



# PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2014-IV-MV3  
September 1, 2016

**GENERAL LOCATION:** South of Cameron Run and north of Huntington Avenue, generally between Metroview Parkway and Fenwick Drive

**SUPERVISOR DISTRICT:** Mount Vernon

**PLANNING AREA:** Area IV

**PLANNING DISTRICT:**  
Mount Vernon Planning District

**SUB-DISTRICT DESIGNATION:** Huntington Transit Station Area, Land Units C (part), D (part) and G (part)

**PARCEL LOCATION:** 83-1 ((1)) 42 and 49A

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

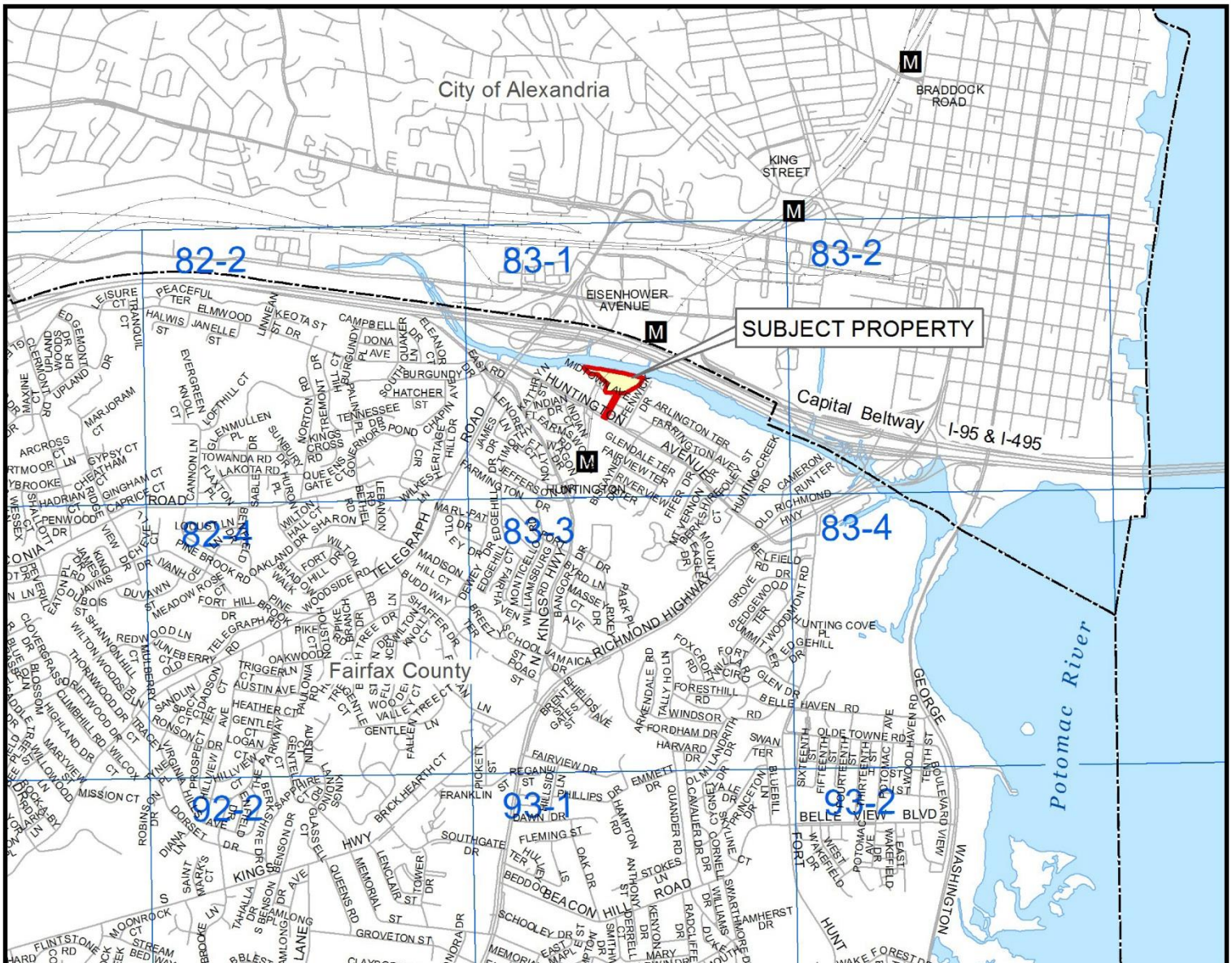
**PLANNING COMMISSION PUBLIC HEARING:**  
Thursday, September 15, 2016 @ 8:15 PM

**BOARD OF SUPERVISORS PUBLIC HEARING:**  
Tuesday, October 18, 2016 @ 5:00 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.



3000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS  
Huntington Transit Station\_Area, Land Units C, D & G



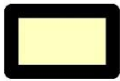




## CURRENT PLAN AND PROPOSED CHANGE

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

ITEM:  
PA 2014-IV-MV3



Subject Property

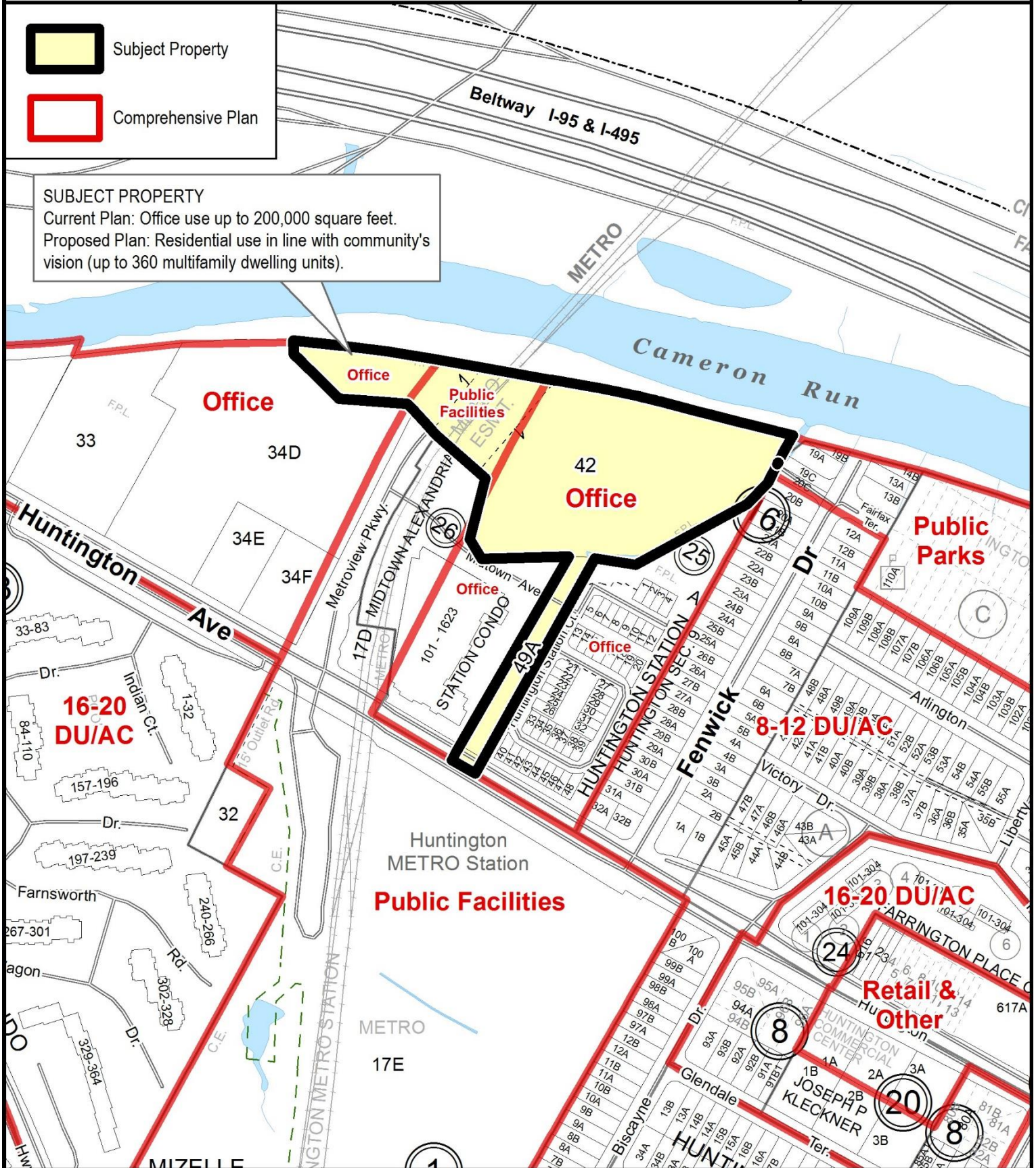


Comprehensive Plan

### SUBJECT PROPERTY

Current Plan: Office use up to 200,000 square feet.

Proposed Plan: Residential use in line with community's vision (up to 360 multifamily dwelling units).







