

AN AMENDMENT TO THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2017 EDITION

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

PLANNING AREA AND DISTRICT: Area IV, Mount Vernon Planning District, MV1 Huntington Community Planning Sector

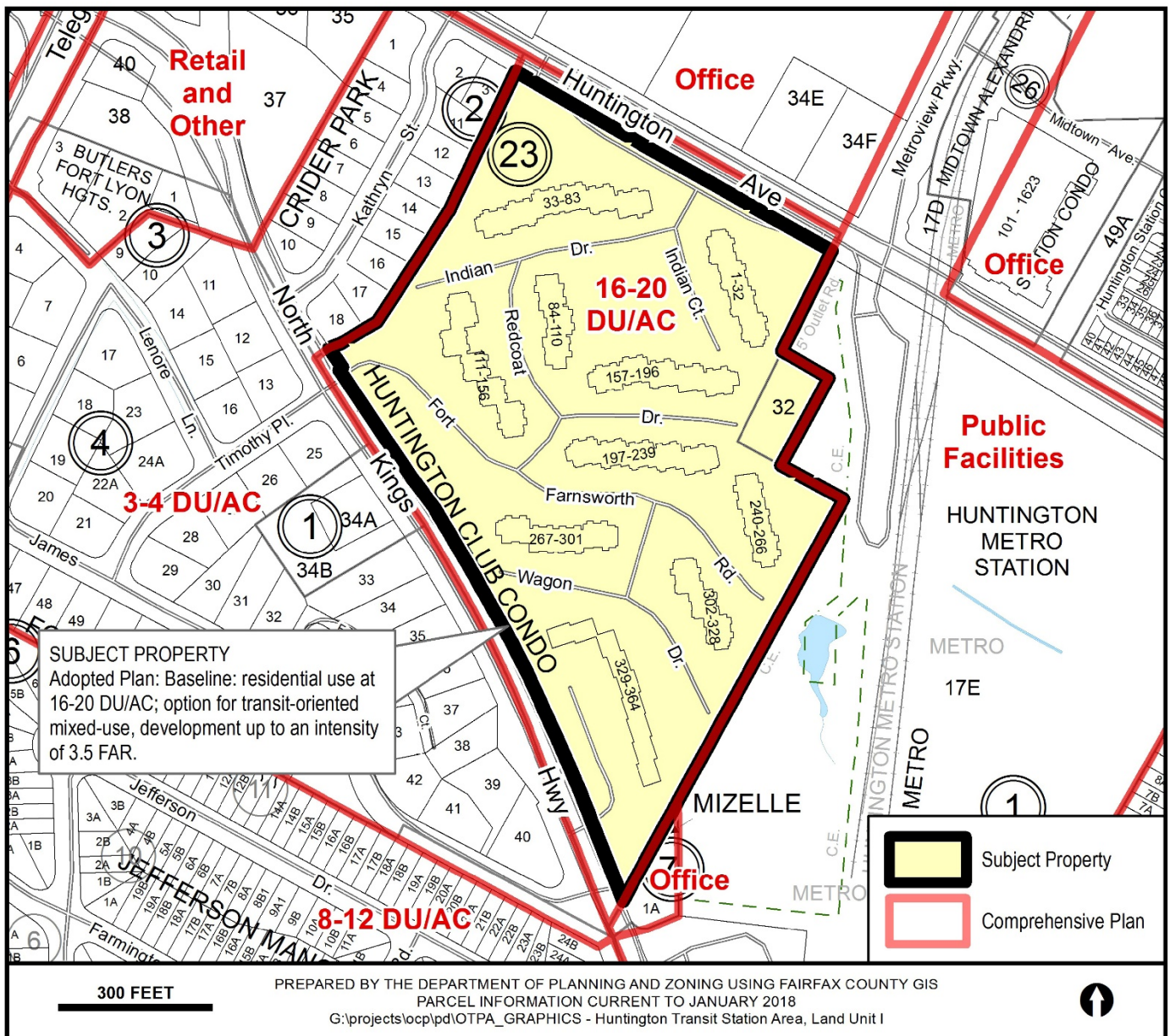
SUB-DISTRICT DESIGNATION:
Huntington Transit Station Area, Land Unit I

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

SUPERVISOR DISTRICT: Mount Vernon

ADOPTED: January 23, 2018 **ITEM NO.** PA 2015-IV-MV4

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



AMENDMENT TO THE COMPREHENSIVE PLAN (2017 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown as underlined and deleted text is shown with a ~~strike through~~.

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 105-109:

“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-related design-quantity-control credit(s) 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.