

RECOMMENDATION

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

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through March 8, 2022, page 21:

MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The majority of the Huntington Community Planning Sector comprises the Huntington Transit Station Area (TSA). The planning sector is generally bounded by the Capital Beltway/Interstate 95/495 (I-95/I-495), Telegraph Road, Furman Lane, South Kings Highway, and Richmond Highway (Route 1) as shown in Figure 8.

The TSA is divided into land units with specific recommendations made for each land unit. The area closest to the Metrorail station, where there is the greatest opportunity for transit-oriented redevelopment, is designated as a Transit Development Area. The boundaries of the Huntington TSA and the Transit Development Area are outlined on the area maps in Figure 8. The Huntington Community Planning Sector also contains portions of the North Gateway and Penn Daw Community Business Centers (CBCs) located on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area, Area IV Plan.

The Huntington Metrorail Station is located south of the City of Alexandria between Huntington Avenue and North Kings Highway (Route 241). The station lies near the center of a developed area which consists primarily of residential uses. Residential development ranges from single-family detached units and duplexes in stable neighborhoods to high-rise apartments and condominiums. There are also clusters of local retail development located at major intersections.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the Huntington TSA as one of several mixed-use centers that are located around the fourteen Metrorail stations in Fairfax County. They are shown as part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for non-automobile dependent development to occur in a manner that is compatible with the existing nearby land uses. As recommended in the Concept, the intention of this designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the viability of existing, nearby land uses.

A Bus Rapid Transit (BRT) system with the potential for nine stations is planned to connect Huntington Metrorail Station to Fort Belvoir. The BRT station in the Huntington area is generally planned in Land Unit E. Details about the BRT system, including a map of the potential station areas (refer to Figure 2), are contained in the Richmond Highway Corridor Area, Area IV Volume of the Comprehensive Plan.

The Transit Development Area is a smaller area within the TSA, and is planned for higher-density, mixed-use development. Most of the redevelopable land is located within a ~~5-to-7 minute~~ 5-to-7 minute walking distance from the Huntington Metrorail Station, which corresponds to the Transit Development Area boundary. New development should be channeled into land units within the Transit Development Area and away from the bordering stable neighborhoods. If new development is allowed to spread throughout the Transit Station Area, the stability of older residential neighborhoods will be threatened and affordable housing close to the Metrorail station may be lost. Traffic congestion would be likely to increase if development is encouraged farther away from the station.

