PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2021-IV-3MV
September 29, 2022

GENERAL LOCATION: Adjacent to Huntington Metrorail Station, East-side of North Kings Highway and South-side of Huntington Ave.

SUPERVISOR DISTRICT: Mount Vernon

PLANNING AREA: Area IV

PLANNING DISTRICT: Mount Vernon

SPECIAL PLANNING AREA:
Land Unit E; Huntington Transit Station Area; MV-1 Huntington Community Planning Sector

PARCEL LOCATION: 83-1 ((1)) 17E, 88D1, and 83-1 ((7)) 1A

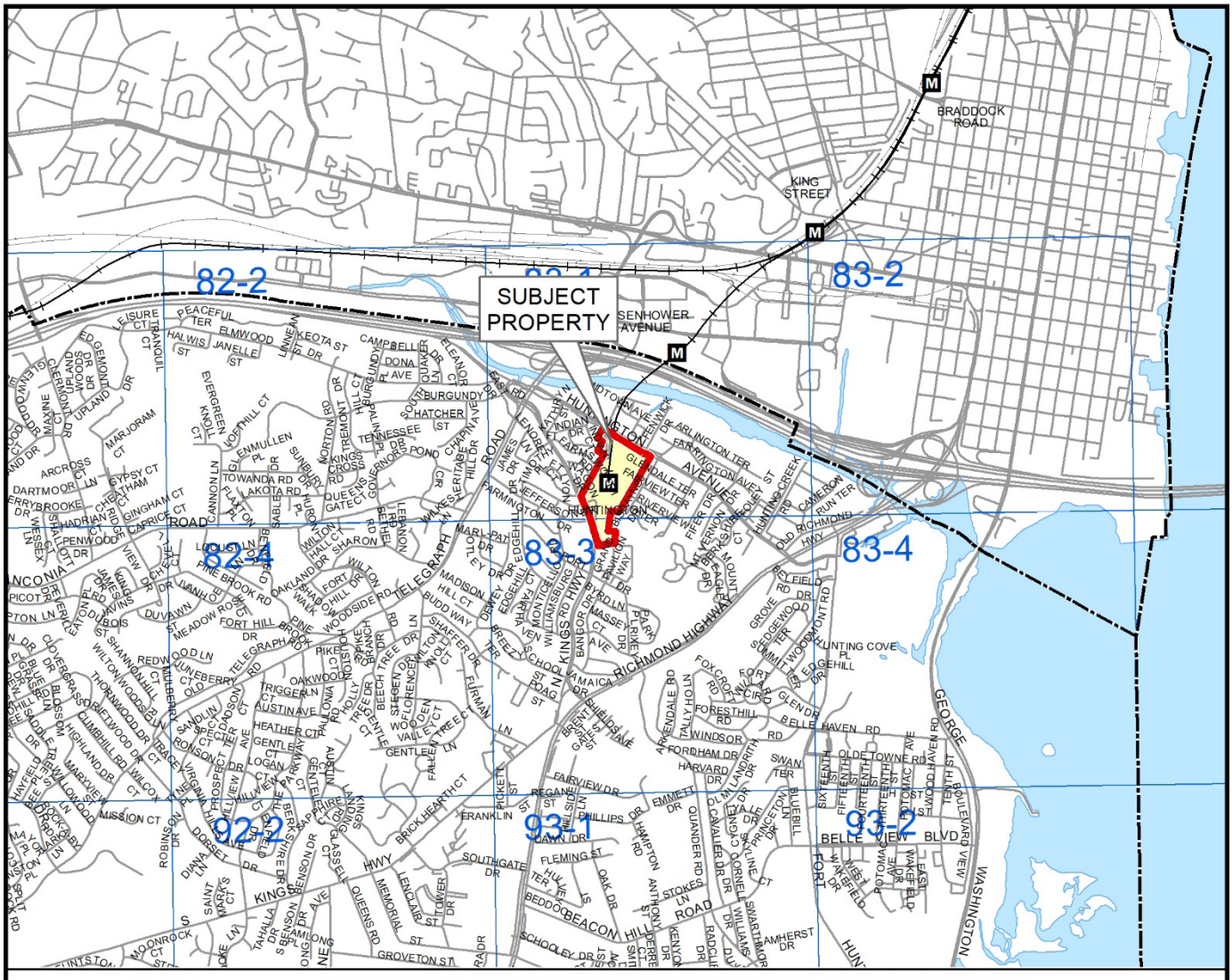
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, October 19, 2022 @ 7:30pm

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, December 6, 2022 @ 4:00pm

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.

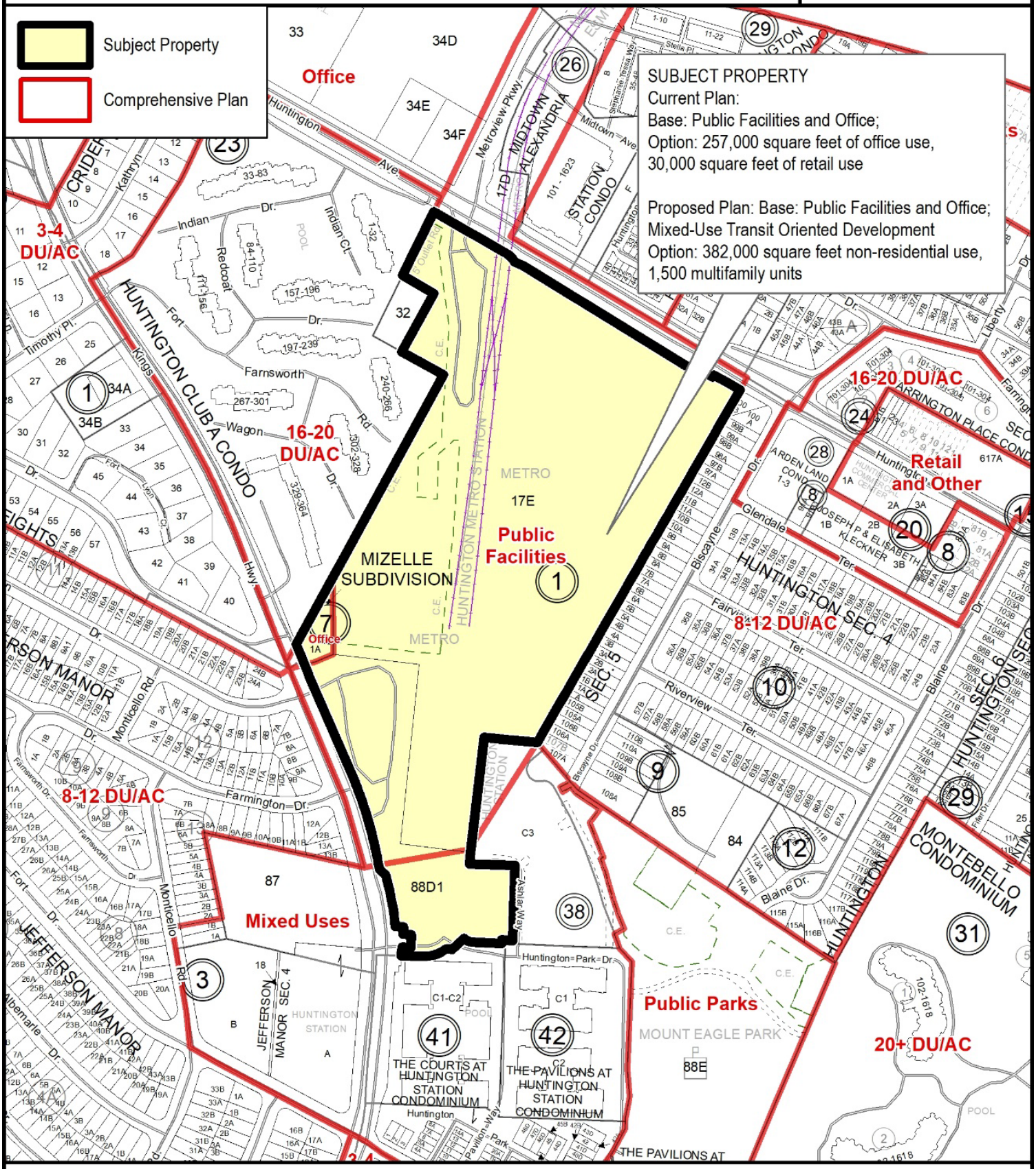


PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PA 2021-IV-3MV Huntington Metro Station

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 2021-IV-3MV



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO JUNE 2022

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STAFF REPORT FOR PLAN AMENDMENT 2021-IV-3MV

BACKGROUND

On January 26, 2021, the Board of Supervisors (Board) authorized consideration of Site-Specific Plan Amendment (SSPA) 2021-IV-3MV for a 29.5-acre subject area (Tax Map Parcels 83-1 ((1)) 17E and 88D1, and 83-1((7))1A, shown on Figure 1), south of Huntington Avenue and east of North Kings Highway, on property owned by the Washington Metropolitan Area Transit Authority (WMATA) and a small, adjacent property under separate ownership. This study area was considered for a land use change through the 2019-2020 South County Site-Specific Plan Amendment (SSPA) process and was reviewed by the Mount Vernon SSPA Task Force. The Mount Vernon SSPA Task Force Report Form is presented as Attachment A.

The Plan amendment authorization directed staff to evaluate a Plan option for mixed-use development up to 1.5 Floor Area Ratio (FAR), or approximately 1.8 million square feet, consisting of public facilities for the Huntington Metrorail Station, up to 360,000 square feet of nonresidential use, and up to 1,500 residential units on the WMATA parcels. The authorization also requested that a 0.34-acre parcel (Tax Map 83-1((7))1A) located adjacent to the WMATA property be studied to encourage coordination, and as a result, an additional 22,000 square feet of office use (representative of 1.5 FAR) was analyzed with the nominated land use quantification for this property, for a total of 382,000 square feet of nonresidential use on the study area.

Figure 1. Aerial Site Photograph

CHARACTER OF THE SITE

The site's topography slopes significantly across the site, with higher elevations (approximately 160 feet above sea level) on the North Kings Highway frontage in the southern portion of the site, and lower elevations (approximately 30 feet above sea level) on the Huntington Avenue frontage in the northern portion of the site. The subject area is developed with the Huntington

Metrorail Station and associated transit infrastructure, including bus stations for Fairfax Connector and Metrobus and kiss-n-ride facilities. Three commuter parking garages are located on the site, one along the Huntington Avenue frontage (the "North garage"), one near the North Kings Highway frontage (the "South garage", which closed in 2018, shown in Figure 2), and one located in the central portion of the subject area east of the Metrorail platform (the "Middle garage"). In total, the two open garages provide over 2,700 park-and-ride spaces. The northern portion of the site contains the elevated tracks of the Yellow Line (as shown in Figure 3), which are situated above the bus station near Huntington Avenue. Once off-site, the Yellow Line extends across Cameron Run into the City of Alexandria and stops at the Eisenhower Avenue station. The topography of the subject area provides commanding views of the surrounding area, including the Eisenhower skyline as shown in Figure 4. The station platform (shown in Figures 5 and 6) is situated in the center of the subject area and built into the slope, with the tail tracks of the Yellow line extending approximately 1,000 feet further south in an underground tunnel beneath the South garage. Access to the station platform is provided in both the northern and southern portions, with vertical circulation elements including elevators, escalators, and an incline elevator ("funicular") system in the southern entrance (as shown on Figure 5). Portions of the site's interior contain undeveloped, wooded land, partially encumbered by a stormwater management easement on the western side, and in an unencumbered strip of land on the eastern side. Vehicular access to the subject area is provided from both Huntington Avenue and North Kings Highway.

The subject area is planned within Land Unit E of the Huntington Transit Station Area (TSA). The Plan recommends public facilities at the base plan level for the WMATA property, which includes the existing Metrorail station, bus stations, and associated parking, and recommends office use for the smaller parcel (Tax Map 83-1((7))1A) immediately west of the WMATA property. The WMATA property has an adopted mixed-use development option in connection with the adjacent Land Unit F, which recommends up to 850 residential units, 250,000 square feet of office, and 30,000 square feet of retail use south of the station. As described in the Planning and Zoning History section, the residential component of the mixed-use option has been implemented and no additional residential development potential is available, while the non-residential component remains unbuilt. The subject area is zoned PRM Planned Residential Mixed-Use District (WMATA property), which provides for high-density, multiple family residential development and residential mixed-use development, and C-2 Limited Office District (Tax Map 83-1((7))1A), which allows for office and similar uses.

The Plan notes that the Huntington Metrorail station is planned for a Bus Rapid Transit (BRT) station, which would connect Huntington to Fort Belvoir along North Kings Highway and the Richmond Highway Corridor. The County is currently designing the station in coordination with WMATA.

Figure 2. Southern Garage (closed 2018)

Figure 3. North Bus Station and Elevated Yellow Line

Figure 4. View North from Middle Garage

Figure 5. Metrorail Platform, South Mezzanine, and Vertical Circulation

Figure 6. Metrorail Platform

CHARACTER OF THE AREA

The subject area is located in southeast Fairfax County near the Capital Beltway, Cameron Run, and the City of Alexandria. The subject area is the focal point of the Huntington Transit Development Area (TDA), an area that is directly influenced by the station and provides opportunities for higher intensity, mixed-use development within the Huntington Transit Station Area (TSA). The TDA consists of several land units including and immediately surrounding the WMATA property to the north and south, as shown in the green hatch pattern in the TSA Map (Figure 7). The surrounding uses and their associated plan designations and zoning are described below:

North: Immediately across Huntington Avenue to the north of the subject area are a variety of residential neighborhoods within the Huntington TSA, including:

- The northern portions of the Huntington neighborhood and Conservation Area, which are planned within Land Unit A for residential use at 8-12 du/ac, developed with duplexes, and zoned R-8 Residential District.
- Land Units C and D, which are planned and developed with: Midtown Alexandria Station, a high-rise multifamily building, and zoned PRM Planned Residential Mixed-Use District.

- Huntington Station Court, a townhouse community zoned PDH-16 Planned Development Housing District; and Huntington Crossing, a stacked townhouse community zoned PDH-12 Planned Development Housing District.
- Land Unit G, which is planned and developed with the Parker, a mid-rise multifamily building zoned PRM Planned Residential Mixed-Use District. Land Unit G is planned for office and hotel uses, or, as an option, mixed use with additional multifamily and non-residential uses. A portion of Land Unit G, located kitty-corner to the WMATA property also contains an interim park space which, while currently unbuilt, could develop with uses under the option.
- The Cameron Run Trail is also located north of the subject area. This major paved trail is being constructed in segments and is planned to provide a connection from Telegraph Road to Richmond Highway along Cameron Run, and will provide a major recreational element for the Huntington area.

South: The area south of the subject area is Land Unit F, which includes the Courts at Huntington and Pavilions at Huntington Station residential properties. These properties, along with the Aventon development currently under construction within Land Unit E, have implemented the residential component of the adopted Plan's mixed-use option. These properties are zoned PRM Planned Residential Mixed-Use District.

East: Immediately east of the site are a variety of residential uses. The Aventon development, adjacent to the subject area and described above, is a mid-rise residential building currently under construction and zoned PRM. The area to the east of the property is the Huntington neighborhood, which is located outside of the Transit Development Area in Land Unit B, is planned and built for residential uses at 8 – 12 dwelling units per acre (du/ac), zoned R-8 Residential District, and is subject to a Neighborhood Conservation Plan. Within this neighborhood, the Comprehensive Plan recommends pedestrian facilities be improved to provide better access to the Metrorail and planned BRT stations. In line with this recommendation, pedestrian walkways connecting the Huntington neighborhood to the Metrorail Station and Mount Eagle Park were installed with the Courts at Huntington and Pavilions at Huntington Station development projects referenced above.

West: The areas immediately west of the site are a variety of residential neighborhoods and commercial shopping centers, including:

- Land Unit M, located west and southwest of the subject area across North Kings Highway and outside of the TDA boundary, includes the Jefferson Manor neighborhood and Conservation Area, which is planned for residential use at 8-12 du/ac, developed predominately with duplexes, and zoned R-8 Residential District. The southwest portion of Land Unit is planned for 16-20 du/ac, developed with the Jefferson Garden apartments, and zoned R-20 Residential District.
- Land Unit I, containing the Huntington Club condominiums, is a community of garden-style, low-rise multifamily buildings planned for mixed-use development up to a 3.5 FAR and zoned PRM Planned Residential Mixed-Use District, is adjacent to the west of the subject area. The property was rezoned in 2021 to implement a Plan option for transit-oriented development, which would include a mix of uses containing up to 1,760 units (traditional and stacked townhouses, mid- and high-rise multifamily), 25,000-45,000

square feet of retail and commercial uses, 150,000-231,000 square feet of office, as well as other uses including continuing care facilities and hotel.

- Land Unit L, directly west of the property across North Kings Highway, is developed with the Huntington Station Shopping Center, zoned C-5 Neighborhood Commercial Retail, Due to its size and location, this site is planned for transit-oriented, mixed-use redevelopment up to 2.15 FAR with a significant residential component, supporting local-serving retail, and office uses. The Plan recommends that an opportunity should be provided for the residents of the Jefferson Manor Conservation Area, which is designated for the areas west and north of the property, to review the design and development of Land Unit L with redevelopment. Development on Land Unit L should reinforce the design, character, and quality of the proposed development on the WMATA property as well as the existing residential character of Jefferson Manor.

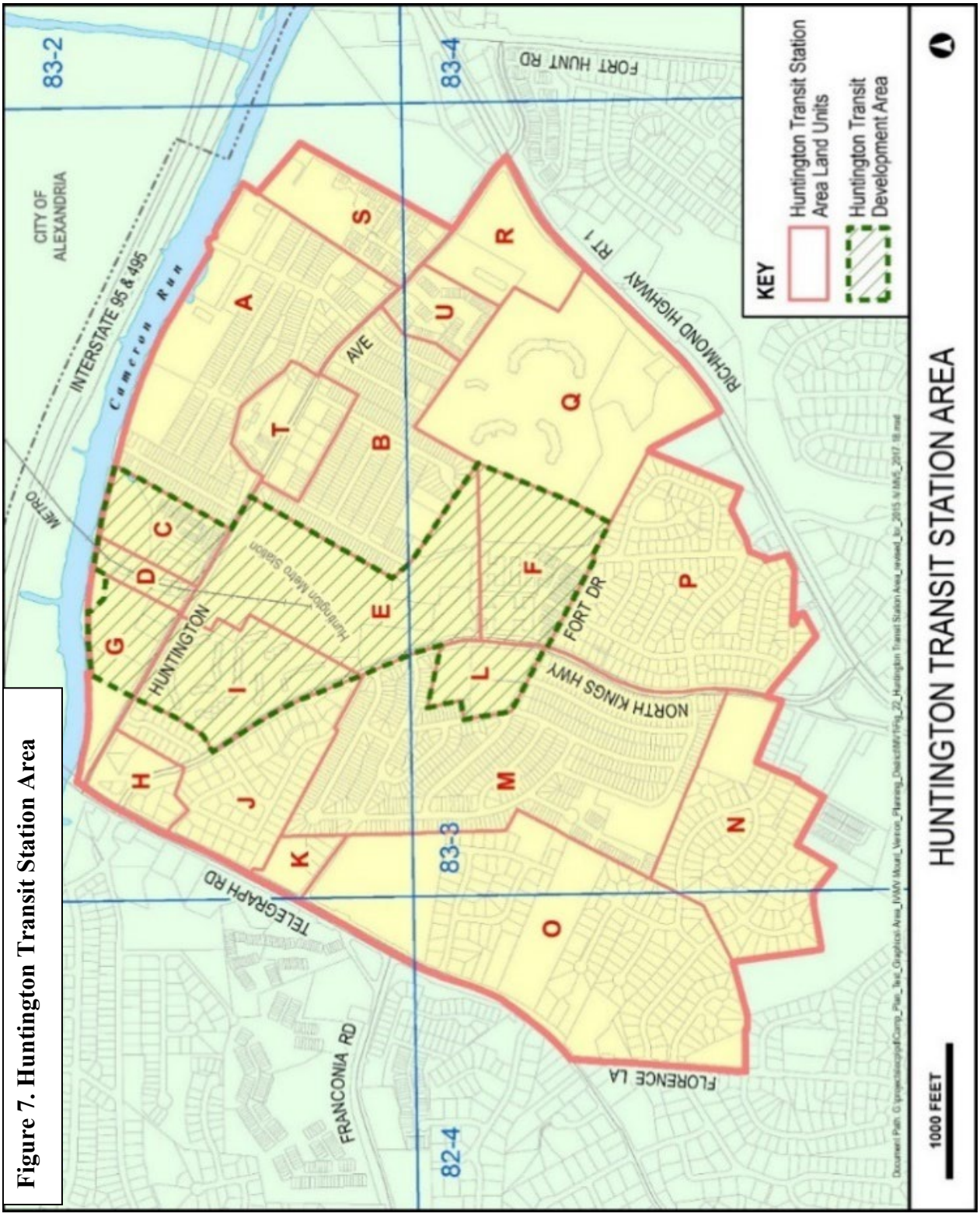


Figure 7. Huntington Transit Station Area

PLANNING AND ZONING HISTORY

The Huntington Metrorail Station opened in 1983 on what was originally a 60-acre property owned by WMATA (most of Land Units E and F). In 1984, the Comprehensive Plan recommended *"…some level of concentrated residential or employment activities near Metro to create on-site ridership and to serve reverse flow ridership during peak hours…*".

