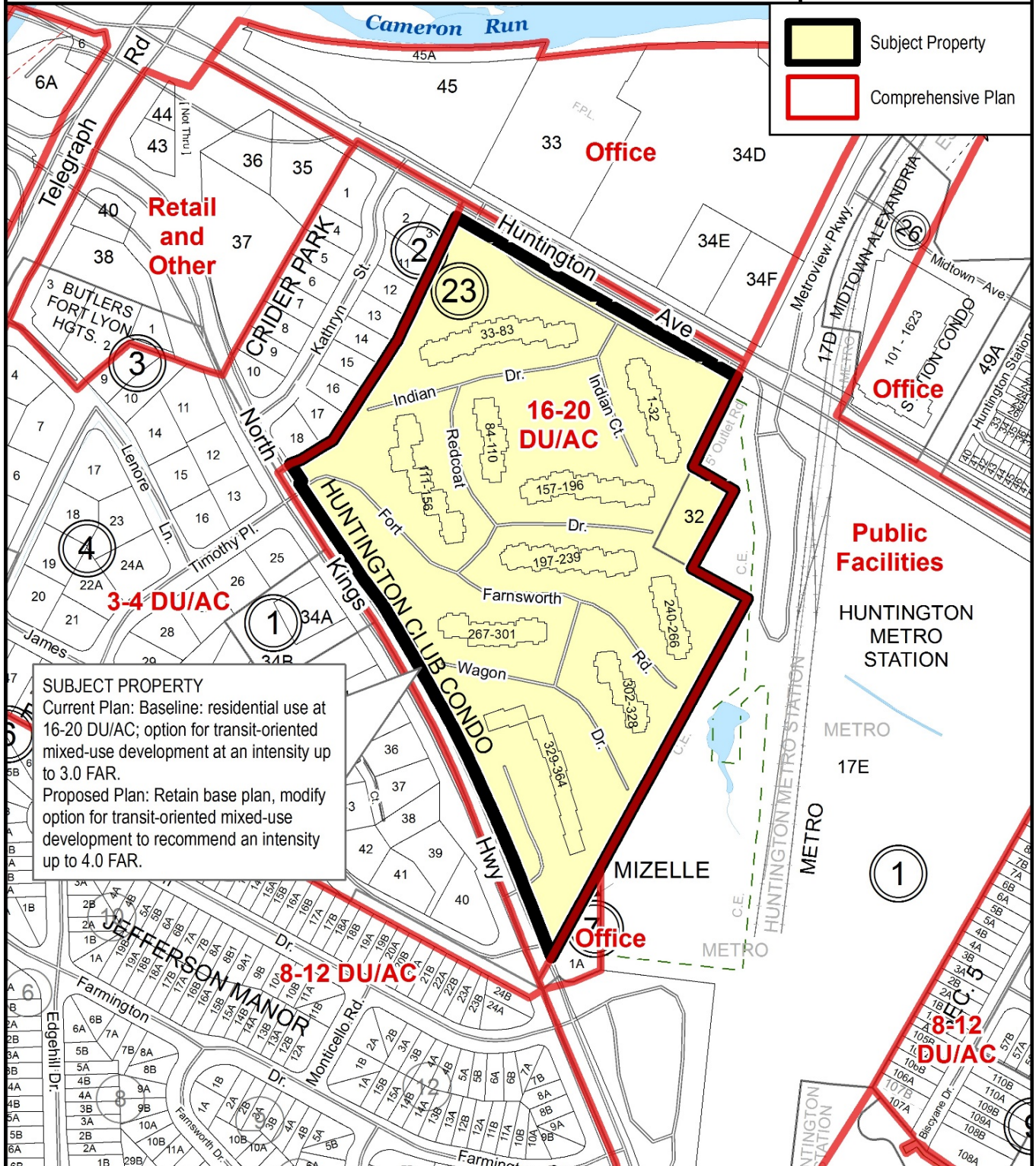
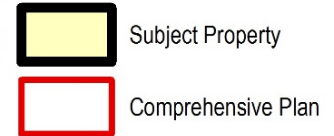
Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.



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-MV4



SUBJECT PROPERTY
Current Plan: Baseline: residential use at 16-20 DU/AC; option for transit-oriented mixed-use development at an intensity up to 3.0 FAR.
Proposed Plan: Retain base plan, modify option for transit-oriented mixed-use development to recommend an intensity up to 4.0 FAR.