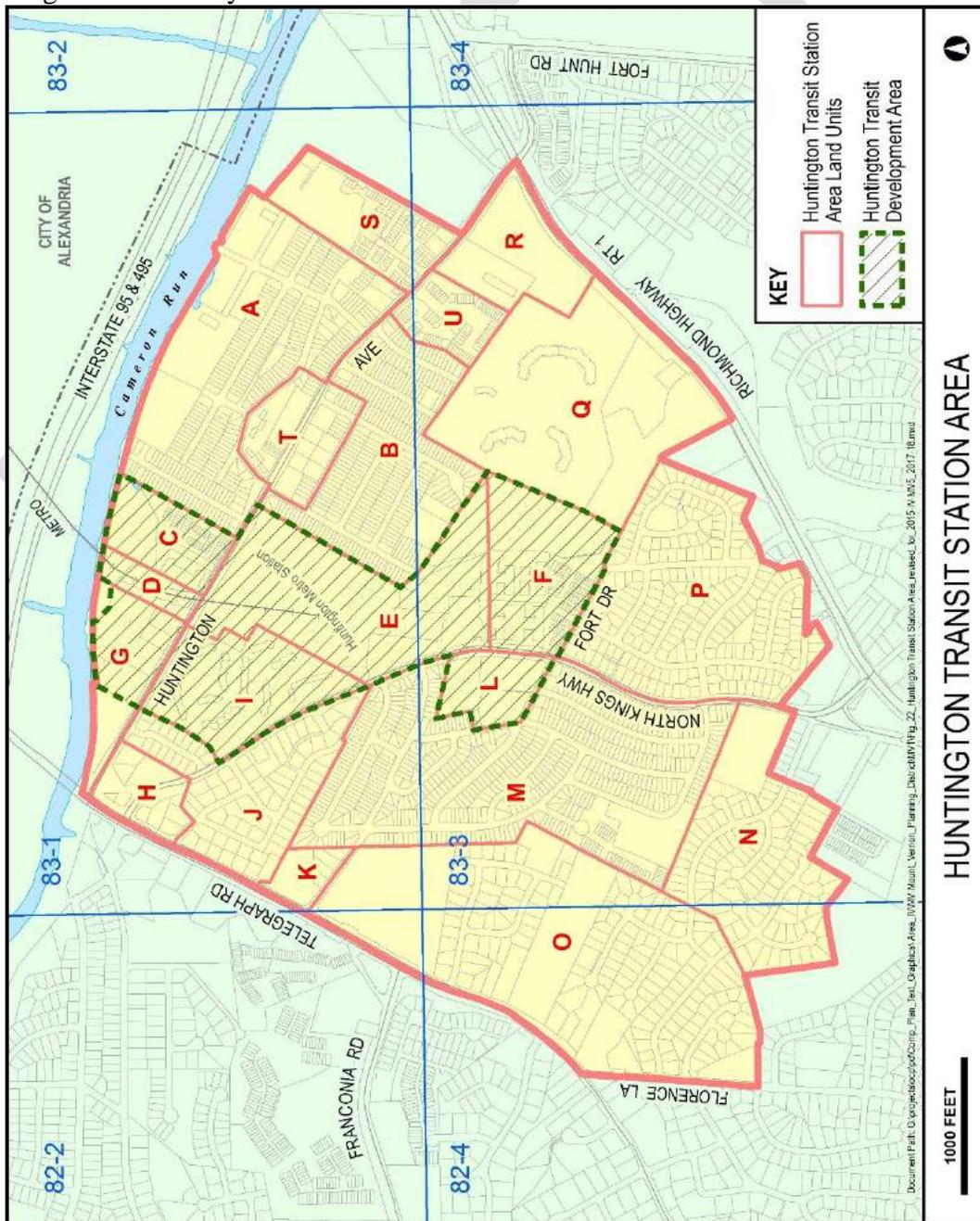


FIGURE 8

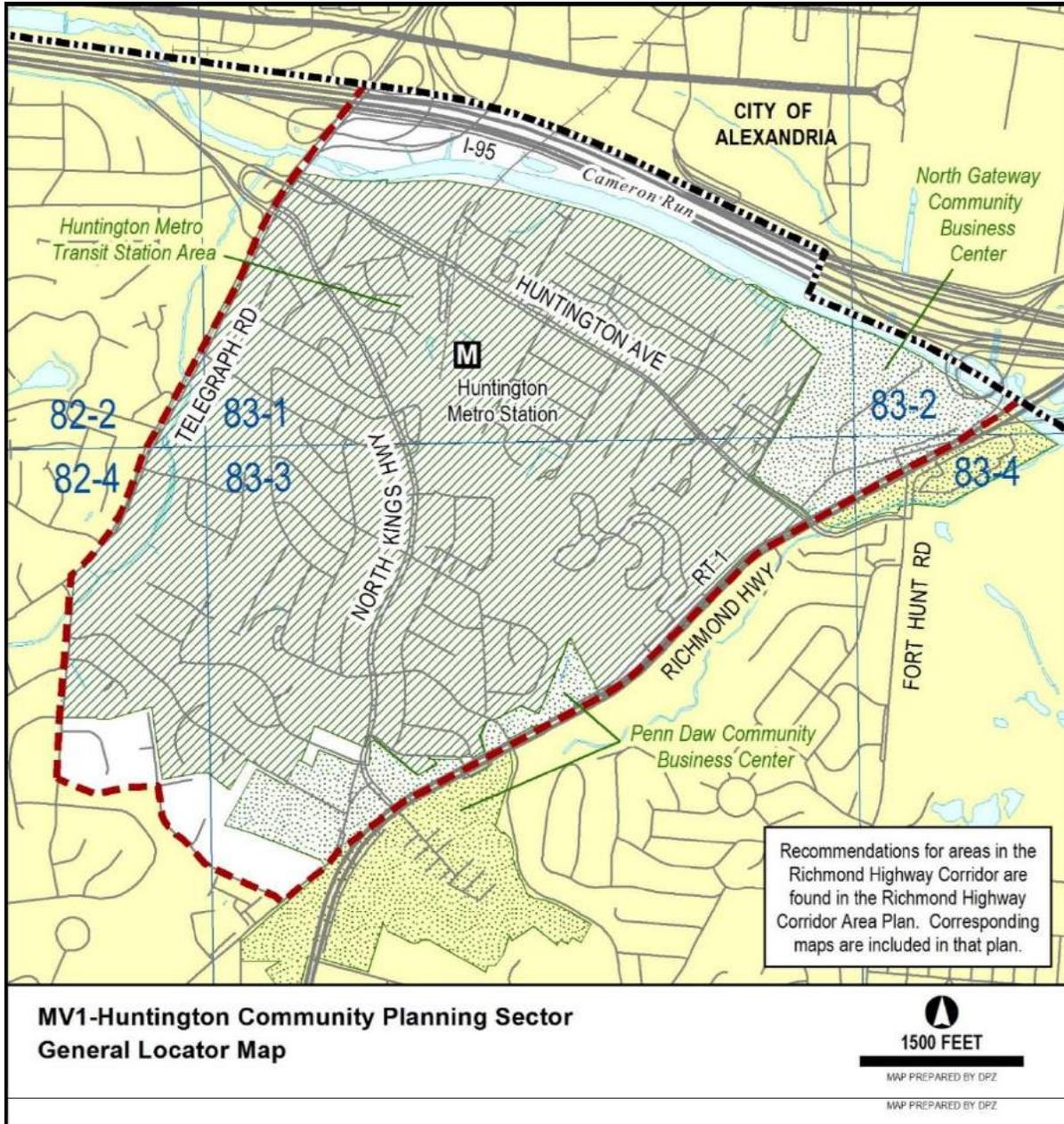


FIGURE 9

RECOMMENDATIONS

Land Use

The purpose of the planning recommendations is to guide and direct development in the Huntington Transit Station Area by recognizing the opportunities and constraints. The area is divided into land units as presented in ~~Figure 9~~Figure 8. The land use recommendations are based upon the concept of concentrating development to a limited area nearest to the Metrorail station and preserving the existing stable neighborhoods around the station.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

The Huntington Sector has areas of stable residential neighborhoods. Infill development within this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

By its distinct character, the Huntington Transit Station Area warrants special development conditions and incentives that may not be applied elsewhere in the county. Implementation strategies may include special transit zoning, urban design guidelines, parking policies and funding mechanisms for roads and other public improvements. For the most part, these conditions and other implementation strategies only come into effect for development at the higher densities and intensities recommended by the Plan.

~~Traffic reduction measures such as ride sharing, transit incentives and other transportation management strategies are applicable to this area. While the county is striving to implement the planned road improvements and encouraging the use of transportation management strategies, the development community must address the concerns of traffic congestion for any new development within the Transit Station Area. This may be addressed by any number of responses, including transportation management, financing for road improvements and/or the deferral of development until adequate road improvements have been implemented.~~ Outside of the Huntington Transit Station Area, existing stable residential neighborhoods should be preserved. Commercial areas existing near the Huntington Transit Station Area should be encouraged to improve.

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 9~~Figure 8, 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~~ 5-to-7 minute walk of the station. Development within this convenient walking distance ~~would~~ could

generate a substantial number of walk-on BRT and Metrorail riders, while development beyond this distance would generate less ridership and more vehicle trips, thereby exacerbating road congestion in the vicinity of the Metrorail station. In locations such as the Huntington Transit Development Area, mixed-use development with a predominance of residential uses is appropriate. The residential component will contribute most of the Metrorail and BRT commuters, while the nonresidential use will encourage off-peak and reverse ridership, provide a variety of activities and enhance the economics of land development.

The 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. 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 9~~ Figure 8, the Huntington Transit Development Area is comprised of several land units. The Transit Development Area includes the ~~original~~ Washington Metropolitan Area Transit Authority (WMATA) property and Metrorail station (Land Unit E and F), overhead Metrorail tracks (Land Unit D), 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 portion of Land Unit F along Fort Drive and North Kings Highway is developed with townhouse and multifamily units. The recommended land use plan for the Transit Development Area is illustrated on Figure 10.

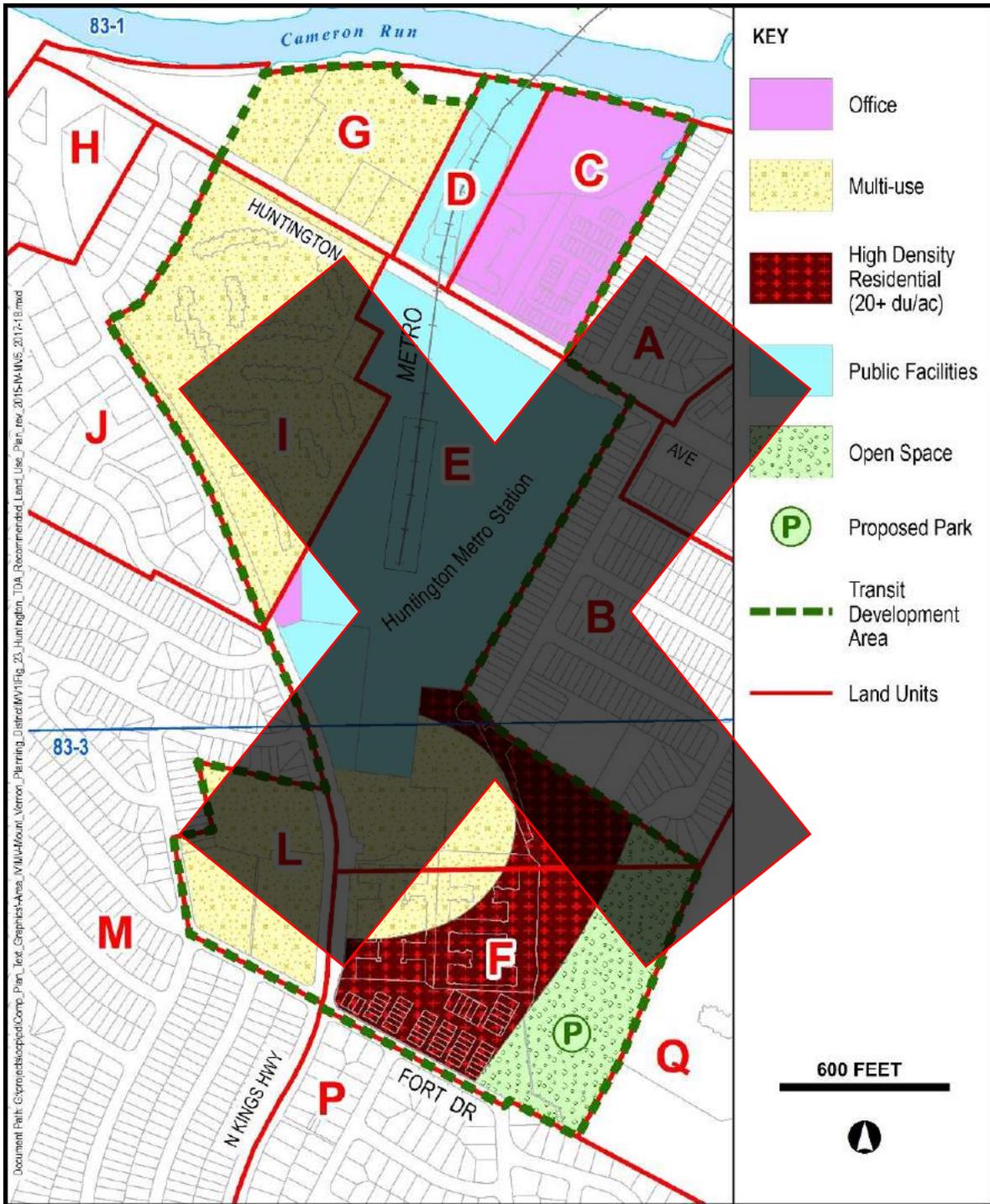
~~The Metrorail station is built on a portion of Land Unit E. The portion of Land Unit F along Fort Drive and Richmond Highway is developed with townhouse and multifamily units. Zoning approval for office and additional residential uses has been granted on the residual portion of Land Unit F located closer to the parking areas.~~ Land Unit E is bounded on the east by the older, stable Huntington neighborhood and Land Unit F is bounded on the east by high-rise residential projects. The Fairhaven neighborhood serves as a boundary to development on the south side of the Land Unit F.

On the west side of North Kings Highway in Land Unit L, the Huntington Station Shopping Center has a direct visual and functional link with the Metrorail Station and potential BRT station. Its age, size (five acres) and consolidated ownership make the shopping center a good site for transit-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 10) 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 and planned BRT station, this site presents an opportunity for redevelopment as described in the Land Unit I guidance. West of the Huntington Club Condominiums, Fort Lyon Heights is a stable residential neighborhood which serves as a boundary to the Transit Development Area. On the north side of Huntington Avenue, across from the station, is an area of partially undeveloped land which is appropriate for transit-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 Telegraph Road to the west.