# STAFF REPORT FOR PLAN AMENDMENT 2014-IV-MV3

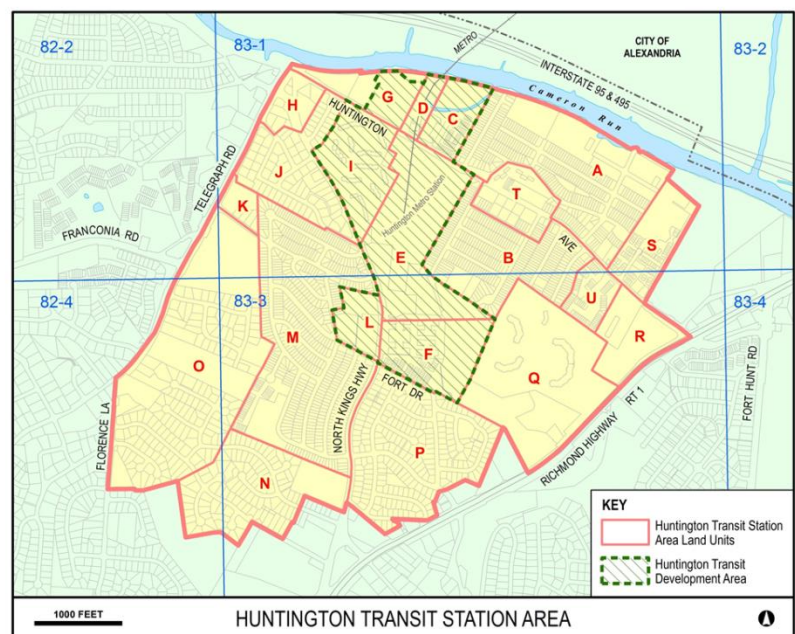
## BACKGROUND

On December 2, 2014, the Fairfax County Board of Supervisors (Board) authorized Comprehensive Plan amendment (PA) 2013-IV-MV3 for Land Units C and D of the Huntington Transit Station Area (TSA). Specifically, the Board authorization focused on land use for 2426 Huntington Avenue, Alexandria, VA 22303 (Tax Map Parcels 83-1 ((1)) 42 and 49A). Since a portion of Parcel 42 is located within Land Unit G, the authorization was expanded on March 25, 2015, to include the entire parcel. The Board requested that staff consider the Plan recommendations for these land units to evaluate residential development for Tax Map Parcels 83-1 ((1)) 42 and 49A in line with the community and county's vision for development near transit stations.

## CHARACTER OF THE SITE

The approximately 6.32-acre subject property is currently vacant. A small stream is located along the southeastern edge of Parcel 42, and a large portion of the subject property is located within a Resource Protection Area (RPA) as delineated on the 2005 Chesapeake Bay Preservation Area map. An easement for the Metrorail Yellow Line guideway separates the western side of the property from the remainder of the site. The subject property is zoned C-3 and is planned and zoned for 200,000 square feet of office use. The portion of Parcel 42 within Land Unit G is also planned for office use at an intensity of up to .30 floor area ratio (FAR).

The subject area comprises portions of Land Units C, D, and G of the 505-acre Huntington TSA. Land Units C, D, and the eastern portion of Land Unit G are designated as the Transit Development Area (TDA) within the Huntington TSA, which is recommended for higher intensity, mixed-use development and outlined by a dotted green line and hatching on Figure 1. Special planning and development guidelines for the TDA ensure that transit-focused housing and employment locations are provided and foster multiple activities associated with a major commuter location. The envisioned activities within the TDA are created by a variety of complex attributes and relationships common in dense, transit-oriented places, such as multi-modal transportation



systems, compact spatial organization of land use activities, taller building height, orientation and massing to streets and sidewalks, streetscape and pedestrian spaces, and complementary design and amenity programs.

## **CHARACTER OF THE AREA**

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

### ***Adjacent Area:***

**North:** Cameron Run is located along the northern boundary of the subject property.

**South:** The Midtown Alexandria Station Condominiums and Huntington Station Court townhouses are located immediately south of the subject property. This area, which is also within Land Units C and D, is planned for 200,000 square feet of office use with an option for a maximum of 450 dwelling units. The condominiums are zoned Planned Residential Mixed Use (PRM), and the townhouses are zoned Planned Development Housing (PDH)-16. Parcel 49A is located between Midtown Alexandria Station and Huntington Station Court; an easement across the northern portion of this parcel connects these developments. The Huntington Metrorail Station is located across Huntington Avenue from Land Units C and D.

**East:** The Huntington community, within Land Unit A, is located to the east of the subject property. The community, which is part of the Huntington Conservation Area, is developed with duplex residential units. The area is zoned R-8 and is planned for residential use at 8-12 dwelling units per acre (du/ac). Construction of the Huntington Levee is planned along Cameron Run north of this neighborhood, with its western terminus at the subject property line.

**West:** The area west of Metroview Parkway, within Land Unit G, is developed with residential use. This is part of a mixed-use development that was rezoned in November 2012 to the PRM district for mixed-use development at an intensity of 2.81 FAR. The area is planned for mixed-use development up to an intensity of 3.0 FAR, with residential, office and retail uses.

## **PLANNING HISTORY**

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

On July 1, 1991, the subject property was rezoned to the C-3 district to allow for an eight story, 200,000 square foot office building with a five-level parking structure at a maximum of 44 feet on the eastern portion of the subject property. In 2000, Plan amendment S00-IV-MV3 was authorized for consideration of a restaurant use on the subject property. This Plan amendment

was deferred and subsequently rescinded by the Board of Supervisors. Also in 2000, Plan amendment S00-IV-MV1 was approved for the parcels in the southern portion of Land Units C and D, adding an option for up to 450 residential units in a mix of multifamily units and townhouses to transition to the lower density conservation area.

### **ADOPTED COMPREHENSIVE PLAN TEXT**

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, Amended through 10-20-2015, MV1 Huntington Community Planning Sector, Land Units C and D, pages 115-116:

#### **“Land Units C and D**

On the north side of Huntington Avenue across from the Metro station parking lot, there are approximately 14 acres that are currently being used for interim parking by Metro. Land Unit D is a four-acre strip that is planned for public facility use and serves as the right-of-way for the Metrorail guideway that passes over Huntington Avenue and Cameron Run. Any development on Land Units C and D should be coordinated and access to development on these lots should be designed to conform with General Development Criterion #9 since this site is located across the street from the Huntington Avenue entrance to the Metro station.

On these parcels, a maximum of 400,000 gross square feet of office space including a service retail component is recommended. This use will provide screening for the residences to the east from Metrorail's elevated tracks to the west, and would also serve as a transitional use from the industrial area on the west.

Any nonresidential development affecting Land Units C and D should satisfy all applicable general development criteria and address each of the following site-specific conditions:

- To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 25. A maximum height of 90 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 50 feet along the eastern edge of the site to be compatible with the existing residential development and to minimize the impact upon the adjacent neighborhood conservation area.
- Provide appropriate developer contributions for highway improvements and amenities which would offset the additional impacts generated by the development.
- Coordinate and integrate development to the greatest extent possible to address and provide adequate internal circulation, effective buffering as shown on Figure 26 for the adjacent neighborhood conservation area and mitigation of the environmental impacts associated with existing soils conditions and stormwater impacts on Cameron Run.

- Development affecting Land Units C and D should provide adequate measures to mitigate against undue environmental impact. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations, such as the Chesapeake Bay Act.
- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.
- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.”

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, Amended through 10-20-2015, MV1 Huntington Community Planning Sector, Land Unit G, page 119:

**“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.”

Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Amended through 10-20-2015, Land Use, pages 5-6, 9-10:

**“Objective 8: Fairfax County should encourage a land use pattern that protects, enhances and/or maintains stability in established residential neighborhoods.**

Policy a.        Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.

...

**Objective 14: Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.**



- Policy a. Locate land uses in accordance with the adopted guidelines contained in the Land Use Appendix.
- Policy b. Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.
- Policy c. Achieve compatible transitions between adjoining land uses through the control of height and the use of appropriate buffering and screening.
- Policy d. Employ a density transfer mechanism to assist in establishing distinct and compatible edges between areas of higher and areas of lower intensity development, to create open space within areas of higher intensity, and to help increase use of public transportation at Transit Station Areas.
- Policy e. Stabilize residential neighborhoods adjacent to commercial areas through the establishment of transitional land uses, vegetated buffers and/or architectural screens, and the control of vehicular access.
- Policy f. Utilize urban design principles to increase compatibility among adjoining uses.”

Attachment 1 contains the Huntington TDA Conditions and Recommendations.

## **PROPOSED PLAN AMENDMENT**

This Plan amendment, as initially authorized in December 2014, directed staff to examine residential development for Tax Map Parcels 83-1 ((1)) 42 and 49A in line with the community and county’s vision for development near transit stations. The initial concept provided to staff by the property owner depicted up to 674 multifamily residential units, with an increase in maximum building height on the eastern portion of the subject property from 50 feet to 80 feet.

A rezoning application, RZ 2015-MV-008, was filed in June 2015, for the subject property, proposing multifamily residential use in lieu of the office use that is currently planned. The rezoning application initially proposed 364 multifamily residential units in a six-story building with structured parking. The maximum building height on the eastern portion of the subject property was 85 feet. Since the initial submission, the number of residential units has been modified to 345 and height of the eastern face of the building reduced from 85 to 75 feet. The analysis in this staff report reflects the 364 residential units that were initially proposed.

## **ANALYSIS**

### **Land Use**

The amendment concerns residential development on Tax Map Parcels 83-1 ((1)) 42 and 49A and is evaluated under the criterion of whether a residential option is in line with the community and county’s vision for development near transit stations. The subject property is located within the Huntington TDA, which has special planning and development guidelines (Attachment I) to ensure that the area will become a place where county residents can live, work and shop without

excessive dependence upon the automobile, thus realizing some of the county's key policy objectives. Furthermore, guidance for the TDA recommends that new development should be channeled into land units within this TDA and away from the bordering stable residential neighborhoods. This guidance related to protecting the viability of existing neighborhoods is based upon Objective 8 in the Land Use section of the Policy Plan. Objective 8 encourages land use that protects, enhances and maintains stability in established neighborhoods. More specifically, Policy a, within Objective 8 recommends that existing neighborhoods should be protected and enhanced by ensuring that infill development and, in this case, development located on the edge of the TDA and an existing stable neighborhood, should be compatible in use and intensity. The proposed residential use appropriately would meet the Huntington TDA guidance that mixed-use development with a predominance of residential uses would be highly appropriate. The proposed residential use would help build the necessary population to support other future uses that contribute to the ultimate vision of the TDA as an activity and employment center, and efficient utilization of the Metrorail station in terms of ridership in both directions.