The 1991 Planning Horizons Plan refined this language and provided a redevelopment option for the subject area including, in the southern portion of Land Units E & F, 650 residential units (15% of the residential units were recommended as affordable for low and moderate income households), 250,000 square feet of office use, and 30,000 square feet of retail use, as well as an underground garage to be built in the middle portion of Land Unit E ("the Middle garage"). Area Plans Review (APR) 97-IV-2MV reduced the affordable housing recommendation for the WMATA property from 15% to the standard Affordable Dwelling Unit rate, and provided flexibility for the Middle garage to be built above-grade. RZ/FDP 2000-MV-046 approved 650 units (600 multifamily units and 50 townhouses), 250,000 square feet of office, and 25,000 square feet of retail in Land Unit F and the southeast portion of Land Unit E, of which 469 of the units were built at the time. APR 09-IV-16MV revised the land use mix for Land Units E and F to allow 200 additional residential units. PC/CDPA/FDPA 2000-MV-046, approved in 2020, fully implemented to remaining development potential of 379 units with the Aventon development (see Figure 8).

Figure 8. Aventon Multifamily Development (under construction July 2022)

As a result, the residential portion of the adopted Plan's mixed-use option for Land Units E and F has been implemented, whereas the non-residential portion has not been built. In 2018, the South garage closed to vehicles, which, in addition to the implementation of the residential component of the mixed-use option, led to WMATA issuing a solicitation for a joint development agreement, and the selected firm, Stout & Teague, nominating the property for SSPA.

ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan's Policy Plan and sections within the Area IV Plan, including the Mount Vernon Planning District and the Huntington TSA and TDA, provide guidance for the evaluation of the Plan amendment. The following Plan citations are most relevant to this Plan amendment, although this is not an all-inclusive list of all applicable Plan guidance.

Policy Plan Guidance, Land Use Element, Appendix 11 Guidelines for Transit Oriented Development (TOD Guidelines)

The complete Appendix 11 Guidelines for Transit Oriented Development text can be found in Attachment B of this report.

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use, Appendix 11, amended through 6-28-2022, pages 33-38 (excerpts).

"

…

1. **Transit Proximity and Station Area Boundaries:** *Focus and concentrate the highest density or land use intensity close to the rail transit station, and where feasible, above the rail transit station.*

   …
2. **Station-specific Flexibility:** *Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas.*

   …
3. **Pedestrian and Bicycle Access:** *Provide safe pedestrian and bicycle travel to and from and within the station area.*

   …
4. **Mix of Land Uses:** *Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off-peak travel periods in all directions, and to encourage different types of activity throughout the day.*

   …
5. **Housing Affordability:** *Provide for a range of housing opportunities by incorporating a mix of housing types and sizes and including housing for a range of different income levels.*

   …
6. **Urban Design:** *Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian-focused sense of place.*

   …
7. **Street Design:** *Provide a grid of safe, attractive streets for all users which provide connectivity throughout the site and to and from adjacent areas.*

   …

8. **Parking:** *Encourage the use of transit while maximizing the use of available parking throughout the day and evening and minimizing the visual impact of parking structures and surface parking lots.*
   …
9. **Transportation and Traffic:** *Promote a balance between the intensity of TOD and the capacity of the multimodal transportation infrastructure provided and affected by TOD, and provide for and accommodate high quality transit, pedestrian, and bicycle infrastructure and services and other measures to limit single occupant vehicle trips.*
   …
10. **Vision for the Community:** *Strive to achieve a broadly inclusive, collaborative, community participation process when evaluating TOD plans that propose substantial changes in use, intensity or density for existing or new transit station areas planning efforts.*
    …
11. **Regional Framework:** *Provide a more efficient land use pattern by concentrating growth around existing and planned transit station areas.*
    …
12. **Environmental Considerations:** *Seek opportunities for mitigating environmental impacts of development.*
    …
13. **Economic Benefits:** *Create an employment base and encourage commercial revitalization adjacent to transit facilities.*
    …
14. **Open Space:** *Provide publicly-accessible, high-quality, usable open space.*
    …
15. **Public Facilities and Infrastructure:** *Evaluate opportunities to include public facility improvements and services within the TOD area.*
    …
16. **Phasing of Development:** *Ensure that projects are phased in such a way as to include an appropriate mix of uses in each phase of the development.*
    …"

<u>Area IV Plan Guidance, Mount Vernon Planning District</u>

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District Overview, amended through 3-8-2022, pages 1-4:

"CONCEPT FOR FUTURE DEVELOPMENT
…
A Transit Station Area at the Huntington Metrorail station provides for higher density mixed-use projects in an effort to concentrate development near the station and encourage greater pedestrian and transit-oriented accessibility, while maintaining existing stable neighborhoods.

…

PLANNING OBJECTIVES

…

- Encourage transit ridership by encouraging appropriate economic development and redevelopment around the Huntington Metrorail Station and potential Bus Rapid Transit (BRT) stations…"

Area Plan Guidance, Mount Vernon Planning District, MV-1 Huntington Community Planning Sector

The complete Huntington Transit Development Area Plan text can be found on pages 27 through 34 of the MV-1 Huntington Community Planning Sector, Mount Vernon Planning District, Area IV volume of the Comprehensive Plan, amended through 3-8-2022, 2017 Edition of the Comprehensive Plan – Mount Vernon Planning District (fairfaxcounty.gov)

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, amended through 3-8-2022, MV-1 Huntington Community Planning Sector, pages 21-25:

"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, and is planned for higher-density, mixed-use development. Most of the redevelopable land is located within a 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.

…

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, 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 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."

Area Plan Guidance, Mount Vernon Planning District, MV-1 Huntington Community Planning Sector, Land Units E and F (Site-Specific)

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, amended through 3-8-2022, MV-1 Huntington Community Planning Sector, pages 31-33:

"(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."

PROPOSED PLAN AMENDMENT

The proposed Plan amendment considers a Transit-Oriented Mixed Use Development Option for the WMATA property and an adjacent parcel (Tax Map 83-1((7))1A, located between the WMATA property and the Huntington Club condominiums). The proposed land use quantification is shown in Figure 9. The adopted Plan provides a development option for Land Units E and F combined; however, as stated previously, only the residential development recommended under that option has been built. To reflect the partial implementation of the adopted Plan option, Land Unit E is proposed to be redrawn to include the Plan amendment study area only, with other portions of the current Land Unit E geography at the Aventon development and Mount Eagle Park redrawn into Land Unit F.

Figure 9. Land Use Quantification Table for Subject Area (Tax Map Parcels 83-1 ((1)) 17 E, 88D1, 83-1 ((7)) 1A, 29.5 acres)

	Multifamily Residential (Units)	Nonresidential Square Feet (SF)
Existing Uses	N/A	Public Facility Use (Metrorail Station, associated surface and structured parking, vacant land)
Adopted Plan	N/A	287,000 SF Non-residential Uses (257,000 SF office; + 30,000 SF retail use) And Public Facility Use (Metrorail/BRT station)
Proposed Plan	1,500 multifamily units	382,000 SF Non-residential Uses **(Net addition of 95,000 SF)** And Public Facility (Metrorail/BRT station)

ANALYSIS

Land Use and Urban Design

Transit-Oriented Development
Planning considerations for redevelopment at Metrorail stations are guided by the TOD Guidelines (see Attachment B of this report). Development in such areas should, as a general principle, be considered at the highest levels except as necessary to mitigate adverse impacts to County systems or to achieve other planning considerations, such as compatibility with surrounding lower density residential neighborhoods. The proposed Plan amendment supports the intensity level requested with the original nomination to achieve the intended TOD scale; however, certain factors on the subject area, such as the topography, soils, and neighborhood compatibility considerations, may impede the ability of certain development plans to achieve the maximum potential. This level of detail would be determined during the rezoning process.

Urban Design Framework
Major factors that would influence the character of development include pedestrian circulation, open spaces, landscape buffers to adjacent properties, and building heights. Each of these factors are visually depicted in a series of maps for the broader Huntington TDA in the adopted Plan. The proposed Plan amendment would update these TDA maps based on major site elements described in an illustrative concept plan (Figure 10) for the subject area, which also includes surrounding planned developments at Aventon and the Huntington Club for context and coordination. This illustrative concept plan, originally developed by WMATA's architects, Hord Coplan Macht (HCM), was modified by staff and the county's consulting urban designer, Dover Kohl Associates to show an interparcel connection to the adjacent Huntington Club site, landscape buffer in the northeast corner in lieu of a townhouse block, and revisions to the internal street network in the southern portion of the subject area.

The proposed Plan amendment would organize the subject area around public open spaces and transit infrastructure in both the southern and northern portions. In the southern portion (conceptual rendering in Figure 11), the Plan amendment proposes a structured BRT station that would be constructed immediately south of the Metrorail platform, allowing for a convenient transfer between the BRT and Metrorail systems. Above this BRT station, a civic plaza is envisioned that would function as a central gathering point and placemaking feature. Urban development blocks would frame this civic plaza with a variety of mid- and high-rise building forms. In the northern portion, an urban park space is envisioned generally near the existing bus station and Huntington Avenue frontage. Buildings across the subject area are anticipated to consist of residential-anchored or office-anchored spaces, with ground floor non-residential uses, such as retail, restaurants, and services along major pedestrian walkways, as identified in the TDA Concept Plan (Figure 10). Such uses, along with streetscape elements including street trees, wide sidewalks, pedestrian scale lighting, and street furniture, would enliven the edges and interior streets of the subject area and encourage a walkable urban environment. Buildings are envisioned to be aligned with the surrounding streets in a compact, urban form, with parking provided on-street or in structures.

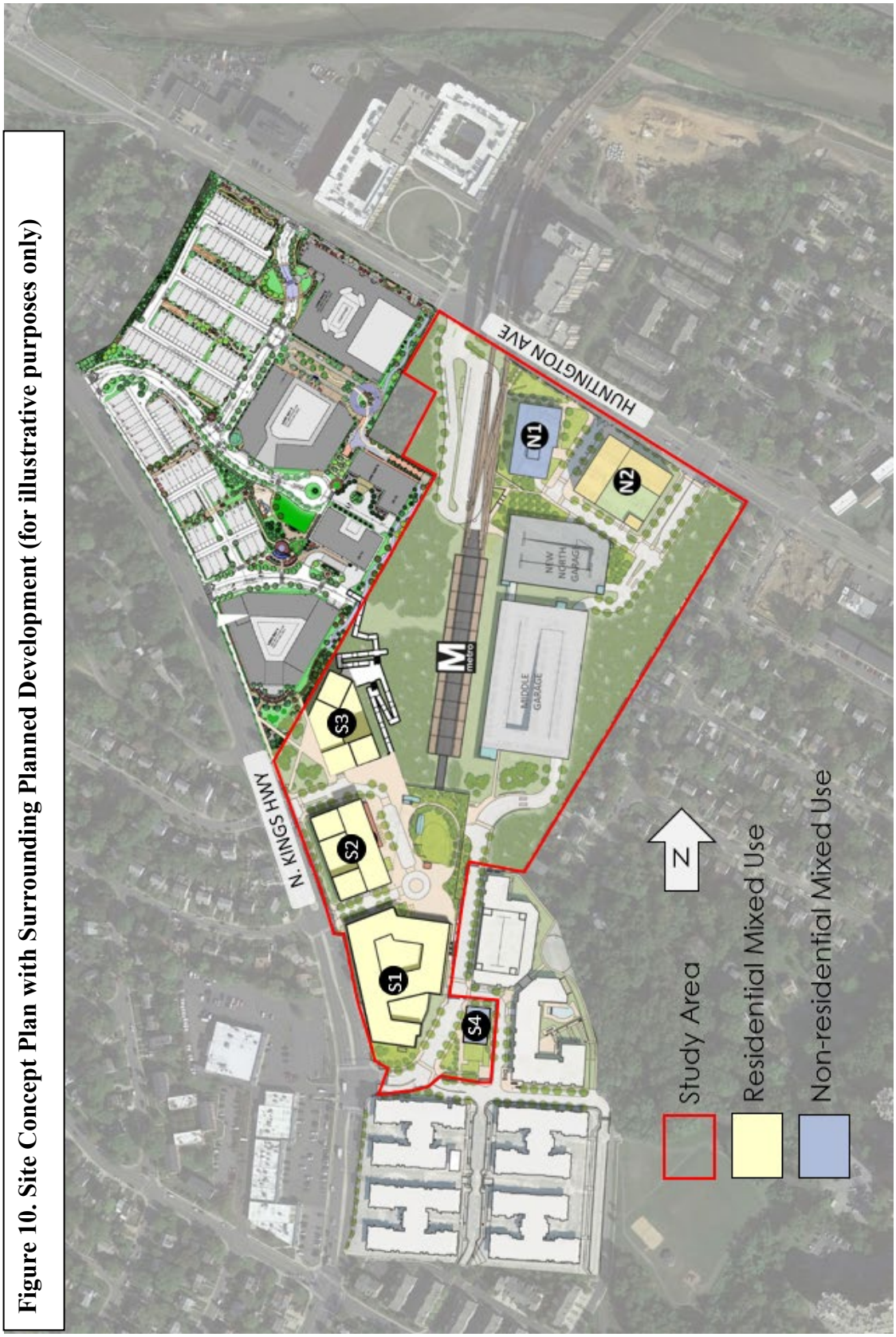
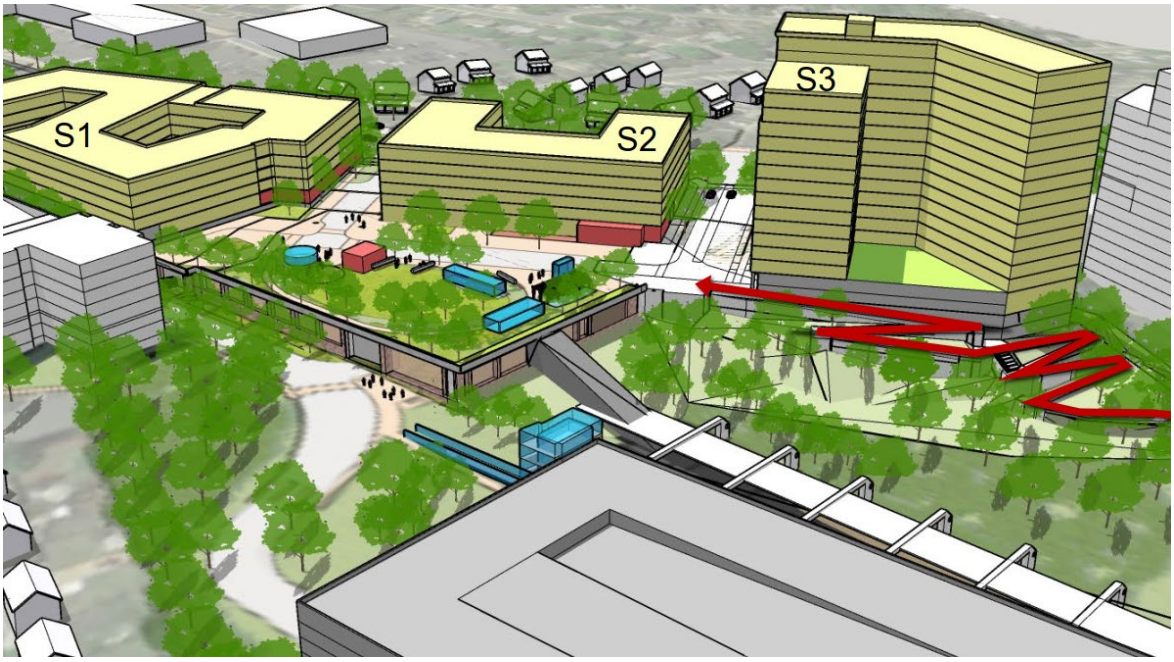


Figure 10. Site Concept Plan with Surrounding Planned Development (for illustrative purposes only)

Figure 11. Illustrative Rendering for the Southern Portion of the WMATA property (View toward Southwest/North Kings Highway.)



**** Buildings labeled S1 through S3 represent a conceptual building massing study. More exact building locations, sizes, and scale would be determined at the rezoning phase.***

Transit-Oriented Mix of Uses

Land use considerations in the subject area are guided by the Concept for Future Development, Appendix 11 of the Land Use element of the Policy Plan (Guidelines for Transit-Oriented Development), and the Plan text for the Transit Station Area and Transit Development Area. The subject area is designated as a Transit Station Area by the Comprehensive Plan's Concept for Future Development, which states that Transit Station Areas "*[…] encompass Metrorail Stations (where applicable, a Transit Station Area might also be adjacent to a Metrorail station in a neighboring locality) and are directly influenced by the presence of access points to the Metrorail system. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the rail station. Within the region, Metrorail provide a vital public transportation choice that enhances accessibility and reduces the reliance upon single occupancy vehicle use. Transit Station Area boundaries are strongly shaped by the area's access characteristics and the relationship of the station to surrounding stable neighborhoods.*[1]"

As previously mentioned, the subject area is planned as part of a recommendation for Land Units E and F of the Huntington TSA, which provides a development option for mixed use; however, to date, only the residential component of the option has been built. The TOD Guidelines note that, within the areas planned for TOD "*A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical mass of pedestrian activity as people live, work and play in these areas,*"

[1] Fairfax County Comprehensive Plan, 2017 Edition, Area Plan Overview, Amended through 10-16-2018. Pg 6.

and additionally, the County should "*Ensure that projects are phased in such a way as to include an appropriate mix of uses in each phase of the development*." The appropriate mix of uses was a topic of focused discussion during the Task Force process given the challenges with the office market exacerbated by the COVID-19 pandemic. WMATA's illustrative conceptual plans show a predominately residential proposal, consisting of mid- and high-rise building types.

The Economic Development Authority commissioned a 2020 Market Analysis of the Richmond Highway corridor and the Huntington area to evaluate near term real estate demand for non-residential uses, which was used to assess the near-term potential for such uses at the site. The report, which was conducted by Partners for Economic Solutions (PES), noted that "*Future new retail construction should be focused on redevelopment of existing obsolete/vacant retail space or at high intensity development sites such as the Huntington Metro Station,*" with the station being the only individual site specifically identified within the Huntington/North Gateway trade area for increased retail demand.[2] The EDA study projected a demand for 44,000 – 51,000 square feet of retail through 2030. Neither the proposed amendment of a maximum addition of 1,500 units with 2,625 residents,[3] nor the recently adopted amendment for 2550 Huntington Avenue (which provide additional residential potential of approximately 360 additional units), were contemplated at the time of the study and would likely increase retail demand further.

The EDA study of the Richmond Highway and Huntington office submarket states that the Richmond Highway Corridor had 1.2 million square feet of office space, which comprised 1% of the County's total office inventory, and has a vacancy rate of 8.9% (2020). The study advises that a healthy vacancy rate that represents a balance between supply and demand is 8%, and that the corridor's vacancy rate is at a much more desirable level than the county's vacancy rate of 15.5% in the third quarter of 2020.[4] Currently, office users in the corridor consist primarily of attorneys, real estate agents, insurance agents, doctors, dentists, and other professionals that serve a local customer base, rather than a regional or national market.

The report also describes the future competitive environment in the region and compares the Huntington/North Gateway area with the Eisenhower Avenue area, just north of Huntington in the City of Alexandria, and the National Landing area of the City of Alexandria and Arlington County. The report states that, over the next 5 to 10 years, office leasing activity in the region is expected to increase with the arrival and expansion of corporate headquarters (Amazon HQ2) and research and laboratory entities associated with universities (e.g., Virginia Tech at National Landing), which will seek the existing and planned Class A office buildings and built-to-spec research space in those two areas. Smaller firms that subcontract with these larger firms may see an opportunity to lease space in the older and less expensive Class B and Class C office buildings found in the Richmond Highway Corridor and in the Huntington/North Gateway submarket. Figure 12 shows the estimated demand for office space within the next five-and ten-year intervals. As the table shows, there is a projected demand of 150,000 to 175,000 square feet of office space within the next five years in the Huntington/North Gateway area, with a projected

[2] Partners for Economic Solutions, *Richmond Highway Market Assessment Study* (November 16, 2020) pg. 33.
[3]Fairfax County Comprehensive Plan, 2017 Edition, Mount Vernon Planning District, Amended through 10-16-2018. Pg 6.The resident projection is based on an average multifamily household size of 1.75 people per unit, which is noted in the Comprehensive Plan for the county's growth centers, such as the Huntington Transit Station Area.
[4] Partners for Economic Solutions, *Richmond Highway Market Assessment Study* (November 16, 2020) pg. 55-56.

office demand of 400,000 square feet in the next decade. The forecast for office tenants along the corridor projects modest opportunities accommodating smaller, localized tenants, including neighborhood-serving business, and innovative commercial users, such as small-scale manufacturing (maker) space.[5] The EDA's interpretation of the PES report assumes that this amount of office space would be spread out among several buildings, not concentrated in one building on one site. Of note, the PES report indicates that locational preferences in the market are shifting from single-use office parks to mixed-use environments with Metro access and amenities, which puts the subject area at a long-term competitive advantage for office potential.