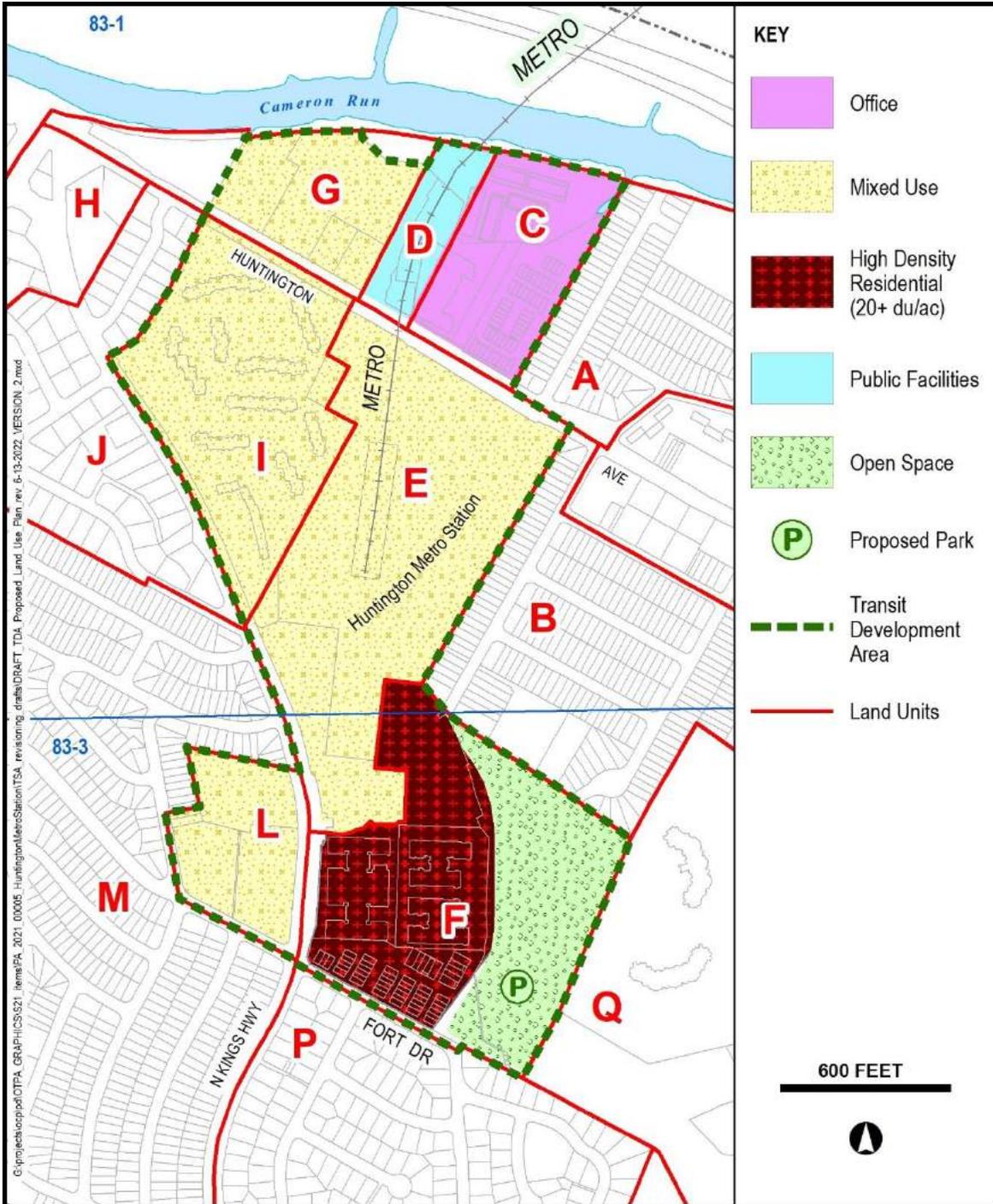
DRAFT



HUNTINGTON TRANSIT DEVELOPMENT AREA
RECOMMENDED LAND USE PLAN

HUNTINGTON TRANSIT DEVELOPMENT AREA
RECOMMENDED LAND USE PLAN (ADOPTED PLAN)

FIGURE 10



HUNTINGTON TRANSIT DEVELOPMENT AREA
RECOMMENDED LAND USE PLAN

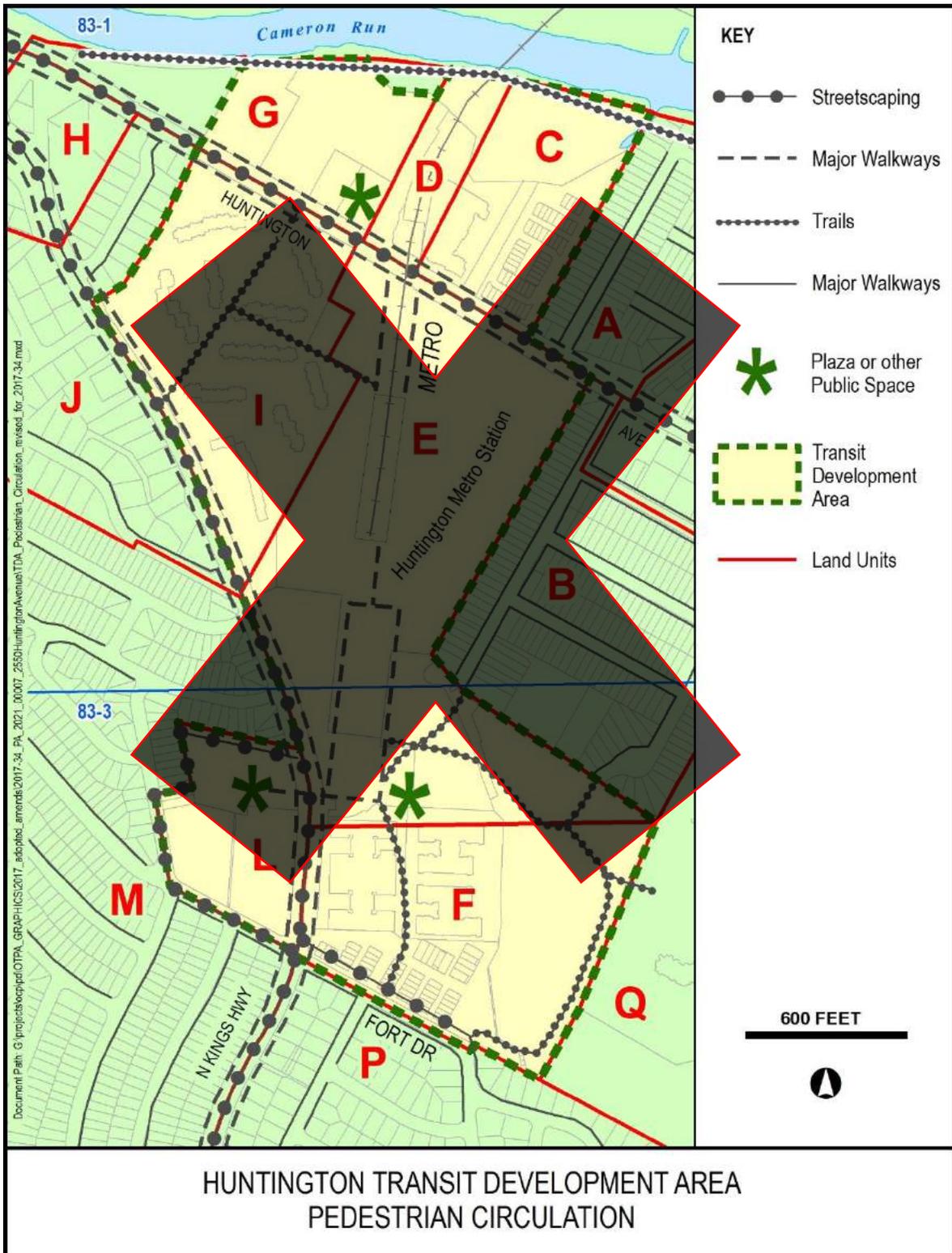
HUNTINGTON TRANSIT DEVELOPMENT AREA
RECOMMENDED LAND USE PLAN (DRAFT PLAN TEXT)

FIGURE 10

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. 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.