The surrounding area has experienced land use changes over time, largely based on market forces. A Plan option for the area to the south in Land Units C and D for up to 450 residential units in a mix of townhouses and multifamily unit was developed in lieu of the planned option for office use. The residential option was viewed as creating a better transition to the Huntington community to the east. This is reflected visually as the developed high-rise multifamily tower tapers to the townhouses adjacent to the existing community. As a result, the subject property lacks visibility to Huntington Avenue, which may create a challenging scenario for the planned office to succeed. Site-specific characteristics also constrain the site with Cameron Run to the north and vehicular access only available from Metroview Parkway to the west, which may further reduce the viability of office use. A residential use option on the subject property may achieve a compatible scale and land use with the residential neighborhood to the east, if sited and designed appropriately, while benefiting from the access to natural amenities.

In light of the existing Huntington neighborhood to the east (a conservation area), robust evaluation of building heights and transitioning is merited for the subject property. Conservation areas are intended to protect the residential character of neighborhoods and prevent the encroachment of non-residential uses into stable residential neighborhoods. As mentioned previously, the area to the south was developed under an option for residential use with high-rise condominiums concentrated to the west adjacent to the Metrorail guideway, with the townhouses serving as a transition to the Huntington neighborhood. Any development on this site should occur in a manner similar to that to the south. Thus, the greatest building height should be placed on the western portion of the site, with lower building height in the 40-50 foot maximum recommended in the current Plan on the eastern portion of the site. The tapering would provide an appropriate transition to the Huntington neighborhood and would be similar to the edge created by the existing townhouses to the south. This concept would support Objective 14 of the Land Use section of the Policy Plan, which encourages compatible transitions between land uses, buffering, and screening to achieve a harmonious development pattern and reduce undesirable impacts to the adjoining neighborhoods. Furthermore, Policy c of Objective 8 provides guidance for achieving compatible transitions between adjoining land uses through the control of height and the use of appropriate buffering and screening.

As mentioned above, a high-rise and townhouse development pattern that transitions into the suburban neighborhood exists in the southern portion of Land Units C and D. The staggered

height of these uses provides a general framework that should be emulated on the subject property. With an appropriate height transition, a cohesive development pattern would occur in Land Units C and D while avoiding a looming effect of taller buildings over the duplexes in the conservation area. Designs which feature a stepping down of building height at the eastern edge; rooftop terraces on the upper level of the building and articulated balconies on the floor below the rooftop terrace are options that support the goal of creating a successful transition. Other refinements such as using topography to reduce the appearance of height on building's eastern edge, preserving the existing tree canopy, and maintaining viewsheds from the conservation area would serve to help blend the taller building with the established neighborhood.

## **Transportation**

### *Trip Generation*

The trip generation estimate, as shown in Figure 2, indicates that the unadjusted daily trips would increase by 198; the unadjusted morning peak hour trips would decrease by 147, and the unadjusted afternoon peak hour trips would decrease by 76, with the proposed Plan Amendment, when compared to the land uses in the current Comprehensive Plan. This peak hour reduction can be attributed to change in the land use from office use to residential use, resulting in significant reduction in the morning inbound and afternoon outbound trips. Factoring in transportation demand management (TDM) trip reductions, including peak spreading, which generally flattens the travel demand profile across a broader time period, and mode split, which utilizes non-motorized and public transportation trips, the daily trips would decrease by 224; the morning peak hour trips would decrease by 131, and the afternoon peak hour trips would decrease by 88 as compared to the land uses in the current Comprehensive Plan.

This possible reduction in daily trips can be achieved by employing an aggressive Transportation Demand Management (TDM) goal appropriate for development occurring within a one-quarter mile radius of the Huntington Metrorail station. While overall morning and afternoon peak hour trips would be projected to decrease, there would be a slight increase in morning outbound and afternoon inbound trips, due to conversion of office use to residential use. During the rezoning process, an aggressive TDM plan should be pursued due to the site's proximity to the Metrorail Station, as per county policy.



**Figure 2. Vehicle Trip Generation Estimates**

Development Type	Quantity	Daily	AM			PM		
			In	Out	Total	In	Out	Total
<b><u>Current Plan</u></b>								
Office	200 SF	2,223	293	40	333	51	251	302
<b>Total Trips Generated</b>		<b>2,223</b>	<b>293</b>	<b>40</b>	<b>333</b>	<b>51</b>	<b>251</b>	<b>302</b>
<i>Reductions</i>		667	88	12	100	15	75	90
<b>Net Trips Generated</b>		<b>1,556</b>	<b>205</b>	<b>28</b>	<b>233</b>	<b>36</b>	<b>176</b>	<b>212</b>
<b><u>Proposed Plan</u></b>								
Multifamily Residential	364 DU	2,421	37	149	186	147	79	226
<b>Total Trips Generated</b>		<b>2,421</b>	<b>37</b>	<b>149</b>	<b>186</b>	<b>147</b>	<b>79</b>	<b>226</b>
<i>Reductions</i>		1,089	17	67	84	66	36	102
<b>Net Trips Generated</b>		<b>1,332</b>	<b>20</b>	<b>82</b>	<b>102</b>	<b>81</b>	<b>43</b>	<b>124</b>
<i>Gross Impact Beyond Comprehensive Plan</i>		198	-256	109	-147	96	-172	-76
<i>Net Impact Beyond Comprehensive Plan</i>		-224	-185	54	-131	45	-133	-88

**Notes:**

- (1) Trip generation estimates is based on rates and equations from the institute of Traffic Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition (2012)
- (2) TDM/Transit reduction based on Fairfax County data and analysis-inclusive of peak spreading
- (3) Retail Pass-By based on VDOT 870 requirements

**Access**

Vehicular access to the site is limited to Metroview Parkway. Metroview Parkway includes a signalized intersection at Huntington Avenue, currently operating at level of service (LOS) C. Presently, Metroview Parkway dead-ends at the southern edge of the subject property. This road also serves as an important access road to the Midtown development to the south. According to current Plan recommendations, no direct vehicle access to the property should be provided from Huntington Avenue. Instead, access from Huntington Avenue should be via Metroview Parkway, which borders the western edge of the property.

An extension of the left existing turn lane, from Huntington Avenue eastbound to Metroview Parkway, was proffered during the rezoning the Midtown development, in order to accommodate additional traffic resulting from the development. The proposed Plan amendment should not further impact this left turn lane, as the demand would shift to the opposite peak of the neighboring site. Nevertheless, any potential additional capacity needs for this turn lane should be evaluated during the rezoning phase.

Given that Metroview Parkway will serve as the only access road to the subject property, adequate measures to improve the road should be considered during rezoning stage to accommodate all trips in and out of the site. Road improvements may include, but are not limited to roadway widening, restriping, and lengthening of the left turn lane.

*Transit*

The Huntington Metrorail Station, located south of Huntington Avenue, is located less than one-quarter mile from the southern portion of the site. The station is served by Fairfax Connector Routes 101, 109, 151, 152, 159, 161, 162, 171, 301, and 310; and by Metrobus Routes 9A and Richmond Highway Express (REX). The Fairfax County Transit Development Plan (TDP) recommends certain enhancements to the transit services in the area. Two additional bus services per hour are planned to be added to the existing services from Huntington to Lorton. The TDP also recommends express transit routes from Huntington to Tysons along Interstate 95/495 taking advantage of the Express Lanes. Redevelopment on the subject property should, to the maximum extent feasible, encourage usage of the existing and planned transit in the area.

*Bicycle and Pedestrian Facilities*

The Fairfax County Bicycle Master Plan shows a planned on-road bicycle lane along Huntington Avenue. Monetary contributions with appropriate reservation of right-of-way should be provided towards implementation of this facility, during the rezoning stage. Safe bicycle access to this should also be provided.

The Countywide Trails Master Plan shows a major paved trail running along Cameron Run. To facilitate pedestrian and bicycle movements, sidewalks and trails should be constructed on the property with connections to the future trail along Cameron Run. Enhanced pedestrian crossings at the intersection of Huntington Avenue at Metroview Parkway and at different pedestrian access points are essential and should be considered at rezoning.

**Schools**

The subject area is within the Cameron Elementary School, Twain Middle School, and Edison High School boundaries. Figure 3 shows the existing school capacity and projected enrollment.

**Figure 3. Existing School Capacity and Projected Enrollment**

School	Capacity 2014 / 2019	Enrollment (9/30/14)	2015-2016 Projected Enrollment	Capacity Balance 2015-2016	Projected Enrollment 2019-20	Capacity Balance 2019-20
Cameron ES	653 / 653	522	558	95	743	-90
Twain MS	1,016 / 1,016	930	959	57	1,069	-53
Edison HS	2,101 / 2,101	1,905	1,907	194	2,063	38

*Capacities based on 2016-20 Capital Improvement Program (December 2014)*

*Project enrollments based on 2014-15 to 2019-20 Six-Year Projections (April 2014)*

The chart represents a snapshot in time for student enrollments and school capacity balances. Student enrollment projections are done on a six-year timeframe, currently through school year 2016-2017, and are updated annually. At this time, if development occurs within the next five years, Edison High School is projected to have surplus capacity. Cameron Elementary School and Twain Middle School are projected to have capacity deficits. Beyond the six-year projection horizon, enrollment projections are not available.

A total of 36 students (20 elementary, 6 middle, and 10 high school) is estimated from the residential units proposed in this option. This proposed option would further exacerbate the

projected capacity deficits at Cameron Elementary School and Twain Middle School. In addition, other nearby schools have, or are projected to have, capacity deficits. Fairfax County Public Schools (FCPS) is currently holding Region 3 facilities meetings for the community to learn more about the process used to determine student enrollment projections, school building renovation needs, programming at schools, and possible solutions to facility needs of certain schools. The Edison Pyramid is a part of this process.

During the rezoning process, FCPS looks to the developer and support from the county to help provide needed school capacity. While proffers typically include monetary contributions, other "in-kind" contributions may be appropriate to mitigate the impacts of development on the school system. Examples of "in-kind" contributions include land dedication; opportunities for shared space in private buildings for activities such as community use, adult education, or after school or county programs such as head start or student child care (SACC) programs; or other alternative arrangements that provide FCPS with additional resources to accommodate its growing student population.