300 FEET

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



STAFF REPORT FOR PLAN AMENDMENT 2015-IV-MV4

BACKGROUND

On October 20, 2015, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2015-IV-MV4 for Tax Map Parcels (Parcels) 83-1((23))1-364 and 83-1((1))32, located south of Huntington Avenue, north of North Kings Highway and west of the Huntington Metrorail Station. The subject property is located in Land Unit I of the Huntington Transit Station Area (TSA) in the Mount Vernon Supervisor District. The Board authorization directed staff to consider an increase in intensity up to 4.0 floor area ratio (FAR), subject to an analysis of the impacts to the surrounding neighborhoods, transportation networks, parks, public facilities including schools and other considerations.

Since the authorization, the Huntington Club Owners Association Board of Directors in coordination with a developer has proposed a concept for mixed-use development at an intensity of approximately 3.5 FAR on Parcels 83-1((23)). The proposed plan would include approximately 2,100 multifamily and 70 single-family attached dwelling units (inclusive of affordable dwelling units), 496,000 square feet (SF) of office use, 18,500 SF of retail use and 123,000 SF of hotel use. A combination of structured and underground parking would serve the proposed development. A rezoning application has not been filed at the time of the publication of this staff report. The following staff report includes an analysis of the authorized intensity up to a 4.0 FAR and an analysis of an intensity up to 3.5 FAR based on the proposed concept.

CHARACTER OF THE SITE

Planned and Existing Land Use and Zoning

The approximately 19.5-acre subject area of PA 2015-IV-MV4 is currently developed with 364 residential units that comprise the Huntington Club Condominiums, built in 1967 on Parcels 83-1((23)). Parcels 83-1((1))32 (Parcel 32) is vacant land. Adjacent to the Huntington Metrorail Station, the subject area is steeply sloped, dropping 100-125 feet from North Kings Highway on the south of the subject area to Huntington Avenue on the north of the subject area. The area is zoned R-20 and is planned for residential use at a density of 16-20 dwelling units per acre (du/ac) with an option for mixed-use development up to an intensity of 3.0 FAR. The Plan recommends the following mix of uses for the Plan option: residential, approximately 75 percent; office, approximately 25 percent; ground floor retail; and the option to convert approximately 120,000 SF of office use to hotel use.

The subject area comprises Land Unit I of the 505-acre Huntington Transit Station Area (TSA). Land Unit I is located within the portion of the TSA designated as the Transit Development Area (TDA), which is recommended for higher intensity, mixed-use development and outlined in green on Figure 1 as follows. Special planning and development guidelines for the TDA ensure that transit-focused housing and employment locations are provided and foster multiple activities

associated with a major commuter location. The envisioned activities within the TDA are created by a variety of attributes and relationships common in dense, transit-oriented places, such as multi-modal transportation systems; compact spatial organization of land use activities; taller building height; orientation and massing to streets and sidewalks; streetscape and pedestrian spaces; and complementary design and amenity programs. The Plan states that Land Unit I may be an opportunity for transit-oriented redevelopment within the TDA. If this option to redevelop is exercised, the Plan recommends consolidation of Parcel 83-1 ((1))32 and ((23))1-364, and addressing policies found in the adopted Comprehensive Plan such as the Guidelines for Neighborhood Redevelopment, Guidelines for Transit-Oriented Development, and Urban Parks Framework.

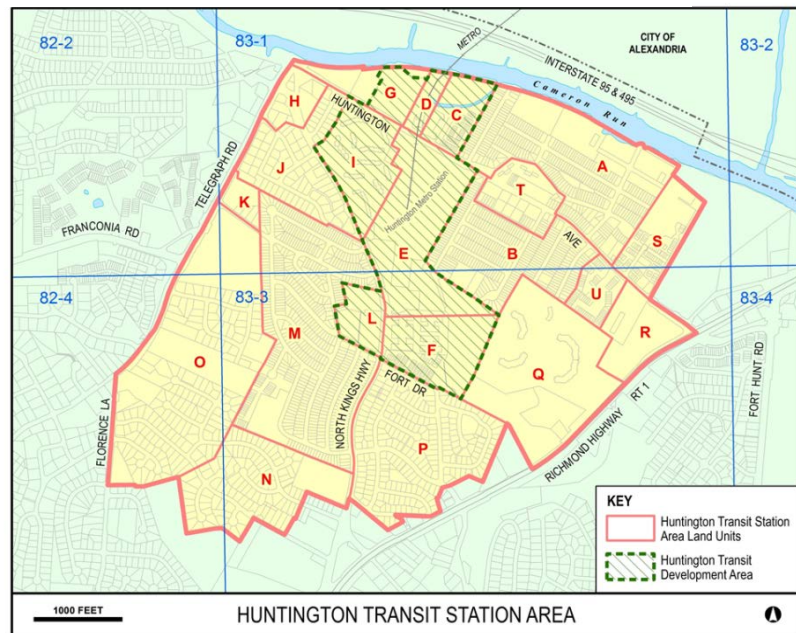
CHARACTER OF THE AREA

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

Adjacent Area:

North: The area across Huntington Avenue to the north is developed with office, industrial and mixed uses, the majority of which are also located in the Huntington TDA. A 6.03-acre portion of this area, planned for mixed-use development up to 3.0 FAR, with residential, office and retail uses, was rezoned in November 2012 to the Planned Residential Mixed-use (PRM) district for mixed-use development at an intensity of 2.81 FAR. The residential component has been

Figure 1. Huntington Transit Station Area Map



constructed. The remaining area north of the subject area containing office and industrial uses, is zoned I-5 and is planned for office use at an intensity up to 0.30 FAR. The area is the subject of PA 2015-IV-MV5 that is considering mixed-use redevelopment to include residential and/or hotel and office uses up to an intensity of 3.0 FAR with consideration for parcel consolidation and the expansion of the TDA.

South and West: To the south and west of Land Unit I are single family neighborhoods, outside of the Huntington TDA, planned and developed with residential use at a density of 3-4 du/ac, and zoned R-4.

East: The Huntington Metrorail Station property borders the subject area to the east. A 35-acre portion of the Metrorail property on North Kings Highway is zoned PRM and planned for high-density residential, office and retail uses. The Plan recommends 250,000 SF of office space, 30,000 SF of retail space, 600 dwelling units, and a 200-room hotel with conference facilities or 250 additional dwelling units. Rezoning application RZ 2000-MV-046 was approved on April 30, 2001 for up to 250,000 SF of office space and ancillary uses such as childcare, 25,000 SF of retail space, up to 600 multifamily dwelling units and up to 65 townhouses with a maximum of 650 total dwelling units. To date, 421 garden style multifamily units have been constructed.

PLANNING HISTORY

At the direction of the Board, county staff conducted Metrorail Station Area studies beginning in 1981. The Board adopted the land use recommendations contained in the Huntington Metrorail Station Area Study into the Comprehensive Plan in June 1985. The recommendations for the study area were based on the concept of concentrating higher-intensity development near the Huntington Metrorail Station while preserving the surrounding existing stable neighborhoods. The strategy was meant to shield the existing neighborhoods from economic pressures of redevelopment due to their proximity to Metrorail Station, as well as to maintain a supply of affordable housing.

A nomination for Parcel 32 was submitted during the 2005 South County Area Plans Review (APR) cycle. The nomination, APR 05-IV-6MV, proposed to replan the 0.5-acre Parcel 32 for 62 to 70 multifamily residential units. Staff recommended that the Comprehensive Plan recommendation for this property be retained, citing limited vehicular access and inconsistent density of development with the surrounding area. The nomination was withdrawn prior to Planning Commission public hearing in 2006.

The Board adopted two nominations in the 2009 South County APR cycle that added the current Plan option for Parcel 32 and ((23))1-364 in February 2013. The action for APRs 09-IV-2MV and 09-IV-27MV amended the Plan to recommend the current mixed-use, transit-oriented development option on the subject area up to an intensity of 3.0 FAR. The conditions for redevelopment relate to the mixture of land uses, parcel consolidation, transportation mitigation strategies, open space, design, and stormwater management.

The Board modified this option with PA 2015-IV-MV2 on October 20, 2015 to add language

that recommended the inclusion of a phasing plan with any rezoning application. As a follow-on motion, the Board requested that staff consider a Plan amendment for mixed-use development up to an intensity of 4.0 FAR. As mentioned in the Background section, the condominiums association in partnership with a developer has proposed a redevelopment concept at an intensity of approximately 3.5 FAR.

The subject area is located within the study area of Embark Richmond Highway (Plan Amendment 2015-IV-MV1), presently underway. The study is considering refining the land use and transportation recommendations for the Richmond Highway Corridor and North Kings Highway area to incorporate guidance for a Bus Rapid Transit (BRT) system between the Huntington Metrorail Station and Fort Belvoir and a long-term extension of the Metrorail Yellow line from Huntington to Hybla Valley. The study envisions one of the BRT stations along North Kings Highway at the Huntington Metrorail Station, south of the subject area.