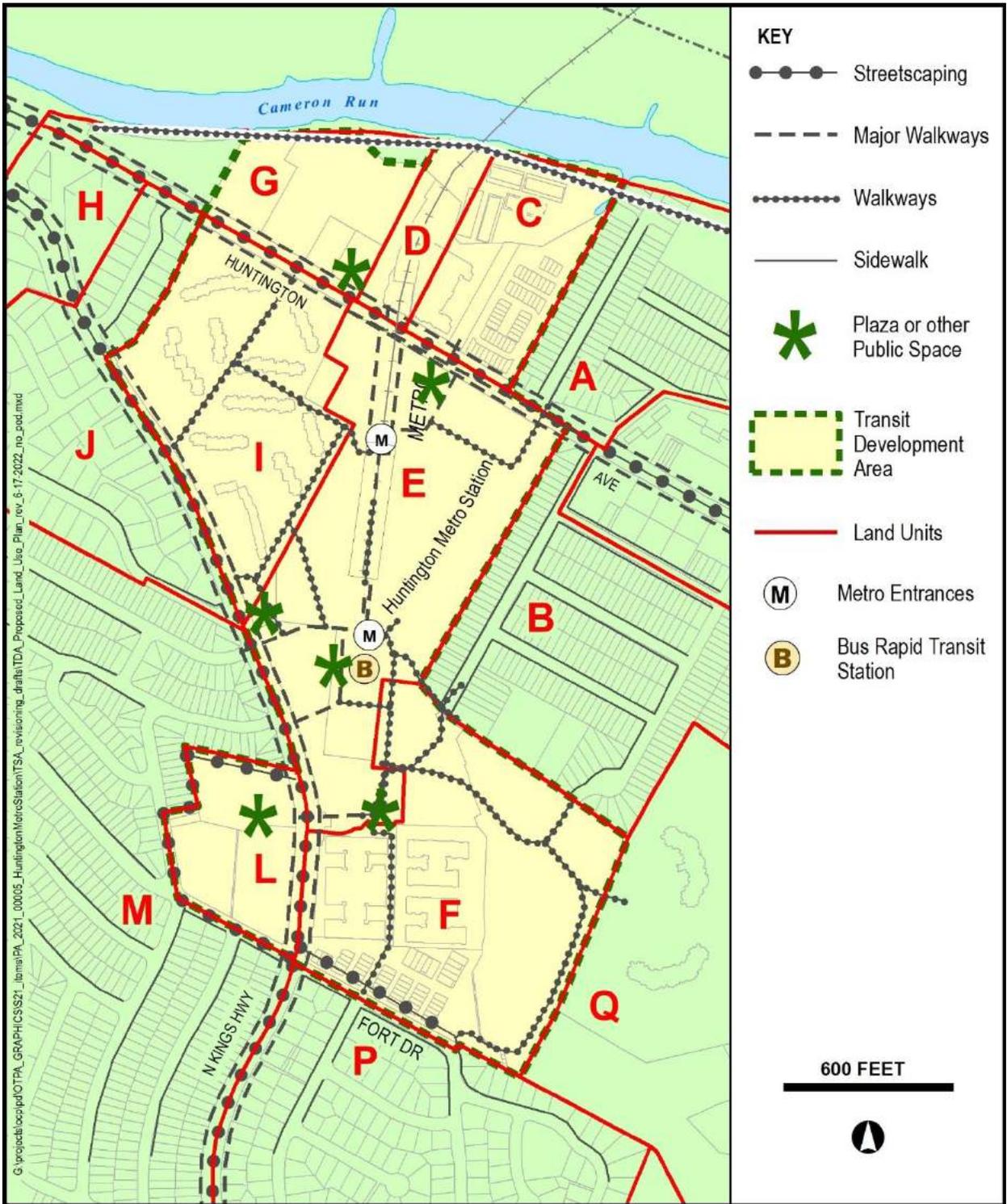
Development in the Transit Development Area may exceed the base level up to the indicated maximum level if the conditions of the Plan are met, including satisfaction of the development criteria listed below which apply to all sites in the Transit Development Area:

1. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 11, 12 and 13.
2. Commitment to a development plan that provides high quality site design, streetscaping, urban design and development amenities.
3. Provision of off-site public ~~road~~ transportation 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 Metrorail and BRT stations.
10. Identification and preservation of significant heritage resources.



**HUNTINGTON TRANSIT DEVELOPMENT AREA
PEDESTRIAN CIRCULATION (ADOPTED PLAN)**

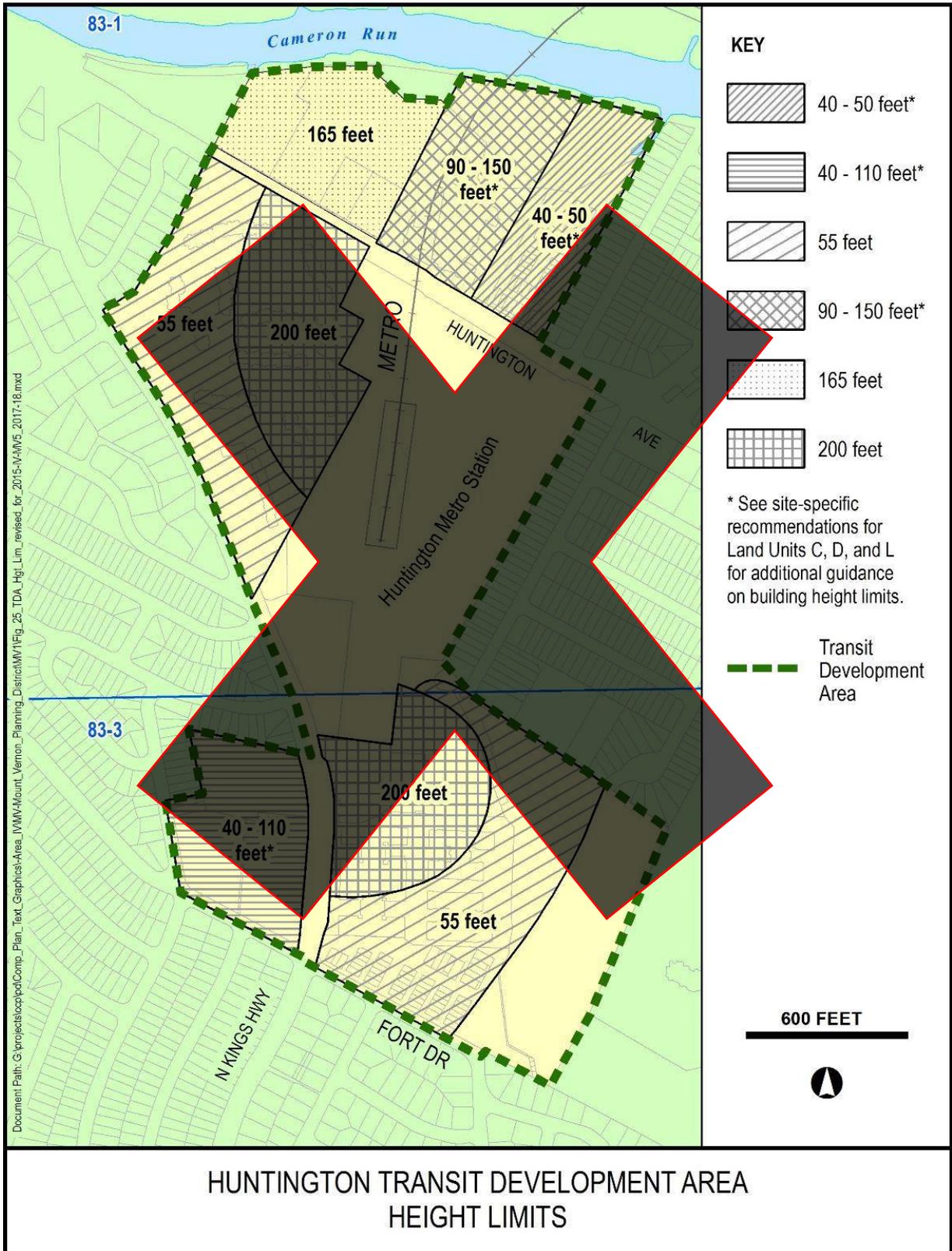
FIGURE 11



HUNTINGTON TRANSIT DEVELOPMENT AREA
PEDESTRIAN CIRCULATION

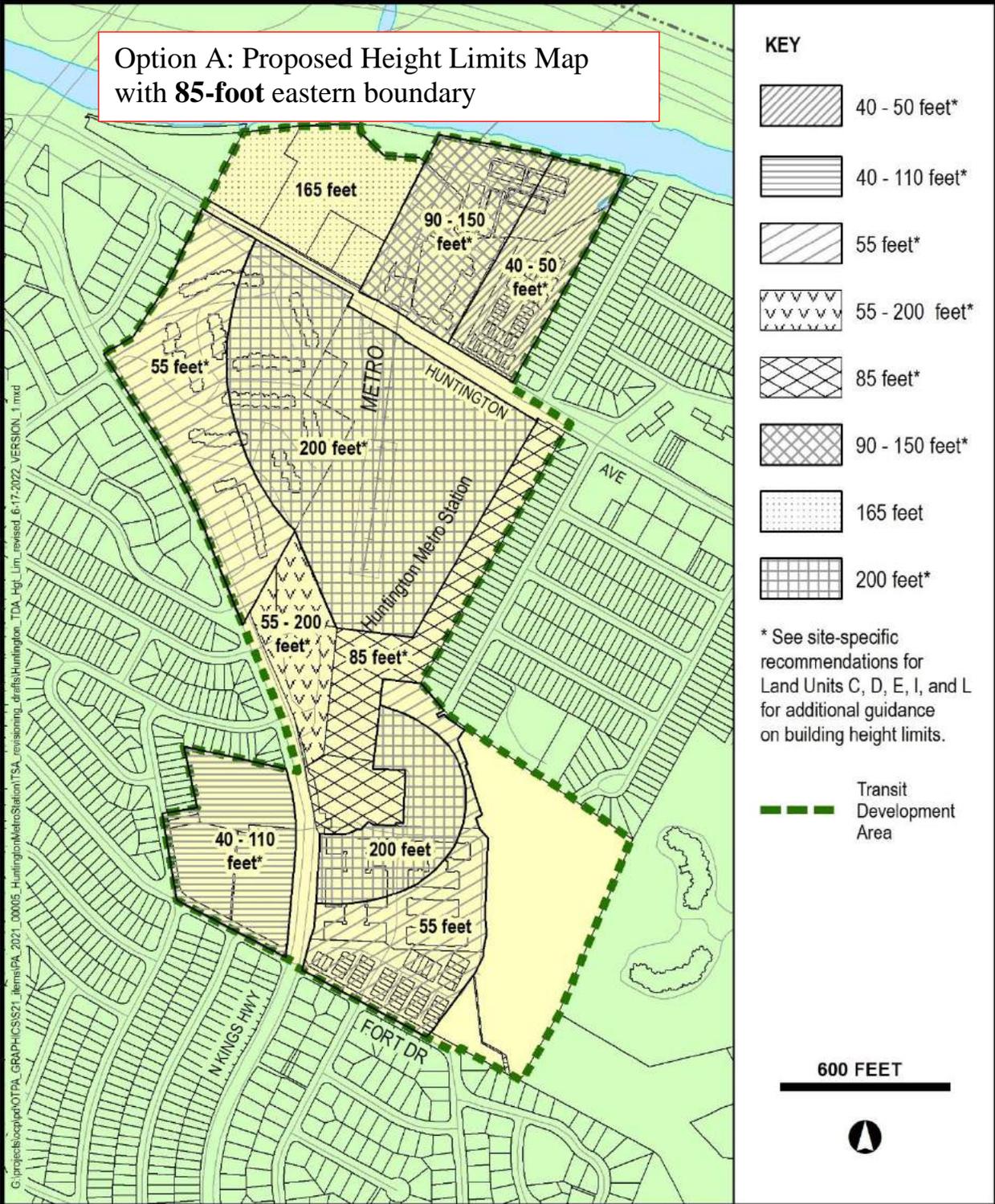
HUNTINGTON TRANSIT DEVELOPMENT AREA
PEDESTRIAN CIRCULATION (DRAFT PLAN TEXT)

