

## **B. HUNTINGTON TRANSIT STATION AREA**

The Huntington Transit Station Area (TSA) is generally bounded by the Capital Beltway on the north, Telegraph Road on the west, and Richmond Highway on the east, as shown in Map 7. The Huntington Metro Station is located in the triangle of land bounded by Huntington Avenue, Richmond Highway, and North Kings Highway. As stated in the Concept for Future Development, Transit Station Areas are recommended to provide a mix of residential and non-residential uses to optimize development opportunities associated with rapid rail stations while maintaining the stability of existing nearby land uses.

### **Existing Development**

The station is located in the center of a developed area, which consists primarily of residential uses. Residential development ranges from older single-family detached units and duplex units in stable neighborhoods to newer high-rise apartment and condominium buildings along Huntington Avenue. There are also clusters of local serving retail development located at major intersections.

The Huntington Transit Station Area consists of approximately 505 acres (excluding roads). The distribution of land use by acreage is as listed below:

- 47 acres are in government/institutional/public facilities use, which is approximately 9% of the total land area including easements and rights-of-way.
- 2 acres ( 0.37%) contain industrial uses
- 9 acres (2%) are in office use.
- 38 acres (8%) are dedicated parks.
- 13 acres (3%) are private open space (HOA owned open space).
- 339 acres (67%) are in residential use.
- 12 acres (2%) are developed for retail use
- 45 acres (9%) are vacant.

Currently, there are no hotel and private recreation uses within the Huntington TSA.

The location of various existing land uses are shown in Map 8.

#### *Residential*

The types of housing units in the Huntington TSA are categorized into detached, attached, and multi-family. Figure 2.1 summarizes the distribution of residential development for the subject area.

The Huntington TSA contains 5,184 residential units of which 11% are single-family detached, 26% are attached townhouses and duplex units, and 62% are multi-family units. The multi-family units include low-rise, mid-rise, and high-rise apartments and condominiums. Overall, the residential portion covers 339 acres of the TSA land, which is approximately 67% of the entire area.

The majority of the housing developments in the Huntington TSA were built prior to the 1990s. The newer developments built in the 1990s and 2000s are the Huntington Station, Mid-town, The Pavillions at Huntington Metro Townhouses, Huntington Commons, and the Villages at Huntington. Only 10% of the housing units were built after 1990. There are thirteen multi-

family units development in the Huntington TSA, of which 1,991 are ownership condominium units and 1,246 units are rental. Of these multi-family units 2,241 are high-rise and 996 are garden style low-rise.

**Figure 2.1: Residential Units Distribution by Type**

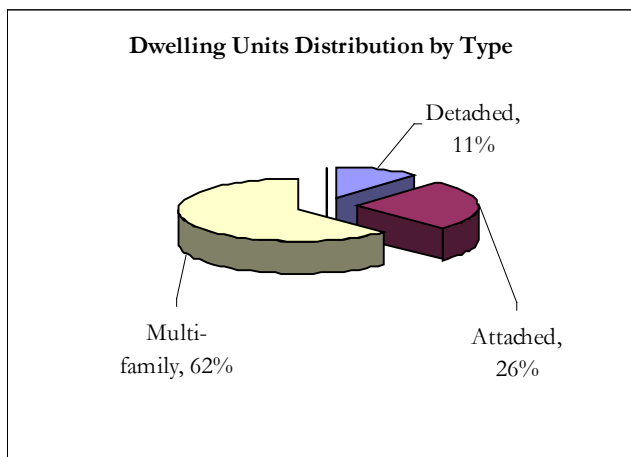


Figure 2.2 compares the housing stock for the subject area with that of the County (Demographic Reports 2004 data). The percentage of attached units for the two areas is comparable: 22% for the County and 26% for the area. However, the numbers diverge when detached and multi-family units are considered. The County has 49% of its housing stock built with detached units, whereas the study area has only 11%. Twenty eight percent of the units in the County are multi-family whereas they make up 62% for the TSA.

