



SITE-SPECIFIC PLAN AMENDMENT PROCESS

SOUTH COUNTY

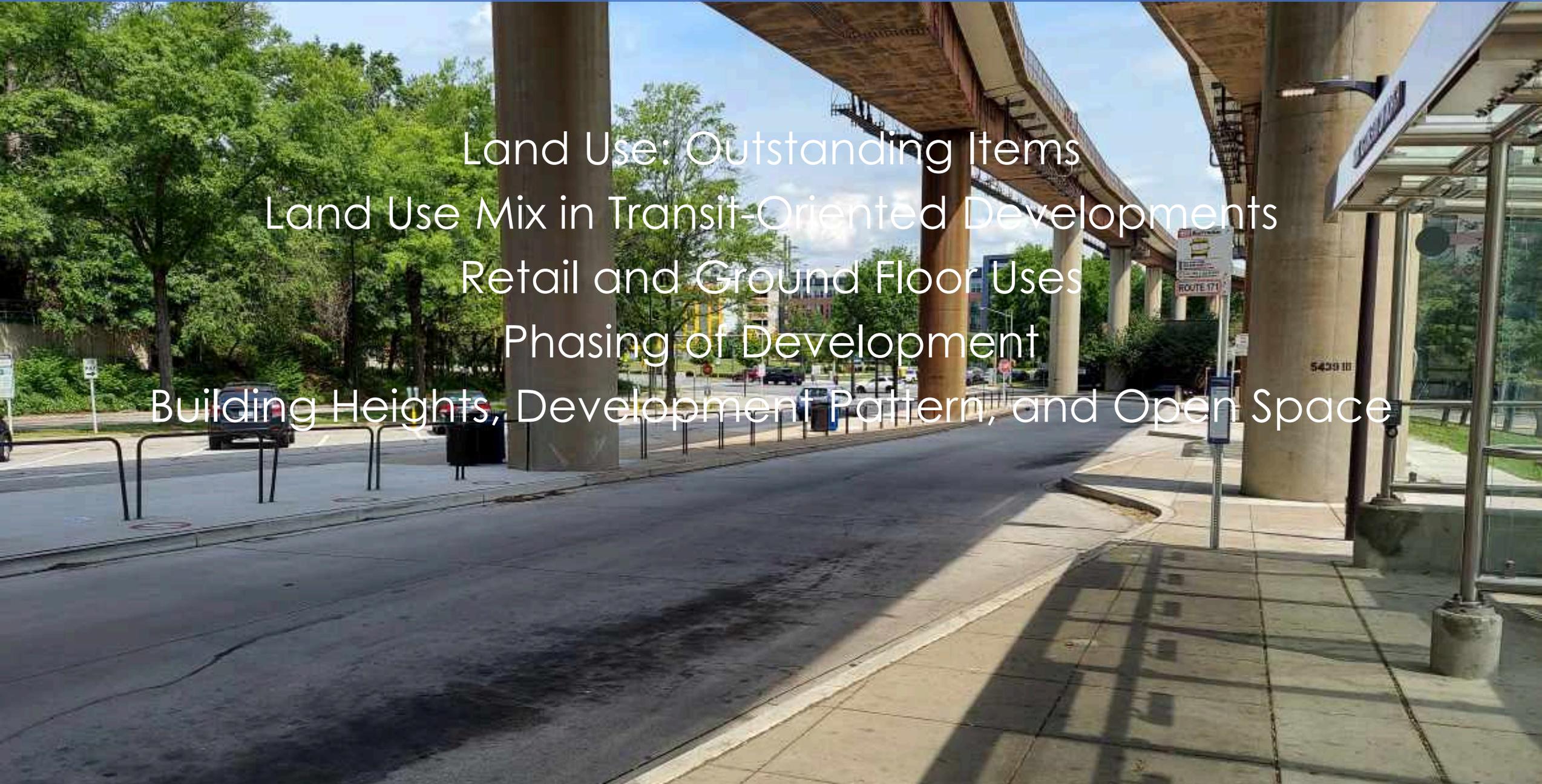
2019 – 2021

**Huntington Metro Station  
Mount Vernon District Task Force  
December 14, 2021**

**Land Use: Outstanding Items**

# HUNTINGTON METRO STATION

Land Use: Outstanding Items  
Land Use Mix in Transit-Oriented Developments  
Retail and Ground Floor Uses  
Phasing of Development  
Building Heights, Development Pattern, and Open Space