ADOPTED COMPREHENSIVE PLAN TEXT

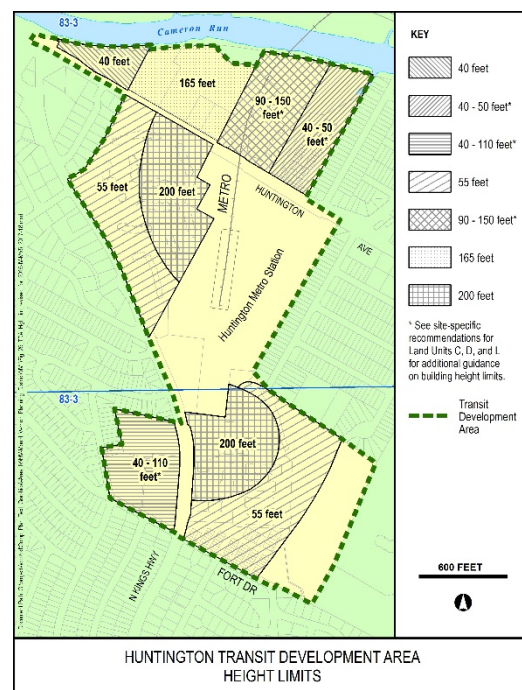
Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, Amended through 3-14-2017, MV1 Huntington Community Planning Sector, Land Unit I, pages 110-112:

“Land Unit I

Land Unit I is planned for 16-20 dwelling units per acre and is presently predominantly developed with the Huntington Club Condominiums. This land unit presents an opportunity for redevelopment due to its location within the Transit Development Area, adjacent to the Huntington Metrorail Station.

As an option, redevelopment of Land Unit I with transit-oriented mixed-use up to an intensity of 3.0 FAR is planned. Parcel 32 should be consolidated with the Huntington Club Condominiums [Parcels 83-1((23))] to redevelop under this option. The land use mix should consist of approximately 75 percent residential use and 25 percent office use, with ground floor retail use. Approximately 120,000 square feet of office use may be converted to hotel use. To reduce the visual impact of new development upon the surrounding community, development height should taper as shown in Figure 25, “Huntington Transit Development Area Height Limits”.

A maximum height of 200 feet is recommended for the northeastern portion of the land unit, adjacent to the Metrorail property. Building heights are recommended to taper down to 55 feet along the western and southern edges of the site to be compatible with the existing



residential development.

Well-designed, publicly accessible urban plazas and parks that are integrated with the sloping terrain should enhance recreational options and create a sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Internal roadways, trails, sidewalks, and street crossings should connect buildings and open spaces. Streetscape treatments should include trees, landscaping, sidewalks, bicycle facilities, street furniture, and various paving textures, to the extent possible.

Redevelopment should address the Guidelines for Neighborhood Redevelopment and be phased in accordance with guidance set forth within the Guidelines for Transit-Oriented Development contained in Appendix 8 and 11, respectively, of the Land Use Element of the Policy Plan. Phasing should be done in such a way as to accommodate the relocation of existing residents of the Huntington Club Condominiums.

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

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

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

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

- Bicycle amenities, including multi-use trails and bicycle lanes, covered and secure bicycle storage facilities, and shower/locker facilities.

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

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

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

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

Huntington TDA Policies

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

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/mtvernon-huntingtontsa.pdf>
(Pages 102-109)

Policy Plan Guidelines for Transit-Oriented Development

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use – Appendix, amended through 3-14-2017.

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/landuse.pdf>
(Appendix 11, pages 33-38)

PROPOSED PLAN AMENDMENT

The proposed Plan amendment considers increasing the current Plan option for transit-oriented mixed-use development from an intensity up to 3.0 FAR to 4.0 FAR.

ANALYSIS

Land Use

Intensity

As stated previously, the Board authorized staff to evaluate a Plan amendment for the subject property up to an intensity of 4.0 FAR. Development of the property is challenged by the site's topographic constraints and the planning objectives related to the provision of open space and adequate transitions to the surrounding neighborhoods. For example, building height guidance that recommends building heights be limited to 55-feet along North Kings Highway in order to transition toward the adjacent, low-density neighborhoods to the west and south of the subject property. The lesser intensity of 3.5 FAR suggested by the Huntington Club community would create a better opportunity to achieve Plan objectives.