Figure 12. Office Demand Conclusions, 2021-2032. Partners for Economic Solutions, *Richmond Highway Market Assessment Study* (November 16, 2020)

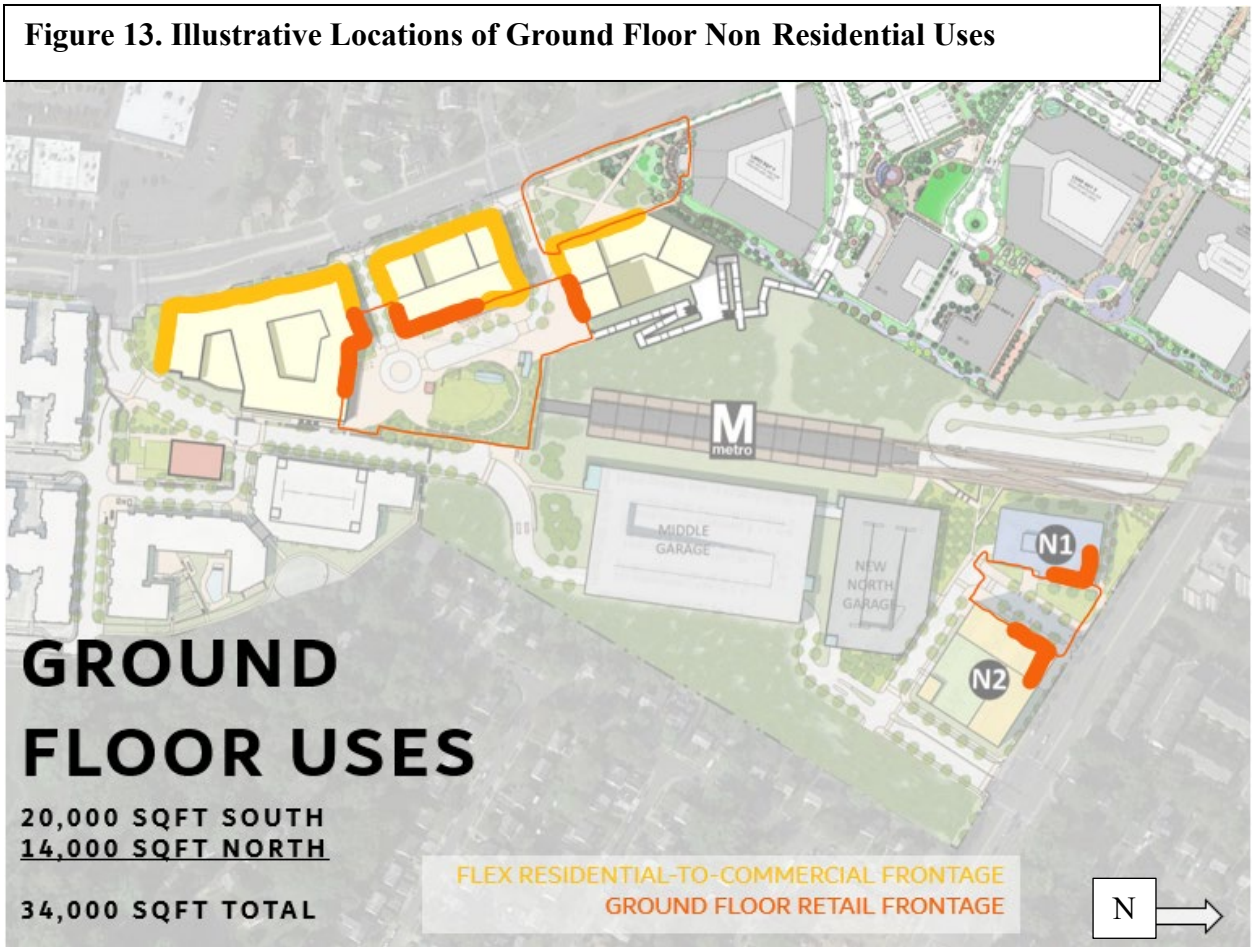
Community Business Center	Near-Term Office Demand (SF) 2021-2027		Mid-Term Office Demand (SF) 2028-2032		Total Average Office Demand (SF) 2021-2032
Huntington/North Gateway	Low Estimate	High Estimate	Low Estimate	High Estimate	
	150,000	175,000	225,000	250,000	400,000

Given the changing nature of the office market, the proposed Plan amendment provides a high degree of flexibility regarding specific uses. Residential uses are recommended in multifamily forms. Nonresidential uses are recommended generally, and could include but are not limited to office, retail, education, community services, and housing accommodations for medical or health care uses, such as assisted living and continuing care facilities. This use flexibility is paired with an emphasis on building form and urban design recommendations to ensure that priorities, such as activating building frontage and public spaces, and promoting walking and biking, are achieved.

A maximum of 382,000 square feet of nonresidential use is recommended for the entirety of the study area. In order to provide clear guidance on the mix of uses provided in each phase of development, the proposed Plan amendment recommends a minimum amount of ground floor, non-residential use of 20,000 square feet in the southern portion and 14,000 square feet in the northern portion of the subject area. Figure 13 illustrates potential locations of such uses given the illustrative concept plan; however, other locations along major pedestrian walkways, as described in the Urban Design Framework section of the proposed Plan amendment, could also be considered for ground floor uses. Interim uses, including live/work and pop-up uses, could be considered on the ground floor provided such spaces are built to commercial standards to allow for their conversion in the future. Other uses that support the mixed-use, TOD vision, such as a potential community or senior center, as well as a potential hotel, could also be considered.

[5] Partners for Economic Solutions, *Richmond Highway Market Assessment Study* (November 16, 2020) pg. 59-62.

Figure 13. Illustrative Locations of Ground Floor Non Residential Uses



Phasing and Parcel Consolidation

As envisioned in the illustrative concept plan (Figure 10) and described in the text, the subject area is generally organized into two portions, a southern portion with access from North Kings Highway, and a northern portion with access from Huntington Avenue. With the closure of the South garage in 2018, and the planned BRT station, the southern portion is likely to develop in a shorter timeframe. In contrast, the existing North garage on the Huntington Avenue frontage is expected to remain in use through at least 2030, and redevelopment of the northern frontage is not anticipated until the North garage reaches the end of its useful life. Given these different timeframes of development, it is anticipated that development would occur in phases, and a mix of uses should be provided with each phase, including during interim conditions. While phasing is anticipated, a plan for the entirety of the subject area is recommended in line with the TDA guidance in order to plan the necessary arrangement of infrastructure, park spaces, and connections across the subject area. Moreover, Tax Map Parcel 83-1((7))1A, which is not owned by WMATA but has limited development potential on its own due to its size, access, and zoning, is recommended to be consolidated with the WMATA property, or if consolidation is not possible, that any zoning application demonstrate how this parcel could develop in line with TOD principles.

Building Heights

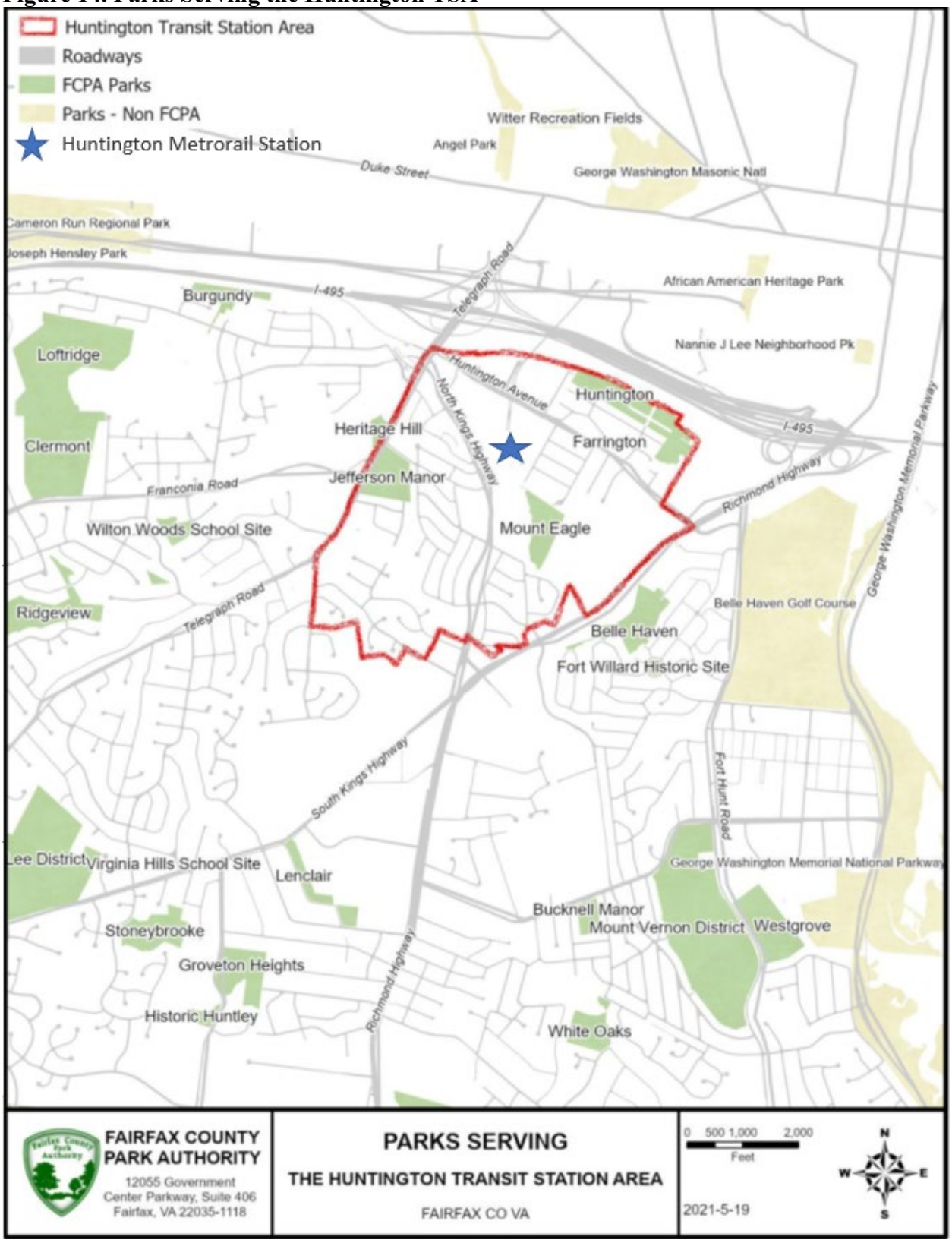
Building heights surrounding the subject area vary, with high-rise forms more than 150 feet immediately across Huntington Avenue from the site to low-rise duplex forms of less than 25 feet on the eastern boundary. The proposed maximum building heights for the subject area are illustrated in the TDA Concept Plan (Figure 12 of the proposed Plan amendment as shown in the Recommendation section of this report). Height recommendations vary to implement the intended higher density urban design concept, while providing compatible transitions to surrounding lower density neighborhoods. A maximum of 200 feet of height is proposed for the interior of the subject area and along the Huntington Avenue frontage, which would provide opportunities for a cohesive and notable skyline, both on the subject area and in combination with the high-rise forms planned at the adjacent Huntington Club site. Considering the Jefferson Manor homes across North Kings Highway from the subject area, building heights should taper down to 55 feet along the majority of the North Kings Highway frontage and, additionally, the building height taper should not exceed a 40° line of site as measured from eye level on the sidewalk on the west side of North Kings Highway, in order to provide an appropriate transition. The eastern edge of the property shares a rear property line with a row of duplexes fronting on Biscayne Drive and currently provides a wooded buffer between these homes and Metrorail facilities. This area is proposed to remain undeveloped, and as a result no height is recommended in this area.

Parks

Existing nearby parks (Huntington, Farrington, Heritage Hill, Jefferson Manor, and Mount Eagle Parks) meet only a portion of the demand for parkland generated by residential development in the service area surrounding the subject area. Figure 14 shows the public parkland in the vicinity of the Huntington Metro Station TSA. In addition to parkland, the recreational facilities in greatest need in the Mount Vernon Planning District include rectangle fields, adult softball fields, sport courts, playgrounds, and trails.

As noted in the adopted Comprehensive Plan, redevelopment of the subject area should offset impacts to park and recreation needs. The proposed amendment would allow for a potential increase in population within the Mount Vernon Planning District by up to 2,625 residents, as mentioned previously, and these future residents will need access to park and recreation facilities on site or nearby. Integration of publicly accessible urban parks enhances the desirability of the plan and redevelopment efforts, and would contribute to a sense of place. In the urban context, small footprint recreation facilities such as playgrounds, tot lots, climbable art, interactive musical elements, sport courts, outdoor fitness stations, swings, putting greens, and/or game tables should be included in onsite park spaces. Any redevelopment of the subject area that includes new residential uses should also be encouraged to fund or build a new athletic field offsite within the service area of the property.

Figure 14. Parks Serving the Huntington TSA



Public Facilities

Schools
The schools serving this area are Edison High School (HS), Twain Middle School (MS), and Cameron Elementary School (ES). The following school capacity and utilization projections (Figure 15) were published in the Fairfax County Public Schools (FCPS) Capital Improvement Program (CIP) Fiscal Year 2021-25 and do not reflect the increase in the number of students resulting from the proposed Plan amendment.

Figure 15. Existing School Capacity and Utilization

School	Program Capacity SY 2019-20	Current Membership (9/30/19)	Capacity Utilization SY 2019-20	Projected Membership SY 2024-25	Capacity Utilization SY 2024-25
Edison HS	2,135	2,158	101%	2,290	107%
Twain MS	1,023	1,080	106%	1,094	107%
Cameron ES	630	517	82%	525	83%

Source: FCPS, *FY 2021-25 Capital Improvement Program*, January 2020.

The school capacity table shows a snapshot in time (as of January 2020) for student membership and school capacity balances. The five-year student membership projections and individual school capacity evaluations are updated annually by FCPS. An assessment of facility capacity was not completed for School Year (SY) 2020-21 due to the COVID-19 pandemic. Recommended boundary adjustment options, program changes, and potential school expansions and new schools are included in the CIP for future consideration based on the most recent five-year projections and capacity evaluations from SY 2019-20. Any proposals for such changes will be discussed and decided through a transparent process that engages the community, in accordance with School Board Policy and Regulations. At this time, Edison HS has a slight capacity deficit, Twain MS is considered to have a moderate capacity deficit, and Cameron ES is considered to have a capacity surplus. Beyond the five-year projection horizon, membership projections are not available. Potential solutions, as identified in the CIP, for addressing capacity deficits at the schools serving the site include the following:

Edison HS: Increase efficiency by reassigning instructional spaces within a school to accommodate increase in membership; possible program changes; minor interior facility modifications to create additional instructional space and help to accommodate capacity deficit; and/or potential boundary adjustment with schools having a capacity surplus.

Twain MS: Increase efficiency by reassigning instructional spaces within a school to accommodate increase in membership, possible program changes, capacity enhancement through either a modular or building addition, and/or potential boundary adjustment with schools having a capacity surplus.

Cameron ES: Monitor student membership.

Based on the number of housing units proposed in this application, Figures 16 shows the number of potential students by school level, calculated by using the current countywide student yield ratios. At maximum build out, the proposed Plan amendment would yield up to a total of 169 new students (47 high school, 29 middle school, and 93 elementary school students).

Figure 16. Potential Student Yield Under Proposed Comprehensive Plan

Proposed Comprehensive Plan: Land Unit E – Mid/High-Rise Multi-Family Option

School Level	Proposed Number of Housing Units	Potential Student Yield
High	1,500	47
Middle	1,500	29
Elementary	1,500	93
Total Student Count		**169**

Source: FCPS, *2015 Countywide Student Yield Ratios*, November 2016.

Traditionally, public school capacity needs have been addressed through various means including dedication of land, new school construction, additions to existing facilities, interior architectural modifications, use of modular buildings, changes to programs, and/or changes to attendance areas. Additional school capacity could also be addressed through innovative, urban solutions including the co-location of school facilities, such as vocational training, academy programs and/or adult learning centers, within mixed-use, office or other commercial buildings provided that all access, safety, security, and space requirements are met; with parks and other public facilities; or through other creative approaches. Fairfax County Public Schools also may evaluate other possible "in-kind" school impact mitigation strategies.

The impacts of a Plan amendment may occur beyond the five-year projection horizon and conditions of a school and/or school boundaries may change by the time the residential density proposed by this Plan amendment is realized. During the development review process, any impact on schools, necessitated by any increased intensity, should be mitigated with provisions by the developer(s) and the County. Traditional and/or innovative measures to mitigate the impacts of new development on school capacity should be considered, provided that the objectives and policies for public schools within the Public Facilities Element of the Policy Plan are followed. Therefore, no additional plan language regarding school capacity is proposed.

Fire and Rescue
The Huntington Metro Station is covered by the Fairfax County Penn Daw Fire and Rescue Station 11. In addition, the area is also covered through mutual aid by three Alexandria fire stations. Traffic signal emergency vehicle pre-emption (EVP) may be requested at the time of rezoning based on the size of the proposed development.

Water
Fairfax Water has identified the need to install a 24" diameter water main along Huntington Avenue. The design and installation of this main, from Metroview Parkway in Huntington

Avenue to the parcel boundary beyond Fenwick Drive, would be required in conjunction with site development.

Wastewater
Sewage generated within the subject area would be treated at Alexandria Renew Enterprises (AlexRenew) plant. The AlexRenew plant serves the Cameron Run basin of the County. The County's current flow to AlexRenew plant is about 18.2 million gallons per day, approximately 56% of the County's allocation. The County's existing allocation at the AlexRenew treatment plant can handle the projected sewage flow through the year 2045 for the proposed land use scenario. Public sanitary sewers exist on the north side of the Plan amendment area, along Huntington Avenue. Any proposed development on the subject area would need to address the wastewater conveyance capacity needs of the sewers during the rezoning process, per existing county policy.

Environment

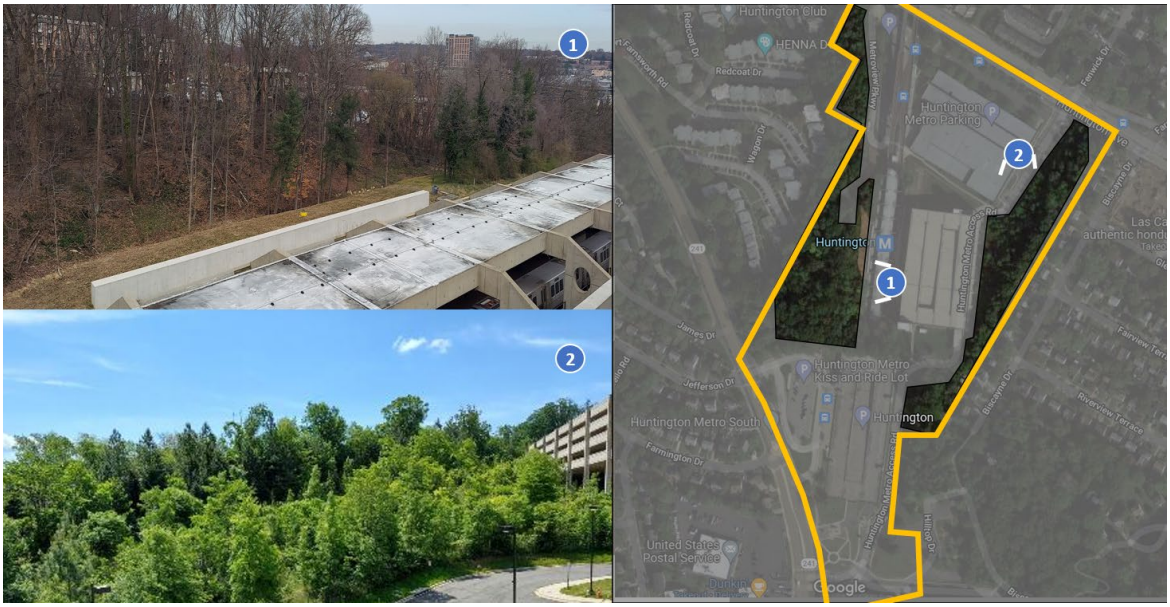
Stormwater Management
The subject area is located in the Cameron Run Watershed in an older, developed portion of the County. The watershed may have fair to poor water quality due to nonpoint source pollution. Any future development resulting from the Plan amendment would be assessed for consistency with the stormwater management guidance found in the Environmental text of the Mount Vernon Planning District and the Environment element of the Policy Plan.

Additionally, development should implement watershed management Plan recommendations, such as low impact development (LID) practices. Any development should include stormwater quantity and quality control measures to be provided on-site and should be sufficient to attain the stormwater-related credits of the most current version of LEED (or third-party equivalent), with the goal of reducing the total runoff volume. The peak runoff rate for the 2-year and 10-year, 24-hour storms in the post-developed condition should be reduced below the existing condition peak runoff rate for the same storms. The emphasis should be on low-impact development (LID) techniques and best-management practices (BMPs) that filter water through vegetation and/or soil, return water into the ground and air through evaporation, and should include features such as rooftop landscaping.

Green Building
Consistent with the Huntington TDA's general Development Criteria, development under the option would be expected to meet the criteria for LEED Silver Green Building certification or an equivalent program and provide innovative stormwater management techniques and Electric Vehicle charging stations.

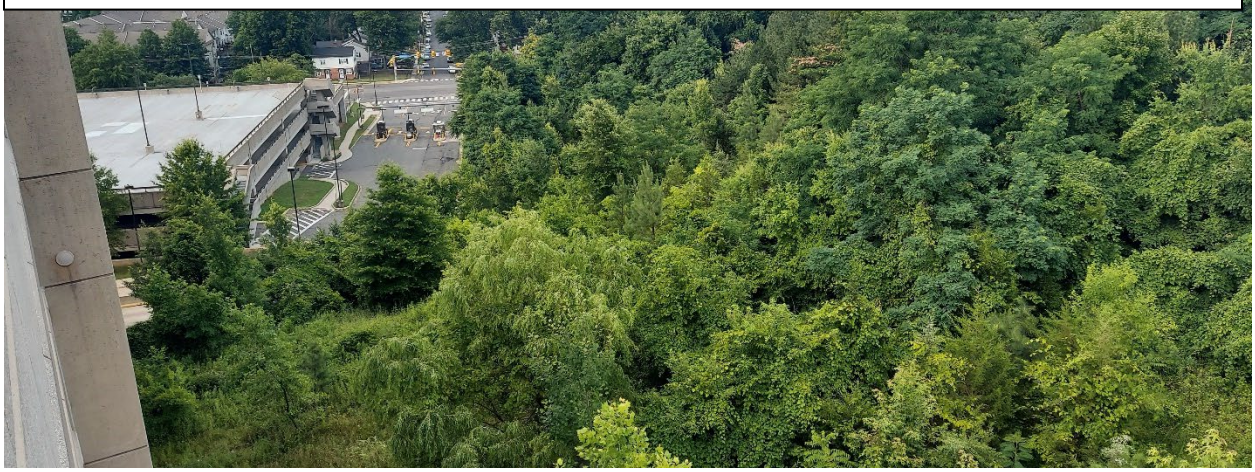
Landscape Buffers, Conservation Easement, and Forest Resources
As shown in green outline on the Current and Propose Change map (page 2) and in Image #1 of Figure 17 below, approximately 4 acres of the subject area is located within a stormwater management easement.