# Transit Station Areas

# Transit Station Areas

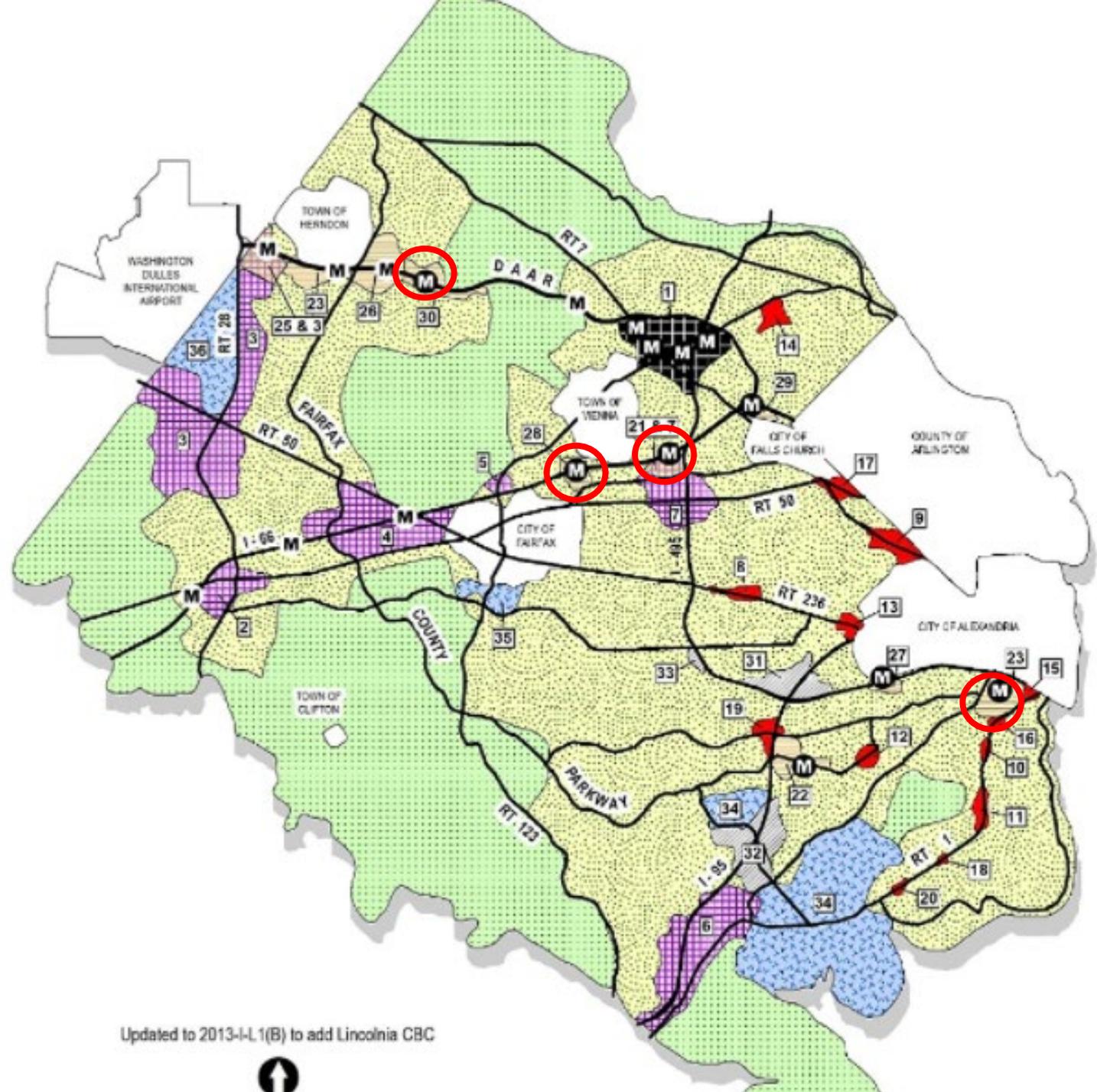
\***Circled** examples are more fully built-out as mixed-use places.