Consolidation

The existing redevelopment option recommendation for consolidation of Parcel 32 with Parcels 83-1((23))1-364 (Huntington Club Condominiums) should be retained to optimize opportunities for site design, access, circulation, and open space throughout the site. Inclusion of Parcel 32, which is situated at a key location between the Metrorail Station and the Huntington Club Condominiums, would greatly enhance connectivity between these locations. While the size and topographic challenges of Parcel 32 will limit utilization, the intensity planned for Parcel 32 could be maximized by transferring development to the larger subject area and serve as an incentive for consolidation. Should consolidation with Parcel 32 not be achieved, a coordinated plan that demonstrates how future redevelopment of Parcel 32 can be integrated in a well-designed and efficient manner may suffice provided vehicular access to Parcel 32 is granted with any redevelopment of the Huntington Club property. In this case, a reduction in planned development intensity for Parcel 32 may be expected.

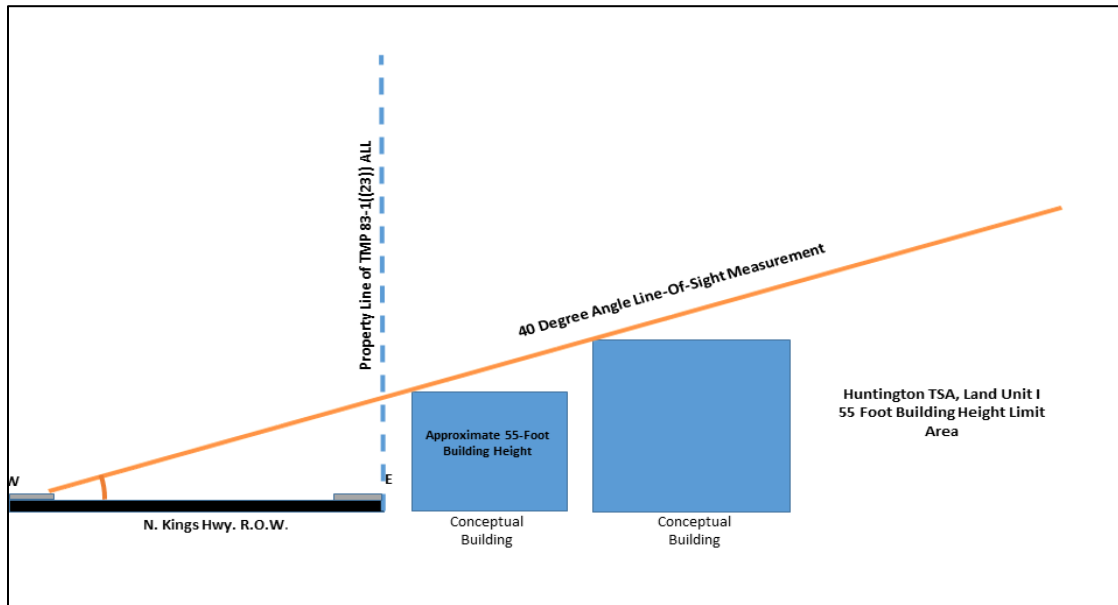
Building Height

The current Plan recommends a maximum building height of 200 feet on the northeastern portion of the subject area with building heights tapering down to 55 feet to the west and south along North Kings Highway. This guidance was adopted as part of the Plan amendment that added the redevelopment option in 2013. The building height limitations were established to concentrate the tallest building heights nearest to Huntington Avenue's similarly planned uses and create a gradual transition in building height down to the surrounding low-density communities. It was recognized that the existing topography sloping from North Kings Highway to Huntington Avenue could be used to mask taller buildings from the existing single-family communities located across from the station on North Kings Highway and Katherine Street.

The concept of transition remains an important objective in the plan for this area to lessen the overall visual impact of redevelopment on the adjacent neighborhoods. The concept of a transition in height from the 200-foot height limit area to the 55-foot height limit area described previously remains valid but may be better articulated by using a line of sight measured from the western sidewalk along North Kings Highway at a specific angle towards Huntington Avenue as shown on Figure 2. The line of sight measurement is designed to minimize the looming effect of tall buildings on the single-family neighborhood across North Kings Highway while allowing for

some flexibility to exceed the 55-foot height limit for buildings that are located closer to the Metrorail Station property.

Figure 2. Line-Of-Sight Measurement Within 55-Foot Building Height Limit Area



Transportation

Trip Comparison

The adopted Plan with an intensity up to 3.0 FAR and the proposed intensity up to 3.5 FAR generate approximately the same number of total daily trips, whereas the proposed 4.0 FAR scenario generates a greater amount of daily trips compared to the adopted Plan as shown in Table 1. The 3.5 FAR scenario calls for more residential development and less retail use, compared to the adopted Plan. The 3.5 FAR scenario generates 29 more daily trips, 143 more morning (AM) peak hour and 9 more afternoon (PM) peak hour trips, compared to the adopted Plan.

