

PROPOSED AMENDMENT TO THE COMPREHENSIVE PLAN (DRAFT)

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 8-3-2009, MV-1 Huntington Community Planning Sector, Huntington Transit Station Area, Recommendations, Land Use, Land Units L & M:

“Land Unit L and a portion of Land Unit M

The Board of Supervisors of Fairfax County directed the development of a Conservation Plan which established a conservation area for Jefferson Manor. It was adopted on June 17, 1991 (~~See Land Unit M~~). Land Units L and M are included in the Jefferson Manor Conservation Area which is discussed under Land Unit M.

Land Unit L contains the Huntington Station Shopping Center. It is planned for a mix of office, hotel, retail and high-density-residential uses in conjunction with the portion of Land Unit M that is bounded by Fort Drive, Monticello Road, Jefferson Farmington Drive, and North Kings Highway as shown in Figure 23. ~~Land Units L and M are included in the Jefferson Manor Conservation Area which is discussed under Land Unit M.~~

~~Excluding the existing garden apartments on Parcel 83 3((3))B which should be retained and upgraded, the~~ This entire area is planned for redevelopment with a mix of office, hotel, residential, and retail uses at an overall intensity of 1.75 FAR, a maximum of approximately 445 dwelling units (220 units on the portion of Land Unit M within the Transit Development Area and 225 units on Land Unit L), reflecting a density of 45 dwelling units per acre. Incorporated within this mixed use high-density residential development, a maximum of approximately 87,000 gross square feet of ground floor retail space is recommended in most buildings, as appropriate on Land Unit L, the site of the existing Huntington Station Shopping Center. Office and/or hotel use up to 200,000 square feet should also be incorporated and oriented to North Kings Highway and the Metro Station. The residential component of the development should be approximately one-half of the total development.

The redevelopment should include a plaza or other public space that is oriented to the Transit Area in terms of character and location, and create an east-west axis through the site for pedestrian and bicycle movement to and from the Huntington Metro Station to Montebello Road. Each of the Land Bays shown in Figure 1 may redevelop separately provided they demonstrate how the site could accommodate coordinated development with the other land bays in the future. Location of uses, as well as vehicular and pedestrian circulation, should generally follow the concept shown in Figure 2. Although phasing should be flexible, a pedestrian-scaled and accessible character should be established with the initial phase of development. For example usable open spaces and pedestrian connections to the adjacent neighborhood should be included.

The maximum level of development should be granted only if Redevelopment at 1.75 FAR should be granted only if all ten of the general development criteria for the Transit Development Area are met and the following site-specific conditions are satisfied:

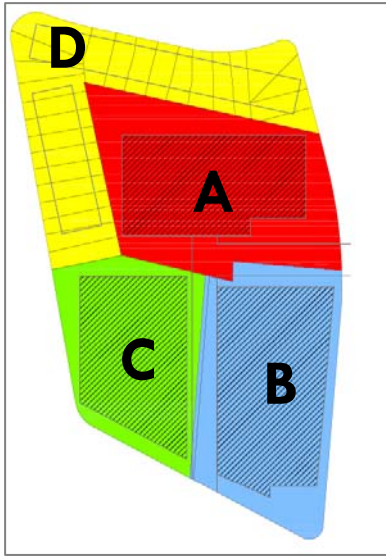


Figure 1: Land Bays

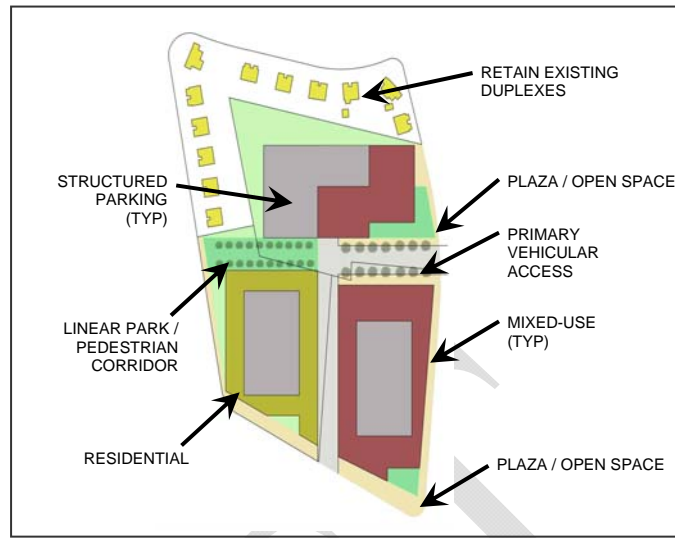


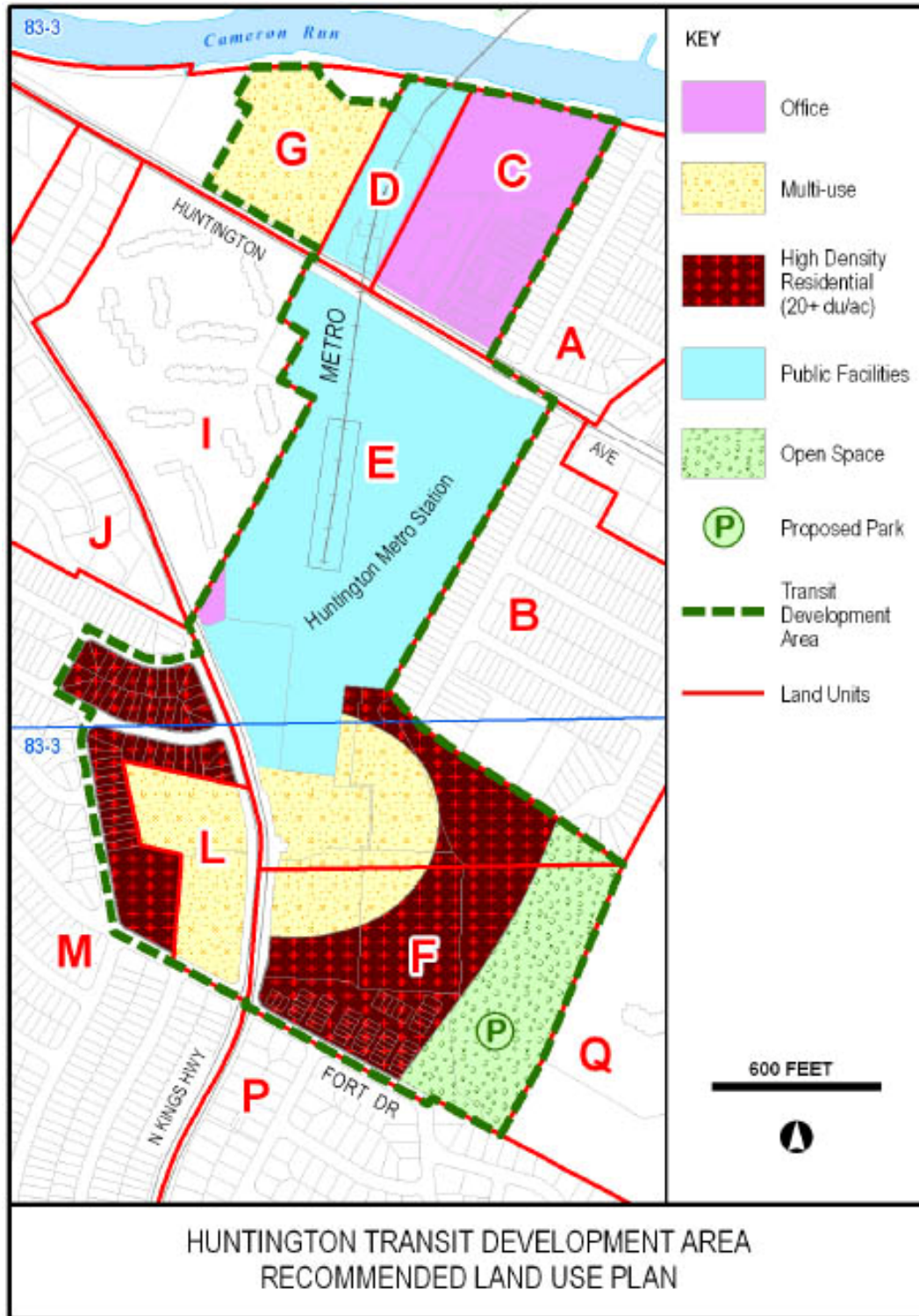
Figure 2: Development Concept

- Provision of high-quality architecture and pedestrian-focused site design, which should include street oriented building forms and mitigation of visual impacts of structured parking;
- Provision of on-site affordable and workforce housing;
- Mitigation of the impact of development on the adjacent neighborhood by limiting building heights to 4 stories along Monticello Road and Farmington Drive. Taller buildings should be located closer to North Kings Highway in Land Bays A and B, and should be limited to 10 stories in height;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting;
- Incorporate usable open spaces on site, such as pocket parks, plazas, common greens and recreation-focused urban parks;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
- Design buildings 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;

- Mitigate the impact of new development on parks and recreation per policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan;
- Adhere to the adopted Transit Oriented Development Guidelines contained in Appendix 11 of the Land Use section of the Policy Plan;
- Primary site access should be oriented to the opposite street leading to the Huntington Metro Station parking lot;
- Reduce vehicular access points along North Kings Highway. No vehicular access should be provided into the development from Monticello Road;
- Transportation improvements should be provided to ensure the impact of the proposed development is mitigated so there is no overall degradation of the transportation network in the vicinity of the site;
- A transportation demand management (TDM) program should be established that takes advantage of the proximity to Metro to encourage the use of transit;
and
- Coordinate the design and development of Land Unit L and Land Unit M with review by the residents of the Jefferson Manor Conservation Area. Development on Land Units M and L should complement each other and reinforce the design, character and quality of the proposed development on the WMATA site as well as the existing residential character of the Jefferson Manor Conservation Area. A pedestrian-oriented public space should be created that is oriented to the public space on the WMATA property to facilitate pedestrian access across North Kings Highway.

As an option, mixed use redevelopment up to 2.15 FAR may be considered if full consolidation of parcels 83-3 ((3)) A, B, 18, 83-3 ((1)) 87, 83-3 ((2))(13) 1A and 1B is achieved and the conditions listed above are met. Underground structured parking is strongly encouraged. Residential use should make up 60-70% of the development under this option.

THE PLAN MAP: The Comprehensive Plan Map will be changed to reflect parcels 83-1 ((6)) (12) 1A-15B are planned for Residential 8-12 du/ac.



TRANSIT DEVELOPMENT AREA TEXT:

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 8-3-2009, MV-1 Huntington Community Planning Sector, Huntington Transit Station Area, Transit Development Area Conditions and Recommendations:

“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 Huntington, mixed-use development with a predominance of residential uses is highly appropriate. The residential component will contribute most of the Metrorail commuters while the non-residential use will encourage off-peak and reverse ridership, provide a variety of activities and enhance the economics of land development....”

“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:

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. 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:

- 1,050,000 gross square feet of office space;
- 142,000 gross square feet of retail space;
- 1,214 dwelling units; and
- 200-room hotel with conference facilities or an additional 250 dwelling units.”