Figure 17. Conservation Easement and Landscape Buffer Areas



The conceptual plan provided by the nominator of the original SSPA and modified by staff and the County's urban design consultant (Figure 10) shows the potential urban design layout with a development block and building in the southern portion of the subject area within a portion of the existing easement. This easement was established for stormwater Best Management Practice purposes associated with the development of the Middle garage, and is held by the County. While the easement is not referenced in the adopted Comprehensive Plan, it currently precludes development of structures or trails within this area. Portions of the easement contain significant grade changes, which poses a challenge to full connectivity (such as a coordinated grid of streets) between the subject area and the adjacent Huntington Club redevelopment, which is planned and approved for significant, transit-oriented redevelopment. Without modification to the portions of the easement near the North Kings Highway frontage, which are relatively flat, the easement would preclude the urban design and development concept envisioned for the subject area. While the easement was put in place for stormwater credits, there may be opportunities to integrate stormwater management with new development. Additionally, other areas of the site, such as the wooded, but unencumbered, area on the eastern boundary to the east of the Middle garage, could be conserved as a landscape buffer, retaining the existing, dense screen between the WMATA property and a row of duplexes on Biscayne Drive. The proposed Plan amendment includes specific recommendations for this undeveloped area (shown on Figure 18) to remain in a natural state to maintain and enhance the high-quality tree cover and existing buffer.

Figure 18. Forested buffer on eastern property boundary (View looking north toward Huntington Avenue)



Street Trees
Incorporating street trees throughout the subject area would enhance the urban design by providing a clearly defined pedestrian realm, shade, reduced urban heating, improved air quality, habitat opportunities, and stormwater retention, and are recommended in the proposed plan.

Noise
Potential train noise from the Metrorail could impact future residents. With any future development application, noise levels should be mitigated to a maximum of 50 dBA for interior office buildings, 45 dBA interior for residential buildings and 65 dBA exterior for residential buildings, as applicable.

Soils
Portions of the subject area contain potential wet and unstable soils including Marine Clay soils. In line with Objective 6 in the Environment element of the Policy Plan, new development should either avoid problem soil areas or implement appropriate engineering measures to protect existing and new structures from unstable soils. As a result, a geotechnical study would be recommended as part of any future rezoning application for the subject area to ensure that problem soil areas are treated with appropriate engineering measures against geotechnical hazards.

Housing

The TOD Guidelines note that transit-oriented developments should provide housing for residents with low and moderate incomes, including in the form of Affordable Dwelling Units (ADUs) and Workforce Dwelling Units (WDUs). Housing for seniors is also encouraged to the extent feasible. The adopted Huntington TDA Development Criteria contain, as a uniform recommendation, a 15% affordable housing commitment level; however, the subject area's current Plan recommendation states that, in lieu of the 15% commitment level, affordable

housing should be provided in accordance with the county's Affordable Dwelling Unit Ordinance. The 15% TDA commitment level was reaffirmed during the recent countywide update to the Housing element of the Comprehensive Plan (PA #2017-30 & 2017 P-11) and would be expected for WDUs at income levels and proportions as provided in the Countywide WDU Policy (60-80% of the Area Median Income (AMI) for rental units, 80-120% AMI for for-sale units).

The proposed plan amendment would align the subject area's recommended commitment level with the rest of the Huntington TDA. During the task force process, the ability to locate all or a significant amount of the affordable units within a single building was discussed to take advantage of certain financing mechanisms. Existing WDU policy does not preclude consideration of such an arrangement if it meets the intent of the policy. Further evaluation of such a proposal would need to be reviewed with any rezoning application.

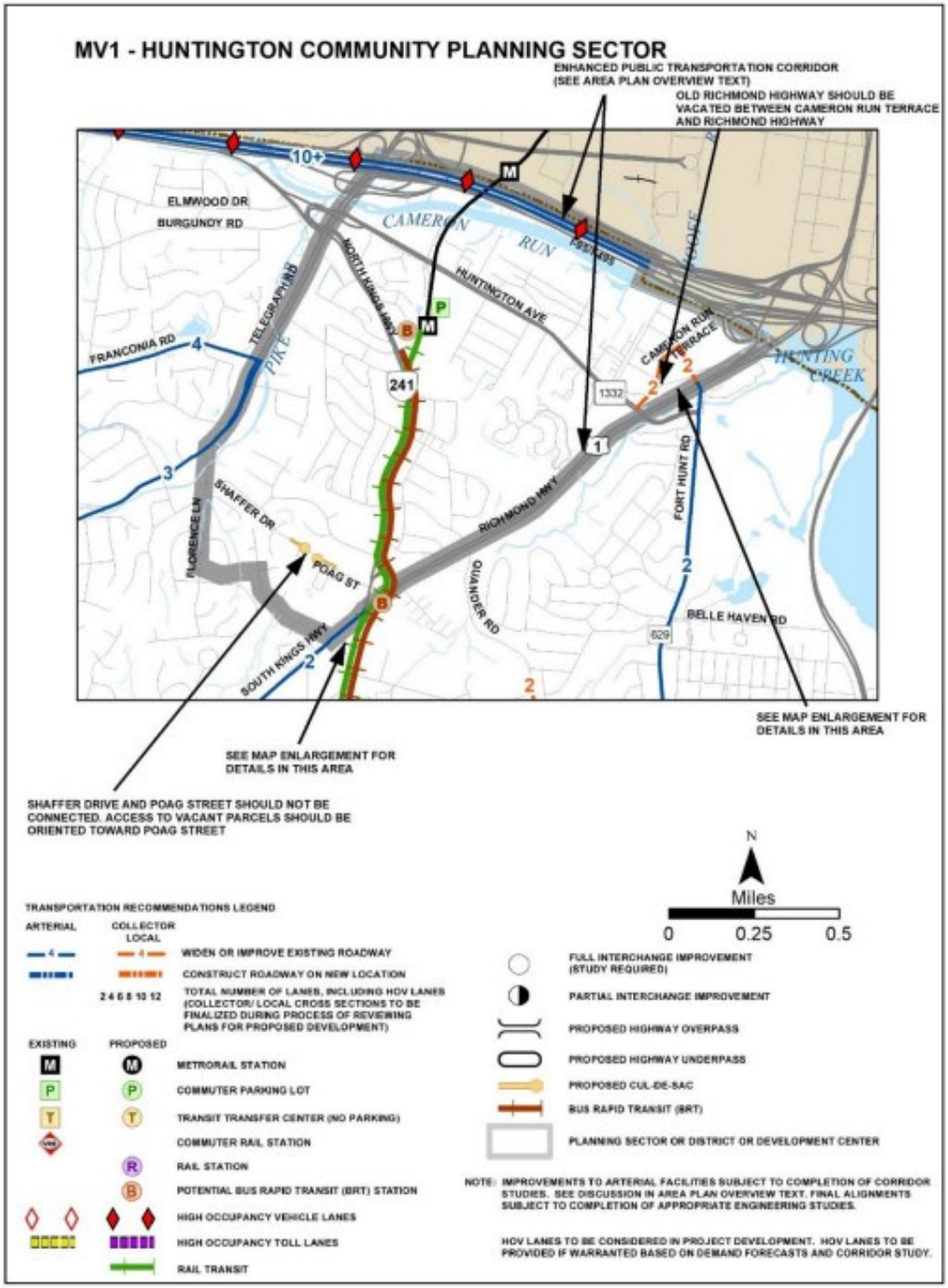
Transportation

Figure 19 provides the Transportation Map for the Huntington Transit Station Area, including the general alignment of the planned BRT, the future extension of the Yellow Line, enhanced transportation corridors, and other existing and planned transportation improvements near the subject area of the Plan amendment.

The proposed Plan amendment employs the TOD guidelines (see Attachment B of this report), which contain principles that were considered in the transportation analysis related to, among others, Transit Proximity and Station Area Boundaries, Pedestrian and Bicycle Access, Street Design, Parking, and Transportation and Traffic. In addition, the amendment proposes to encourage multimodal transportation through pedestrian and bicycle infrastructure; maintain bus and rail transit operations; and accommodate a future BRT at the southern portion of the subject area. Well-planned development within the TDA must provide a reliable multimodal transportation infrastructure network designed to encourage pedestrian and bike travel within the subject area and to the surrounding land uses, and provide efficient access to the Metrorail station for transit riders.

As the subject area is an active transit station, the transportation analysis for the Plan amendment included the review of bus and rail transit operations, including the planned BRT station, as well as pedestrian and bicycle connections. Further, a Parking Demand Analysis was prepared by WMATA and reviewed by Fairfax County Department of Transportation (FCDOT) as the station includes onsite parking garages. Vehicle traffic impacts were analyzed and compared with existing conditions, current comprehensive plan, and the proposed Plan amendment. Finally, Transportation Demand Management (TDM) measures were included to guide recommendations to further reduce single occupant vehicles on the surrounding road network.

Figure 19. MV-1 Huntington Community Planning Sector Transportation Map



TRANSPORTATION RECOMMENDATIONS

Huntington Metrorail Station Active Transportation Study
FCDOT applied for and received a Metropolitan Washington Council of Governments (MWCOG) Transportation Land-Use Connections (TLC) technical assistance program grant to assist in studying and providing recommendations for pedestrian connections, trails, and bicycle facilities for the Huntington TSA. The TLC program "provides short-term consultant services, for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives."[6] The grant assistance was received in 2021, and the Huntington Transit Station area was one of eleven locations that are in or near high-capacity transit stations.[7] The final report for the Huntington Metrorail Active Transportation Study can be viewed here: Huntington Metrorail Active Transportation Study | Transportation (fairfaxcounty.gov)

As a part of the Active Transportation study, County staff worked with project consultant Fehr & Peers and subcontractor Rhodeside & Harwell – the study team – to identify specific roadway facilities for study based on their connectivity to major roadways and amenities in the area, including the Metrorail station, Huntington Community Center, and the Huntington Station Shopping Center. Data were collected for sixty roadway segments, including Average Daily Traffic (ADT), lane count, posted speed limit, bicycle facility type, useable pathway width, buffer width, sidewalk quality, and lighting. The study team also inventoried the signalized and mid-block crossings over North Kings Highway and Huntington Avenue, noting the type of crossing treatment, whether crosswalks were present at all legs of the intersection, and the frequency and spacing of crosswalks along the two corridors.

The study team assigned each segment a Pedestrian Level of Comfort (LOC) and Bicycle Level of Traffic Stress (LTS) score for existing conditions and two future scenarios: 1) pedestrian and bicycle improvements recommended in the current Comprehensive Plan that would be implemented by the year 2045 and 2) additional improvements necessary to achieve scores of LOC-2 and LTS-2, or better, for all roadway segments. LOC is a metric used to assess the relative comfort of a pedestrian travelling along a given facility based on the surrounding environment. LOC scores range from LOC-1, which is an ideal and highly comfortable pedestrian environment for all ages and abilities, to LOC-4, which describes streets that have little or no accommodation for pedestrians and are therefore very uncomfortable. The Bicycle LTS methodology defines roadway facilities based on the level of stress experienced by bicyclists through a set of variables, such as roadway speed, number of travel lanes, and buffers. LTS scores range from LTS-1, which typifies the lowest stress facility appropriate for all ages and abilities, to LTS-4, which is the highest stress facility and one that does not feel comfortable for most people.

The analysis showed that many of the existing sidewalks within the Huntington TSA are uncomfortable for pedestrians, and that there are few low-stress facilities for bicyclists. The study recommended improvements beyond the current Comprehensive Plan guidance in order to achieve the desired scores of LOC-2 and LTS-2, or better. These recommendations, summarized by street, included installing pedestrian-scale lighting, increasing sidewalk width, improving

[6] Transportation Land-Use Connections Program | Metropolitan Washington Council of Governments (mwcog.org); accessed on July 28, 2022.
[7] Transportation Land-use Connections Program projects will help create more livable communities - TPB News - News | Metropolitan Washington Council of Governments (mwcog.org); accessed on July 28, 2022.

sidewalk quality, adding protected bike lanes, reducing posted speed limits, removing through-lanes, and adding marked crosswalks.

Improvements recommended in the Active Transportation study for Huntington Avenue and North Kings Highway along the subject area's frontage are incorporated in the proposed Plan amendment text and described in the sections below. Recommended improvements beyond the frontages of the subject area and the scope of the amendment, such as broader changes to the street network within the TSA, will be incorporated as appropriate into the ongoing countywide Active Fairfax Transportation Planning effort and other future planning efforts.

Pedestrian Connections and Trails
Sidewalks are present along both sides of North Kings Highway and Huntington Avenue, the two minor arterials surrounding the Metrorail site, and some internal Metrorail access roads have a sidewalk on at least one side. Most of these facilities are less than six-feet-wide with narrow landscape buffers two feet in width or less. Based on the guidance in the adopted Plan for TOD, streetscape improvements should be made along both minor arterials and the internal roadways to encourage walking and biking. As recommended in the Huntington Active Transportation Study, the proposed plan would include a 10-foot-wide shared use path and a minimum 8-foot-wide landscape panel with street trees along North Kings Highway. Additionally, the proposed plan recommends improving Huntington Avenue with wider pathways and landscape buffers in part by repurposing the right-of-way inside the curb, such as the right-turn lane along the subject area frontage. Pedestrian scale lighting should be incorporated with the streetscape improvements to enhance visibility and comfort.

The topography of the subject area presents challenges to inter- and intra-parcel pedestrian connectivity. Currently, the only accessible pedestrian connections between the northern and southern portions of the subject area require using the Metrorail station escalators, incline elevator, or the elevators located in the Middle garage. With the proposed plan amendment, connectivity between north and south should be made more comfortable and accessible, and clearly marked with wayfinding signage. Accessible and comfortable pedestrian routes should provide connectivity from the Metrorail station entrances in both the north and south portions of the subject area to the planned mixed-use development in Land Unit I (currently developed with the Huntington Club condominiums). Routes that involve a significant change in grade should incorporate accessible handrails and landing spaces at frequent intervals. The topography of Land Unit I, as well as grade changes relative to the subject area, present challenges to achieving a full coordination between the planned transit-oriented development in the adopted Plan and with the proposed Plan amendment, such as a formal grid of streets. However, interparcel connectivity to Land Unit I is proposed in the form of a walkway (as shown generally in the proposed TDA Pedestrian Circulation map in the Recommendations section (page 58), and conceptually on the illustrative plan in Figures 10 and 11). A connection to Land Unit I would need to account for the grade differences between the two sites, including through switchbacks and vertical circulation elements, and would be a key element in an overall plan for circulation for the entirety of the TDA. Moreover, such a connection would be one means for achieving the cohesive, district-wide planning envisioned in the TDA Development Criteria.

The Countywide Trails Plan, amended through July 1, 2018, shows a major, 10-foot-wide paved asphalt trail along Cameron Run from Richmond Highway to Telegraph Road (see image of the trail in Figure 20). A minor paved trail is recommended for both Huntington Avenue and North Kings Highway from Richmond Highway to Telegraph Road. While there are no major trails within or along the site, the partially completed Cameron Run Trail is proximate to the Metrorail station across Huntington Avenue. This trail also contributes to a larger network linking the existing trail along Telegraph Road over Cameron Run to Alexandria, and the planned cycle track and sidewalk in the Richmond Highway corridor. Connectivity to this trail from the subject area across Huntington Avenue via a mid-block crossing between Metroview Parkway and Fenwick Drive would allow for comfortable travel along the Huntington Avenue corridor.

Figure 20. Cameron Run Trail

Signalized crossings over Huntington Avenue and North Kings Highway along or immediately adjacent to the site are located at the following intersections:

- Huntington Avenue at Metroview Parkway
- Huntington Avenue at Huntington Metro Access Drive
- North Kings Highway at Jefferson Drive
- North Kings Highway at Huntington Park Drive

All signalized intersections should have clearly marked crosswalks at all legs and easily accessible pedestrian call buttons. There is also one unsignalized, high-visibility crosswalk across North Kings Highway at Farmington Drive. A rectangular rapid flashing beacon (RRFB) should be considered at this location to allow safer access over North Kings Highway. Such improvements would be reviewed during any future rezoning application for the subject area.

Bicycle Accommodations

There are no dedicated bicycle facilities within or surrounding the subject area. The Huntington Metrorail station can accommodate 32 bicycles on bike racks and 12 bicycles within bike

lockers. There are currently no bikeshare stations within the immediate vicinity of the Metrorail station.

The Fairfax County Bicycle Map (https://www.fairfaxcounty.gov/transportation/bike/map) rates Fairfax County roadways on a comfort scale, from "Most Comfortable" down to "Use Caution." Huntington Avenue and North Kings Highway are both rated as "Use Caution." Aside from the lack of dedicated bicycle facilities along these roadways, several other factors contribute to this assessment, including higher speeds and traffic volumes. The Virginia Department of Transportation (VDOT) Average Annual Daily Traffic count for year 2019 (pre-pandemic) noted 16,000 vehicles along Huntington Avenue and 24,000 vehicles along North Kings Highway. The posted speed limit on Huntington Avenue is 30 MPH and on North Kings Highway it is 35 MPH. A future road speed study could be explored on these two roadways as part of a larger study in consideration of improved bicycle and pedestrian facilities, and in-line with the Huntington Active Transportation Study's recommendations.

The Fairfax County Bicycle Master Plan recommends a bike lane along Huntington Avenue from Richmond Highway to Telegraph Road. However, the bicycle and trails plans are being reviewed and updated through the ongoing Active Fairfax planning effort. Bicycle facilities should be provided along Huntington Avenue, protected from vehicular traffic where possible, and separated from pedestrian walkways. Space should be allocated as necessary for adequate bicycle parking and for a future bikeshare station, which should be located within proximity to at least one Huntington Metrorail station entrance.

Transportation Demand Management (TDM)
Transportation Demand Management (TDM) measures at a trip reduction range of 45% or beyond were considered as a part of the Transportation Impact Study (TIS) due to the proximity of transit at the site and the proposed mix of uses. Careful planning and implementation efforts would be required to successfully reduce peak hour vehicle trips to these levels. Reductions in traffic volumes contribute to improved livability, walkability, and bikeability, and more efficient use of the multi-modal transportation network. Any development proposed based on this Plan amendment should commit to reducing vehicle trips during peak travel times through TDM strategies per the Fairfax County Comprehensive Plan and Fairfax County TDM Guidelines. Trip reductions for commercial and residential developments within the TDA and TSA should meet or exceed the high end of the range as outlined in the Fairfax County TDM Guidelines. Potential TDM efforts could include, but are not limited to, ridesharing programs; bus transit planning and promotion; parking management programs; alternative work schedules and teleworking; and nonmotorized connections.

Bus and Rail Transit
As mentioned previously, the County is planning and developing a BRT system from Huntington Metrorail Station to Fort Belvoir along the Richmond Highway Corridor. Nine stations are planned in total, including a station in the southern portion of the Huntington Metrorail Station site, at the North Kings Highway access point. The goal of the BRT system is to bring enhanced transit quality, reliability, and safety to the corridor. The BRT will connect to major employment and shopping centers and residential communities along the Richmond Highway corridor, with pedestrian and bicycle facilities as well as other streetscape amenities. Ultimately, a long-term

plan would extend the Yellow Line rail system from Huntington Metrorail Station to Hybla Valley. Detailed information about the BRT system, which was officially named "The One" in 2022, can be found on the project's website, Richmond Highway BRT - The One | Transportation (fairfaxcounty.gov).

The Huntington Metrorail Station will be the beginning/end-of-the-line station for the BRT where a transit loop will cater to articulated BRT buses, and regular Fairfax Connector and Metrobuses (existing facilities in the southern portion shown in Figure 21). An illustrative concept plan proposed with the Plan amendment, shown in Figure 22, depicts a civic plaza on an open deck, where a kiss-n-ride loop with parking could have access to North Kings Highway. Below the deck, the concept depicts a BRT station that is "daylighted" on two-sides, with access to the Metrorail platform via the existing escalators and inclined elevator. The BRT and other buses would access this station via Metro Access Road.