Table 1. Trip Generation Comparison PA 2015-IV-MV4 – Huntington Transit Station Area, Land Unit I

Development Type	Number	Unit	Daily	AM			PM		
				In	Out	Total	In	Out	Total
Adopted Comprehensive Plan									
Apartments (220)	1,912	DU	11,710	188	752	940	695	374	1,069
Office (710)	586	KSF	5,035	693	95	788	125	610	735
Retail (820)	51	KSF	4,383	30	19	49	183	198	381
Total			21,128	911	866	1,777	1,003	1,182	2,185
Proposed Plan (3.5 FAR)									
Apartments (220)	2,187	DU	13,377	215	860	1,075	793	427	1,220
Townhomes (230)	70	DU	472	7	32	39	30	15	45
Office (710)	586	KSF	5,035	693	95	788	125	610	735

Retail (820)	19	KSF	2,273	11	7	18	93	101	194
Total			21,157	926	994	1,920	1,041	1,153	2,194
Proposed Plan (4.0 FAR)									
Apartments (220)	2,762	DU	16,861	271	1,086	1,357	999	538	1,537
Office (710)	586	KSF	5,035	693	95	788	125	610	735
Retail (820)	51	KSF	4,383	30	19	49	183	198	381
Total			26,279	994	1,200	2,194	1,307	1,346	2,653

Trip Generation derived from the Institute of Traffic Engineers (ITE), Trip Generation, 9th edition (2012). Trip generation estimates are provided for general order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations.

Access

The site is currently accessed via North Kings Highway and Huntington Avenue. Any changes to access points should meet the Virginia Department of Transportation (VDOT) access management standards, with appropriate turn lane and/or taper treatments. Any redevelopment of the site should, to the greatest extent possible, be coherently integrated with the existing transportation network and consider the provision of enhanced access to nearby amenities.

Transit Services

The subject property is adjacent to the Huntington Metrorail Station. The property is also served by the Fairfax Connector Bus lines 101, 151, 152, 159, 161, 162, and 171. The applicant should ensure good pedestrian and bicycle circulation on and offsite to complement the transit options. A Bus Rapid Transit (BRT) system and other multimodal improvements are anticipated to be planned on Richmond Highway and North Kings Highway through the previously mentioned Embark Richmond Highway study. When the BRT system is built, the northern terminus is expected to be at the Huntington Metrorail Station.

Bicycle Routes

No bicycle facilities are present within the nearby vicinity of the site. The Countywide Bicycle Master Plan recommends a bike lane on Huntington Avenue. Any redevelopment of the site should facilitate safe bicycle connections along Huntington Avenue and to the surrounding street network and accommodate these planned facilities.

Trails

The Countywide Trails Plan calls for a minor paved trail on North Kings Highway and Huntington Avenue. Any redevelopment of the site would need to provide safe and convenient pedestrian and bicycle circulation on and offsite and accommodate these planned facilities.

Pedestrian Connections

Sidewalks are present on North Kings Highway and Huntington Avenue. Well-thought-out pedestrian circulation and access are essential to ensuring adequate access to transit, pedestrian safety, and a high quality of life. A direct pedestrian connection to the Huntington Metrorail Station from within the site is recommended as per current Plan guidance in Land Unit I.

Affordable Housing

The current Plan for the subject area recommends that redevelopment under the option should satisfy Criterion 6 of the Huntington TDA general development criteria and Criterion 3 of the Guidelines for Neighborhood Redevelopment in terms of affordable housing. Criterion 6 of the Huntington TDA general development criteria states that residential development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households. Criterion 3 of the Guidelines for Neighborhood Redevelopment states that redevelopment of residential neighborhoods for residential uses should make provision, on-site, for affordable units or a contribution to the Fairfax County Housing Trust Fund at least equal to the replacement value of affordable units displaced in addition to meeting the provisions of the County's Affordable Dwelling Unit (ADU) Ordinance or Planning Criteria. Affordable housing is defined as housing that is affordable to households with incomes up to 120 percent of the Area Median Income (AMI) for the Metropolitan Washington Area within the Housing Element of the Policy Plan volume of the Comprehensive Plan. Included in the approaches to provide affordable housing are the Affordable Dwelling Unit (ADU) program, which is targeted to households earning up to 70 percent of AMI and the Workforce Housing Program, which focuses on households earning from up to 80 percent to up to 120 percent of AMI.