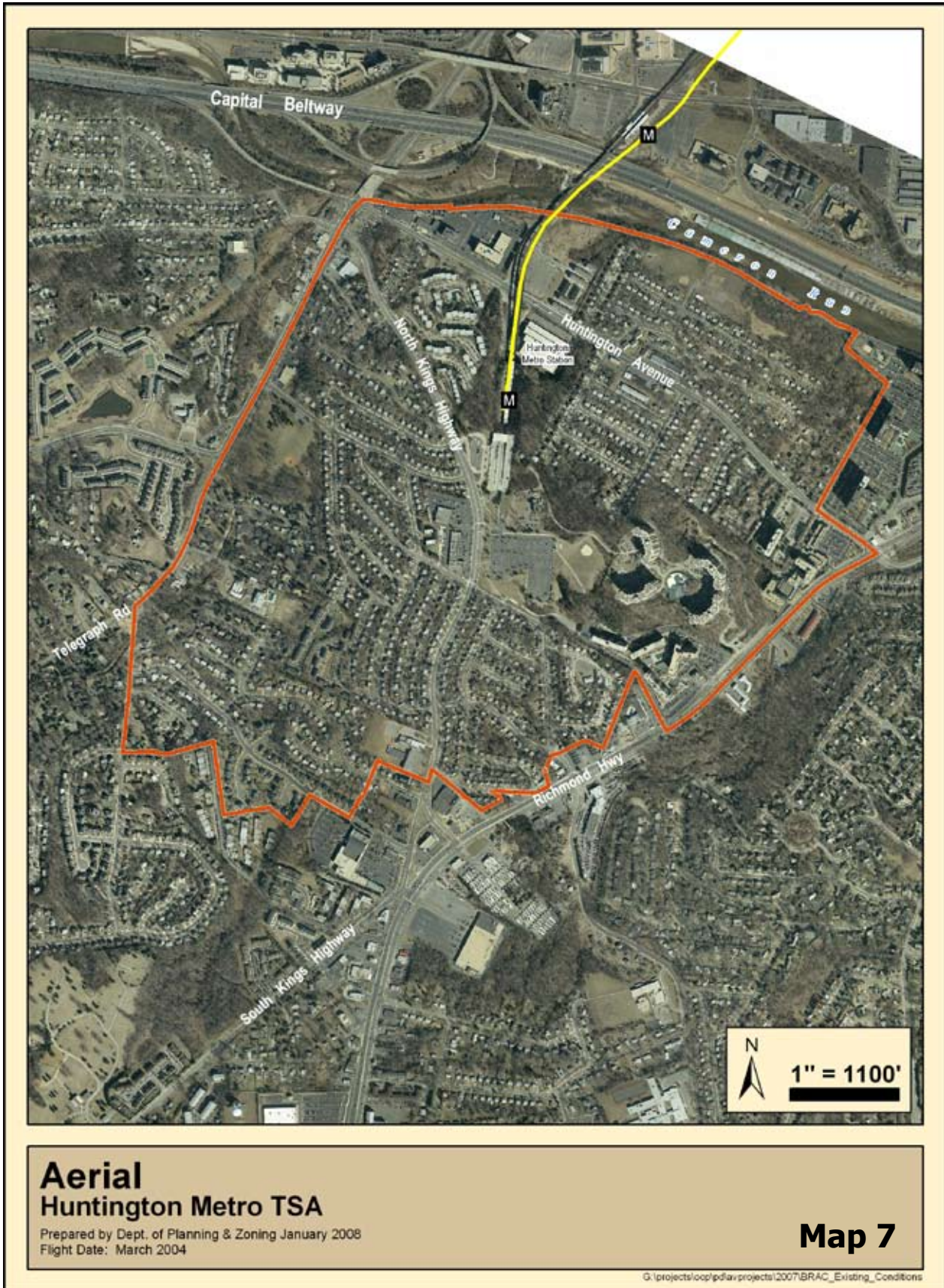
**Figure 2.2: Existing Residential Unit Distribution by Unit Type**

Land Use Types	Existing Development (GFA)		Development Proportion	
	County Total	Study Area Total	Percent of County	Percent of Study Area
Detached	185,292	575	49%	11%
Attached	84,642	1,372	22%	26%
Multi-family	106,965	3,237	28%	62%
Mobile Homes	1,740	0	0.5%	0%
<b>Total</b>	<b>378,639</b>	<b>5,184</b>	<b>100.0%</b>	<b>100.0%</b>

*Non-residential*

Figure 2.3 compares the distribution of land area for residential and non-residential uses, and also compares the non-residential GFA between land uses. Figure 2.4 shows the non-residential distribution of uses in the study area, and Figure 2.5 compares that distribution to the county as a whole.

Non-residential use in the Huntington Transit Station Area is secondary to residential use. Land area occupied by non-residential uses accounts for 33% of the TSA. The non-residential GFA is made up of office, retail, industrial, and government/institutional/public facilities. Parks, open space, and vacant parcels are also present in the Huntington TSA and are expressed in acres in



— This page intentionally left blank. —

Figure 2.3, under column heading Land Area.