Figure 21. Existing Transit Facilities in Southern Portion of the WMATA Property

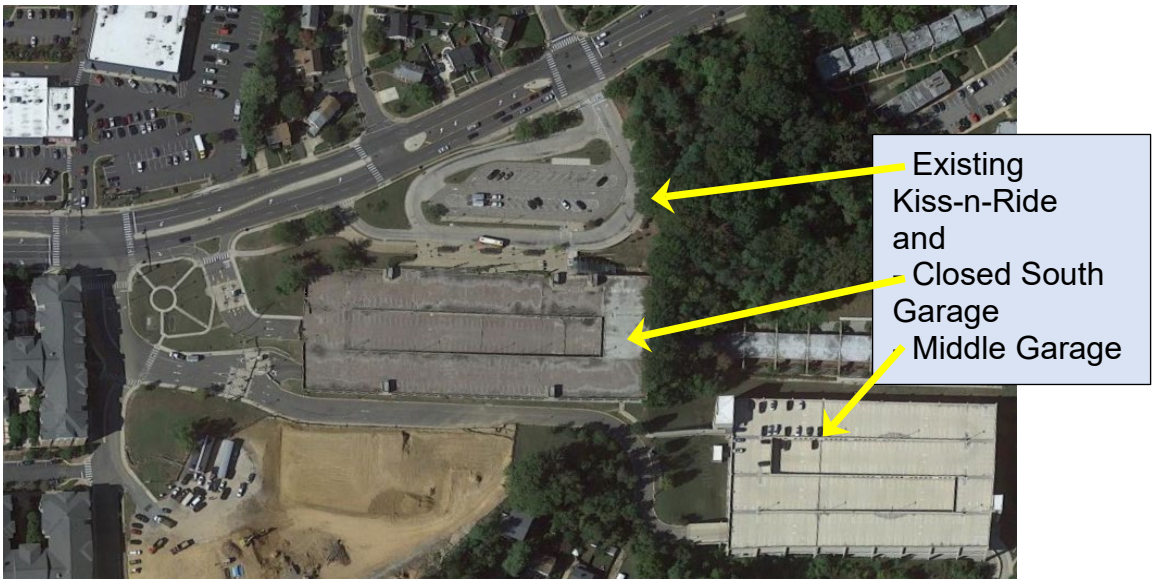


Figure 22. Illustrative Concept for the Southern Portion of the WMATA property

The concept shown in Figure 22 is illustrative in nature and has not been engineered or designed. However, the structured BRT station is envisioned to serve as the basis for the urban design concept for mixed use development at the southern portion of the site, in place of the existing kiss-n-ride loop and closed South garage. The BRT station would support access to North Kings Highway, and an efficient use of land with stacked or vertical consolidation of transit functions using the grade change on site and direct access to the Metrorail platform. Development under the proposed plan option is envisioned to occur in coordination with the structured BRT station. The timing of the implementation of the option is not known, however, the full BRT system is anticipated to begin operations starting in 2030. The proposed plan option would not preclude improvements to the existing, at-grade southern bus loop that could accommodate an interim BRT station if construction of the proposed TOD plan option does not commence simultaneously with the BRT project.

Existing bus services are provided in both the northern and southern portions of the site, with connections to the Metrorail entrances at Huntington Avenue and North Kings Highway. On the northern portion of the site, bus service is provided by Metrobus, Richmond Highway Express (REX) and Fairfax Connector bus routes. Four operational bus bays are located adjacent to the north kiss-and-ride, with two on-street transit stops on Huntington Avenue. Buses at the Huntington Avenue transit stops use a right-turn lane/bus lane contiguous to the WMATA station for curbside access. Bus service is recommended to be consolidated at the northern kiss-and-ride, which currently has available bus bays. With redevelopment of the northern portion of the WMATA station planned for a later phase, repurposing of the outside bus lane adjacent to the Metrorail station property along Huntington Avenue, is recommended to provide additional right-of-way for activated streetscapes and enhanced pedestrian and bicycle facilities, as detailed in the Active Transportation study section.

Metrobus and Fairfax Connector provide bus service on the southern portion of the site at an on-site bus loop with five bus bays, which is adjacent to the kiss-and-ride parking. There are no transit stops on the North Kings Highway frontage. As previously mentioned, with redevelopment of the southern portion of the site, there is potential for the vertical consolidation of the transit functions, with open space on the roof deck and a kiss-and-ride loop and BRT and bus transit loop below. This design, shown in Figure 22, would enhance the potential for mixed-use development and provide a civic plaza / open space feature where one does not presently exist.

The Yellow Line Metrorail track is elevated above Huntington Avenue and continues elevated to the center of the site. The rail platforms are adjacent to the Middle garage. The platforms are accessed through the fare gates with stairs, escalators, elevators, and inclined elevator access. The Metrorail station is the final southern station of the Yellow Line and tail tracks extend into the hillside under the now-closed South garage. No changes are proposed to the Yellow Line service and infrastructure facilities with this Plan amendment. An extension of the Yellow Line to Hybla Valley is adopted as part of the current Comprehensive Plan. Development under the proposed Plan amendment should not preclude the future extension of the Yellow Line.

Park-and-Ride Parking Demand Study

As noted in the Character of the Site section of this report (page 4), three park-and-ride garages are located on the site as shown in Figure 23. The Middle and North garages are open for use, while the South garage has been closed since August 2018, as previously mentioned. A Huntington Metrorail Station Park-and-Ride Demand Analysis was submitted by WMATA to evaluate the current and projected parking demand on the subject area. The Parking Demand Study was intended to forecast the parking space demand for the two operational garages and forecast when, and if, parking demand would exceed current capacity. The conceptual land use plan (Figure 10) shows that the South garage would be demolished and replaced with the BRT station and the North garage would be demolished and reconfigured with development in the northern portion of the subject area. The analysis indicated that 2,732 spaces would be retained (Middle garage, 1,451 spaces; North garage, 1,281 spaces) to meet the parking demand through at least 2035, when the North garage is expected to approach its potential need for replacement.

The park-and-ride demand analysis stated that transit ridership at this station has been declining since 2012, and that parking demand was affected by a partial closure in 2019 and the COVID-19 pandemic since 2020. Future demand projections were based on the number of households in the station's parkshed (shown in Figure 24), the average number of customers per household, the annual average peak hour occupancy (AAPHO), and future parking demand from users of the BRT system.

Figure 23. Huntington Station Commuter Parking Garages (# of spaces and year of construction)

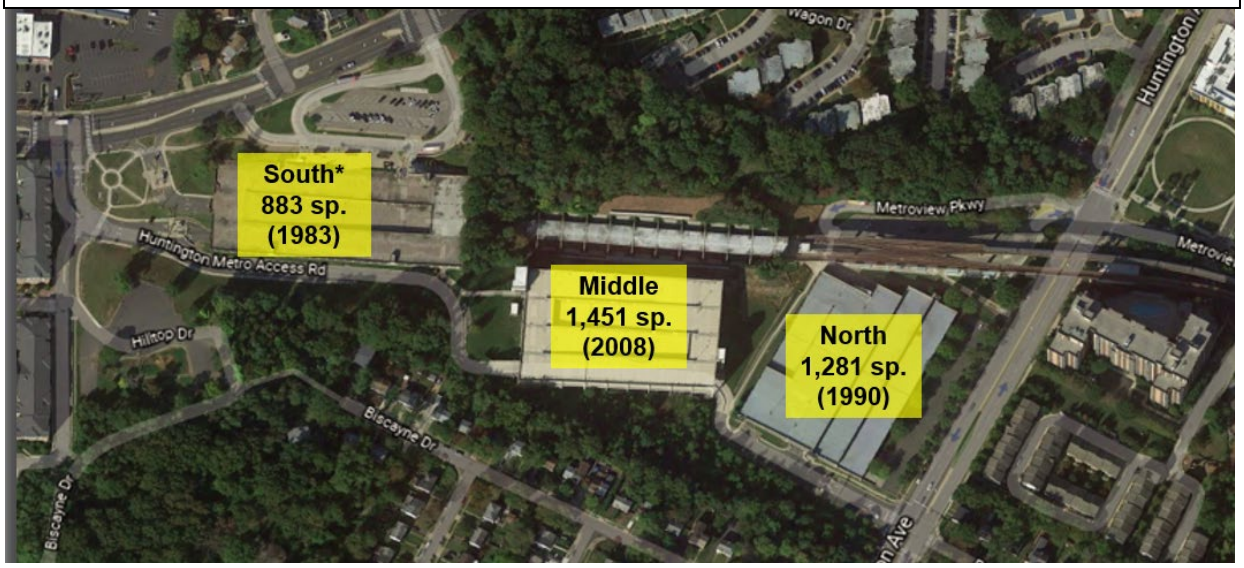
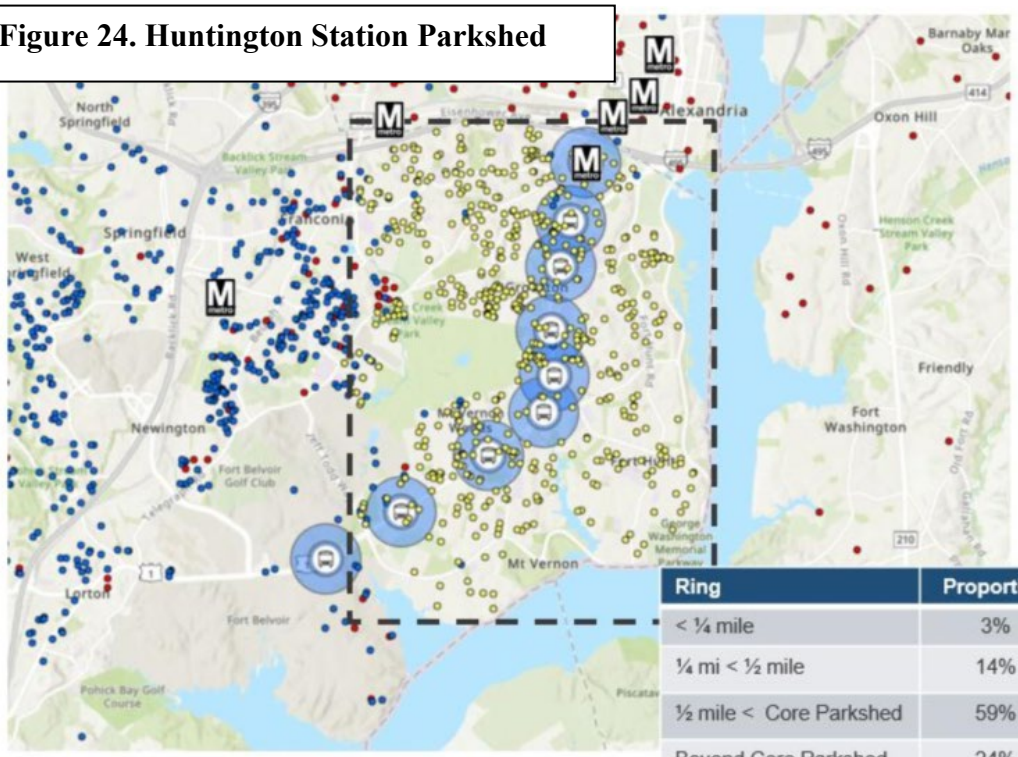


Figure 24. Huntington Station Parkshed



[1] Parkshed is 7.5 miles North to South and 5.0 miles East to West

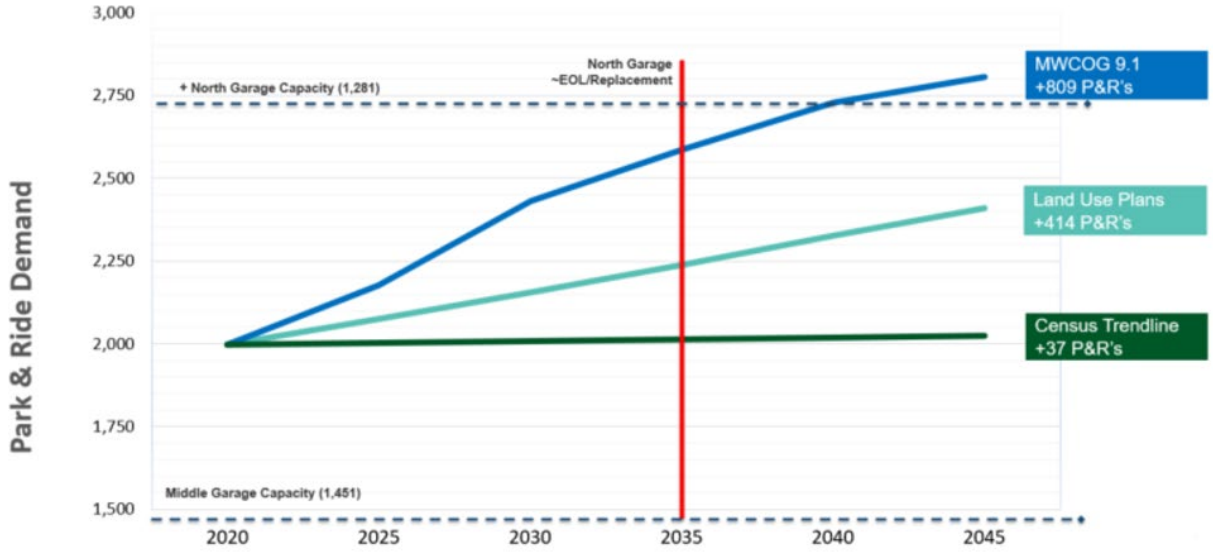
Ring	Proportion	Total
< ¼ mile	3%	56
¼ mi < ½ mile	14%	282
½ mile < Core Parkshed	59%	1,177
Beyond Core Parkshed	24%	482
Cumulative	**100%**	**1,997**

As noted in Figure 25, three trendlines, listed below, were used to forecast potential parking demand from 2020 to 2045 in relation to the available parking spaces, with a baseline of 1,451 spaces in the Middle garage, and the upper limit adding the North garage's 1,281 spaces.

1. The Metropolitan Washington Council of Governments (MWCOG) Growth Model,
2. Land use development potential in the Richmond Highway corridor parkshed, and
3. U.S. Census demographics.

Only one trendline, the MWCOG model, indicated that parking demand may exceed the supply of 2,732 spaces by year 2040. The other two trendlines, land use development potential and the U.S. Census demographics, do not exceed the 2,732 spaces in the 2045 horizon year. However, in 2035 it is expected that the North garage will reach its "end of life" and may need replacement. Phased redevelopment of the northern portion of the site is envisioned to occur at this time with the proposed addition of multifamily residential, office and retail uses in this portion of the study area. Therefore, FCDOT recommends that an additional analysis be conducted to determine the park-and-ride demand and supply prior to North garage replacement and redevelopment of the northern portion of the site.

Figure 25. Park and Ride Demand Projection



The following supplemental recommendations should accompany the future parking demand analysis.

1. The analysis should include mode-shift accounting for BRT transit ridership and parking with a future Simplified Trips-on-Project Software (STOPS) model, or after the Richmond Highway BRT system is in place and operating, anticipated for 2030.
2. The analysis should determine if a 1:1 replacement of parking spaces or less, is feasible.
3. The analysis should include information that does not preclude the potential extension of the Yellow Line transit line from Huntington Metrorail Station to Hybla Valley, as identified in the 2015 Route 1 Multimodal Alternatives Analysis, and the Fairfax County Richmond Highway Corridor Area Comprehensive Plan.
4. The analysis should include methodology for tracking more of WMATA's customer base in the parkshed. The analysis should include Amazon's HQ2, and other large employers' influence on transit ridership in the area.

5. The analysis should include updates to ridership credit per new households that are constructed within ¼-mile of the Huntington Metrorail Station.

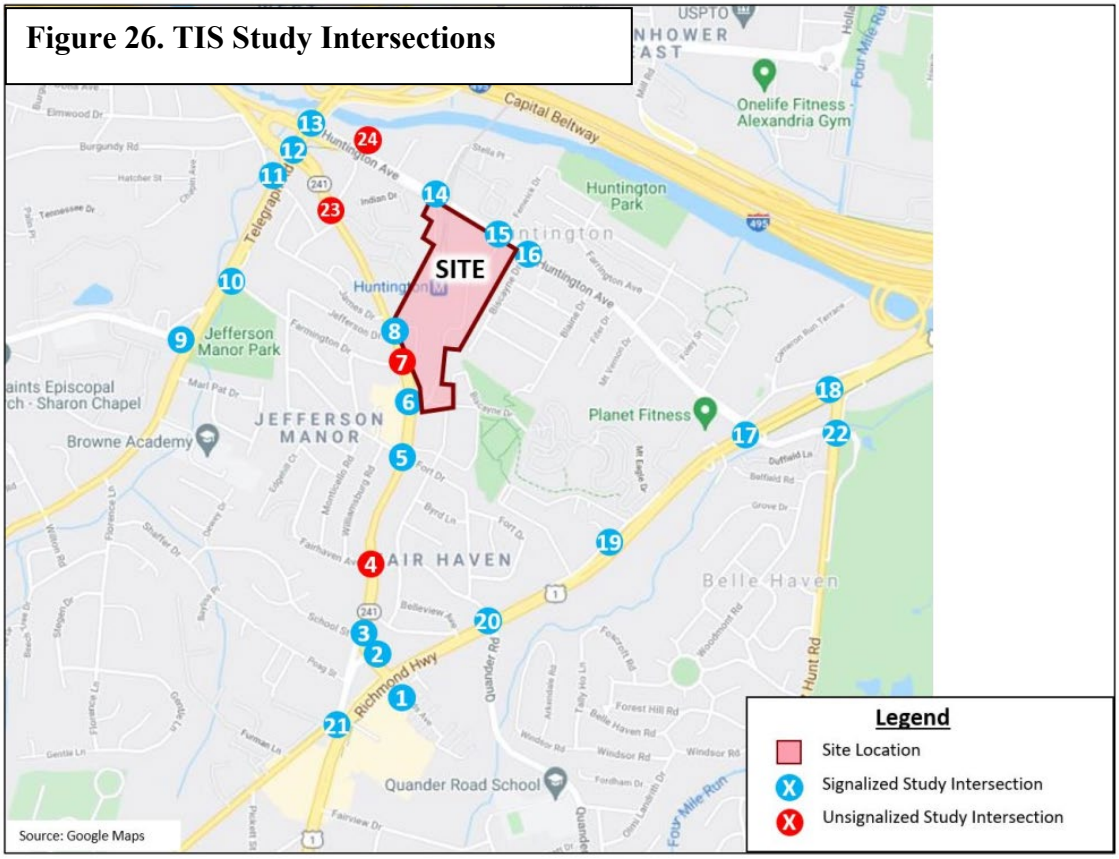
Transportation Impact Study

WMATA conducted a transportation impact study (TIS) that analyzed 24 intersections in the TSA area against the existing conditions, the current Comprehensive Plan land uses, and the proposed Plan amendment. The analysis years were 2019 and future year 2045.

Due to the ongoing COVID-19 pandemic, existing traffic volumes and traffic patterns were impacted by higher than typical work-from-home and increased work location and arrival flexibility. As such, historic traffic volumes from approved traffic studies were adjusted to result in "existing conditions" that are representative of typical 2019 (pre-pandemic) conditions. No existing traffic counts were gathered.

The 24 intersections were mostly located on Huntington Avenue, North Kings Highway, Richmond Highway and Telegraph Road. The locational map of the study intersection is shown in Figure 26. Nearby projects and previous completed transportation analyses were used as the basis for extrapolating traffic volumes at the intersections.

Figure 26. TIS Study Intersections



The existing on-site uses, the development potential of the adopted and proposed Comprehensive Plan's land uses, and the trips generated by these uses, were analyzed (see Figures 28 and 29).

The Huntington TSA is one of a series of transit station areas across Fairfax County that are included in Memorandum of Understanding (MOU) between VDOT's NoVA District and the County on Level of Service (LOS) standards for multimodal, mixed-use areas. The MOU stipulates that a standard of LOS E or better would be acceptable for non-National Highway System (NHS) roadways within the areas where concentrated, transit accessible development is planned. This agreement allows for a better balance between bicyclists, pedestrians, transit users, and vehicles in these activity centers. In instances where LOS E cannot be attained, remedies should be proposed to offset impacts using a tiered approach, as described in the Huntington TSA plan guidance. Richmond Highway on the eastern boundary of the TSA is an NHS roadway and should be maintained as having an LOS D or better for intersection delays.

Figure 27 compares the trip generation for the adopted Plan and proposed Plan amendment, including daily trips and morning (AM) and evening (PM) peak hours.

Figure 27. Current and Proposed Comprehensive Plan Trip Generation^

Scenario+	Daily*	AM Peak Hour Vehicle Trips*			PM Peak Hour Vehicle Trips*		
		Total	Enter	Exit	Total	Enter	Exit
Current Comprehensive Plan Land Uses	4,661	320	176	144	412	175	237
Proposed Comprehensive Plan Land Uses	9,377	622	280	342	794	383	411
Additional Site Vehicle Trips (Net New Trips)	4,716	302	104	198	382	208	174

^The Institute of Transportation Engineers (ITE) 10th Edition (2018) Trip Generation Manual was used.
*Trip generation estimates for all uses are derived from the Trip Generation Manual, 10th Edition (2018). Average Rates, Logarithmic Formulas, or Fitted Curve Equations can be used to estimate trips.
+The following assumptions were applied: a 45% trip reduction credit to account for the proximity to the transit station, pass-by reductions of 34% daily and PM peak, and 25% AM peak, and internal capture.

Development under the proposed Plan amendment would add 4,716 net new vehicle trips over the adopted Plan land uses. A total of nearly 9,400 daily trips would be accessing the adjacent roadways, inclusive of the existing uses and plan potential for Land Units E and F.

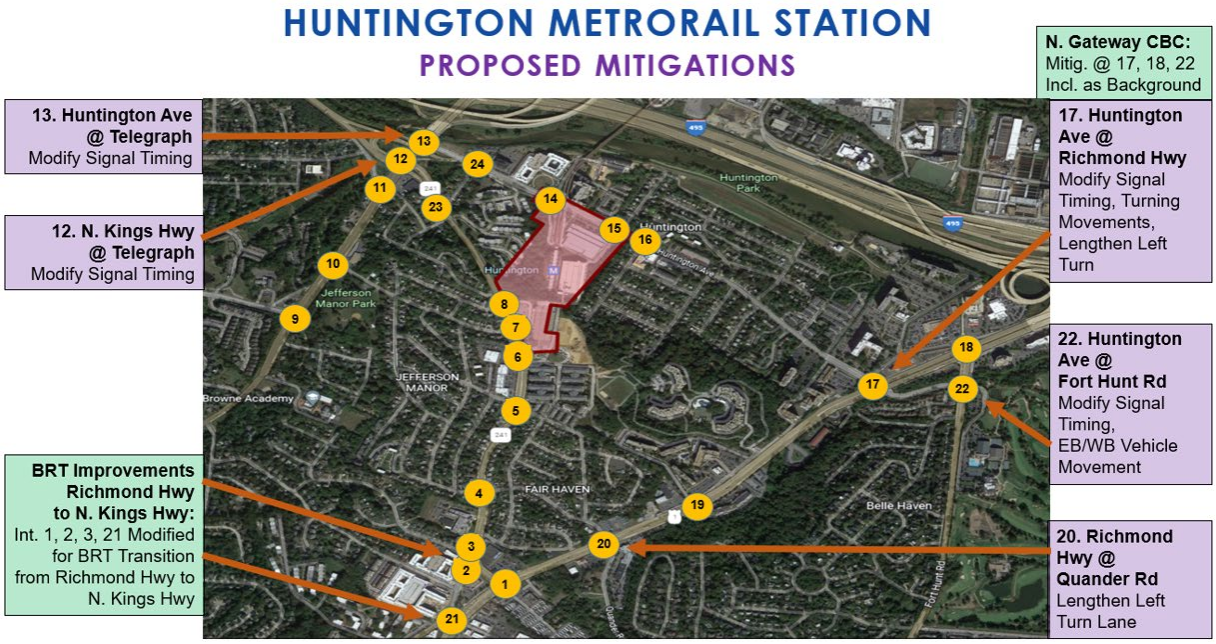
The analysis determined that five intersections would be affected by the increased traffic demand volumes. Mitigations such as signal timing adjustments, modifications to turning movements, or lengthening of turn lanes are recommended to achieve acceptable levels of service with the proposed land uses. The locations of the identified mitigations are shown on Figure 28 (intersections are identified by number) and summarized below.