Dunn Loring

Vienna

Wiehle-Rest East

Huntington



## What is an appropriate mix of land uses around Metro Stations?

- Best practices from examples Huntington TSA and other locations
- Residential and non-residential uses
- Specific considerations for ground floor uses
- Open Spaces
- Board Authorization allows consideration of up to:
  - 1,500 net new residential units
  - 95,000 SF net new non-residential uses (office/retail)
  - Estimated as 39,000 SF retail, 86,000 SF net office
  - Building 55-200 stories in height



**GROVE**  
POKE & RAMEN BOWL

**Harris Teeter**  
Neighborhood Food & Pharmacy

NO PARKING  
EXCEPT FOR  
THE LAKE

P

P



# Dunn Loring Station

- Merrifield Areawide Guidance: Retail and Service Uses range from 5% to 30% of the development's total square footage
  - PRM Zoning: 550-720 multifamily units and 80,000 sf – 108,000 sf retail/secondary uses
- Merrifield Land Unit A (Metro station property): Residential-anchored redevelopment, retail and service uses on the ground floor level.
- Retail street anchored by Metro entrance, urban grocery store, and plaza
- Balance of the site remained for WMATA Parking Garage, Bus Bays, and Kiss-and-Ride



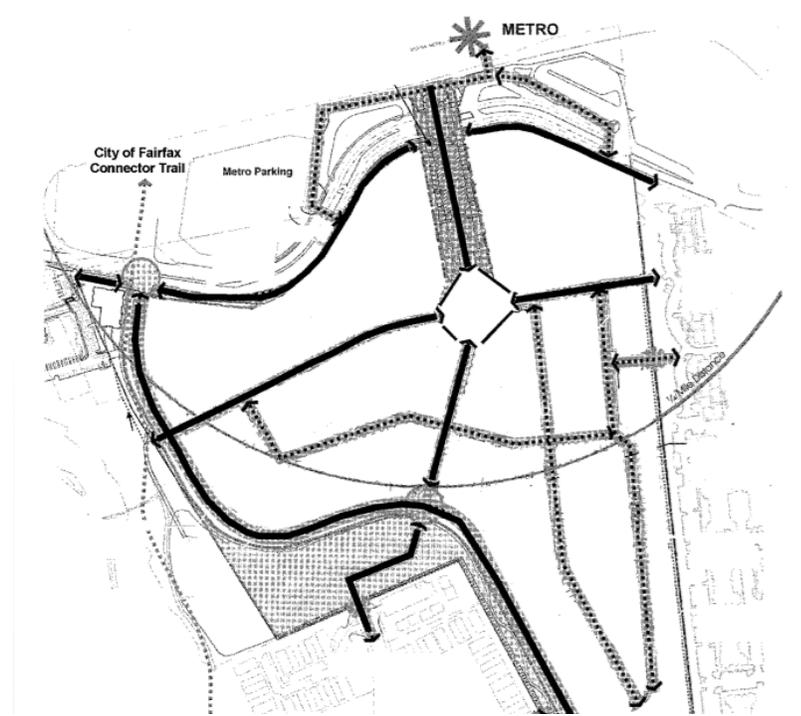


Vienna Station

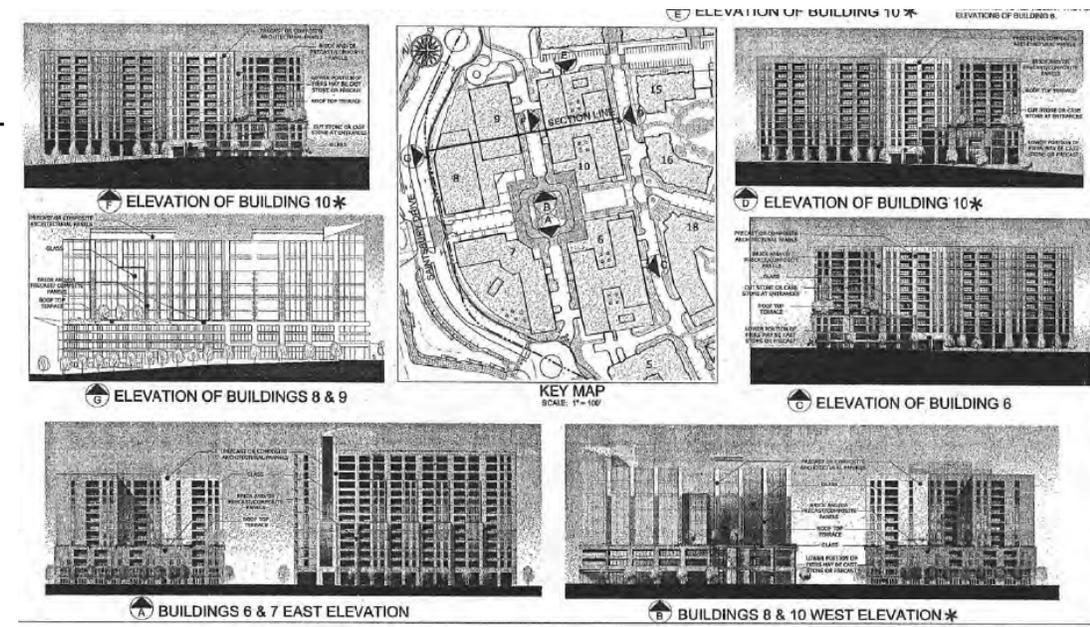
# Vienna Station

- Land Unit C (1/4 Mile Radius South of the Station “Core Area”)
- Metro-Oriented Mixed Use Option
- Ground floor retail and service uses located fronting the “town center” and “main street” portions of the Core Area
- 2,250 residential units
- 125,000 – 300,000 SF office use
- Min 100,000 SF Retail, service, and institutional uses
- Min 15,000 SF for grocery store