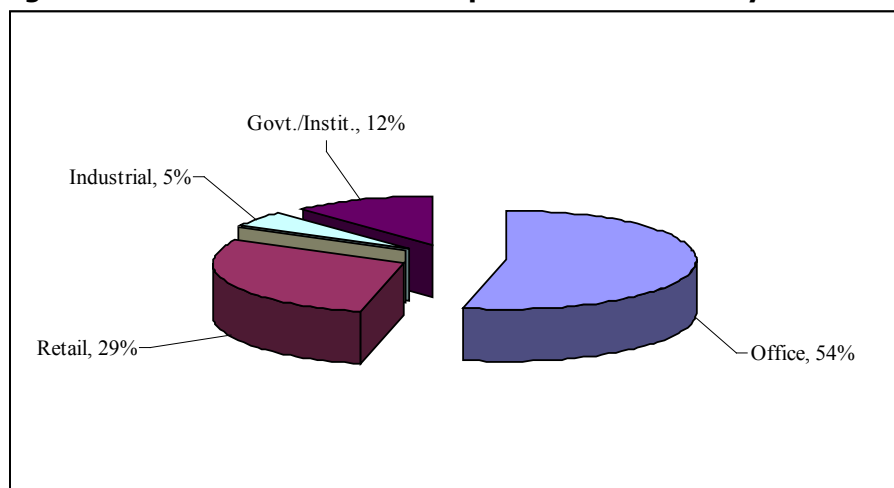
**Figure 2.3: Distribution of Development by Land Use in GFA and Acres**

Land Use	GFA Sq. Ft.	Percent of Total Non-res GFA	Land Area Acres	Percent of Total Non-res Land	Percent of Total Land	Non- Res FAR
Residential	N/A	N/A	339.4	N/A	67%	N/A
Office	201,918	54%	8.7	2%	2%	0.54
Retail	108,982	29%	11.8	2%	2%	0.21
Hotel	0	0%	0	0%	0%	0.00
Industrial	20,538	5%	1.9	0%	0%	0.25
Govt./Instit.	44,420	12%	47.3	9%	9%	0.02
Private Recreation	0	0%	0.0	0%	0%	0.00
Open Space	N/A	N/A	12.8	3%	3%	N/A
Parks	N/A	N/A	38.2	8%	8%	N/A
Vacant	N/A	N/A	44.6	9%	9%	N/A
<b>Total</b>	<b>375,858</b>	<b>100%</b>	<b>504.6</b>	<b>N/A</b>	<b>100%</b>	<b>N/A</b>

**Office**

The Huntington TSA has approximately 202,000 square feet of office development, which is about 54% of the area’s total non-residential GFA. The acreage occupied by office use accounts for approximately only 5% of land currently being used for non-residential uses. Ninety three percent of the built office space is located in buildings facing Huntington Avenue north of the Metro bridge. In comparison to the County, the TSA has a comparable proportion of GFA currently being used for office. However, this comparison may not be useful, given the small amount of non-residential use in the TSA overall.

**Figure 2.4: Non-Residential Development Distribution by Land Use**



**Retail**

Retail uses include stores in shopping centers and malls, restaurants, and automobile services establishments. The study area has approximately 109,000 square feet of retail development, which is approximately 29% of the total non-residential GFA. In comparing retail development

in the County to the subject area, Figure 2.6 shows that the proportions are comparable: 25% for the County and 29% for the TSA. Retail uses are located across the Metro station along North Kings Highway, along Huntington Avenue, and at the intersection of Telegraph Road and Farmington Road. Of these developments, approximately 45% of retail development is located along North Kings Highway. Similar to the comment above, this comparison may not be useful, given the small amount of non-residential use in the TSA overall

**Figure 2.5: Existing Non-residential Development Distribution by Land Use**

Land Use Types	Existing Development (GFA)		Proportion of Development	
	County Total	Study Area Total	Percent of County	Percent of Study Area
Office	102,844,513	201,918	54%	54%
Retail (Includes Hotel)	48,147,367	108,982	25%	29%
Industrial	41,150,059	20,538	21%	5%
Govt./Institutional	NA	44,420	NA	12%
<b>Total</b>	<b>192,141,939</b>	<b>375,858</b>	<b>NA</b>	<b>100%</b>

### Industrial

The industrial category includes warehouse, wholesale, manufacturing, printing and publishing, industrial-flex, construction businesses, and other industrial uses. Industrial-flex is a term used to describe a combination of industrial and office uses within a single building. Contractors’ offices, establishments for production, processing, manufacturing, or warehousing when combined with office use are examples of industrial flex space. Structures housing industrial flex uses are commonly characterized by an office facade with loading docks to the rear.

Industrial GFA in the Huntington TSA covers approximately 5% of the total non-residential GFA in the area. This percentage is much smaller than that present in the County as a whole, but consistent with objectives established for Transit Station Areas to promote mixed use activity nodes.