- Intersection 12, North Kings Highway at Telegraph Road: modify signal timing to reallocate "green signal timing" in the northbound/southbound direction.

- Intersection 13, Huntington Avenue at Telegraph Road: modify signal timing.
- Intersection 17, Huntington Avenue at Richmond Highway: modify signal timing, lengthen the left turn lane.[8]
- Intersection 20, Richmond Highway at Quander Road: lengthen the left turn lane.
- Intersection 22, Huntington Avenue at Fort Hunt Road: modify signal timing.

Transportation impacts of any redevelopment and potential strategies for mitigation of the impact would be identified during the review of a future rezoning application.

Figure 28. TIS Mitigations



TASK FORCE RECOMMENDATION

The Mount Vernon SSPA Task Force reviewed the proposed Plan amendment in a series of virtual public meetings held from March 2021 – July 2022. The task force deliberated on many topics, including the challenges to connectivity due to topography, compatible transitions to the adjacent homes on Biscayne Drive and North Kings Highway, accessibility through the stormwater management conservation easement, impacts to existing tree cover, the mix of land uses, and affordable housing. At its meeting on July 11, 2022, the Mount Vernon SSPA Task Force voted 7-0-2 to recommend a Plan amendment as found in Task Force Report Form

[8] This intersection also includes the mitigations proposed with the recommendations for the North Gateway CBC Plan amendment that was adopted in December 2020.

(Attachment A of this report). The task force recommendation generally concurs with the proposed Plan amendment as shown in the Recommendation section of the report except in three main locations. These differences are shown as alternative text recommended by the task force and noted in text boxes in the Recommendation section. These areas of difference relate to the provision of urban parks and the recommendation for a walkway through the conservation easement to connect to the planned trail network on Land Unit I. Additional modifications have been made to the Recommendation as compared to the July 11, 2022 task force recommendation for clarity purposes and do not substantively affect the recommendation.

CONCLUSION

County policy has supported a mix of uses on the subject area for nearly 40 years that would increase ridership, create economic development opportunities, and achieve compatible transitions to surrounding lower density, residential uses. However, the adopted Plan's remaining development potential on the subject area is limited to non-residential uses which have thus far not been implemented and would not support optimal mixed-use, transit-oriented development immediately at the station as envisioned under the current TOD Guidelines. Moreover, conditions on the site have changed since the plan's adoption with the closure of the South garage.

The proposed Plan amendment presents an opportunity to achieve a transit-oriented development on the Huntington Metro Station property which would take advantage of the closure of the South garage, complement the surrounding residential development planned and under construction, and coordinate development with the Richmond Highway Bus Rapid Transit (BRT) system. The amendment under consideration would provide a new development potential for both residential and non-residential uses, update the Huntington TDA's urban design concept to reflect changes in transit infrastructure on the site, and balance redevelopment with other priorities, such as compatibility with and transitions to adjacent properties.

The existing wooded areas on the site, both in the existing stormwater conservation easement area on the western side and the existing, unencumbered landscape buffer area on the eastern side, present opportunities for environmental commitments, effective transitions between the TOD to surrounding communities, and in limited areas, potential development. The TOD Guidelines include environmental considerations, noting that impacts should be examined and mitigated, while also noting the environmental benefits of TOD in terms of reducing automobile emissions and accommodating growth in compact forms near transit. The Plan amendment proposes to balance these environmental priorities, recommending mid- or high-rise mixed-use development within the southern portion of the easement area (and, in the staff recommended text, an interparcel connection to the planned TOD at Huntington Club). This offers the potential to provide workforce housing while mitigating impacts to overall tree cover through the preservation of other areas of the site. In particular, the wooded area in the eastern portion of the subject area would become an area for preservation and would serve as a dense buffer between the development on the subject area and the lower density duplexes.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as follows. 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 ~~strikethrough~~. Text shown to be replaced is noted as such.

Text shown in a box is recommended by the Mount Vernon SSPA Task Force on July 11, 2022, in lieu of the preceding text, but is not recommended by staff.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Mount Vernon Planning District, MV1-Huntington Community Planning Sector, amended through March 8, 2022, page 21-33:

"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.

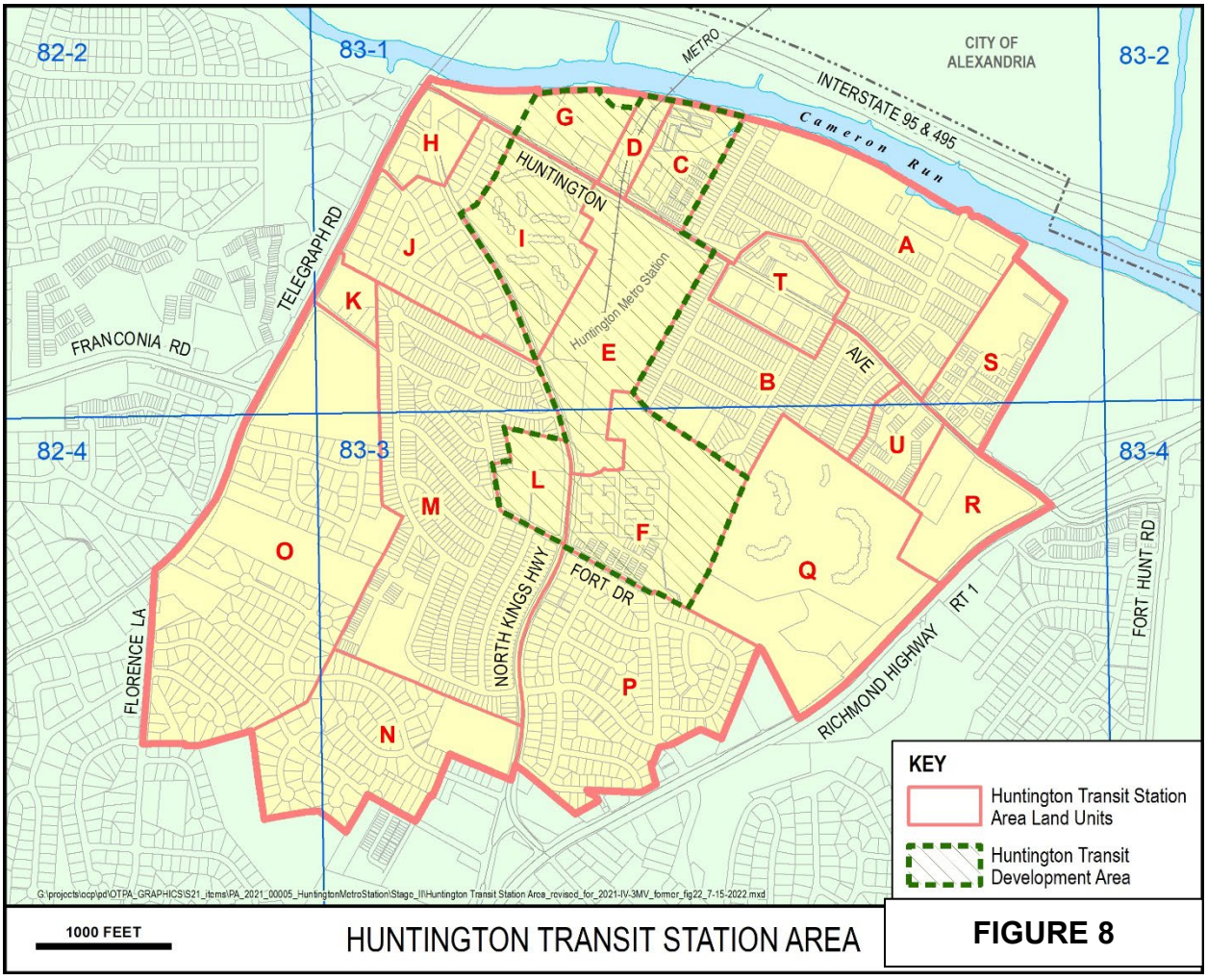
CONCEPT FOR FUTURE DEVELOPMENT

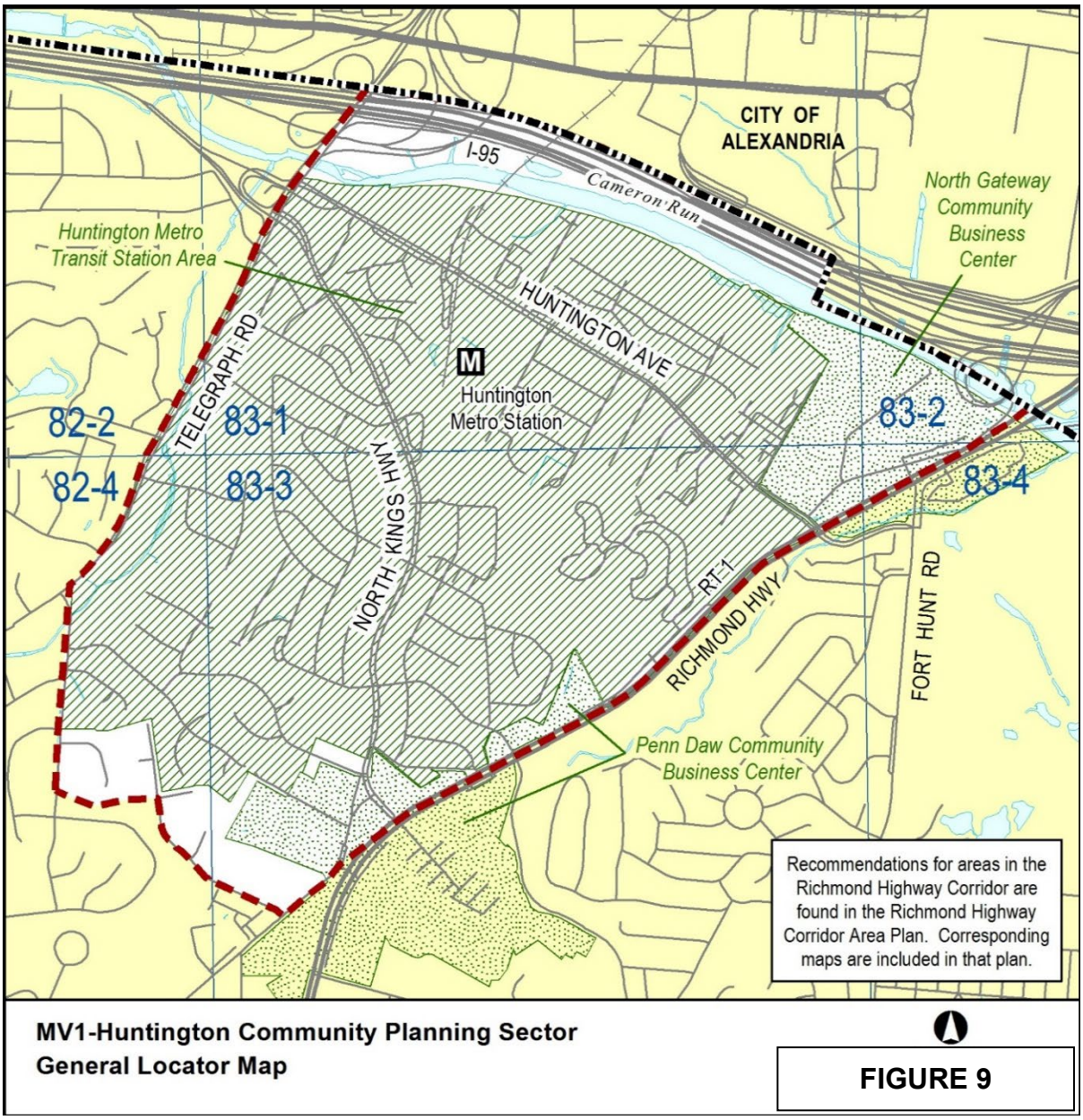
The Concept for Future Development recommends the Huntington TSA as one of several mixed-use centers that are located around the fourteen Metrorail stations in Fairfax County. They are shown as part of the Adopted Regional System for Metrorail. These Metrorail stations

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 walking distance of the transit station, and is planned for higher-density, mixed-use development. Most of the redevelopable land is located generally within a ¼ mile to ½ mile radius and a ~~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.





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 ¼ mile to ½ mile radius and a ~~5 to 7 minute walk~~ walking distance 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.

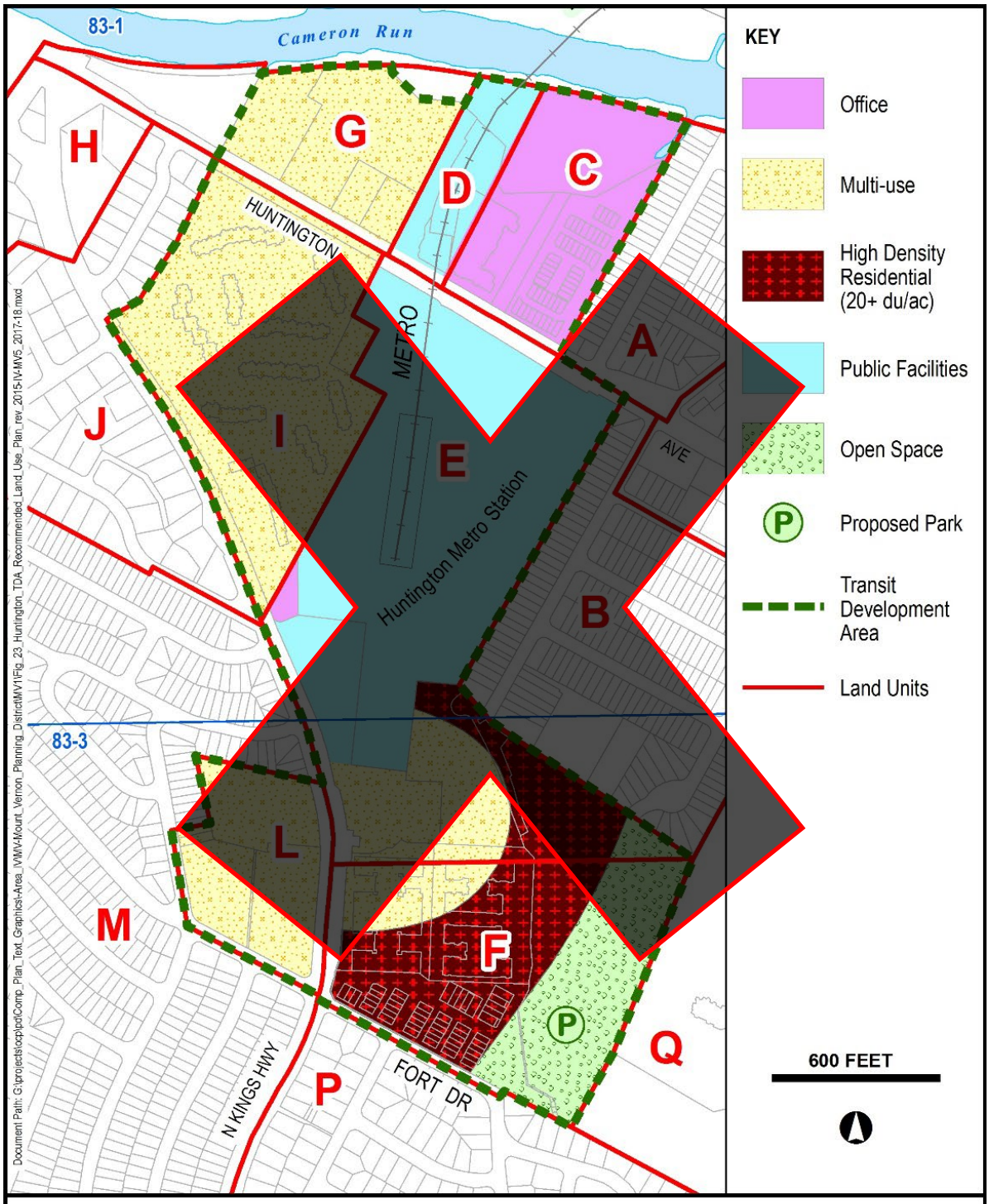
Special planning and development guidelines for the Transit Development Area ensure that this area effectively serves the multiple activities associated with a major commuter environment. Successful development of transit stations which integrate new development into the existing fabric of the community 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 ~~Units~~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.

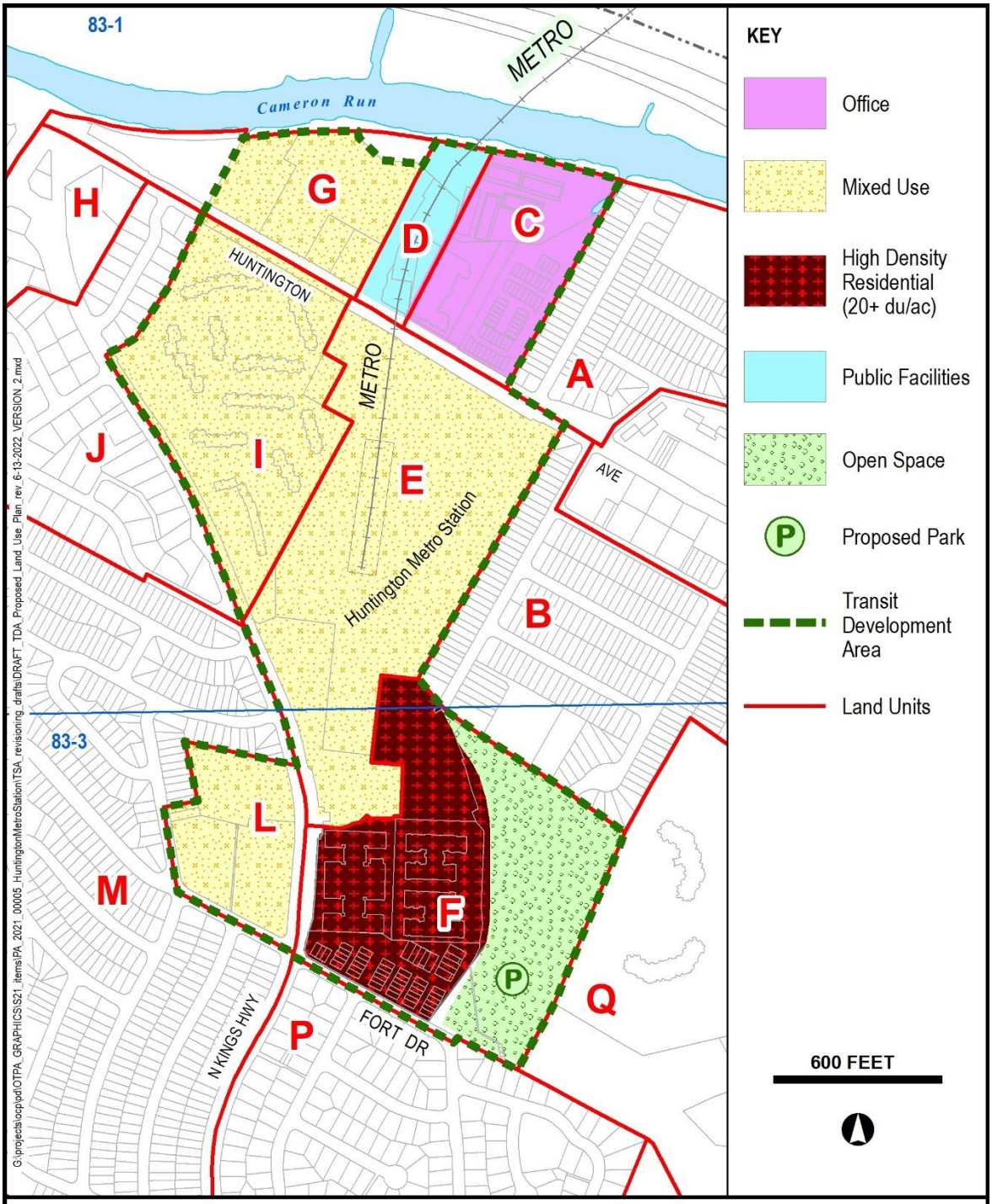
On the west side of North Kings Highway in Land Unit L, the Huntington Station Shopping Center has a direct visual and functional link with the Metrorail Station and potential BRT station. Its age, size (five acres) and consolidated ownership make the shopping center a good site for transit -related 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 generally within a ¼ mile and ~~a five-minute walk~~ walking distance of the station and are bounded by the Huntington community on the east, Cameron Run on the north, and Telegraph Road to the west.



HUNTINGTON TRANSIT DEVELOPMENT AREA
RECOMMENDED LAND USE PLAN

HUNTINGTON TRANSIT DEVELOPMENT AREA **FIGURE 10**
RECOMMENDED LAND USE PLAN (ADOPTED 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 ~~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.