FIGURE 11



**HUNTINGTON TRANSIT DEVELOPMENT AREA
HEIGHT LIMITS (ADOPTED PLAN)**

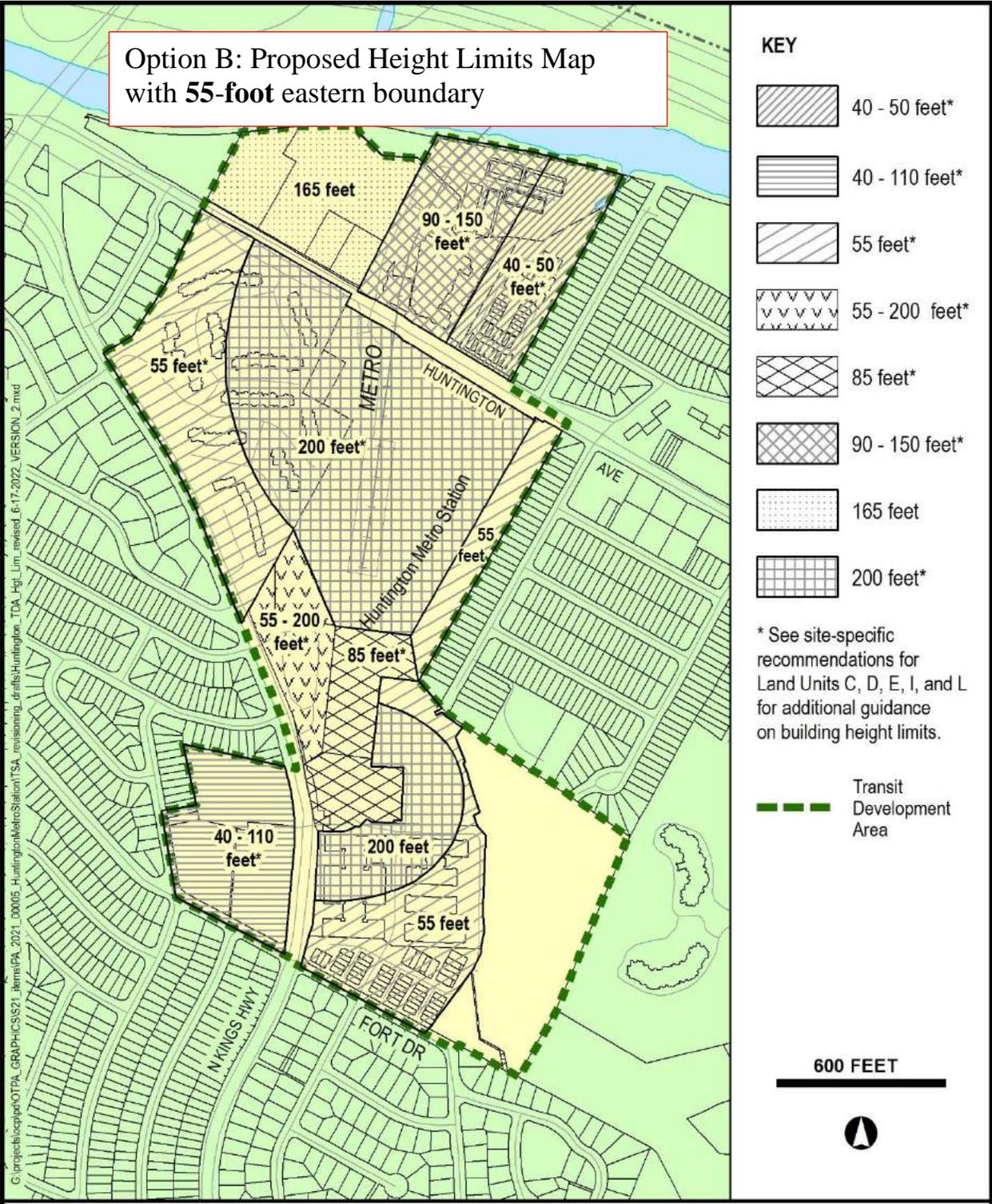
FIGURE 12



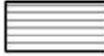
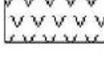
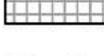
HUNTINGTON TRANSIT DEVELOPMENT AREA HEIGHT LIMITS (DRAFT PLAN TEXT)

FIGURE 12

Option B: Proposed Height Limits Map
with **55-foot** eastern boundary



KEY

-  40 - 50 feet*
-  40 - 110 feet*
-  55 feet*
-  55 - 200 feet*
-  85 feet*
-  90 - 150 feet*
-  165 feet
-  200 feet*

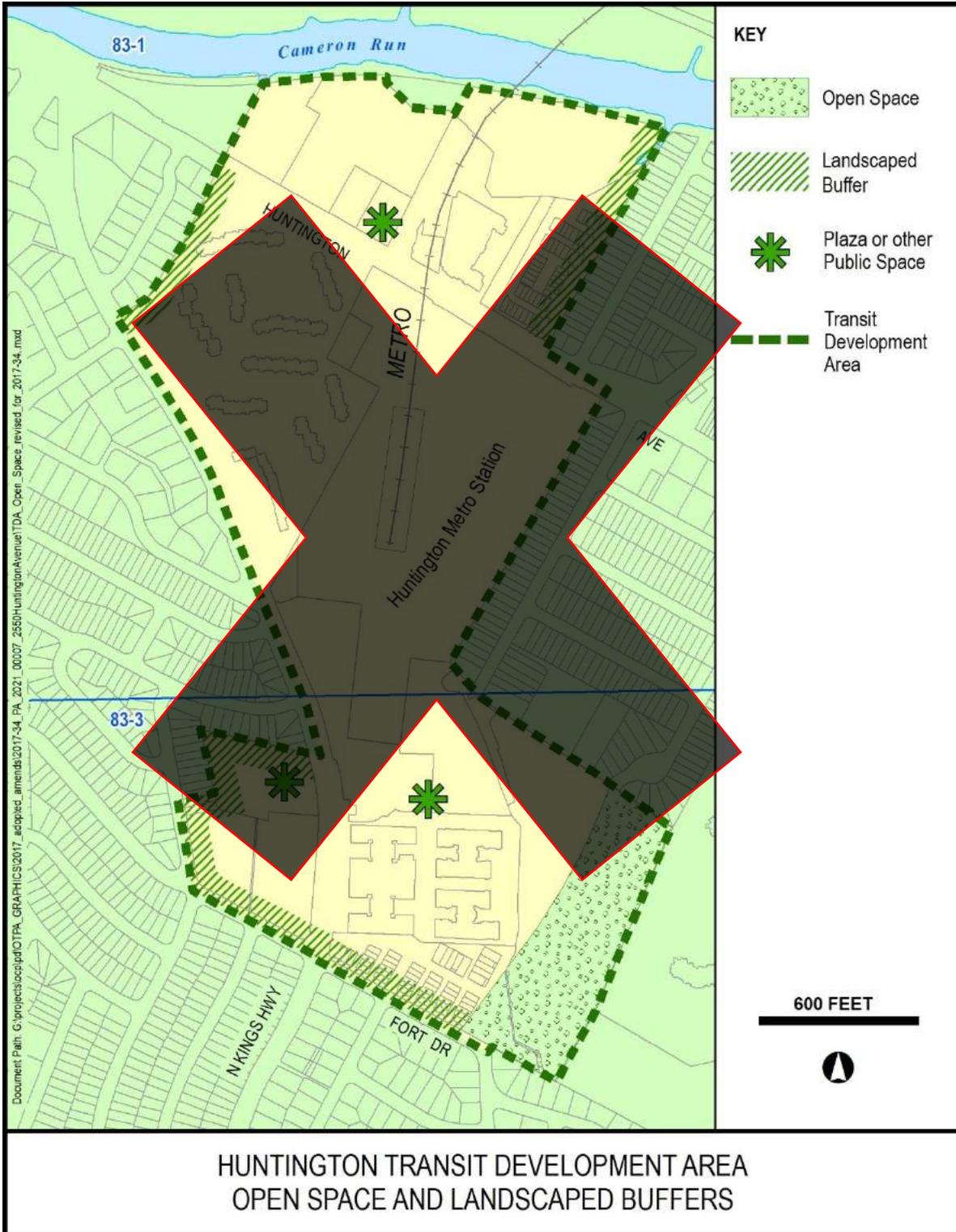
* See site-specific recommendations for Land Units C, D, E, I, and L for additional guidance on building height limits.