### Government/Public Facilities/Institutional

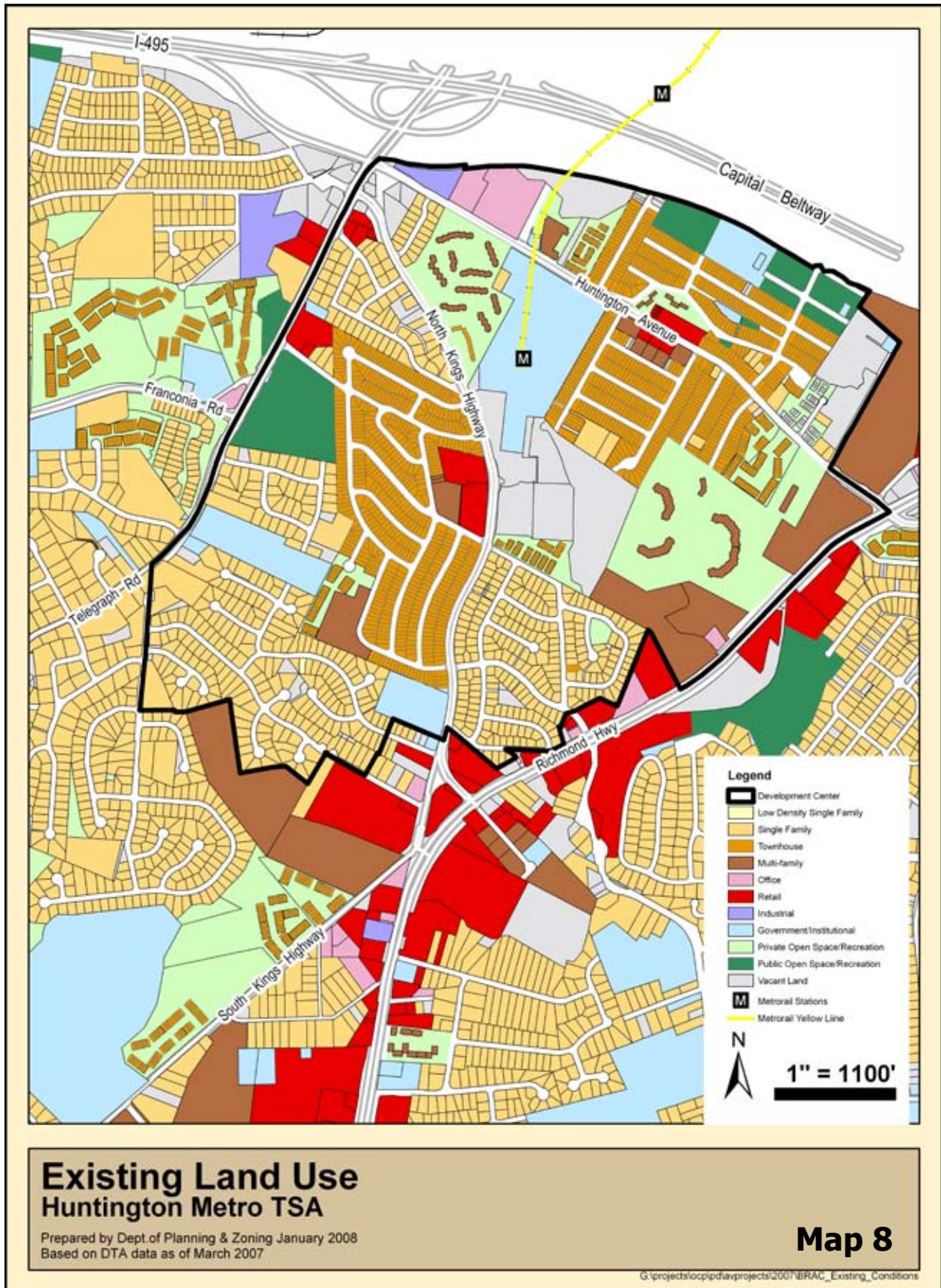
These uses include government facilities such as public schools, post offices, fire stations, health and human services facilities, public safety and utilities, and transportation facilities. The Huntington TSA has approximately 44,000 square feet (excluding Metro station) of government/institutional/public facilities GFA, which is about 12% of the total non-residential GFA in the area. The use occupies 47 acres of land, including land that is not built but has some public use such as utility lines, easements, and dedicated right-of-way. This use occupies approximately 29% of the non-residential acreage.

### Private Recreation/Open Space

This category includes land that is dedicated as open space within planned developments for private use. The area has approximately 13 acres of land currently being used as open space which is approximately 3% of the study area acreage.

### Parks

There are three parks within the Huntington TSA. Spread over approximately 38 acres, these parks are the following: 1) Huntington Park, located north of the area; 2) Mt. Eagle Park, located south of the Huntington Metro Station; and 3) Jefferson Manor Park, located along the



— This page intentionally left blank. —

western boundary of the TSA. Jefferson Manor Park and Mt. Eagle Park also consist of historic resources. Parks in the Huntington TSA account for approximately 8% of the total acreage.

### **Vacant**

Vacant land includes parcels that are undeveloped or have dilapidated structures of no visible use. Vacant land accounts for approximately 9% of the land within the study area (45 acres) and 27% of the non-residential acreage. Most of these vacant parcels, which are found throughout the TSA, are less than an acre in size. Aside from a few vacant parcels with residential zoning most vacant parcels are either proffered for development or lack development potential unless consolidated with surrounding land.