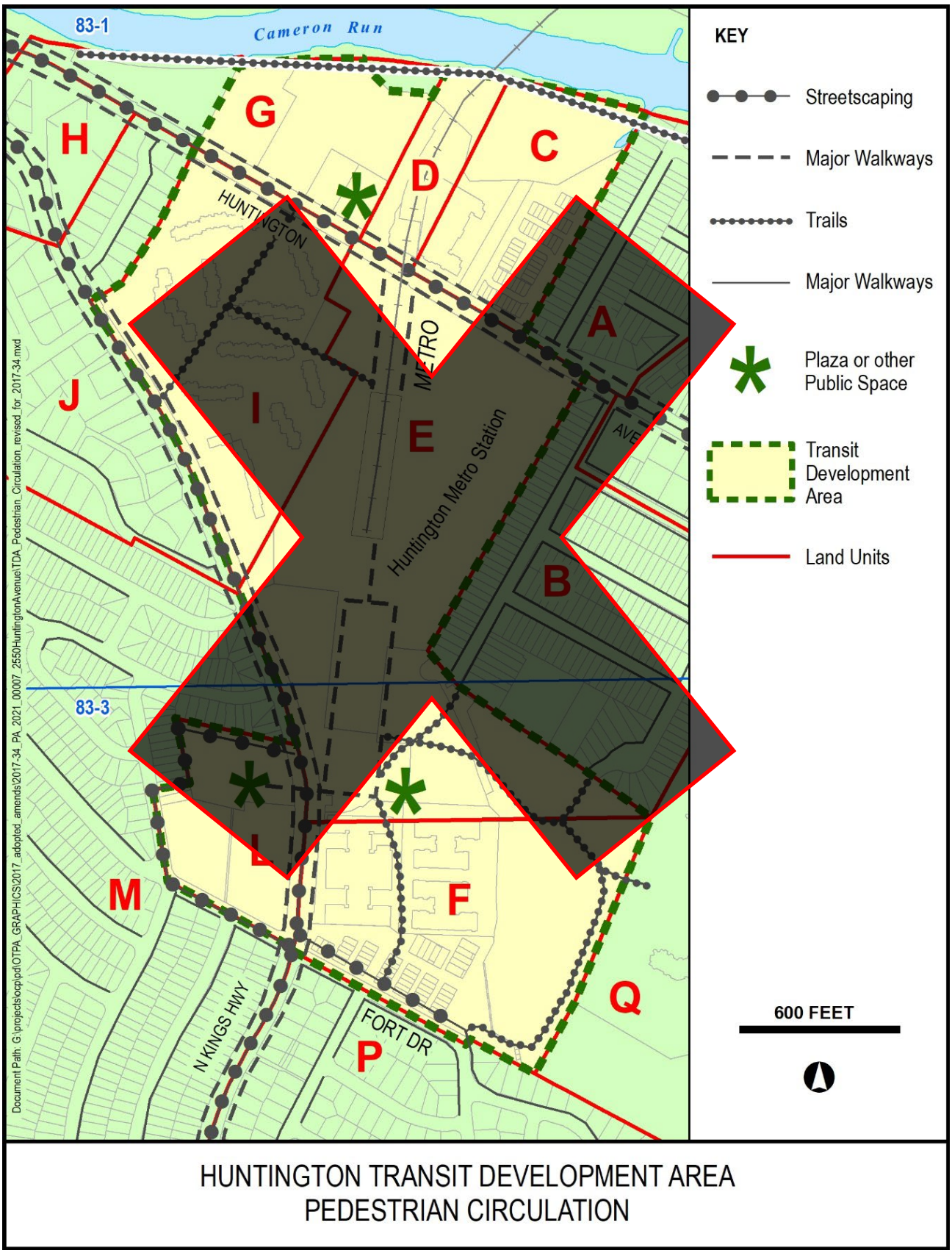
6. In areas planned for residential development, provision of moderately-priced housing that will serve the needs of the county's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income 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.

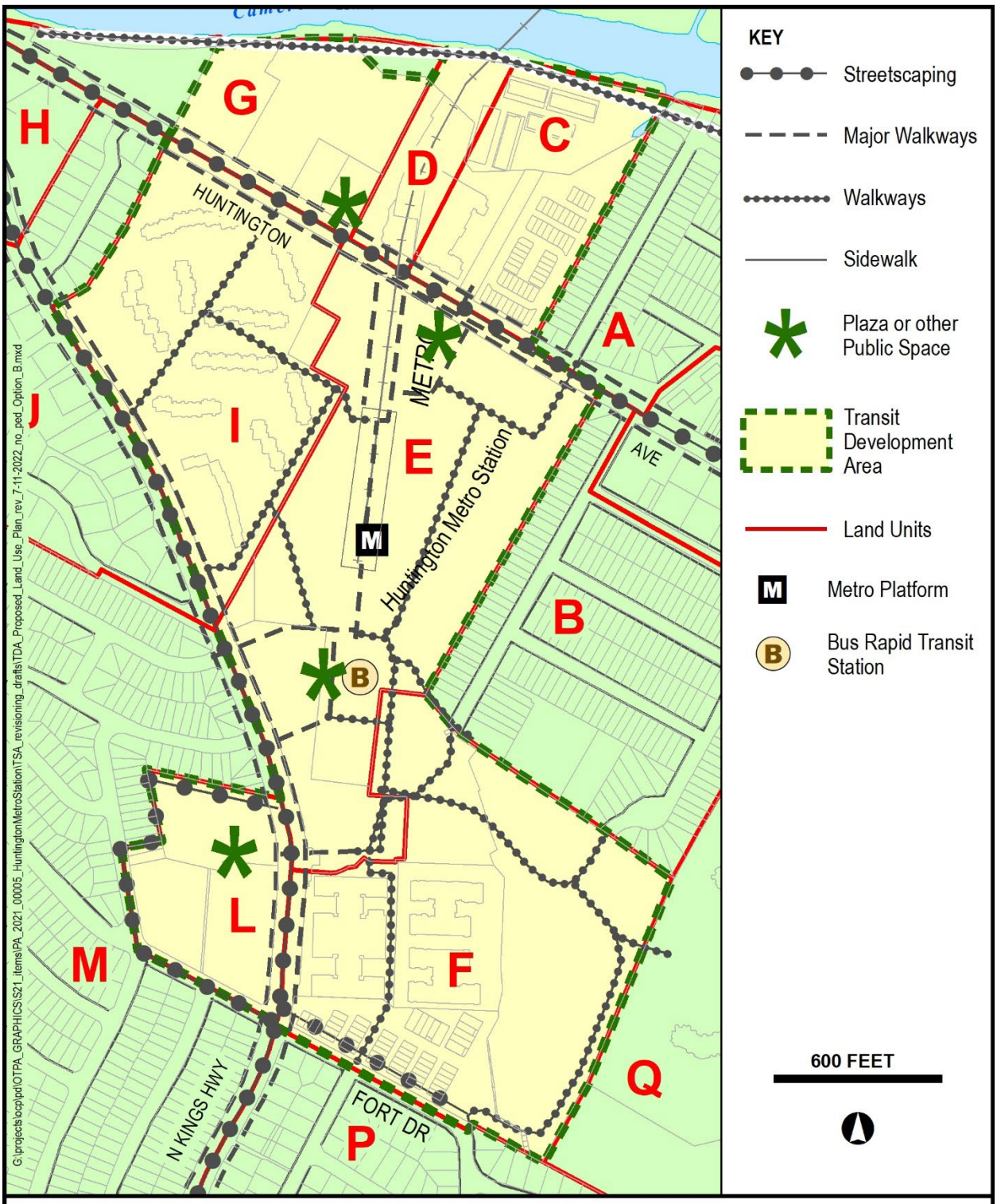
9. Consolidation of vehicular access points to minimize interference with commuter access to the Metrorail and BRT stations.

10. Identification and preservation of significant heritage resources.



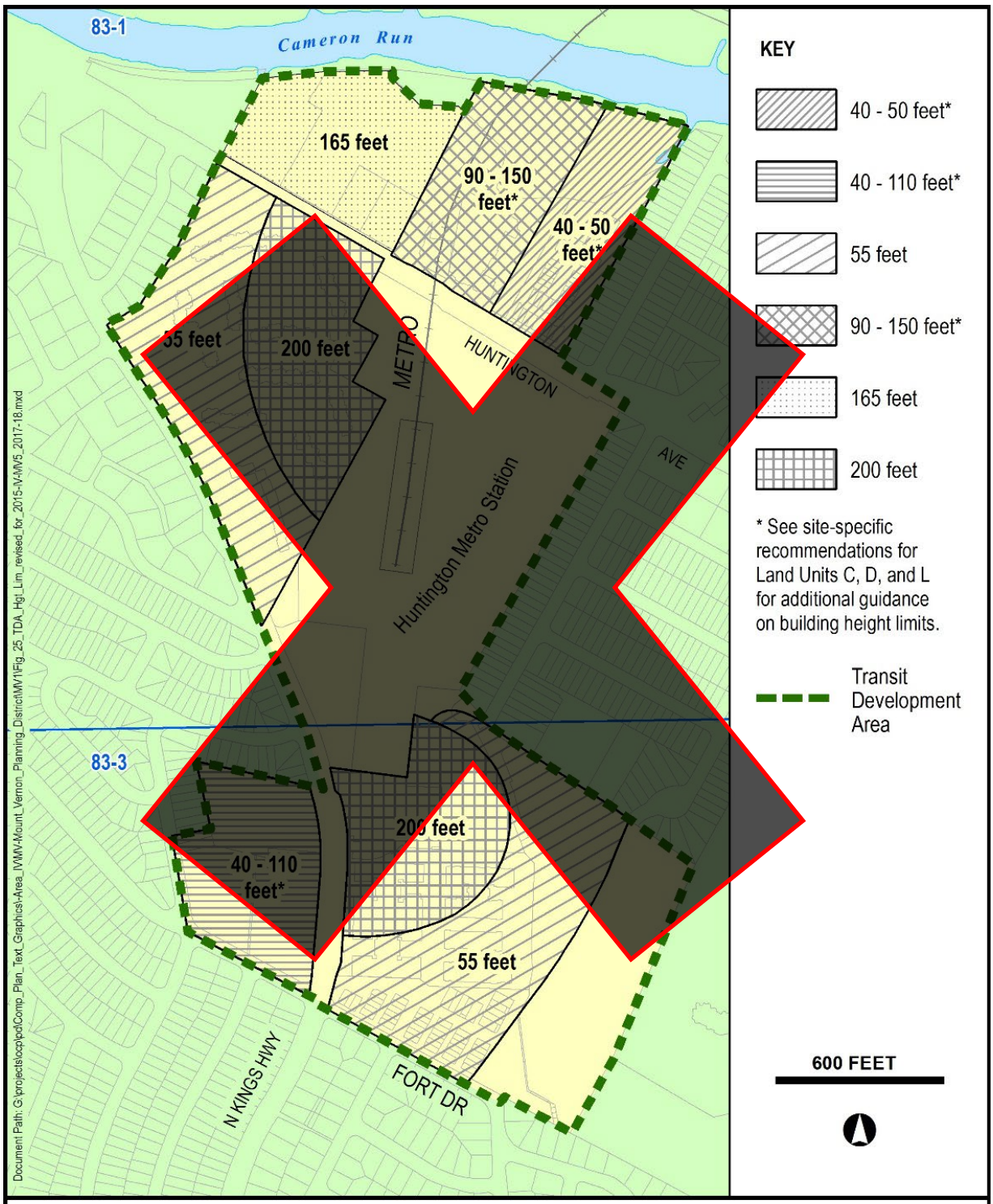
HUNTINGTON TRANSIT DEVELOPMENT AREA
PEDESTRIAN CIRCULATION

HUNTINGTON TRANSIT DEVELOPMENT AREA **FIGURE 11**
PEDESTRIAN CIRCULATION (ADOPTED PLAN)



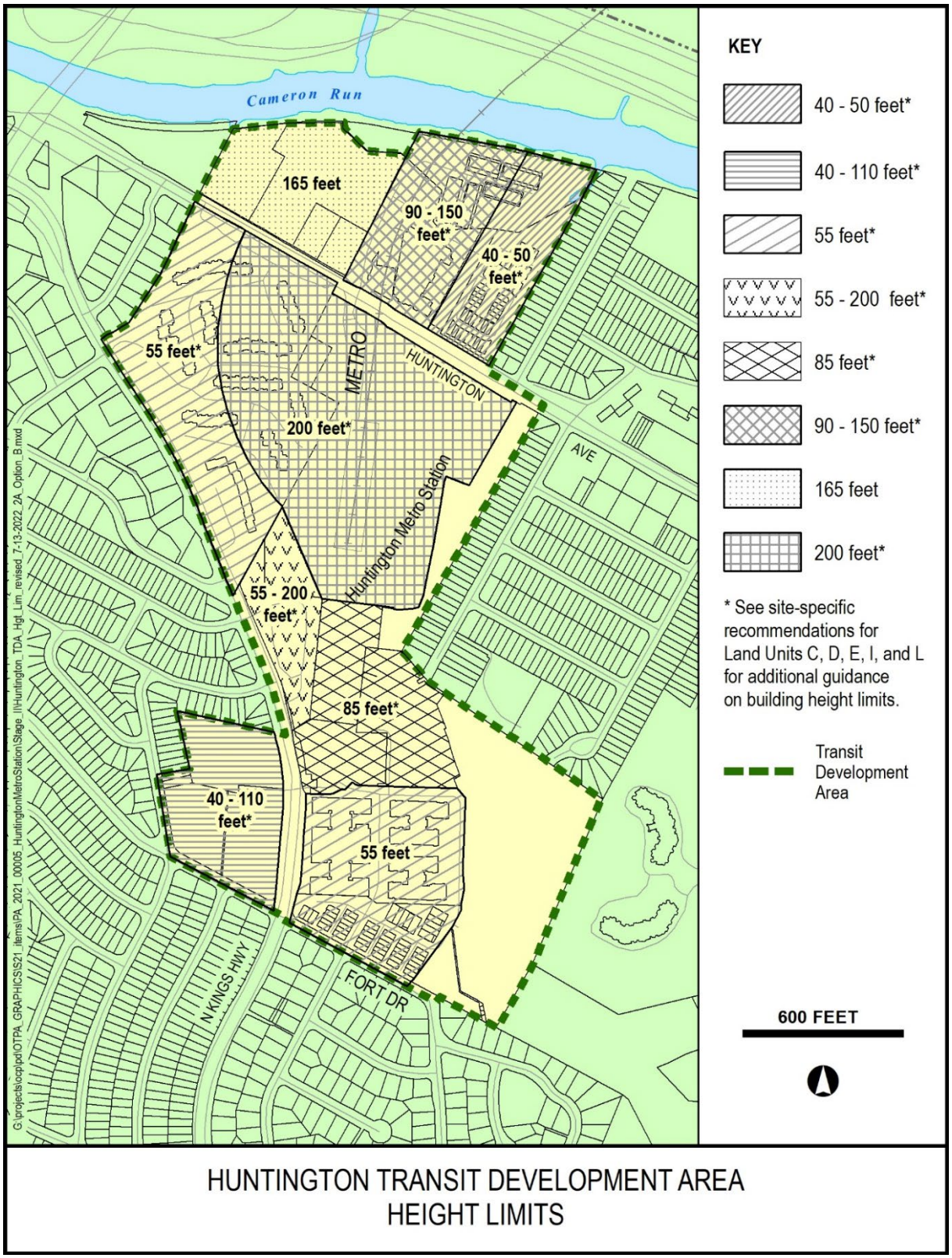
HUNTINGTON TRANSIT DEVELOPMENT AREA
PEDESTRIAN CIRCULATION

HUNTINGTON TRANSIT DEVELOPMENT AREA **FIGURE 11**
PEDESTRIAN CIRCULATION (DRAFT PLAN TEXT)



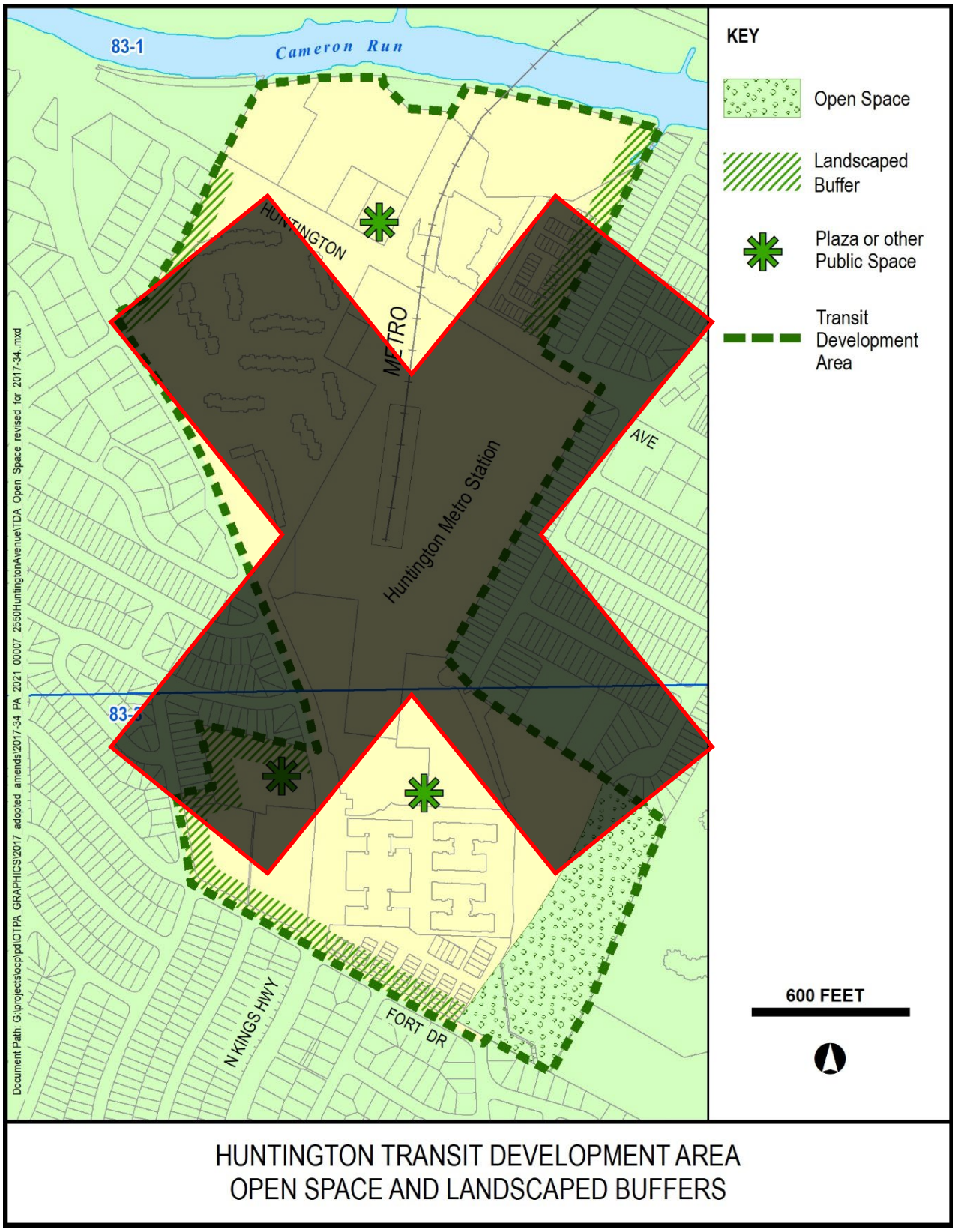
HUNTINGTON TRANSIT DEVELOPMENT AREA
HEIGHT LIMITS

HUNTINGTON TRANSIT DEVELOPMENT AREA HEIGHT LIMITS (ADOPTED PLAN) **FIGURE 12**



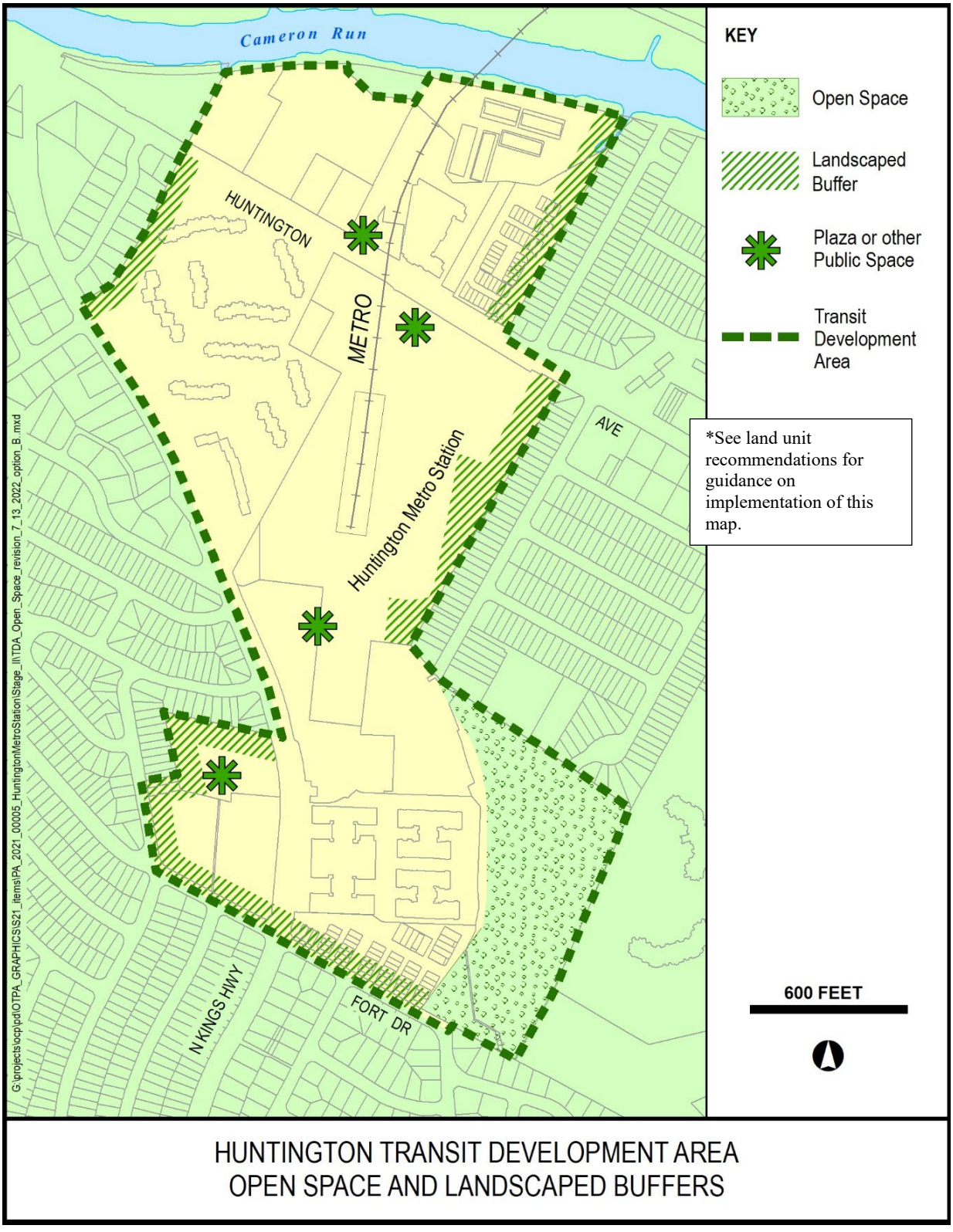
HUNTINGTON TRANSIT DEVELOPMENT AREA
HEIGHT LIMITS

HUNTINGTON TRANSIT DEVELOPMENT AREA HEIGHT LIMITS (DRAFT PLAN TEXT) **FIGURE 12**



HUNTINGTON TRANSIT DEVELOPMENT AREA
OPEN SPACE AND LANDSCAPED BUFFERS

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



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

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 ~~on~~ or non-residential intensity in Land Unit E; ~~and~~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 29.5 acres and includes Parcels 83-1 ((1)) 17 E and 88D1, and 83-1 ((7)) 1A. 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 have 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.