 Transit Development Area

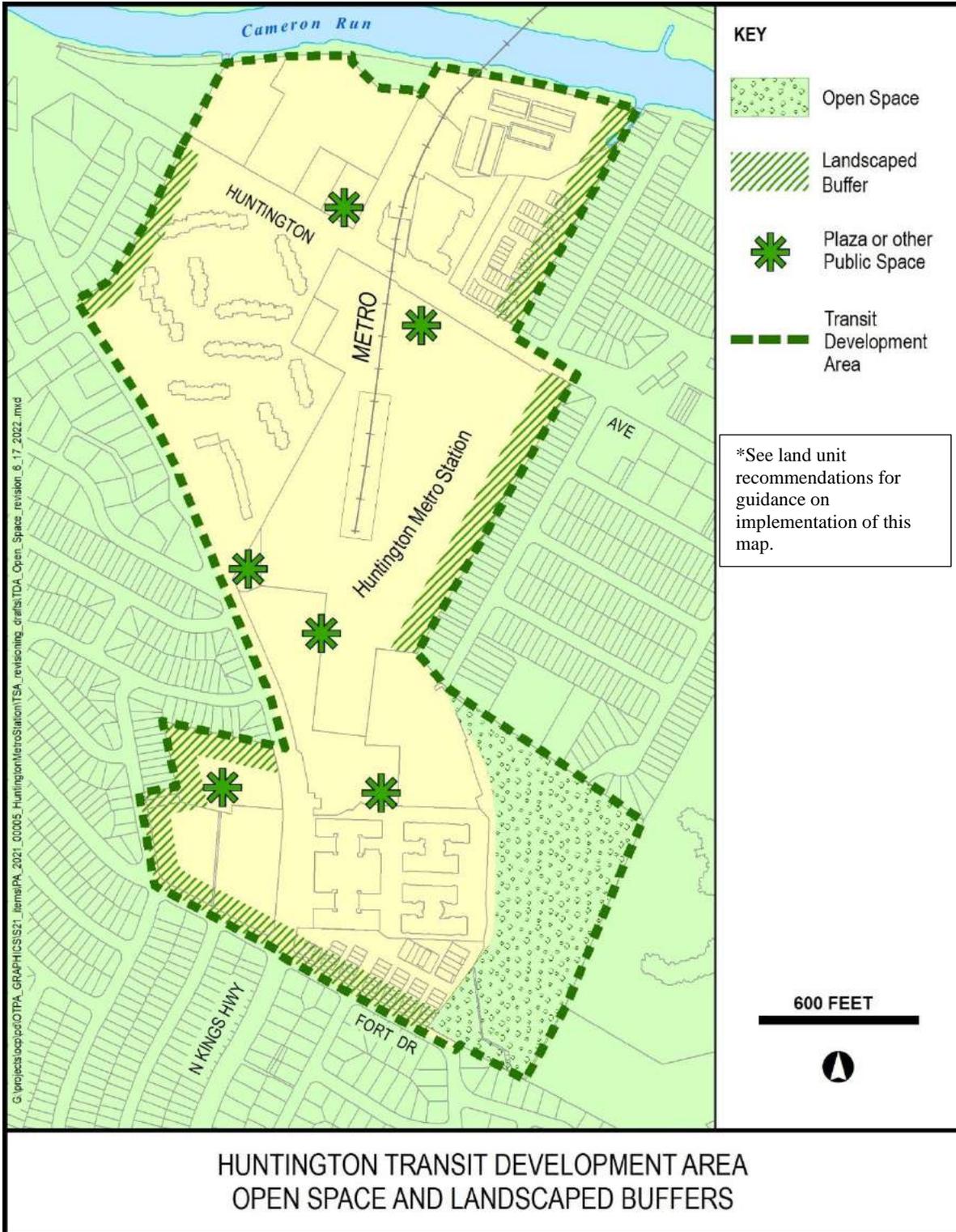
600 FEET



HUNTINGTON TRANSIT DEVELOPMENT AREA
HEIGHT LIMITS



**HUNTINGTON TRANSIT DEVELOPMENT AREA
OPEN SPACE AND LANDSCAPED BUFFERS (ADOPTED PLAN)** **FIGURE 13**



HUNTINGTON TRANSIT DEVELOPMENT AREA OPEN SPACE AND LANDSCAPED BUFFERS (DRAFT PLAN TEXT) FIGURE 13

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:

- ~~1,470,000~~Approximately 1,550,000 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;
- ~~75,000~~92,000 gross square feet of retail space;
- ~~3,775~~5,275 dwelling units;
- ~~200-room~~A hotel with conference facilities ~~or an additional 250~~may be substituted for dwelling units or non-residential intensity in Land Unit E; the proposal should be rigorously reviewed to evaluate changes to transit ridership and to ensure transportation impacts can be mitigated;
- In Land Unit L, an additional 50,000 to 85,000 gross square feet of retail and office space-;
- Up to 275,000 gross square feet of additional development on Parcel 83-1 ((1)) 33 of Land Unit G.

{Land Units E and F}

Land Unit E comprises 34 acres and includes Parcels 83-1 ((1)) 17 E and 88D, 83-1((7))1A, and 83-3 ((38)) C. Parcel 83-1((7))1A is 0.34-acres along North Kings Highway planned for office use at the base plan level. Parcels 83-1 ((1)) 17 E and 88D (the “WMATA property”) are planned for public facilities at the base plan level and occupied by the Huntington Metrorail Station and associated infrastructure, and has been approved for 250,000 square feet of office and 25,000 square feet of retail. A BRT station is planned in this area as shown in Figure 2 of the Richmond Highway Corridor Area, Area IV Plan. ~~Parcel 83-3 ((38)) C, located southeast of the Metrorail station, contains 379 approved mid-rise multifamily units.~~

The land unit is defined by two general areas – the northern portion and the southern portion. The northern portion, generally north and east of the Metrorail station platform, is accessed from Huntington Avenue and contains a surface kiss and ride lot and transit stops, an entrance to the Metrorail station platform, and structured parking garages. The southern portion, generally south and west of the platform, is primarily accessed from North Kings Highway and contains a surface kiss and ride lot and transit stops, an entrance to the station platform, and a structured parking garage.

Transit-Oriented Mixed Use Development Option

As an option, transit-oriented, mixed-use development with the following uses is recommended within the southern and northern portions of Land Unit E on Parcels 83-1 ((1)) 17E and 88D and 83-1 ((7)) 1A, and should follow the Urban Design Concept Plan for the Huntington Transit Development Area (TDA) as described in Figures 11, 12, and 13:

- 382,000 square feet of non-residential uses, including office, retail, education, and community service use, and housing accommodations regulated as medical or health care uses (such as assisted living and continuing care facilities); ~~at~~ **At** least 20,000 square feet of ground-floor, non-residential uses in the southern portion and at least 14,000 square feet of ground-floor, non-residential uses in the northern portion should be provided; **minor deviations in square feet may be considered if a development plan achieves the goals set forth in the Building Forms and Activating Street Frontages section.** ~~a~~ **A** market or urban-style grocer is encouraged;
- 10,000 – 15,000 square feet of community and/or senior center uses may be considered in either portion in lieu of an equivalent amount of office uses;
- 1,500 multifamily units, including age- or ability-restricted housing and independent living units, in mid and high-rise building types; traditional and stacked townhouses do not provide a sufficient level of density to support the TOD concept and should not be considered; and
- A **200-room** hotel with conference facilities may be considered in lieu of planned dwelling units or non-residential intensity; the proposal should be rigorously reviewed to evaluate changes to transit ridership and to ensure transportation impacts can be mitigated.