### **Zoning Potential**

Map 9 shows the zoning designations for the Huntington TSA. Approximately 6% (30 acres) of the land in the area is zoned for commercial use and 10 acres (2%) is zoned for industrial use. The four commercial zoning districts in the subject area are C-3, C-5, C-6, and C-8 and the industrial zoning is I-5. The Huntington TSA has 375,858 square feet of existing non-residential development. Under the Zoning Ordinance, a maximum non-residential development in excess of 1 million square feet is possible (See Figures 2.6 and 2.9).

By-right development options are defined in the zoning ordinance. Proffered agreements are voluntary offerings by a property owner that become legally binding conditions of a rezoning action and run with the land; proffers often contain details about the uses and development intensities allowed on a property. Figure 2.6 shows a range of non-residential uses that are possible under current zoning, including proffered development.

The zoning potential represented in Figure 2.6 reflects that, in many cases, more than one use is permitted within a district. For example, certain commercial districts allow retail or office uses, while office is a permitted use in some industrial districts. In addition, uses may be permitted in varying proportions within the districts. The accompanying quantification provides an estimate of what intensities these districts may yield. Regardless of the distribution of uses or development options permitted by-right and under existing proffered conditions, GFA in the study area will not exceed the total non-residential zoning potential that is shown at the bottom of the chart.

**Figure 2.6: Non-Residential Zoning Potential (GFA) by Land Use**

<b>Use</b>	<b>Low</b>	<b>High</b>
Retail	248,114	359,802
Office	477,443	812,376
Industrial	0	223,245
<b>Total Potential:</b>	<b>1,060,490</b>	

Existing zoning would also allow additional residential units to be built in the study area, as shown in Figure 2.7. Ninety-two percent of the land in the Huntington TSA is zoned for residential use including, Planned Development Housing (PDH) and Planned Residential Mix (PRM). The properties with R-4 zoning district are located primarily in the southeast portion of the TSA and are built with mostly single-family detached units. The R-4 zoning district has

the most acreage in the Huntington TSA among all other zoning districts (35%, or 166 acres) followed by the R-8 district (28%, or 129 acres). Both R-4 and R-8 districts have townhouses.

Little unrealized residential zoning potential is available in the TSA. In contrast to the existing 5,184 units, if all the residentially zoned acreage met zoning ordinance and subdivision requirements, the total residential zoning potential is 5,490 units which includes recent additions approved as Planned Residential Mix (PRM), such as the Midtown high-rise apartments (approved for 400 units) and the Pavilions at Huntington Metro Station (approved for 650 multi-family and townhouse units). Of the 5,184 existing residential units, 175 units are built in commercial zoning districts which today do not permit multifamily uses, and 169 units are located in areas that could not be rebuilt under current zoning at the same density. As a result of these circumstances, the total number of units in the Huntington TSA could exceed the zoning potential.