Adopted Plan's Conceptual Pedestrian Pathways and Connections



Pulte/Metro West Rezoning Application RZ 2003-PR-022





Wiehle-Reston East Station



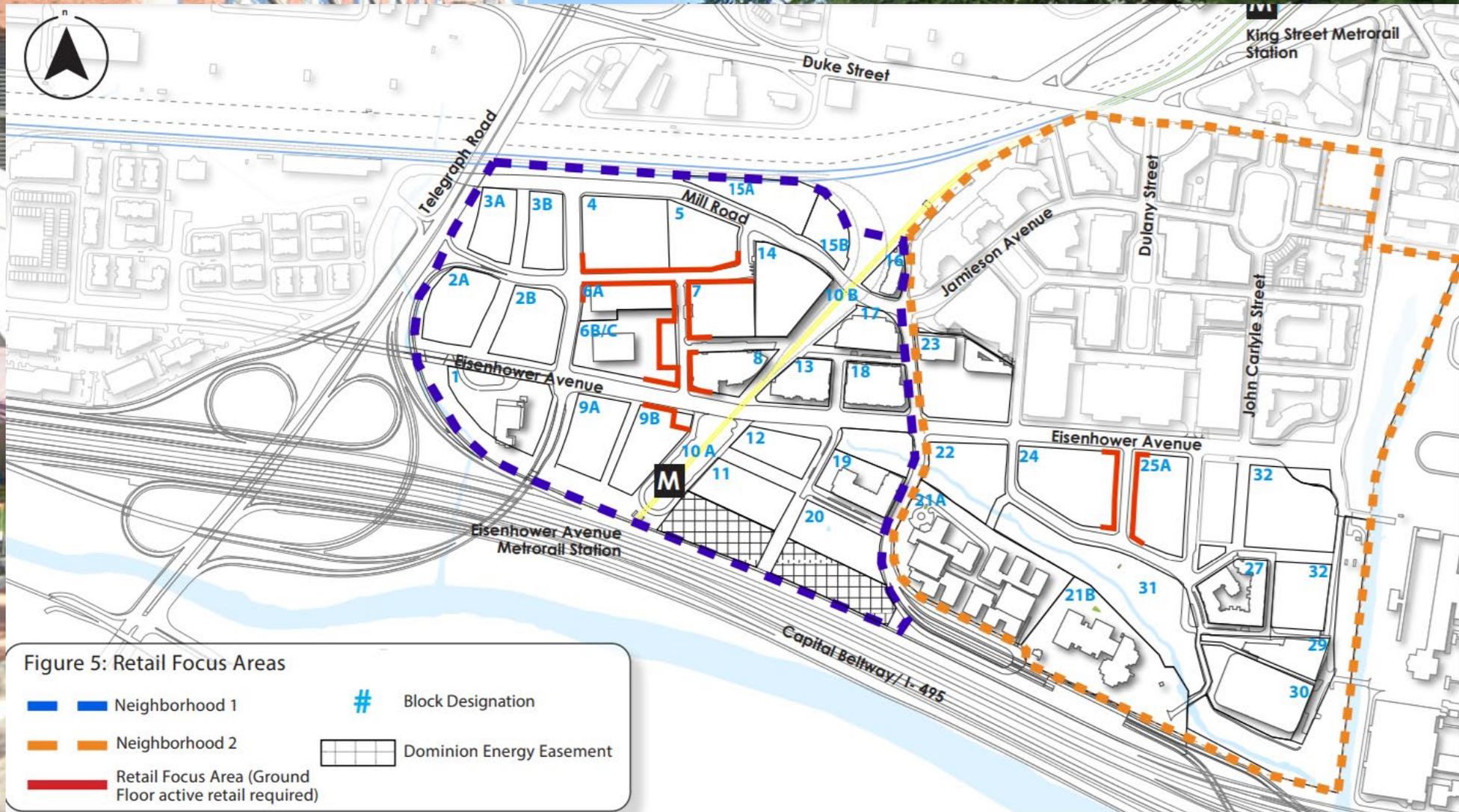
# Wiehle-Reston East Station

- Transit Station Mixed Use Area (North)
- Comp Plan Recommendation (as amended through March 30, 2009)
- Mix of Residential (40%-75%) and Nonresidential (25%-60%)
- Ground level retail and support service uses encouraged to add to the vibrancy and enhance the pedestrian environment
- Zoning: Proffered Land Use Mix includes ranges for each building, with 2-6% (5,000 – 15,000 SF) of building SF as ground floor retail at street level or surrounding plaza for each building



Alexandria, VA – Eisenhower East

# Alexandria, VA – Eisenhower East



# Montgomery County, MD

- July 2021 Mixed Use Development Study
- 17.8m SF of mixed-use development delivered 2010-2020
- Approximately 16.6m SF of Mixed-Use Development in Pipeline
- Within ½ mile of rail:
  - Low/mid rise residentially-anchored projects average 9% ground floor retail
  - High-rise residentially-anchored projects average 7% ground floor retail
  - Office-anchored projects: 4-5% ground floor retail
  - Hotel-anchored projects: 3% ground floor retail