Preservation of the county's existing affordable housing stock remains a key strategy for the region. Many units in the existing development may be affordable to low- and moderate-income households, and redevelopment of this site could remove these transit-accessible units. The location of this housing is important as it is situated near a multi-modal transit station with easy access to jobs and services. The preservation of affordable units embodies many of the best planning principles for a successful, sustainable community. The recommendations regarding Criteria 6 of the Huntington TDA general development criteria and Criterion 3 of the Guidelines for Neighborhood Redevelopment, which were affirmed during the review and adoption of the Plan amendment in 2013, remain critical in continuing to provide affordable transit-accessible housing in the Huntington area. Consistent with the current the redevelopment should provide affordable housing opportunities for households dependent on public transportation, seniors and persons with disabilities. Table 2 shows that affordable housing has been provided at the recommended Plan level of 15% by recent nearby developments.

Table 2. Affordable Housing Provided by Adjacent Developments

	Comp Plan FAR	Approved RZ FAR	Plan ADU Rec.	Proffered ADU/WDU
Parker	2.0 - 3.0	2.81	15%	15% WDU's
Midtown	Mix of SFA, MF up to 450 DU's.	(400 DU's/3.0)	Provide according to Land Use Element of Policy Plan	\$300,000 contribution to HTF.
A & R	3.0	2.99	15%	15% ADUs/WDUs

Schools

Capacity

Table 2 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.

Table 3. 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

As Tables 3 and 4 indicate, a total change of 61 new students is anticipated when the proposed Plan of 3.5 FAR is compared to the adopted Comprehensive Plan intensity of 3.0 FAR. A total of 18 high school, 10 middle school and 33 elementary school students will be generated by the proposed development. When the proposed Plan intensity of 4.0 FAR is considered, a total change of 95 new students is anticipated when compared with the adopted Plan.

Should the proposed development 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.

Table 4. Adopted Comprehensive Plan (3.0 FAR)

School Level	Mid/High-Rise Multifamily Ratio	Units	Proposed Student Yield
High	.031	1,912	59
Middle	.019	1,912	36
Elementary	.062	1,912	119
Total Student Count			214

Table 5. Proposed Plan Amendment (3.5 FAR)

School Level	Single-Family Attached Ratio	Units	Proposed Student Yield	Mid/High Rise Multifamily Ratio	Units	Proposed Student Yield	Total Proposed Student Yield
High	.137	70	10	.031	2,155	67	77
Middle	.067	70	5	.019	2,155	41	46
Elementary	.258	70	18	.062	2,155	134	152
Total Student Count							275

Table 6. Proposed Plan Amendment (4.0 FAR)

School Level	Mid/High-Rise Multifamily Ratio	Units	Proposed Student Yield
High	.031	2,762	86
Middle	.019	2,762	52
Elementary	.062	2,762	171
Total Student Count			309

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. 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 design of these facilities should follow the standards found in the Urban Parks Framework and should be determined at the time of rezoning. 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.

Heritage Resources

The Huntington Club Condominiums located within the subject area were designed by Architect Robert Calhoun Smith. He is noteworthy for having worked on designs for houses in Hollin Hills as well as commercial architecture such as the Peat Marwick Building in DC, the Xerox Building in Rosslyn and the Vanguard building in DC, among others. The condominiums are not listed on the Fairfax County Inventory of Historic Sites nor on The National Register of Historic Places, within a Historic Overlay District, or given any other official historic designation. These condominiums may not qualify for inclusion on The Fairfax County Inventory of Historic Sites; however, it is good policy to document those buildings or sites that may have historic

significance. Photo documentation of the garden apartments and club-house exteriors on Parcel 83-1((23)), would be requested during the development review stage and should be submitted to the Virginia Room Archives.

CONCLUSION

The Plan amendment considers increasing the maximum planned intensity of the redevelopment option on the subject area up to a 4.0 FAR. Due to the site constraints, an intensity up to a 3.5 FAR may better achieve planning objectives related to the transitions to the adjacent low density neighborhoods while remaining consistent with the Concept for Future Development, the Guidelines for Transit-Oriented Development, and the TDA guidance, which encourage land use intensity around transit stations that can maximize the efficient use of transit. Parcel consolidation remains important in consideration of the design; however, some flexibility may be warranted to allow for redevelopment to proceed in a coordinated manner. The proposed intensity of a 3.5 FAR also would marginally affect trips if the assumed amount of retail use is reduced, while the number of residential units is increased. Any impacts related to the proposed Plan amendment, such as schools facilities and parks and recreation would be addressed at the time of rezoning.