**Figure 2.7: Residential Zoning Potential (Units) by Zoning District**

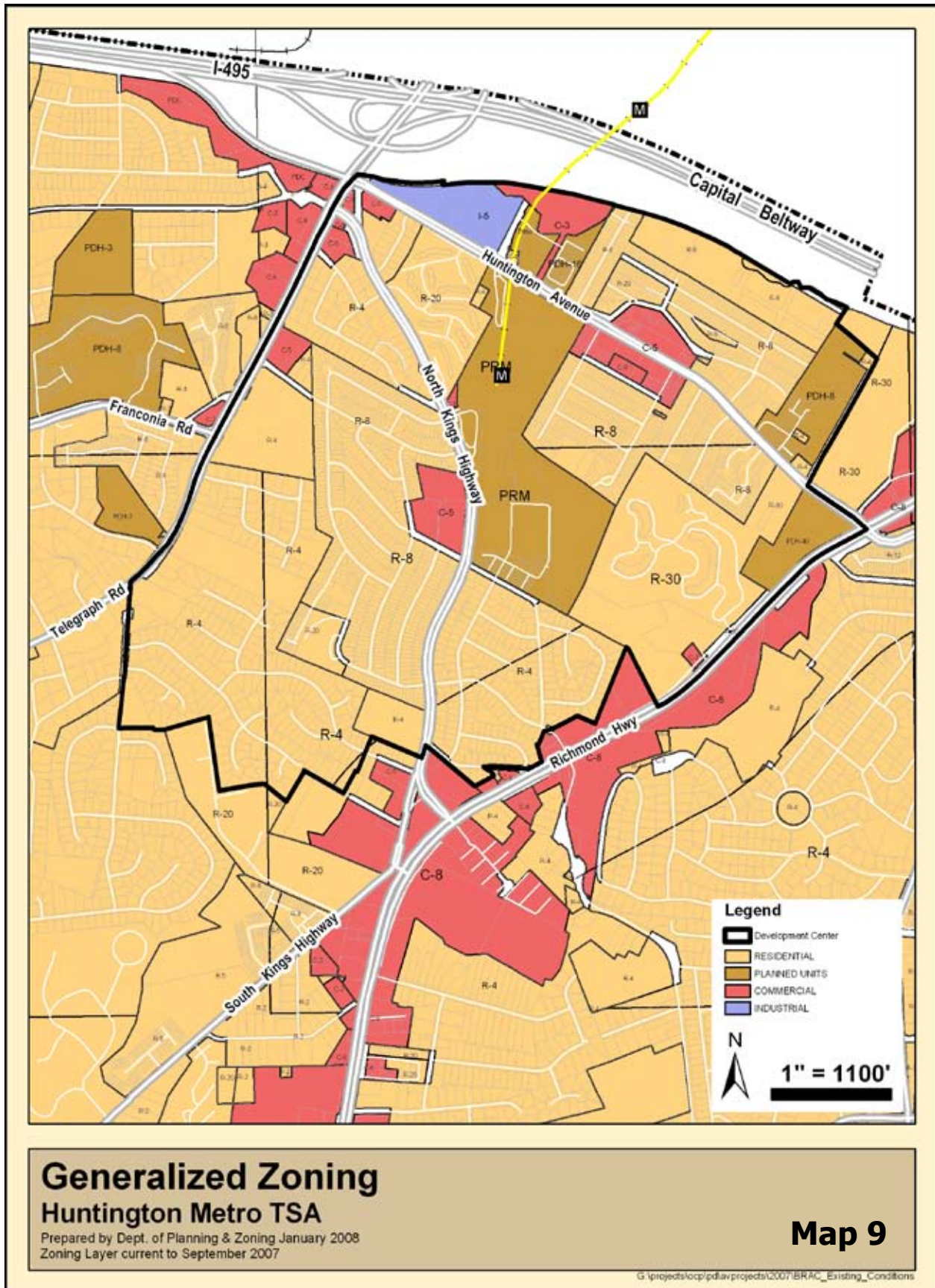
Zone	Acres	Number Units
R-4	166.3	665
R-8	128.9	1,031
R-20	26.8	536
R-30	54.3	1,629
PDH-8	13.2	88
PDH-16	3.6	48
PDH-40	8.5	443
PRM	61.8	1,050
<b>Total</b>	<b>463.3</b>	<b>5490</b>

### **Comprehensive Plan Potential**

The Huntington TSA is recommended by the Concept for Future Development of the Comprehensive Plan as one of six Metrorail stations in Fairfax County. The TSA is divided into land units with specific recommendations for each land unit. The area closest to the Metro station, where there is the greatest opportunity for transit-oriented development (TOD), is designated as a Transit Development Area (TDA). The Metro Stations 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. 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.

The majority of the area is planned for residential use with opportunities for commercial uses in the areas planned as mixed use within the Transit Development Area (TDA). The TDA also includes the Washington Metropolitan Transit Authority properties planned for public facilities.

Figure 2.8 shows two potential development scenarios using options in the adopted Comprehensive Plan, both of which assume every parcel is developed to the maximum intensity recommended. If the Huntington TSA were developed to maximize the non-residential options, approximately 1.45 million square feet of non-residential development and 6,800 residential units could be built (see Map 10). Alternatively, if the TSA were developed to maximize residential options, approximately 1.05 million square feet of non-residential development and



— This page intentionally left blank. —

7,200 residential units could be built (see Map 11). The difference between the two scenarios is relatively minor due to the limited number of non-residential options planned for the area.

**Figure 2.8: Comprehensive Plan Potential Scenarios by Land Use\***

Land Use	Comprehensive Plan Potential	
	Non-Residential Emphasis	Residential Emphasis
<b>Non-Residential Uses (GFA)</b>		
Office	846,292	526,292
Retail	386,906	306,906
Industrial	0	0
Govt./Inst.	0	0
Open Space	NA	NA
Hotel	220,000	220,000
Parks	NA	NA
Private Recreation	NA	NA
<b>Total GFA</b>	<b>1,453,198</b>	<b>1,053,198</b>
<b>Residential Uses (Units)</b>		
Single Family	521	521
Town House	1,695	1,763
Low Rise Multi-Family	915	915
Med Rise Multi-Family	437	437
High Rise Multifamily	3,237	3,620
<b>Total UNITS</b>	<b>6,805</b>	<b>7,256</b>