### **Parks and Recreation**

The Mount Vernon Planning District is predominately an older residential development, much from the 1970s, with higher density around the primary commercial corridor (Richmond Highway) and the Huntington Metrorail Station. A range of park types exists in the planning district, including special uses, historic sites, district- and local-serving recreational facilities, and stream valleys. Facilities include two RECenters, rectangle and diamond ball fields, tennis and multi-use courts, sand volleyball courts, garden plots, dog parks, playgrounds, trails and picnic facilities. Most of these parks are not close to the Huntington area of the district.

Existing nearby parks (Huntington, Mount Eagle, Jefferson Manor, Farrington) meet only a portion of the demand for parkland generated by residential development in the service area of the proposed Plan Amendment. In addition to parkland, the recreational facilities in greatest need in the Mount Vernon Planning District include basketball and other sports courts, rectangle fields, playgrounds, and trails. Huntington Park is planned for redevelopment to a levee that will further reduce park space in the Huntington area.

The proposed amendment would result in a potential increase in residents within the Mount Vernon Planning District. The additional residents would need access to park and recreation facilities on site or nearby as well as safe and convenient pedestrian access to future amenities planned for the center of the transit station area to the south. The integration of urban parks (pocket parks, plazas) in the overall development design would provide onsite recreation resources, enhance the desirability of new development, and contribute to a sense of place. Utilization of the Urban Park Framework as recommended in Appendix 2 of the Parks and Recreation Element of the Policy Plan to guide quantity and quality of urban park spaces is encouraged.

### *Cultural and Heritage Resources*

The subject property has a moderate to high potential to contain significant archaeological sites. As described in the current Plan guidance, a field survey should precede any ground disturbance. The parcel would need to undergo a Phase I archaeological survey; if significant sites are found,



a Phase II archaeological testing should be undertaken in order to determine eligibility for inclusion onto the National Register of Historic Places. If sites are found eligible, they should be avoided or Phase III archaeological data recovery is recommended.

## **Environment**

### *Resource Protection Areas and Environmental Quality Corridors*

A significant portion of Parcel 42 is currently mapped as Resource Protection Area (RPA) along Cameron Run and a small, unnamed tributary that enters Cameron Run at the northeast corner of the property. This area would also be considered to be an Environmental Quality Corridor (EQC). Delineation of the RPA for both Cameron Run and the nearby unnamed tributary would need to be completed during the rezoning process.

The EQC Policy within the Environment Element of the Policy Plan establishes a number of benefits associated with the preservation of streams and riparian buffer areas, and states that disturbances to EQCs should only be considered in extraordinary circumstances. The EQC Policy also notes, that under circumstances where there may be a loss of an area of EQC, that the resulting mitigation/compensation measures are provided that will result in a clear and substantial net environmental benefit.

### *Noise*

A noise study is recommended at the time of rezoning evaluation in order to determine the combined impacts of noise from the existing Metrorail guideway as well as surrounding roadways, such as Interstate 95/495. This study should include information regarding the existing and projected impacts for ground level and upper level noise as well as any measures that might be required in order to sufficiently mitigate both interior noise for individual residential units and impacts to outdoor activity areas. As recommended by Objective 4 of the Environment element of the Policy Plan, residential development should not occur in areas with a projected noise level above 75 decibel Day-Night Loudness (dBA DNL). Additionally, residential development in areas with noise levels between 65 and 75 dBA DNL will require structural mitigation, and interior noise within residential units should be reduced to 45 dBA DNL or lower. Finally, noise in outdoor activity areas should not exceed 65 dBA DNL.

### *Green Building*

The Policy Plan provides guidance on the application of energy conservation, water conservation and other green building practices in the design and construction of redevelopment projects. Under this green building policy, development on the subject property as proposed by this Plan amendment would be expected to incorporate green building practices sufficient to attain certification through the LEED-NC (Leadership in Energy and Environmental Design – New Construction) or LEED-CS (Core & Shell) program or an equivalent program specifically incorporating multiple green building concepts, due to the subject property's location within a TSA.

## **CONCLUSION**

Staff supports adding an option for residential use on the subject property if it is in a pattern that creates appropriate tapering of building height to the adjacent Huntington neighborhood. Retention of the existing Comprehensive Plan height guidance, which is implemented to the

south (Midtown Alexandria Station Condos and Huntington Station Townhouses) is recommended. Additionally, utilizing the Comprehensive Plan opportunity for a taller building in the western portion of the subject property may reduce building footprint size, thereby diminishing or avoiding development within the RPA and EQC.

Staff proposes a Comprehensive Plan option for the subject property that would support residential use at the proposed density in addition to the current Plan recommendation for office use. Guidance for this Plan option would address building height, site design and mitigation of adverse environmental impacts.

## **RECOMMENDATION**

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

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-20-2015; MV-1 Huntington Community Planning Sector, Transit Development Area Conditions and Recommendations, page 101:

“North of the Huntington Station Shopping Center is a block of older duplex houses that are directly across from the station facilities. Redevelopment in Jefferson Manor is not recommended outside of Land Unit L (see Figure 23) to limit the impact upon the Jefferson Manor neighborhood and nearby subdivisions. To the west of the WMATA property is the 19-acre Huntington Club Condominiums. Due to its location immediately adjacent to the Huntington Metrorail Station, this site presents an opportunity for redevelopment. West of the Huntington Club Condominiums, Fort Lyon Heights is a stable residential neighborhood which serves as a boundary to the Transit Development Area. On the north side of Huntington Avenue, across from the station, is an area of ~~largely~~ 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 the west.”

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-20-2015; MV-1 Huntington Community Planning Sector, Transit Development Area Conditions and Recommendations, pages 103-107:

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

- ~~1,670,000~~ 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 gross square feet of retail space;
- ~~3,102~~ 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, an additional 50,000 to 85,000 gross square feet of retail and office space.”

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-20-2015; MV-1 Huntington Community Planning Sector, Land Use Recommendations, Land Units C and D, pages 115-116:

**“Land Units C and D**

~~Land Unit C is located on the north side of Huntington Avenue across from the Metro station parking lot, there are approximately 14 acres which are currently being used for interim parking by Metro.~~ Land Unit D is a four-acre strip that is planned for public facility use and serves as the right-of-way for the Metrorail guideway which passes over Huntington Avenue and Cameron Run. Any development on Land Units C and D should be coordinated and access to development ~~on these lots~~ should be designed to conform with General Development Criterion #9 since ~~this site is~~ these land units are located across the street from the Huntington Avenue entrance to the Metro station.

~~On these parcels, a maximum of 400,000 gross square feet of office space including a service retail component is recommended. This use will provide screening for the residences to the east from Metrorail's elevated tracks to the west, and would also serve as a transitional use from the industrial area on the west.~~

~~Any nonresidential development affecting Land Units C and D should satisfy all applicable general development criteria and address each of the following site specific conditions:~~

- ~~• To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 25. A maximum height of 90 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 50 feet along the eastern edge of the site to be compatible with the~~



- ~~existing residential development and to minimize the impact upon the adjacent neighborhood conservation area.~~
- ~~• Provide appropriate developer contributions for highway improvements and amenities which would offset the additional impacts generated by the development.~~
- ~~• Coordinate and integrate development to the greatest extent possible to address and provide adequate internal circulation, effective buffering as shown on Figure 26 for the adjacent neighborhood conservation area and mitigation of the environmental impacts associated with existing soils conditions and stormwater impacts on Cameron Run.~~
- ~~• Development affecting Land Units C and D should provide adequate measures to mitigate against undue environmental impact. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations, such as the Chesapeake Bay Act.~~
- ~~• This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.~~
- ~~• No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.~~

~~The southern portion of Land Units C and D is planned for and developed with residential use up to a maximum of 450 dwelling units in a mix of townhouse units and high-rise multifamily units, is appropriate for the southern portion of Land Units C and D, provided that all the applicable general development criteria are met, except that in lieu of criterion #6, affordable housing should be provided in accordance with the county's Affordable Dwelling Unit Ordinance. In addition, residential~~As an option, residential use up to a maximum of 450 dwelling units in a mix of townhouse units and high-rise multifamily units, is appropriate for the southern portion of Land Units C and D, provided that all the applicable general development criteria are met, except that in lieu of criterion #6, affordable housing should be provided in accordance with the county's Affordable Dwelling Unit Ordinance. In addition, residential~~This development was subject to~~should also satisfy the following site-specific conditions:

- In lieu of criterion #6, affordable housing should be provided in accordance with the county's Affordable Dwelling Unit Ordinance.
- In order to foster high quality development, any residential development proposed under this option should satisfy the criteria required to merit the high end of the density range as stated in Appendix 9 of the Land Use section of the Policy Plan.
- Taper building heights by placing the townhouse portion of the development with maximum heights of 40' on the eastern portion of the Land Unit and building heights up to a maximum height of 150 feet for the high-rise residential on the western portion of the land units nearest the Metrorail guideway to reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area.
- Development should be coordinated and integrated~~Coordinate and integrate development~~ to the greatest extent possible to address and provide adequate internal circulation and effective buffering as shown on Figure 26, for the adjacent neighborhood conservation area.
- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that

borders the western edge of the land unit.

- ~~Provide adequate~~ Adequate measures should be provided to mitigate undue environmental impacts. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as other applicable guidelines and regulations such as the Chesapeake Bay Act.
- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.

The northern portion of Land Units C and D is planned for a maximum of 200,000 gross square feet of office space including a service retail component. This use will provide screening for the residences to the east from Metrorail's elevated tracks to the west. Development should satisfy all applicable general development criteria and address each of the following site-specific conditions:

- To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 25. A maximum height of 90 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 50 feet along the eastern edge of the site to be compatible with the existing residential development and to minimize the impact upon the adjacent neighborhood conservation area.
- Provide appropriate developer contributions for highway improvements and amenities which would offset the additional impacts generated by the development.
- Development should be coordinated and integrated to the greatest extent possible to address and provide adequate internal circulation, effective buffering as shown on Figure 26 for the adjacent neighborhood conservation area and mitigation of the environmental impacts associated with existing soils conditions and stormwater impacts on Cameron Run.
- Development affecting Land Units C and D should provide adequate measures to mitigate adverse environmental impacts. Floodplain, wetland and other environmentally-sensitive areas should be considered within the context of Policy Plan guidance regarding EQCs, as well as other applicable guidelines and requirements, such as the Chesapeake Bay Preservation Ordinance.
- Development affecting the subject property offers a unique opportunity to benefit from its adjacency to Cameron Run. Site design should seek to provide features that allow future residents to interact with the Cameron Run environment. Facilities, which could include nature observation points or interpretation features, should be sensitively designed to integrate with the delicate ecology of the site.
- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.

- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.

As an option, residential use up to a maximum of approximately 360 dwelling units may be appropriate for the northern portion of Land Units C and D, provided that all the applicable general development criteria are met. In addition, residential development should also satisfy the following site-specific conditions:

- In order to foster high quality development, any residential development proposed under this option should satisfy the criteria required to merit the high end of the density range as stated in Appendix 9 of the Land Use section of the Policy Plan.
- To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 25. A maximum height of 150 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 50 feet along the eastern edge of the site to be generally consistent with the existing residential development to the south, minimizing the impact upon the adjacent neighborhood conservation area to the east.
- Development should be coordinated and integrated to the greatest extent possible to address and provide adequate internal circulation and effective buffering as shown on Figure 26 for the adjacent neighborhood conservation area.
- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.
- Adequate measures should be provided to mitigate adverse environmental impacts. Floodplain, wetland and other environmentally-sensitive areas should be considered within the context of Policy Plan guidance regarding EQCs, as well as other applicable guidelines and requirements, such as the Chesapeake Bay Preservation Ordinance.
- Development affecting the subject property offers a unique opportunity to benefit from its adjacency to Cameron Run. Site design should seek to provide features that allow future residents to interact with the Cameron Run environment. Facilities, which could include nature observation points or interpretation features, should be sensitively designed to integrate with the delicate ecology of the site.
- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.”

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-20-2015; MV-1 Huntington Community Planning Sector, Land Use Recommendations, Land Units G, H, H and K, page 119:

**“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.”

...

**COMPREHENSIVE LAND USE PLAN MAP:**

The Comprehensive Land Use Plan Map will not change.

**TRANSPORTATION PLAN MAP:**

The Transportation Plan Map will not change.

## **ATTACHMENT I**

### **ADOPTED COMPREHENSIVE PLAN TEXT**

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, Amended through 10-20-2015, MV-1 Huntington Community Planning Sector, pages 100-107:

#### **“TRANSIT DEVELOPMENT AREA CONDITIONS AND RECOMMENDATIONS**

An area determined to be appropriate for higher intensity, mixed-use development within the Huntington Transit Station Area is identified as the "Transit Development Area." As illustrated in Figure 22, the Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment. The concentration of development in the Transit Development Area recognizes the well-founded criterion that the greatest impact of a mass transportation facility occurs in areas within a 5 to 7 minute walk of the station. Development within this convenient walking distance would generate a substantial number of walk-on Metrorail riders, while development beyond this distance would generate less ridership and more vehicle trips, thereby exacerbating road congestion in the vicinity of the Metro station. In suburban locations such as the Huntington Transit Development Area, mixed-use development with a predominance of residential uses is highly appropriate. The residential component will contribute most of the Metrorail commuters while the nonresidential use will encourage off-peak and reverse ridership, provide a variety of activities and enhance the economics of land development.

The Transit Development Area provides a strong visual and functional focus due to its central location on a topographically prominent site in the Transit Station Area. Development in this area will enhance the character of the community, increase patronage for existing local business, and lead to reinvestment in the surrounding neighborhoods. The area will become a place where county residents can live, work and shop without excessive dependence upon the automobile, thus realizing some of the county's key policy objectives.

Special planning and development guidelines for the Transit Development Area ensure that this area effectively serves the multiple activities associated with a major commuter environment. These activities within the Transit Development Area represent a variety of relationships including the pedestrian/vehicular system, spatial organization of land use activities, building height, orientation and massing, and streetscape and pedestrian spaces, as well as design and amenity programs. Successful development of transit stations which integrate new development into the existing fabric of the community is dependent upon implementation of an urban design framework.

As shown on Figure 22, the Huntington Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment within a 5 to 7 minute walk of the station. It includes the Washington Metropolitan Area Transit Authority (WMATA) property (Land Units E and F), the Huntington Club Condominiums (Land Unit I), the Huntington Station Shopping Center and garden apartments (Land Unit L), and an area on the north side of Huntington Avenue (Land Units C, D and G). The recommended land use plan for the Transit Development Area is illustrated on Figure 23.

The 60-acre WMATA property on which the station is built is the most accessible property from the station and has strong potential for development along North Kings Highway. The WMATA property is bounded on the east by the older, stable Huntington neighborhood and by high-rise

residential projects. The Fairhaven neighborhood serves as a boundary to development on the south side of the WMATA property.

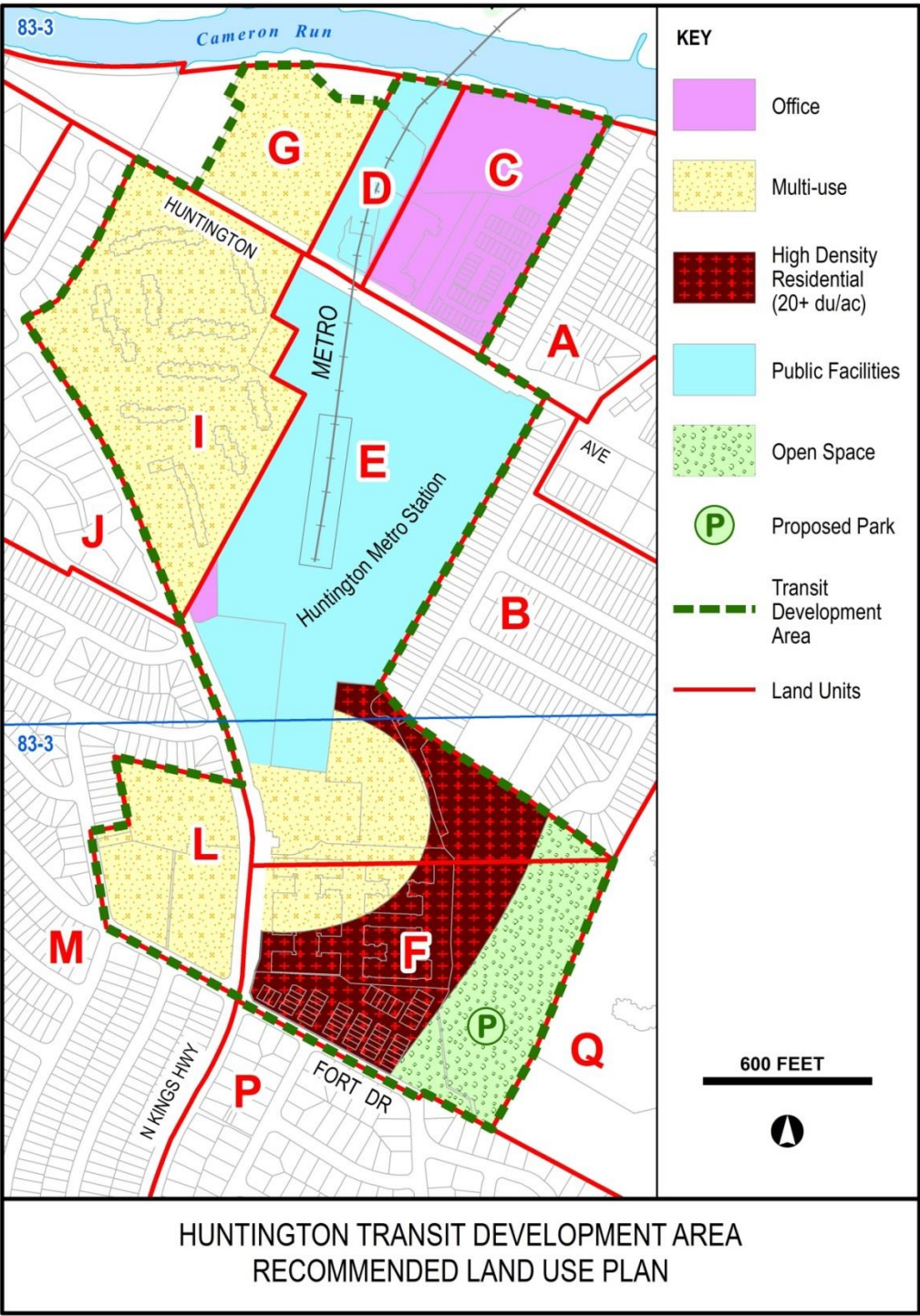
On the west side of North Kings Highway across from the area of potential WMATA development, the Huntington Station Shopping Center has a direct visual and functional link with the WMATA property. Its age, size (five acres) and consolidated ownership make the shopping center a good site for Metro-related development. The entire block in which the shopping center is located is included within the Transit Development Area to facilitate the redevelopment of the shopping center and create a logical limit to new development.

North of the Huntington Station Shopping Center is a block of older duplex houses that are directly across from the station facilities. Redevelopment in Jefferson Manor is not recommended outside of Land Unit L (see Figure 23) to limit the impact upon the Jefferson Manor neighborhood and nearby subdivisions. To the west of the WMATA property is the 19-acre Huntington Club Condominiums. Due to its location immediately adjacent to the Huntington Metrorail Station, this site presents an opportunity for redevelopment. West of the Huntington Club Condominiums, Fort Lyon Heights is a stable residential neighborhood which serves as a boundary to the Transit Development Area. On the north side of Huntington Avenue, across from the station, is an area of largely undeveloped land which is appropriate for Metro-related development. Land Units C, D and G are within a five minute walk of the station and are bounded by the Huntington community on the east, Cameron Run on the north, and an office building on the west.

Base and maximum levels of development have been identified for the Transit Development Area. The base level of development is that which represents what is permitted by current zoning as a matter of right. Development within the base level may not be subject to the conditions listed in this Plan, nor may additional development regulations or incentives be applicable.