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 ~~striketrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1 - Huntington Community Planning Sector, Recommendations, Land Use, 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 of office space may be converted to hotel use in Land Unit I;
- ~~105,000~~75,000 gross square feet of retail space;
- ~~3,462~~3,775 dwelling units;
- 200-room hotel with conference facilities or an additional 250 dwelling units on Land Unit E; and
- In Land Unit L, an additional 50,000 to 85,000 gross square feet of retail and office space.”

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, MV1 Huntington Community Planning Sector, Recommendations, Land Use, Land Unit I, pages 110-112:

“Land Unit I

Land Unit I is planned for 16-20 dwelling units per acre and is presently predominantly developed with the Huntington Club Condominiums. This land unit presents an opportunity for redevelopment due to its location within the Transit Development Area, adjacent to the Huntington Metrorail Station.

As an option, redevelopment of Land Unit I with transit-oriented mixed-use up to an intensity of ~~3.0~~ 3.5 FAR, inclusive of affordable housing is planned.

Consolidation of Tax Map parcel 83-1((1))32 and should be consolidated with the Huntington Club Condominiums (Tax Map Parcels 83-1((23)) ~~ALL~~ 1-364) is strongly encouraged to redevelop under this option.

Consolidation can afford opportunities for shared parking, consolidated open space, and improved circulation. Any proposed redevelopment on Tax Map Parcel 83-1((23))1-364 under this option should ensure that the project functions in a well-designed, efficient manner and does not preclude development on Tax Map Parcel 83-1((1))32 in conformance with Plan objectives for transit orientation and connection. Consistent with this guidance, vehicular access to Parcel 32 is expected to be provided at the earliest stage of Huntington Club development possible.

The land use mix should consist of approximately to ~~75~~ 80 percent residential use and ~~25~~ 20 percent office use, with ground floor retail use. Approximately 120,000 square feet of office use may be converted to hotel use. To reduce the visual impact of new development upon the surrounding community, development height should taper ~~as shown in Figure 25.~~

As shown on Figure 25, A a maximum height of 200 feet is recommended for the northeastern portion of the land unit, adjacent to the Metrorail property. Building heights are recommended to taper down to 55 feet along the western and southern edges of the site to be compatible with the existing residential development. Beyond those edges, additional building height not to exceed an approximate 40° line-of-sight measured from the western sidewalk of North Kings Highway may be considered if it is demonstrated that an appropriate transition to adjacent residential uses along North Kings Highway can be achieved.

Well-designed, publicly accessible urban plazas and parks that are integrated with the sloping terrain should enhance recreational options and create a sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Internal roadways, trails, sidewalks, and street crossings should connect buildings and open spaces. Streetscape treatments should include trees, landscaping, sidewalks, bicycle facilities, street furniture, and various paving textures, to the extent possible.

~~Redevelopment should address the Guidelines for Neighborhood Redevelopment and be phased in accordance with guidance set forth within the Guidelines for~~

~~Transit-Oriented Development contained in Appendix 8 and 11, respectively, of the Land Use Element of the Policy Plan. Phasing should be done in such a way as to accommodate the relocation of existing residents of the Huntington Club Condominiums.~~

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

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

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

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

Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, and return water

in to the ground or reuse it and should include such features as rooftop landscaping. Stormwater management measures that are sufficient to attain the stormwater design-quantity control credit and stormwater design-quality control credit of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED®-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED®-CS) rating system (or third party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal.

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

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

Redevelopment should address the Guidelines for Neighborhood Redevelopment and be phased in accordance with guidance set forth within the Guidelines for Transit-Oriented Development contained in Appendix 8 and 11, respectively, of the Land Use Element of the Policy Plan. Phasing should be done in such a way as to accommodate the relocation of existing residents of the Huntington Club Condominiums.

A phasing plan should be a component of any rezoning application to ensure a viable, well-designed mixed-use project. The phasing plan should establish the ultimate vision for redevelopment of the site and address each phase of development. Commitments to priorities, such as parks, open spaces, and connectivity through the site and to the Metrorail Station, should be made as part of the phasing plan. The plan should be reviewed for conformance with the overall vision and the county's transit-oriented development policies, with careful consideration given to interim conditions."

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.