Redevelopment is anticipated to occur in phases across the different portions commensurate with changes in transit infrastructure on the site. Most of the redevelopment under the option in the southern portion is envisioned to occur in coordination with or following the construction of a structured BRT station, which would be built into the hillside following the demolition of the southern garage and would provide an accessible, convenient connection to the Metrorail system. Most of the redevelopment under the option in the northern portion is anticipated to occur in coordination with or following the demolition and replacement of the northern commuter garage. Redevelopment in the northern portion that includes demolition of the garage should assess and

accommodate commuter parking needs, and should include a parking study with the submission of a development application. Shared parking arrangements should be encouraged. Air rights development, including over the station and the parking facilities, may have long-term potential.

Any redevelopment should be coordinated under one cohesive plan and should include a mix of both residential and non-residential uses within both the southern and northern portions to implement the mixed-use vision described below and in the Guidelines for Transit-Oriented Development in the Land Use section of the Policy Plan (TOD Guidelines) with each phase. Plans for the southern and northern portions, and each block within each portion, including any interim phases, should demonstrate how the full site can develop in line with the mixed-use land use plan, and provide the necessary infrastructure and amenities to serve each phase. Providing a mix of uses will encourage a range of activities throughout the day and evening and transit ridership, including reverse-commuting for Metrorail and the BRT system, and will provide future residents, commuters, employees, and surrounding neighbors the ability to work, shop, dine, and recreate.

Urban Design Framework

In the southern portion, a large, privately-owned and maintained, publicly accessible civic plaza above the BRT station adjacent to the Metrorail station entrance should serve as a central organizing feature. Surrounding this plaza, transit-oriented, mixed-use development should be constructed with ground-floor uses that activate the plaza space and enliven the pedestrian walkways and other public spaces, consistent with the TOD Guidelines and the Urban Parks Framework in the Parks and Recreation section of the Policy Plan. In the northern portion, activity should be concentrated around a plaza or other public gathering space, and along Huntington Avenue. In both the northern and southern portions, a grid of streets should establish a logical and walkable block pattern, recognizing that topography limits north/south connectivity. All buildings with frontages onto North Kings Highway and Huntington Avenue should be aligned with, oriented towards, and directly connected with these streets, providing building entrances and active ground floor designs. Urban design should adhere to the Urban Design Concept Plan for the TDA as described in Figures 11, 12, and 13.

Parks and Open Space

A variety of privately-owned and maintained, publicly accessible urban park spaces should be provided on the site for the benefit of commuters, residents, employees, surrounding neighbors, and visitors to contribute to a sense of identity and organization for both the site and the broader TSA. Parks should be designed as part of a network that collectively provides varied and high-quality open spaces in line with the standards for urban park development as described in the Urban Parks Framework. The civic plaza in the southern portion near the Metrorail entrance should accommodate high pedestrian and bicycle traffic and a variety of programming. Other park spaces on the site could include pocket and linear parks, plazas, common greens, and recreation-focused urban parks. Pedestrian connections should be provided to nearby publicly accessible parks, including Mount Eagle and Huntington Park. Strategies should also be explored

to celebrate and program the natural areas of the site for passive recreational open space, such as along the interparcel trail walkway to Land Unit I described under the Multimodal circulation section below, to promote active mobility, health and well-being, and access to passive recreation within this area. Redevelopment under the option should offset park and recreation needs that cannot be fully provided on the site due to the grade change, such as sports fields, at off-site locations. Other methods for mitigating impacts of development on park and recreation facilities should also be considered, including contributions, land dedication, and others, in line with the Parks and Recreation section of the Policy Plan.

Building Forms and Activating Street Frontages

Buildings and streetscapes should be designed in an urban form to create an enlivened, pleasant pedestrian experience that recognizes the site as the focal point of the TDA, and seeks to connect the site physically and thematically to surrounding existing and planned redevelopment. Retail and other service uses should be provided within multifamily and nonresidential buildings along major walkways in both the northern and southern portions to activate the pedestrian realm along the street. Streetscapes along major pedestrian walkways should support an active, public realm with landscape panels including street trees, benches, wide sidewalks, and/or space for outdoor seating or browsing areas, pedestrian scale lighting, special paving, and other elements to frame the building zone. Buildings should align with the adjacent street, providing building zones (space between the back of the sidewalk and face of the building) that are generally less than 12 feet in width except where outdoor dining, parks, or amenity spaces are provided.

Building articulation, or changes in the façade, should be used to visually reduce the scale of a building and avoid monotonous building elevations. Buildings should include design features that create activated street frontages such as display windows, arcades, awnings, and high-visibility entrances and ground floors with significant transparency. Long expanses of blank walls without windows or entrances detract from the pedestrian experience and are discouraged. If blank façades cannot be avoided, strategies should be used to mitigate their impact on the public realm. Service streets and entrances should be interior to the site and clearly defined to ensure they do not conflict with goals for the active frontages. Refer to the Richmond Highway District Design Guidelines for design guidance on streetscapes and building design.

Ground-floor uses should meet the daily needs of commuters, residents, employees, and visitors in the area, such as restaurants, salons, convenience stores, dentists, physical therapists, childcare, entertainment uses, educational services, or fitness or life-style studios. Commercial and restaurant uses should be clustered and strategically located to provide a critical mass of activity, take advantage of pedestrian, bicyclist, and commuter traffic, and provide a shopping and dining destination for the area, including along the central civic plaza.

Flexible interim uses, including live/work and pop-up uses, may be located on the ground floor provided ground floor ceiling heights, building entrances, plumbing, and other critical commercial use components enable the spaces to be converted to the intended active uses in the future. Should an interim use be proposed, plans should demonstrate how the space would be converted with any redevelopment application. Moreover, the interim uses should achieve an

active street presence.

Building Heights

Residential and non-residential uses should be designed in mid- and high-rise building types appropriately scaled to implement the TOD concept, concentrating the tallest buildings near other planned higher density development surrounding the site, while transitioning to neighboring lower density residential uses that are planned to remain. Maximum building heights may range across the site, up to a maximum of 200 feet within the site interior and in the northern edge near Huntington Avenue. Buildings along the North Kings Highway street frontage located across from existing lower-density residential uses are recommended to taper down to 55 feet in height near the property line, and should not exceed an approximate 40° line-of-sight measured from the western sidewalk of North Kings Highway to provide an appropriate transition. Building height should not exceed [85 or 55] feet along the eastern boundary, as described in the TDA Height Map (Figure 12).

Multimodal Circulation

A network of pedestrian and bicycle paths should be provided, using Figure 11 as guidance, to connect neighboring properties to the Metrorail and BRT stations, plazas, parks, and other open spaces, and ground floor retail and service uses. A 10-foot-wide shared use path and a minimum 8-foot-wide landscape panel with street trees should be provided along the North Kings Highway frontage to accommodate pedestrians and bicyclists of all ages and abilities. Improved bicycle and pedestrian facilities with streetscape should be provided along Huntington Avenue, including repurposing right-of-way inside the curb such as the right-turn lane along the site frontage. To promote connectivity to the site from the surrounding community, clearly marked crosswalks should be provided at all four legs of signalized intersections. A mid-block crossing should be provided between Metroview Parkway and Fenwick Drive to facilitate direct access to the Cameron Run Greenway Trail from the site.

A high-quality, interparcel pedestrian ~~trail~~ walkway should be provided to Land Unit I in both the southern and northern portions to facilitate movement to and from the planned transit-oriented redevelopment of Land Unit I, as shown in Figure 13. The interparcel ~~trail~~ walkway should provide accessible, direct connections to the Metrorail entrances and, in the southern portion, to the central civic plaza. Due to the grade change between potential landing points along the interparcel ~~trail~~ walkway connection to Land Unit I, accessible landings should be incorporated at frequent intervals along the trail to provide opportunities for respite and recreation for all ages and abilities.

Integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, and enhanced crosswalks with connections to adjacent neighborhoods should be provided.

Other bus transit facilities providing service to the site should consolidate stops to provide direct

and convenient transfers to other bus, BRT, and Metrorail transit systems. [A circulator system providing a convenient public connection between the northern and southern portions of the site and the broader TSA should be explored.](#)

Parking

Vehicle parking should be located on street and in parking structures. On-street parking should be designed to support the different uses on the site, such as the commercial uses and the kiss-and-ride. Parking structures [associated with residential and commercial development](#) should be provided below-grade or, if provided above grade, should be wrapped with buildings. Any exposed facades should be located along service streets and away from main pedestrian walkways, North Kings Highway, and Huntington Avenue, and designed in an attractive manner that contributes to the visual appeal of the development. Loading areas should be located away from North Kings Highway and Huntington Avenue and the major pedestrian walkways to avoid conflicts with motorists, pedestrians, and bicyclists. [Electric Vehicle charging stations should be provided.](#)

Green Building, Environment, and Landscape Buffers

The development is expected to meet, at least, the criteria for [Leadership in Energy and Environmental Design \(LEED\) Silver Green Building certification or an equivalent third-party program](#). Stormwater quality and quantity controls should be provided on-site to reduce runoff volume and nonpoint source pollution. The emphasis should be on [innovative, low impact development \(LID\) techniques and best management practices \(BMPs\) that evapotranspire water, filter water through vegetation and/or soil, and return water into the ground or reuse it and should include such features as rooftop landscaping](#). Stormwater management measures that are sufficient to attain the stormwater-related credit(s) of the most current version of the [Leadership in Energy and Environmental Design LEED](#) for New Construction (LEED®-NC) or [Leadership in Energy and Environmental Design-LEED](#) 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.](#)~~

A conservation easement for stormwater purposes exists in a wooded, western portion of the site. Any development in this easement area should offset tree canopy on-site to the extent feasible with new tree plantings and by preserving and restoring existing tree canopy elsewhere on the site, [with the goal of meeting tree preservation targets](#). Areas of existing landscape buffer, as noted on Figure 13, should be maintained and enhanced to ensure compatibility between Metrorail operations and lower density residential neighborhoods.