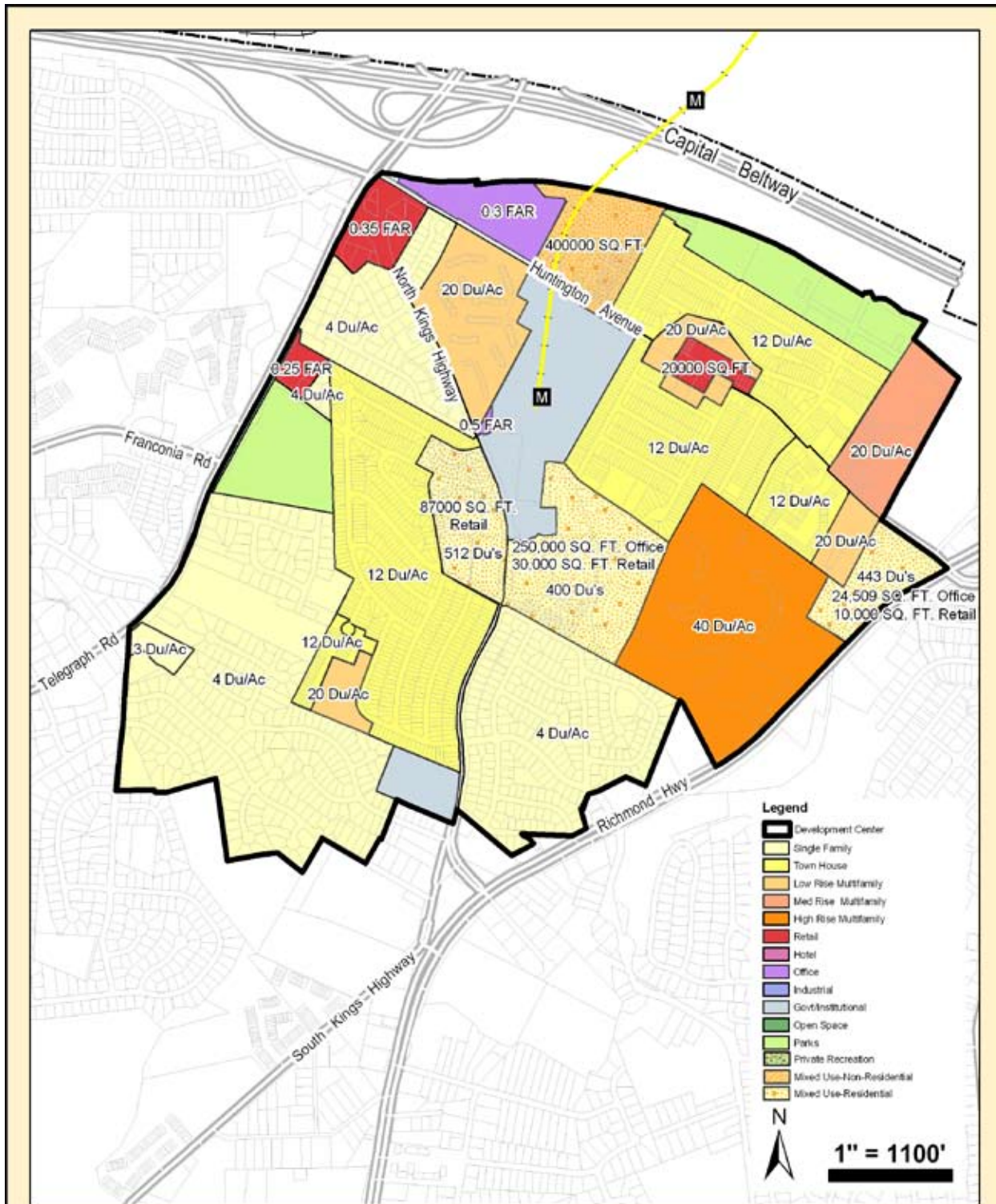
## Summary

A summary of existing development, and zoned and planned potential is shown in Figure 2.9. The Huntington TSA provides many opportunities for transit oriented development to take place. Currently the area has been built with only 25% of the non-residential Plan potential. If built to its maximum non-residential potential, existing non-residential development could be increased by 286% and 1,621 additional dwelling units (31% additional) are possible. If built to its maximum residential Plan potential, existing non-residential development could be increased by 180% and 2,071 additional residential units (40% additional) are possible. For both scenarios, additional office, retail, and hotel uses and multi-family units are possible. Under the existing zoning, an increase in office, retail, and industrial development, and to a lesser degree residential use, is possible.

\* This chart compares estimates of existing and zoned land uses to those recommended by the Comprehensive Plan. The Comprehensive Plan development potential is presented as two categories to illustrate that Comprehensive Plan guidance could be implemented in a variety of ways.

**Figure 2.9: Summary of Existing, Zoned, and Plan Potential by Land Use**

Land Use	Existing	Zoned Potential		Comprehensive Plan Potential	
		Low	High	Non-Residential Emphasis	Residential Emphasis
<b>Non-Residential Uses (GFA)</b>					
Office	201,918	477,443	812,376	846,292	526,292
Retail	108,982	248,114	359,802	386,906	306,906
Industrial	20,538	0	223,245	0	0
Govt/Institutional	44,420	0	0	0	0
Open Space	NA	NA	NA	NA	NA
Hotel	0	0	0	220,000	220,000
Parks	NA	NA	NA	NA	NA
Private Recreation	NA	NA	NA	NA	NA
<b>Total GFA</b>	<b>375,858</b>	<b>1,060,489</b>	<b>1,453,198</b>	<b>1,453,198</b>	<b>1,053,198</b>
<b>Residential Uses (Units)</b>					
Mobile Homes	0		0	0	0
Single Family	575		665	521	521
Town House	1,372		1,215	1,695	1,763
Low Rise Multi-Family	628		1,138	915	915
Med Rise Multi-Family	NA		NA	437	437
High Rise Multifamily	2,609		2,472	3,237	3,620
<b>Total Units</b>	<b>5,184</b>		<b>5,490</b>	<b>6,805</b>	<b>7,256</b>