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 with consolidation of Land Unit E (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 a minimum, approximately 20,000 square feet of ground-floor, non-residential uses in the southern portion and approximately 14,000 square feet of ground-floor, non-residential uses in the northern portion should be provided, in line with the Building Forms and Activating Street Frontages section below; A market or urban-style grocer is encouraged;

- 10,000 – 15,000 square feet of dedicated community and/or senior center uses is preferred, or alternatively, multiple use space capable of serving community and/or senior programming, may be considered in either portion in lieu of an equivalent amount of non-residential uses;

- 1,500 multifamily units, including age- or ability-restricted housing and independent living units, in mid and high-rise building types;

- A 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.

Changes in transit infrastructure on the site are anticipated to occur with phased redevelopment. The redevelopment in the southern portion is envisioned to occur in coordination with or following the construction of a BRT station that is integrated into the hillside in the location currently occupied by the southern garage. The BRT station is expected to provide an accessible, convenient connection to the Metrorail system. If consolidation with Parcel 83-1 ((7)) 1A is not achieved, any redevelopment should demonstrate how the parcel could be integrated and developed in line with TOD principles.

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 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 should 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, publicly accessible civic plaza above the BRT station adjacent to the Metrorail station entrance should be provided and serve as a central organizing feature.

Task Force Recommendation: The Task Force recommended adding the text shown in bold/underlined to the draft staff recommendation, as presented on July 11, 2022, and shown below regarding provision and maintenance of parks on the site. Staff is currently recommending an alternative as shown in the above sentence.

In the southern portion, a large, publicly accessible civic plaza above the BRT station adjacent to the Metrorail station entrance should be provided **and maintained by the developer and/or a public private partnership entity**, and 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. 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.

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. Given the severe grade change across the site, innovative transportation elements, such as repurposing garage parking areas for walkways, including enhancements to provide a pleasant, inviting, and well-lit pedestrian experience; vertical circulation elements such as vertical elevators, incline elevators,

and/or escalators; and bus or other type of circulator systems, should be explored to provide an accessible public connection for all ages and abilities between the northern and southern portions of the site and the broader TSA, in interim and final conditions. The feasibility of the transportation elements should be identified at the time of rezoning.

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.

Building Forms and Activating Street Frontages

Buildings and streetscapes should be designed in an urban form to create a lively, pleasant pedestrian experience that recognizes the site as the focal point of the TDA, and seeks to connect the site physically architecturally 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, including wall murals. 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, including uses 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.

Parks and Open Space

A variety of 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.

Task Force Recommendation: The Task Force recommended adding the text shown in bold/underlined to the draft staff recommendation, as presented on July 11, 2022, and shown below regarding provision and maintenance of parks on the site. Staff is currently recommending an alternative as shown in the above sentence.

A variety of publicly accessible urban park spaces should be provided **and maintained by the developer and/or a public private partnership entity**, 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 in the Parks and Recreation section of the Policy Plan. 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, and to Land Unit I as described under the Multimodal circulation section below. 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 a rectangle field, 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 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 along the northern edge near Huntington Avenue. Building heights 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.

Multimodal Circulation

A network of high-quality pedestrian and bicycle paths should be provided, using Figure 11 for guidance, to connect neighboring properties to the Metrorail and BRT stations, plazas, parks, and other open spaces, and ground floor retail and service uses. This network should connect the northern and southern portions of the site to the broader TDA, and to Land Units F and I. 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.

Interparcel walkways to Land Unit I should provide accessible, direct connections to the Metrorail entrances and, in the southern portion, to the central civic plaza to promote active mobility, health, and well-being within this area. Due to the grade change between potential landing points along the interparcel walkway connection to Land Unit I in the southern portion, accessible landings should be incorporated at frequent intervals along the trail to provide opportunities for respite and recreation for all ages and abilities. The interparcel walkway in the southern portion should be designed and routed to be lessen disturbance to the natural area, and the location and feasibility, including in interim and final conditions, should be determined at the time of rezoning.

Task Force Recommendation: The Task Force recommended replacing the previous paragraph with the sentence below regarding the interparcel connections to Land Unit I (Huntington Club).

An interparcel walkway should be provided to Land Unit I in the northern portion to facilitate movement to and from the planned transit-oriented redevelopment of Land Unit I to the Metrorail station entrance.

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

Parking

Vehicle parking should be located on street and in parking structures. Kiss-n-Ride facilities and

on-street parking should be provided, designed, and managed to support the different uses on the site, including Metro and the commercial uses. 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 LEED for New Construction (LEED®-NC) or LEED for Core and Shell (LEED®-CS) rating system (or third-party equivalent of these credits) should be provided.

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 in order to meet tree preservation targets.

The vegetated landscape buffer area on the eastern boundary, as noted on Figure 13, should be maintained and enhanced, and should remain undeveloped.

Affordable Housing

Given the Board of Supervisors' desire to make affordable housing a priority throughout the County and especially near transit, and the County's One Fairfax policy, emphasis is given to affordable and workforce 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), at AMIs as provided by the Zoning Ordinance and the Guidelines for Provision of Workforce Dwelling Units in the Housing section of the Policy Plan (WDU Policy). The size of the committed Workforce Dwelling Units should be proportional to the size of market-rate units, consistent with the WDU Policy.

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$^{\pm}$ 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 50-51:

"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 in a number of ways, 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."

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 and the Aventon development in 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 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 move the entirety of the Aventon development and Mount Eagle Park into Land Unit F, and update the blue and purple elements in Land Unit E to now read "mixed-use", consistent with the designations at Huntington Club and in the southern portion of the land unit.

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, move the entirety of the Aventon development and Mount Eagle Park into Land Unit F, change solid line legend elements for "Walkways", "Major Walkways", and to "Sidewalks", add "Plaza or other Public Space" symbols in general location of the central plaza 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 walkways, 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 and 85 foot height maximums to the WMATA parcel, including a 55-200 foot transitional area along North Kings Hwy, and an area with no height recommendation along the eastern property edge. 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 to reflect existing conditions, from its intersection with the Aventon development to 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.

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.

ATTACHMENT A

MOUNT VERNON DISTRICT SSPA TASK FORCE REPORT FORM

MOUNT VERNON DISTRICT TASK FORCE
SSPA TASK FORCE RECOMMENDATION
PLAN AMENDMENT IMPLEMENTATION PHASE

SSPA Item #: 2021-00005 (Huntington Metro Station)

Date reviewed by Task Force: 7-11-2022

SUMMARY TASK FORCE RECOMMENDATION:

Adopt Plan Amendment as recommended by staff _____

Adopt Plan Amendment as recommended by staff, with modifications ✓ Version with edits by Task Force

(Modification provided below under Explanation/Comments and/or attached as a separate page to this document.)

Retain Adopted Plan Recommendation (Do not adopt Plan Amendment) _____

VOTE TALLY:

In favor: (7) ✓

Opposed: 0

Abstentions: 2

Task Force member(s) who recused themselves from the vote: Support the Versions on call of July 11, 2022 accept the document entirety with edits

TASK FORCE EXPLANATION/COMMENTS:

Task Force Chair: Walter Clarke

Date: 7/11/22

SSPA SOUTH 2019-2020

ATTACHMENT B

COMPREHENSIVE PLAN – LAND USE POLICY PLAN – APPENDIX 11

GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

Fairfax County seeks to accommodate future residential and employment growth and expand choices for residents and employees by encouraging transit-oriented development (TOD) as a means to achieve compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations.

The following guidelines and design principles are intended to effect well-planned transit-oriented development and should be considered in planning efforts as new station areas are identified and when an existing station area is subject to a major replanning effort. When applicable, these principles should be used in the review of major rezoning cases for development around planned and existing rail transit stations. These guidelines are intended to provide guidance for TOD in addition to the specific guidance found in Area Plans for each station area.

1. Transit Proximity and Station Area Boundaries:

Focus and concentrate the highest density or land use intensity close to the rail transit station, and where feasible, above the rail transit station.

This TOD area may be generally defined as a ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius from the station platform, or a 5-10 minute walk, subject to site-specific considerations. Station-specific delineations should allow for the consideration of conditions such as roads, topography, or existing development that would affect the frequency of pedestrian usage of transit and therefore affect the expected walking distance to a station within which higher intensity development may be appropriate. Higher intensities within the delineated area may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit. To protect existing stable neighborhoods in the vicinity of transit but not planned for transit-oriented development or redevelopment, and to focus density toward the station, Area Plans should include clearly delineated boundaries for transit-oriented development based upon these criteria and a recognition of the respective differences in service levels and capacity of heavy rail, commuter rail and light rail transit which influence the overall density and intensity appropriate for a particular station area.

2. Station-specific Flexibility:

Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix

of land uses relative to the existing and planned uses for the surrounding areas.

Each of Fairfax County's planned and existing rail transit stations has a unique character in terms of surrounding land uses, transportation infrastructure and roadways, environmental and topographical characteristics, and location within the rail system. Although each individual station should balance node and place functions to some extent, the value of the system as a whole can be enhanced if there is some degree of specialization, which can enhance the goals of TOD. Implementation of TOD within Transit Station Area (TSA) boundaries established in Area Plans, should consider the characteristics of the larger area surrounding the TSA (e.g., stable residential neighborhood, revitalization area, urban center). Transit station areas within a larger mixed-use center should be integrated into the overall planning fabric of the mixed-use center.

3. Pedestrian and Bicycle Access:

Provide safe pedestrian and bicycle travel to and from and within the station area.

Non-motorized access and circulation are critical elements of successful TODs and should be encouraged. Techniques to promote maximum pedestrian and bicycle access must include an integrated pedestrian and bicycle system plan with features such as on-road bicycle lanes, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, adequate lighting, covered walkways, pedestrian aids such as moving sidewalks and escalators, covered and secure bicycle storage facilities close to the station, shower and changing facilities, a pedestrian-friendly street network, and appropriate sidewalk width. Conflict between vehicles and pedestrians/bicyclists should be minimized. This may be achieved through the appropriate location of parking facilities including kiss-and-ride facilities, and the appropriate location and design of access roads to the rail transit station. Planning for accessible trail systems should consider distances traveled by both pedestrians and cyclists and should provide usable trails and other systems beyond the Transit Station Area.

4. Mix of Land Uses:

Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off-peak travel periods in all directions, and to encourage different types of activity throughout the day.

A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical mass of pedestrian activity as people live, work and play in these areas. The appropriate mix of uses should be determined in the Area Plans by examining the unique characteristics and needs of each station area. Specific development plans that conflict with the achievement of the mix of uses planned for that station area are discouraged.

5. Housing Affordability:

Provide for a range of housing opportunities by incorporating a mix of housing types and sizes and including housing for a range of different income levels.

Housing within TODs should be accessible to those most dependent on public transportation, including older adults, persons with disabilities and other special needs, and persons with limited income. Housing should be provided within the residential component of a TOD for residents with low and moderate incomes. Affordable Dwelling Units and Workforce Dwelling Units should be provided on-site or, if an alternative location can provide a substantially greater number of units, in adjacent areas within the TOD. Housing for seniors is encouraged to the extent feasible.

6. Urban Design:

Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian-focused sense of place.

A pleasant pedestrian environment can contribute to the quality of a transit experience, which is also a pedestrian activity. Urban design elements to achieve an appropriate sense of place and a pleasant pedestrian environment may include any or all of the following: well-landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated pedestrian system; street-oriented building forms with a pedestrian focus; compact development; appropriate street width and block size; measures to mitigate the visual impact and presence of structured parking; and, high-quality architecture.

7. Street Design:

Provide a grid of safe, attractive streets for all users which provide connectivity throughout the site and to and from adjacent areas.

The street grids around transit station areas should be designed at a scale that facilitates safe pedestrian and cyclist movement and provides for vehicular circulation and capacity. Street design should incorporate elements such as lighting, appropriate street width, sidewalk width and intersection dimensions to allow for pedestrian, bicycle and vehicular use, and should be designed to provide universal access to people with a range of abilities and disabilities. The design of streets should encourage lower traffic speeds and superior pedestrian circulation through provision of on-street parking, street trees, and other features and amenities.

8. Parking:

Encourage the use of transit while maximizing the use of available parking throughout the day and evening and minimizing the visual impact of parking structures and surface parking lots.

Proper size and location of parking facilities contribute to creation of a pedestrian- and transit-supportive environment. The use of maximum parking requirements, shared use parking facilities, incentive programs to reduce automobile usage, carpooling, metered parking, car-sharing programs, neighborhood parking programs, and other techniques can encourage the use of transit while also maximizing the use of parking spaces at different times of day. Efforts to provide urban design elements such as on-street parking, placement of parking structures underground and minimizing surface parking lots are encouraged. Wherever possible, ground floor uses and activities should be incorporated into structured parking, particularly where parking structures are located along streets where pedestrian activity is encouraged. Location of commuter garages should be sensitive to pedestrian and bicycle activity within and adjacent to the Transit Station Area and adjacent neighborhoods.

9. Transportation and Traffic:

Promote a balance between the intensity of TOD and the capacity of the multimodal transportation infrastructure provided and affected by TOD, and provide for and accommodate high quality transit, pedestrian, and bicycle infrastructure and services and other measures to limit single occupant vehicle trips.

A TOD should contain the following characteristics relating to transportation and traffic:

- A multimodal transportation infrastructure, with an emphasis on pedestrian and biking facilities, that offer a choice in transportation modes providing convenient and reliable alternatives to driving to a station area, particularly those station areas without parking.

- A design that accommodates, but minimizes single occupant vehicle trips. Additional measures to minimize single occupant vehicle trips, including Transportation Demand Management measures, should be identified and applied.

- Traffic-calming measures, design techniques and road alignment that balance pedestrian and bicycle accessibility and vehicular access.

The cumulative impacts of TOD on transportation infrastructure should be evaluated in the TOD area, and improvements provided where needed. *The impacts on roads:* Where applicable, a higher level of delay is acceptable for vehicular traffic within TOD areas. A non-degradation policy should be applied to areas immediately adjacent to a TOD area and to arterials serving the TOD area. This policy requires that traffic flow in these adjacent areas and on arterials serving the TOD area perform

no worse after development of a TOD takes place. Where it is not possible or appropriate to maintain a non-degradation policy, in lieu of additional road capacity, there can be improvements, measures and/or monetary contributions to a fund to enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the TOD area. *The impacts on transit, pedestrian, and bicycle facilities:* A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service can be provided in lieu of the maintenance of a high quality transit service. An acceptable level of transit service nevertheless should be maintained during TOD development. A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections.

10. Vision for the Community:

Strive to achieve a broadly inclusive, collaborative, community participation process when evaluating TOD plans that propose substantial changes in use, intensity or density for existing or new transit station areas planning efforts.

Broad-based support and collaboration can be achieved through planning processes that encourage involvement and participation. These processes should utilize a range of tools and techniques for engaging the community and other interested stakeholders. While the particulars of the process should relate to each station, planning processes should include the use of citizen task forces, and other means to result in the following: (1) a collaborative and interactive formulation of a cohesive vision for the transit station area before specific development proposals are formally considered; (2) a TOD vision that is integrated with and complements surrounding neighborhoods; (3) incorporation of a broad range of aspirations and needs of those communities; (4) active participation by county planning officials, supervisors, community groups and developers to identify, and encourage broad-based involvement and participation by, a wide range of stakeholders, including all interested citizens' associations; and (5) continuing stakeholder involvement on a collaborative basis in framing development proposals ultimately considered for specific parcels.

11. Regional Framework:

Provide a more efficient land use pattern by concentrating growth around existing and planned transit station areas.

Maximizing development around transit can provide a regional benefit by accommodating some of the region's projected employment and residential growth, as well as making jobs accessible by transit. In instances where substantial changes in use, density or intensity are being considered as part of station area planning, the

implications and impacts on the transit system should be considered. Cumulative impacts on transit service and capacity as well as on traffic capacity should be evaluated in a transit-oriented development, and improvements evaluated where needed. These planning efforts should include coordination and cooperation with adjacent jurisdictions, regional organizations, and transit providers, such as WMATA and VRE. The use of Transfer of Development Rights (TDR's) should be examined as a technique to relocate zoned density to TOD areas if it results in future development that agrees with Comprehensive Plan recommendations.

12. Environmental Considerations:

Seek opportunities for mitigating environmental impacts of development.

The environmental benefits of compact, mixed use development focused around transit stations can include improved air quality and water quality through the reduction of land consumption for development in other areas. The utilization of land near transit and the existing infrastructure allows the county to accommodate increasing growth pressures in a smaller area served by infrastructure. Improvements in air quality due to reduced vehicle miles traveled and reduced automobile emissions can also be viewed as a benefit of TOD. Environmental impacts (such as impacts on mature trees and stormwater runoff) of proposed development should be examined and mitigated to minimize potential negative impacts. Low Impact Development Techniques, such as rain gardens and green roofs, should be incorporated into proposed developments to reduce potential impacts of stormwater runoff from these areas. Development in TODs should be designed in a manner that conserves natural resources; the application of energy and water conservation measures should be encouraged. Sites undergoing redevelopment should optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals.

13. Economic Benefits:

Create an employment base and encourage commercial revitalization adjacent to transit facilities.

Development around transit stations can help to address housing and transportation costs in the county by providing opportunities to balance these costs in TODs. Employment uses near transit can provide opportunities for lowered transportation costs for employees. Additionally, housing near transit offers similar transportation savings and opportunities for housing near employment. Opportunities to create new small business opportunities as well as assist in the retention of existing small businesses should be evaluated as part of TOD planning.

14. Open Space:

Provide publicly-accessible, high-quality, usable open space.

Urban parks and open space contribute to a development's sense of place and are integral amenities offered to residents, workers and shoppers. Transit-oriented development plans should provide amenities such as public gathering spaces, civic focal points, plazas and open green space and offer a variety of activities such as dining, casual games and recreation, performances, visual arts and special events. These spaces should be accessible to the larger community as well as the immediate transit-oriented development area. Development plans should also incorporate open space preservation, such as stream valleys, where appropriate, and provide access to the county's network of parks and trails.

15. Public Facilities and Infrastructure:

Evaluate opportunities to include public facility improvements and services within the TOD area.

TOD may provide opportunities to improve public facilities. Locating public facilities in station areas provides important public services in areas accessible to public transportation and can increase activity within the TOD. Cumulative impacts of development in a TOD on public facilities and transit access facilities should be identified and offset. Such impacts include those on schools, parks, libraries, police, fire and rescue, water and sewer, stormwater management and other publicly owned community facilities. Current data on station access facilities and demand should be used as available, to assess needs for replacement or enhancement of facilities such as bus bays, taxi access, substations and parking.

16. Phasing of Development:

Ensure that projects are phased in such a way as to include an appropriate mix of uses in each phase of the development.

A balanced mix of residential and nonresidential uses should be provided to encourage a critical mass of pedestrian activity. However, concurrent development of all uses may not be feasible due to market conditions. In instances where a certain mix of uses is critical to the success of the TOD, the development should include a commitment to phase the project in such a way as to include an appropriate mix of uses in each phase to help ensure the long-term success of the mixed-use development. It may also be appropriate, when a project's overall success depends on certain specific elements, to make later phases contingent on completion of those elements. Phasing the development can minimize the potential impacts on the surrounding community and increase amenities for residents, employees, and visitors within the transit-oriented development area. Phasing plans should include pedestrian and bicycle access plans to allow proper non-motorized access throughout the development phases. Provision of open space and recreational amenities should be phased as well so that provision or these facilities is not postponed until final phasing of a development."