Development in the Transit Development Area may exceed the base level up to the indicated maximum level if the conditions of the Plan are met, including satisfaction of the development criteria listed below which apply to all sites in the Transit Development Area:





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

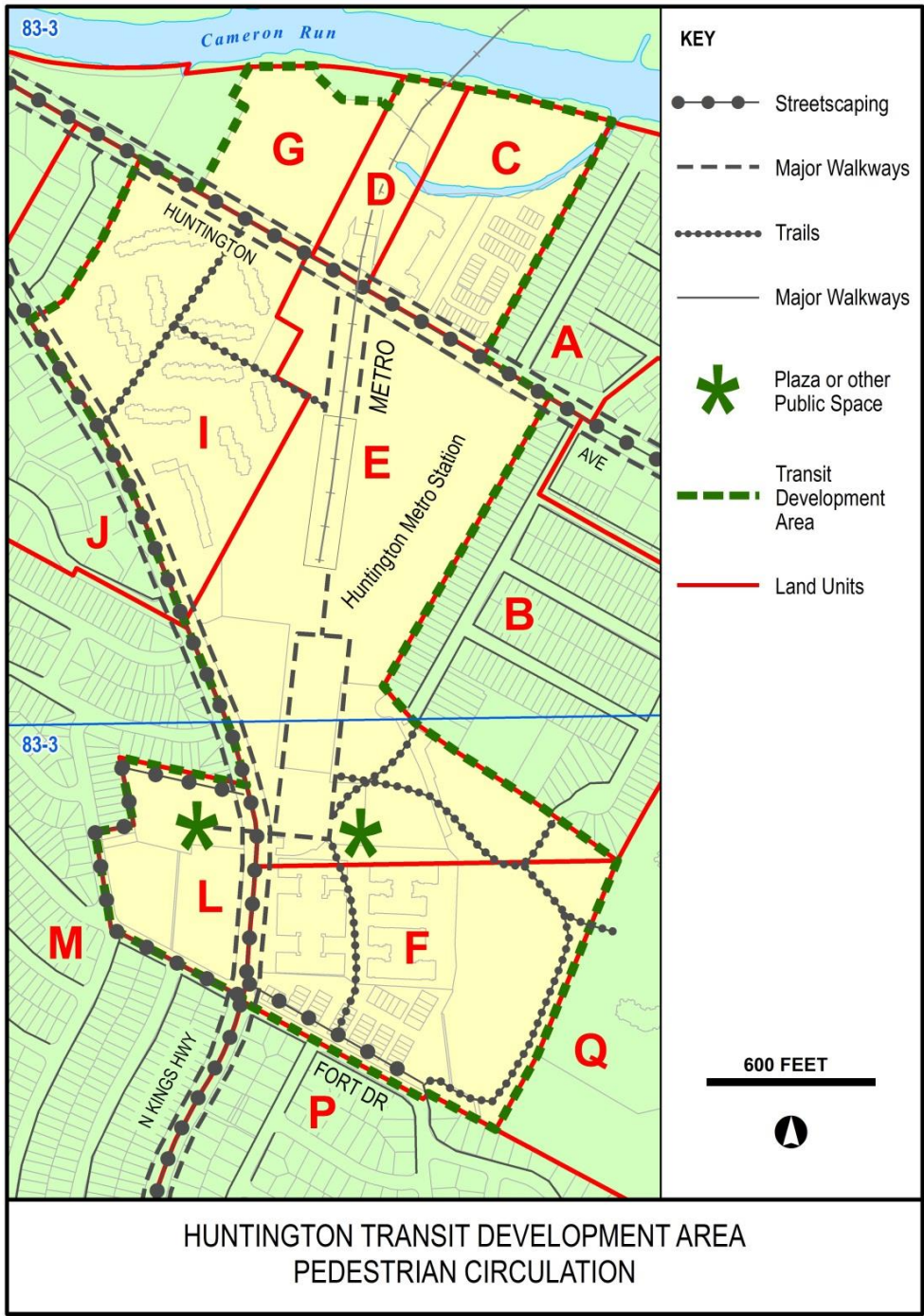
1. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 24, 25 and 26.
2. Proffer of a development plan that provides high quality site design, streetscaping, urban design and development amenities.
3. Provision of off-site public road improvements, or funding of such improvements, associated with the development traffic impact and/or a commitment to reduce development traffic through transportation systems management strategies, especially those which encourage the use of transit.
4. Compatibility in style, scale, and materials with the adjacent development and the surrounding community.
5. Provision of energy conservation features that will benefit future residents of the development.
6. In areas planned for residential development, provision of moderately-priced housing that will serve the needs of the county's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.
7. Land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.
8. The provision of structured parking (above or below grade). If surface parking is permitted it should be screened at the street level.
9. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.
10. Identification and preservation of significant heritage resources.

In addition to these ten general development criteria, development must also respond to site-specific conditions. These conditions are listed in the following sections for the individual sites composing the Transit Development Area. The maximum level of development for the Transit Development Area is an interpretation of the aggregate development potential for the Transit Development Area. Refer to specific land units for guidance on the recommended square feet of development, number of dwelling units, and other conditions. For the maximum level of development, the following must be met:

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

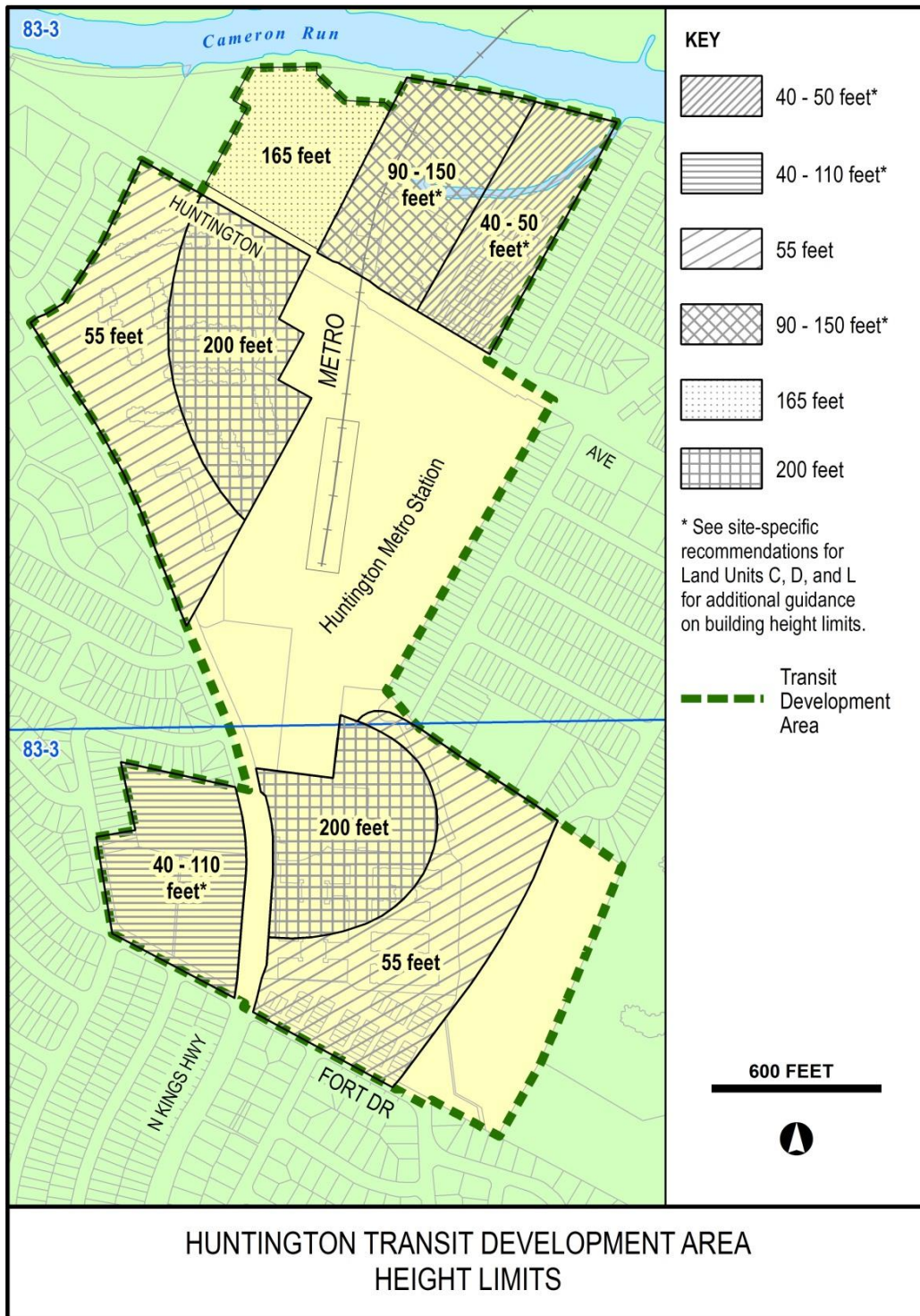
The maximum level of development for the Transit Development Area is the following:

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



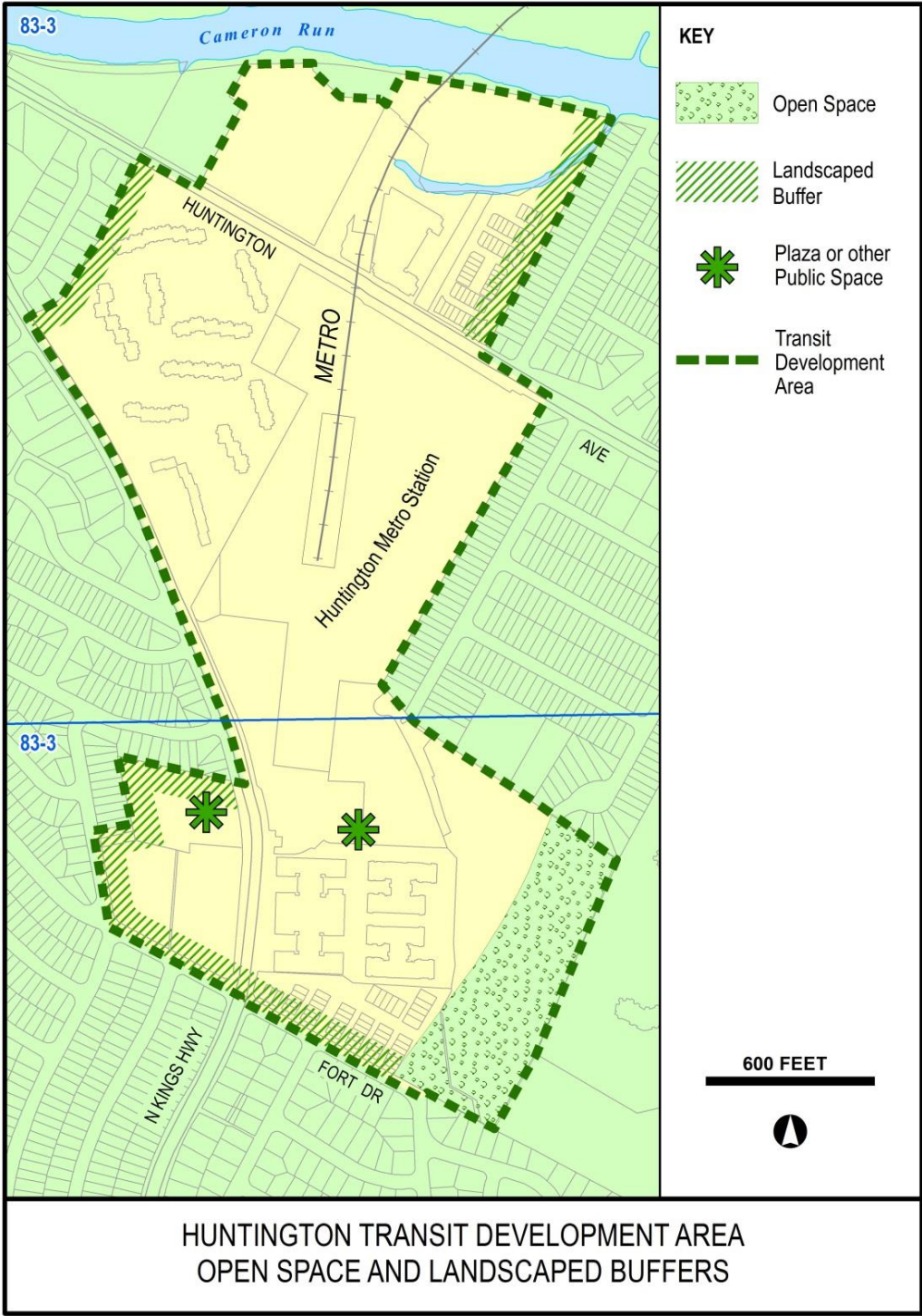
**HUNTINGTON TRANSIT DEVELOPMENT AREA  
PEDESTRIAN CIRCULATION** **FIGURE 24**





**HUNTINGTON TRANSIT DEVELOPMENT AREA  
HEIGHT LIMITS**

**FIGURE 25**



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

**FIGURE 26**

- Up to 120,000 square feet of office space may be converted to hotel use in Land Unit I;
- 105,000 gross square feet of retail space
- 3,102 dwelling units;
- 200-room hotel with conference facilities or an additional 250 dwelling units on Land Unit E; and
- In Land Unit L, an additional 50,000 to 85,000 gross square feet of retail and office space.”



## **ATTACHMENT II**

### **ADOPTED COMPREHENSIVE PLAN TEXT**

Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Amended through 4-29-2014, Land Use -- Appendix, pages 24-31:

#### **"APPENDIX 9**

#### **RESIDENTIAL DEVELOPMENT CRITERIA**

Fairfax County expects new residential development to enhance the community by: fitting into the fabric of the neighborhood, respecting the environment, addressing transportation impacts, addressing impacts on other public facilities, being responsive to our historic heritage, contributing to the provision of affordable housing and, being responsive to the unique site specific considerations of the property. To that end, the following criteria are to be used in evaluating zoning requests for new residential development. The resolution of issues identified during the evaluation of a specific development proposal is critical if the proposal is to receive favorable consideration.

Where the Plan recommends a possible increase in density above the existing zoning of the property, achievement of the requested density will be based, in substantial part, on whether development related issues are satisfactorily addressed as determined by application of these development criteria. Most, if not all, of the criteria will be applicable in every application; however, due to the differing nature of specific development proposals and their impacts, the development criteria need not be equally weighted. If there are extraordinary circumstances, a single criterion or several criteria may be overriding in evaluating the merits of a particular proposal. Use of these criteria as an evaluation tool is not intended to be limiting in regard to review of the application with respect to other guidance found in the Plan or other aspects that the applicant incorporates into the development proposal. Applicants are encouraged to submit the best possible development proposals. In applying the Residential Development Criteria to specific projects and in determining whether a criterion has been satisfied, factors such as the following may be considered:

- the size of the project
- site specific issues that affect the applicant's ability to address in a meaningful way relevant development issues
- whether the proposal is advancing the guidance found in the area plans or other planning and policy goals (e.g. revitalization).

When there has been an identified need or problem, credit toward satisfying the criteria will be awarded based upon whether proposed commitments by the applicant will significantly advance problem resolution. In all cases, the responsibility for demonstrating satisfaction of the criteria rests with the applicant.

#### **1. Site Design:**

All rezoning applications for residential development should be characterized by high quality site design. Rezoning proposals for residential development, regardless of the proposed density, will be evaluated based upon the following principles, although not all of the principles may be applicable for all developments.

- a) *Consolidation:* Developments should provide parcel consolidation in conformance with any site specific text and applicable policy recommendations of the Comprehensive Plan. Should the Plan text not specifically address consolidation, the nature and extent of any proposed parcel consolidation should further the integration of the development with adjacent parcels. In any event, the proposed consolidation should not preclude nearby properties from developing as recommended by the Plan.
- b) *Layout:* The layout should:
  - provide logical, functional and appropriate relationships among the various parts (e. g. dwelling units, yards, streets, open space, stormwater management facilities, existing vegetation, noise mitigation measures, sidewalks and fences);
  - provide dwelling units that are oriented appropriately to adjacent streets and homes;
  - include usable yard areas within the individual lots that accommodate the future construction of decks, sunrooms, porches, and/or accessory structures in the layout of the lots, and that provide space for landscaping to thrive and for maintenance activities;
  - provide logical and appropriate relationships among the proposed lots including the relationships of yards, the orientation of the dwelling units, and the use of pipestem lots;
  - provide convenient access to transit facilities;
  - Identify all existing utilities and make every effort to identify all proposed utilities and stormwater management outfall areas; encourage utility collocation where feasible.
- c) *Open Space:* Developments should provide usable, accessible, and well-integrated open space. This principle is applicable to all projects where open space is required by the Zoning Ordinance and should be considered, where appropriate, in other circumstances.
- d) *Landscaping:* Developments should provide appropriate landscaping: for example, in parking lots, in open space areas, along streets, in and around stormwater management facilities, and on individual lots.
- e) *Amenities:* Developments should provide amenities such as benches, gazebos, recreational amenities, play areas for children, walls and fences, special paving treatments, street furniture, and lighting.

## 2. Neighborhood Context:

All rezoning applications for residential development, regardless of the proposed density, should be designed to fit into the community within which the development is to be located. Developments should fit into the fabric of their adjacent neighborhoods, as evidenced by an evaluation of:

- transitions to abutting and adjacent uses;
- lot sizes, particularly along the periphery;
- bulk/mass of the proposed dwelling units;
- setbacks (front, side and rear);
- orientation of the proposed dwelling units to adjacent streets and homes;
- architectural elevations and materials;

- pedestrian, bicycle and vehicular connections to off-site trails, roadways, transit facilities and land uses;
- existing topography and vegetative cover and proposed changes to them as a result of clearing and grading.

It is not expected that developments will be identical to their neighbors, but that the development fit into the fabric of the community. In evaluating this criterion, the individual circumstances of the property will be considered: such as, the nature of existing and planned development surrounding and/or adjacent to the property; whether the property provides a transition between different uses or densities; whether access to an infill development is through an existing neighborhood; or, whether the property is within an area that is planned for redevelopment.

### **3. Environment:**

All rezoning applications for residential development should respect the environment. Rezoning proposals for residential development, regardless of the proposed density, should be consistent with the policies and objectives of the environmental element of the Policy Plan, and will also be evaluated on the following principles, where applicable.

- a) *Preservation:* Developments should conserve natural environmental resources by protecting, enhancing, and/or restoring the habitat value and pollution reduction potential of floodplains, stream valleys, EQCs, RPAs, woodlands, wetlands and other environmentally sensitive areas.
- b) *Slopes and Soils:* The design of developments should take existing topographic conditions and soil characteristics into consideration.
- c) *Water Quality:* Developments should minimize off-site impacts on water quality by commitments to state of the art best management practices for stormwater management and better site design and low impact development (LID) techniques.
- d) *Drainage:* The volume and velocity of stormwater runoff from new development should be managed in order to avoid impacts on downstream properties. Where drainage is a particular concern, the applicant should demonstrate that off-site drainage impacts will be mitigated and that stormwater management facilities are designed and sized appropriately. Adequate drainage outfall should be verified, and the location of drainage outfall (onsite or offsite) should be shown on development plans.
- e) *Noise:* Developments should protect future and current residents and others from the adverse impacts of transportation generated noise.
- f) *Lighting:* Developments should commit to exterior lighting fixtures that minimize neighborhood glare and impacts to the night sky.
- g) *Energy:* Developments should use site design techniques such as solar orientation and landscaping to achieve energy savings, and should be designed to encourage and facilitate walking and bicycling. Energy efficiency measures should be incorporated into building design and construction.