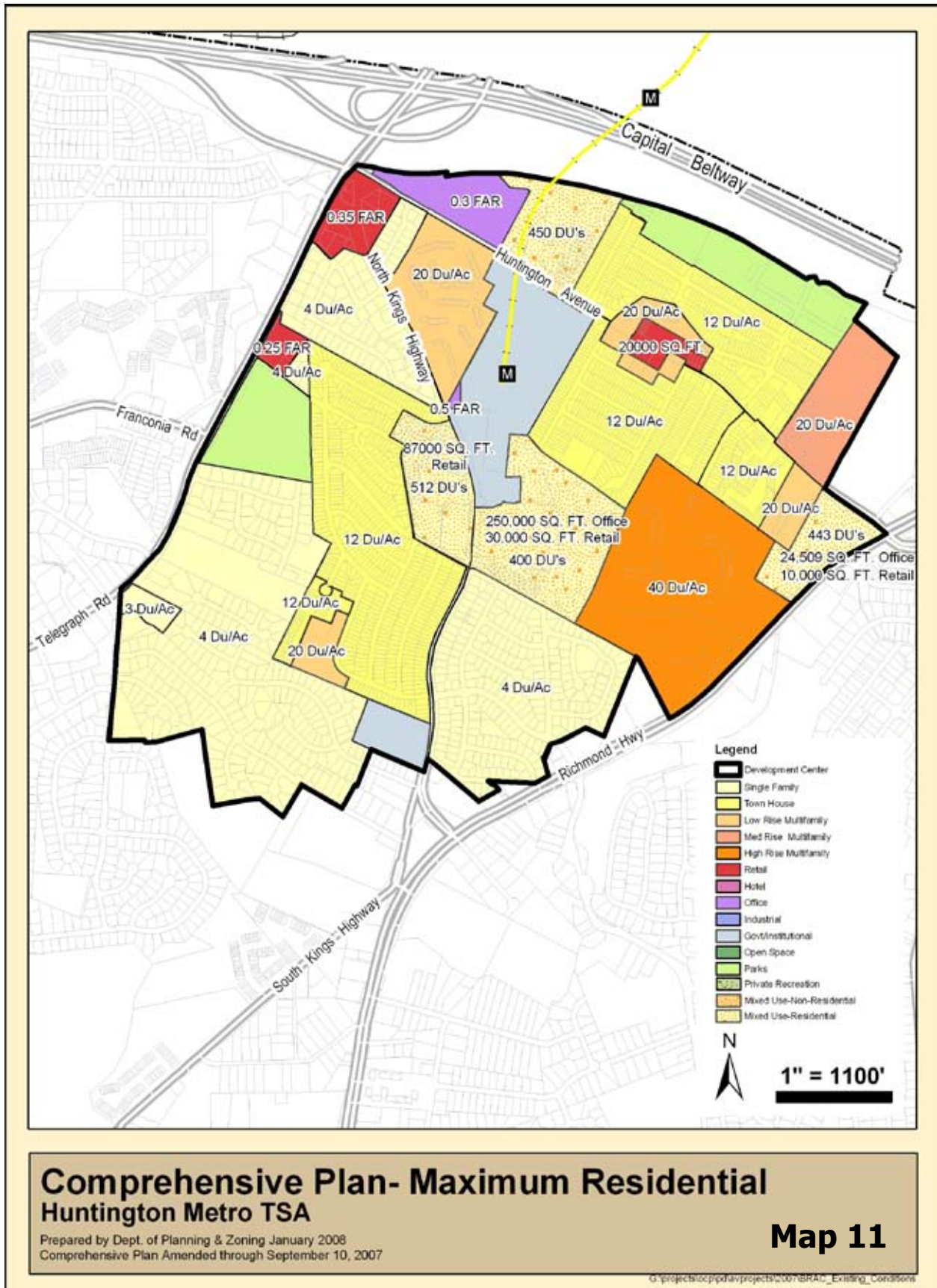
## Comprehensive Plan-Maximum Non-Residential Huntington Metro TSA

Prepared by Dept. of Planning & Zoning January 2008  
Comprehensive Plan Amended through September 10, 2007

**Map 10**

G:\projects\oc\p\p\projects\2007\BRAC\_Existing\_Conditions

— This page intentionally left blank. —



— This page intentionally left blank. —