  - [https://montgomeryplanning.org/wp-content/uploads/2021/07/Montgomery-County-Mixed-Use-Study-7-12-21\\_FINAL.pdf](https://montgomeryplanning.org/wp-content/uploads/2021/07/Montgomery-County-Mixed-Use-Study-7-12-21_FINAL.pdf)



# HUNTINGTON METRO STATION

Land Use: Outstanding Items

- Retail and Ground Floor Uses



# HUNTINGTON METRO STATION

- **What types of retail are in demand in the area?**

- EDA Market Analysis notes that 2019 Retail Demand exceeded expected sales in the North Gateway / Huntington / Penn Daw for:
  - Neighborhood Goods and Services (Food and Beverage Stores, Grocery Stores, Health & Personal Care)
  - Drinking Places
  - Merchandise Stores (Clothing, Electronics, Sprint Goods, etc.)

- **How much demand will there be in the future?**

- EDA Market Analysis: 44,000 - 51,000 sf of projected retail demand for the Huntington/North Gateway trade area (through 2030), not including pending or recently adopted Plan Amendments (WMATA, the Parker)

\*Approximately the same timeframe as the build-out of the southern precinct

- Additional residential and office development will generate further increased demand

# HUNTINGTON METRO STATION

- **Where can new retail go?**

- In the aggregate, the North Gateway CBC and Huntington TSAs contain more than adequate development potential to capture demand

- **Where should new retail go?**

- EDA Market Analysis, Page 33: – “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.”