Affordable Housing

Consistent with the TDA guidance, a minimum of 15% of new residential units should be affordable and provided in the form of Affordable Dwelling Units (ADUs) and/or Workforce

Dwelling Units (WDUs), and at AMIs as provided by the Zoning Ordinance and Guidelines for Provision of Workforce Dwelling Units in the Housing section of the Policy Plan.

Green Building

~~The development is expected to meet the criteria for LEED Silver Green Building certification or an equivalent program and provide innovative stormwater management techniques. Electric Vehicle charging stations for at least 2% of the number of proposed parking spaces.~~

Land Unit F

Land Unit F is developed with 850 residential units, including Aventon, the Courts at Huntington Station, and the Pavilions at Huntington Metro townhouses. Land Unit F also contains Mount Eagle Park.

~~(Land Units E and F) —~~

~~The 60-acre property is occupied by the Huntington Metrorail Station and associated parking facilities, townhouse and multifamily uses, and Mount Eagle Park. A potential BRT station is generally planned in this area as shown in Figure 2 of the Richmond Highway Corridor Area, Area IV Plan. Parcel 83-1((7))1A is a .34-acre lot along North Kings Highway planned for office use.~~

~~The portion of Land Unit E occupied by the Metrorail station, the parking garage, and the parking lot along Huntington Avenue is planned for public facilities. Air rights development over the station and the parking facilities may have long term potential. For the 35-acre area south of the station, the following mix of uses is recommended within the maximum levels shown:~~

- ~~• 250,000 gross square feet of office space;~~
 - ~~• 30,000 gross square feet of retail space;~~
 - ~~• 600 dwelling units; and~~
 - ~~• 200-room hotel with conference facilities or 250 additional dwelling units.~~
- ~~In addition, the following uses should be incorporated into this development:~~
- ~~• The existing 900+ space Metro surface parking lot should be reconfigured into an on-site underground or above-ground facility up to six stories. Adequate buffering and landscaping around the parking structure should be provided adjacent to nearby neighborhoods;~~

- To support the development, a portion of the property was dedicated to Fairfax County for Mount Eagle Park in order to provide needed park facilities in this high density area and to buffer Metrorail related development from the existing community.

The development of the WMATA property should be in accordance with the urban design concept plan shown in Figures 11, 12 and 13. The commercial uses, including the optional hotel, should be clustered around a public plaza near the Metrorail station and planned BRT station and North Kings Highway. Residential use should be located east and south of this cluster to provide a transition to surrounding residential development. As shown in Figure 13, Mount Eagle Park and/or open space should be accessible to, and provide buffering for, the Huntington community, the high rise residential projects located east of the WMATA property, and the Fairhaven community.

In order to develop except at the base level, all the applicable general development criteria listed for all sites in the Transit Development Area should be satisfied, except that in lieu of criterion #6, affordable housing should be provided in accordance with the county's

Affordable Dwelling Unit Ordinance. In addition, the following site specific conditions must be met:

- Development should be coordinated under one planning program for the entire site;
- Retail uses should be limited to the ground level of proposed buildings along the main pedestrian access routes to the Metrorail station;
- Nonresidential uses should be clustered around the public space near the Metrorail station. Residential development should occur towards the south and east of the station in order to provide an appropriate transition to adjacent neighborhoods;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, enhanced crosswalks providing connections to adjacent neighborhoods, and amenities such as street trees, benches, bus shelters, and adequate lighting;
- Creation of usable open spaces such as pocket parks, plazas, common greens and recreation focused urban parks on the site;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver (or comparable rating system) green building certification and innovative stormwater management techniques;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways;
- Underground parking, or parking built into the slope, is preferred to minimize visual

~~intrusion and create a pedestrian-oriented atmosphere. Architectural detailing, screening, lighting, and landscaping that is aesthetically appealing should be employed along exposed parking levels to mitigate negative impacts. Efforts should be taken to face above-ground parking structures to service streets, and they should be designed to be consistent with surrounding buildings. On-street and incidental surface parking shall be allowed consistent with urban design guidelines; and~~

- ~~• Vehicular access to private development should be separated from vehicle access to the Metrorail station.~~

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through March 8, 2022, page 50:

Transportation

Transportation recommendations for this sector are shown in Figures 16, 17, and 18. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Traffic reduction measures such as ride-sharing, transit incentives and other transportation systems management strategies are applicable to this area. While the county is striving to implement the planned transportation improvements and encouraging the use of transportation systems management strategies, the development community should address the concerns of traffic congestion for any new development within the Transit Station Area. This may be addressed by any number of responses, including transportation systems management, financing for transportation improvements and/or the deferral of development until adequate transportation improvements have been implemented.

Design plans for improvement of Telegraph Road south of Franconia Road should reflect the historic, environmentally sensitive, and stable single-family nature of this corridor. Environmental issues such as marine clay soils, should be considered carefully in any plan for widening Telegraph Road. These sensitive areas should be left undisturbed to the extent possible during any construction.

Because of these environmental concerns and development patterns and due to the need for access for existing residents from the large number of driveways, cul-de-sacs and feeder streets, a maximum width of three lanes should be the primary consideration for any improvement of the section of Telegraph Road between Franconia Road and South Kings Highway. The use of Telegraph Road as an alternative to through traffic on I-95 and Richmond Highway should be discouraged.

Recommendations for Richmond Highway and North Kings Highway, including existing and planned elements of their cross sections, can be found in the Richmond Highway Corridor Area section of the Area IV Plan.

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MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through March 8, 2022, Figure 8, page 22: to move the boundary between Land Units E and F approximately 10 feet north to align with existing buildings at Courts at Huntington and to locate the entirety of Mount Eagle Park into Land Unit F.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through March 8, 2022, Figure 9, page 23: to add a circle “B” in the southern portion of the WMATA property to reflect potential Bus Rapid Transit station location.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through March 8, 2022, Figure 10, page 26: to move the boundary between Land Units E and F approximately 10 feet northwards to align with existing buildings at Courts at Huntington and to put the entirety of Mount Eagle Park into Land Unit F, and update the blue and purple elements in Land Unit E to now read “multi-use”, consistent with the multi-use designations at Huntington Club and in the southern portion of the land unit. Figure would also be modified to include new divisions of the WMATA property into three “portions” as described in the land use section.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through March 8, 2022, Figure 11, page 28: to move the boundary between Land Units E and F approximately 10 feet northwards to align with existing buildings at Courts at Huntington, change solid line legend element “Major Walkways” to “Sidewalks”, add “Plaza or other Public Space” symbols in general location of the central plaza and residual parcel in the southern portion on the WMATA parcel and at the eastern corner of Huntington Ave and the elevated yellow line tracks, and show updated trails, major walkways, and sidewalks on the site.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through March 8, 2022, Figure 12, page 29: to add 200 foot height to WMATA parcel, with an area of 85 foot height along eastern boundary, and 55 feet along North Kings Hwy. Add asterisks to the “55 feet” legend element, and add “Land Unit E” to the list of land units referenced in the asterisks with additional site-specific recommendations on height limits.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through March 8, 2022, Figure 13, page 30: to reflect placement of “plaza or other public space” element from the updated figure 11, add landscaped buffer to the eastern property boundary of the WMATA site, from its intersection with the Avention property to approximately 400 feet south of Huntington Avenue, revise open space at Mount Eagle Park to reflect existing conditions, and show open space along western boundary with Huntington Club in the area west of the platform and north of the development block.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through March 8, 2022, Figure 19, page 56: to reflect placement of “plaza or other public space” and show updated trails, major walkways, and sidewalks on the site elements consist with changes made in updated Figure 11.

ADD FIGURE: Transit Oriented Mixed-Use Option Urban Design Framework
All subsequent Figure numbers in the Mount Vernon Planning District text to be renumbered.

COMPREHENSIVE LAND USE PLAN MAP: The Comprehensive Land Use Plan Map will not change.

TRANSPORTATION PLAN MAP: The Countywide Transportation Plan Map will not change.

All subsequent Figure numbers