#### **4. Tree Preservation and Tree Cover Requirements:**

All rezoning applications for residential development, regardless of the proposed density, should be designed to take advantage of the existing quality tree cover. If quality tree cover exists on site as determined by the county, it is highly desirable that developments meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable. Proposed utilities, including stormwater management and outfall facilities and sanitary sewer lines, should be located to avoid conflicts with tree preservation and planting areas. Air quality-sensitive tree preservation and planting efforts (see Objective 1, Policy c in the Environment section of this document) are also encouraged.

#### **5. Transportation:**

All rezoning applications for residential development should implement measures to address planned transportation improvements. Applicants should offset their impacts to the transportation network. Accepted techniques should be utilized for analysis of the development's impact on the network. Residential development considered under these criteria will range widely in density and, therefore, will result in differing impacts to the transportation network. Some criteria will have universal applicability while others will apply only under specific circumstances. Regardless of the proposed density, applications will be evaluated based upon the following principles, although not all of the principles may be applicable.

a) *Transportation Improvements:* Residential development should provide safe and adequate access to the road network, maintain the ability of local streets to safely accommodate traffic, and offset the impact of additional traffic through commitments to the following:

- Capacity enhancements to nearby arterial and collector streets;
- Street design features that improve safety and mobility for non-motorized forms of transportation;
- Signals and other traffic control measures;
- Development phasing to coincide with identified transportation improvements;
- Right-of-way dedication;
- Construction of other improvements beyond ordinance requirements;
- Monetary contributions for improvements in the vicinity of the development.

b) *Transit/Transportation Management:* Mass transit usage and other transportation measures to reduce vehicular trips should be encouraged by:

- Provision of bus shelters;
- Implementation and/or participation in a shuttle bus service;
- Participation in programs designed to reduce vehicular trips;
- Incorporation of transit facilities within the development and integration of transit with adjacent areas;
- Provision of trails and facilities that increase safety and mobility for non-motorized travel.

c) *Interconnection of the Street Network:* Vehicular connections between neighborhoods should be provided, as follows:

- Local streets within the development should be connected with adjacent local streets to improve neighborhood circulation;
  - When appropriate, existing stub streets should be connected to adjoining parcels. If street connections are dedicated but not constructed with development, they should be identified with signage that indicates the street is to be extended;
  - Streets should be designed and constructed to accommodate safe and convenient usage by buses and non-motorized forms of transportation;
  - Traffic calming measures should be implemented where needed to discourage cut-through traffic, increase safety and reduce vehicular speed;
  - The number and length of long, single-ended roadways should be minimized;
  - Sufficient access for public safety vehicles should be ensured.
- d) *Streets:* Public streets are preferred. If private streets are proposed in single-family detached developments, the applicant shall demonstrate the benefits for such streets. Applicants should make appropriate design and construction commitments for all private streets so as to minimize maintenance costs which may accrue to future property owners. Furthermore, convenience and safety issues such as parking on private streets should be considered during the review process.
- e) *Non-motorized Facilities:* Non-motorized facilities, such as those listed below, should be provided:
- Connections to transit facilities;
  - Connections between adjoining neighborhoods;
  - Connections to existing non-motorized facilities;
  - Connections to off-site retail/commercial uses, public/community facilities, and natural and recreational areas;
  - An internal non-motorized facility network with pedestrian and natural amenities, particularly those included in the Comprehensive Plan;
  - Offsite non-motorized facilities, particularly those included in the Comprehensive Plan;
  - Driveways to residences should be of adequate length to accommodate passenger vehicles without blocking walkways;
  - Construction of non-motorized facilities on both sides of the street is preferred. If construction on a single side of the street is proposed, the applicant shall demonstrate the public benefit of a limited facility.
- f) *Alternative Street Designs:* Under specific design conditions for individual sites or where existing features such as trees, topography, etc. are important elements, modifications to the public street standards may be considered.

## **6. Public Facilities:**

Residential development impacts public facility systems (i.e., schools, parks, libraries, police, fire and rescue, stormwater management and other publicly owned community facilities). These impacts will be identified and evaluated during the development review process. For schools, a methodology approved by the Board of Supervisors, after input and recommendation by the School Board, will be used as a guideline for determining the impact of additional students generated by the new development.

Given the variety of public facility needs throughout the county, on a case-by-case basis, public facility needs will be evaluated so that local concerns may be addressed.

All rezoning applications for residential development are expected to offset their public facility impact and to first address public facility needs in the vicinity of the proposed development. Impact offset may be accomplished through the dedication of land suitable for the construction of an identified public facility need, the construction of public facilities, the contribution of specified in-kind goods, services or cash earmarked for those uses, and/or monetary contributions to be used toward funding capital improvement projects. Selection of the appropriate offset mechanism should maximize the public benefit of the contribution.

Furthermore, phasing of development may be required to ensure mitigation of impacts.

#### **7. Affordable Housing:**

Ensuring an adequate supply of housing for low and moderate income families, those with special accessibility requirements, and those with other special needs is a goal of the county. Part 8 of Article 2 of the Zoning Ordinance requires the provision of Affordable Dwelling Units (ADUs) in certain circumstances. Criterion #7 is applicable to all rezoning applications and/or portions thereof that are not required to provide any Affordable Dwelling Units, regardless of the planned density range for the site.

- a) *Dedication of Units or Land:* If the applicant elects to fulfill this criterion by providing affordable units that are not otherwise required by the ADU Ordinance: a maximum density of 20% above the upper limit of the Plan range could be achieved if 12.5% of the total number of single-family detached and attached units are provided pursuant to the Affordable Dwelling Unit Program; and, a maximum density of 10% or 20% above the upper limit of the Plan range could be achieved if 6.25% or 12.5%, respectively of the total number of multifamily units are provided to the Affordable Dwelling Unit Program. As an alternative, land, adequate and ready to be developed for an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity as may be approved by the Board.
- b) *Housing Trust Fund Contributions:* Satisfaction of this criterion may also be achieved by a contribution to the Housing Trust Fund or, as may be approved by the Board, a monetary and/or in-kind contribution to another entity whose mission is to provide affordable housing in Fairfax County, equal to 0.5% of the value of all of the units approved on the property except those that result in the provision of ADUs. This contribution shall be payable prior to the issuance of the first building permit. For for-sale projects, the percentage set forth above is based upon the aggregate sales price of all of the units subject to the contribution, as if all of those units were sold at the time of the issuance of the first building permit, and is estimated through comparable sales of similar type units. For rental projects, the amount of the contribution is based upon the total development cost of the portion of the project subject to the contribution for all elements necessary to bring the project to market, including land, financing, soft costs and construction. The sales price or development cost will be determined by the Department of Housing and Community Development, in consultation with the Applicant and the Department of Public Works and Environmental Services. If this criterion is fulfilled by a contribution as set forth in this paragraph, the density bonus permitted in a) above does not apply.

#### **8. Heritage Resources:**

Heritage resources are those sites or structures, including their landscape settings, that exemplify the cultural, architectural, economic, social, political, or historic heritage of the county or its communities. Some of these sites and structures have been 1) listed in, or



determined eligible for listing in, the National Register of Historic Places or the Virginia Landmarks Register; 2) determined to be a contributing structure or site within a district so listed or eligible for listing; 3) located within and considered as a contributing structure within a Fairfax County Historic Overlay District; or 4) listed in, or having a reasonable potential as determined by the county, for meeting the criteria for listing in, the Fairfax County Inventory of Historic Sites.

In reviewing rezoning applications for properties on which known or potential heritage resources are located, some or all of the following shall apply:

- a) Protect heritage resources from deterioration or destruction until they can be documented, evaluated, and/or preserved;
- b) Conduct archaeological, architectural, and/or historical research to determine the presence, extent, and significance of heritage resources;
- c) Submit proposals for archaeological work to the county for review and approval and, unless otherwise agreed, conduct such work in accordance with state standards;
- d) Preserve and rehabilitate heritage resources for continued or adaptive use where feasible;
- e) Submit proposals to change the exterior appearance of, relocate, or demolish historic structures to the Fairfax County Architectural Review Board for review and approval;
- f) Document heritage resources to be demolished or relocated;
- g) Design new structures and site improvements, including clearing and grading, to enhance rather than harm heritage resources;
- h) Establish easements that will assure continued preservation of heritage resources with an appropriate entity such as the county's Open Space and Historic Preservation Easement Program; and
- i) Provide a Fairfax County Historical Marker or Virginia Historical Highway Marker on or near the site of a heritage resource, if recommended and approved by the Fairfax County History Commission.

### **ROLE OF DENSITY RANGES IN AREA PLANS**

Density ranges for property planned for residential development, expressed generally in terms of dwelling units per acre, are recommended in the Area Plans and are shown on the Comprehensive Plan Map. Where the Plan text and map differ, the text governs. In defining the density range:

- the "base level" of the range is defined as the lowest density recommended in the Plan range, i.e., 5 dwelling units per acre in the 5-8 dwelling unit per acre range;
- the "high end" of the range is defined as the base level plus 60% of the density range in a particular Plan category, which in the residential density range of 5-8 dwelling units per acre would be considered as 6.8 dwelling units per acre and above; and,
- the upper limit is defined as the maximum density called for in any Plan range, which, in the 5-8 dwelling unit per acre range would be 8 dwelling units per acre.

- In instances where a range is not specified in the Plan, for example where the Plan calls for residential density up to 30 dwelling units per acre, the density cited in the Plan shall be construed to equate to the upper limit of the Plan range, and the base level shall be the upper limit of the next lower Plan range, in this instance, 20 dwelling units per acre.

## **NONRESIDENTIAL DEVELOPMENT CRITERIA**

While the Comprehensive Plan has no direct equivalent to the residential density range in areas planned for nonresidential or mixed uses, each rezoning application for such uses will be evaluated using pertinent development criteria, as found in the **Residential Development Criteria**, as a basis for such evaluation.

For commercial, industrial and mixed-use projects, fulfillment of Criterion #7 is based upon the provision of a number of units in appropriate residential projects, or land, or a contribution to the Housing Trust Fund sufficient for a number of units, determined in accordance with a formula established by the Board of Supervisors in consultation with the Fairfax County Redevelopment and Housing Authority.”