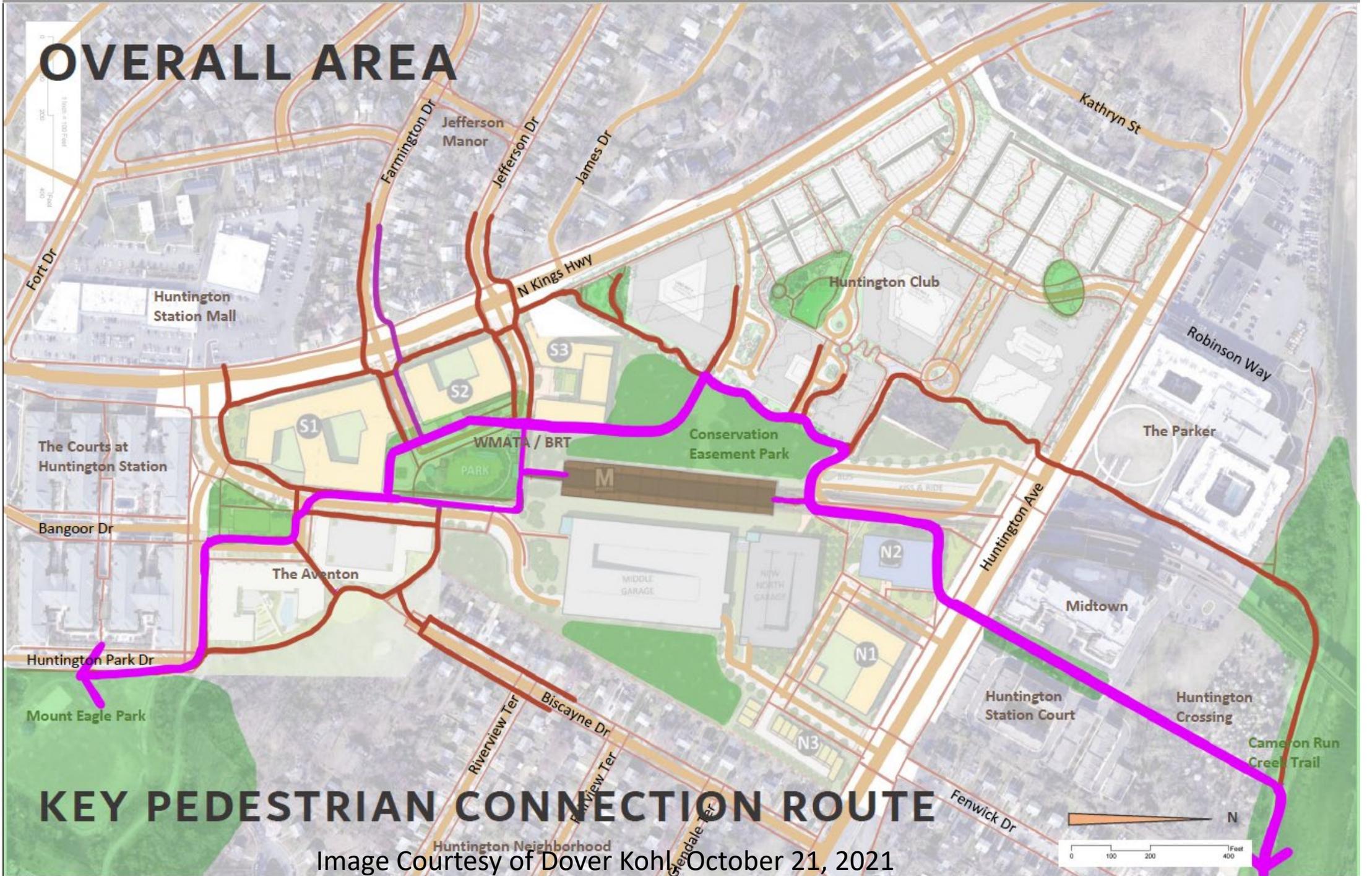
- Adopted Huntington Station Site-Specific Plan Text: “Along main pedestrian routes”

# HUNTINGTON METRO STATION

## Example tenant space sizes (gross lease area):

- Lidl (Penn Daw): 20,000 SF floor with 8,000-10,000 SF back of house
- Mom's Market (Merrifield): 12,000 SF
- Clarendon Trader Joes (Clarendon): 10,000 SF
- Caboose Brewing Co (Merrifield): 6,800
- Warby Parker (Merrifield): 1,800 SF
- Primo Restaurant (Belle View): 4,000 SF
- Spokes Etc. (Belle View): 3,300 SF
- Bonchon (Beacon of Groveton): 2,600 SF
- Iron Chef Sushi (Merrifield): 1,800 SF

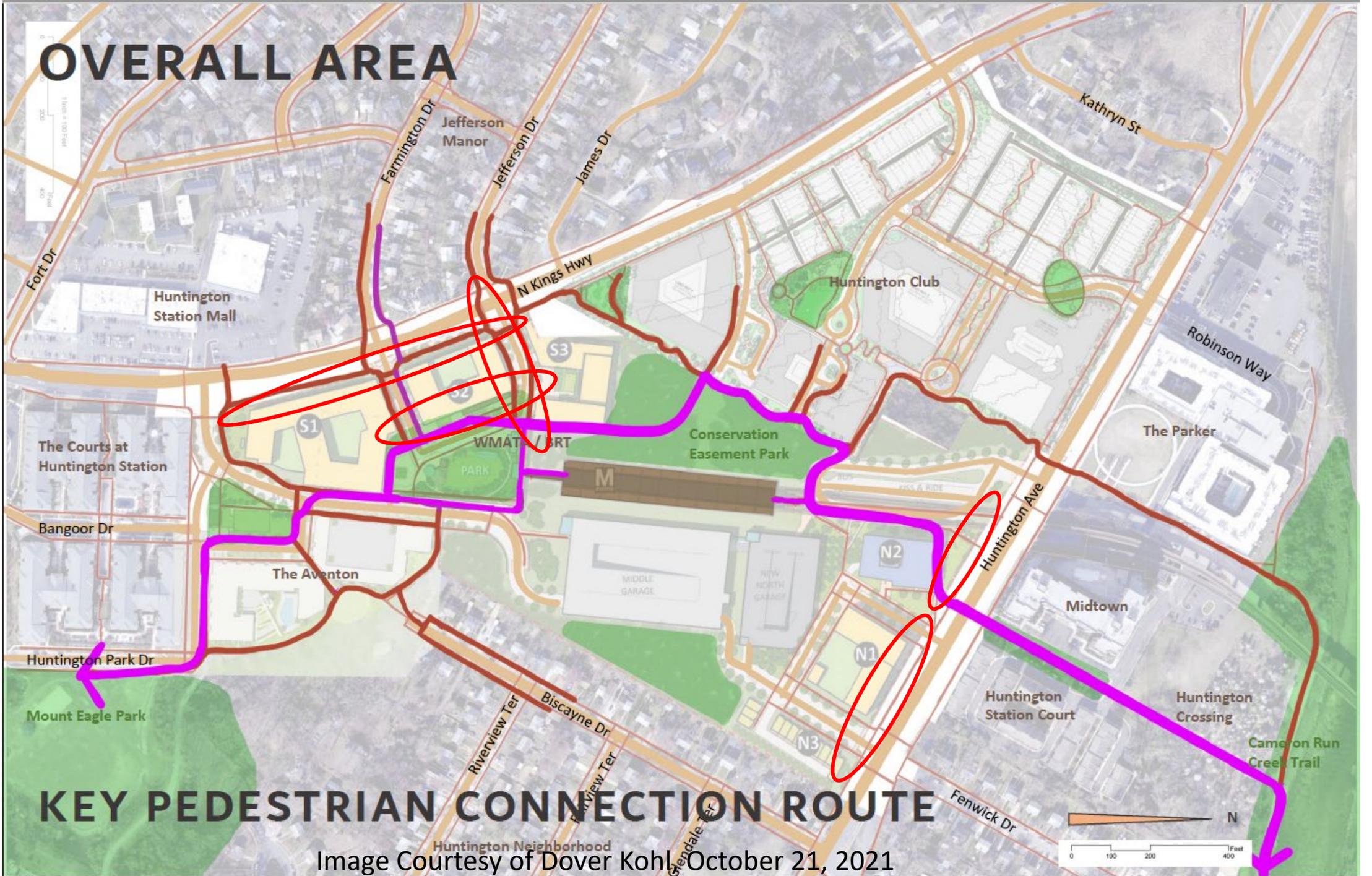
# OVERALL AREA



# KEY PEDESTRIAN CONNECTION ROUTE

Image Courtesy of Dover Kohl, October 21, 2021

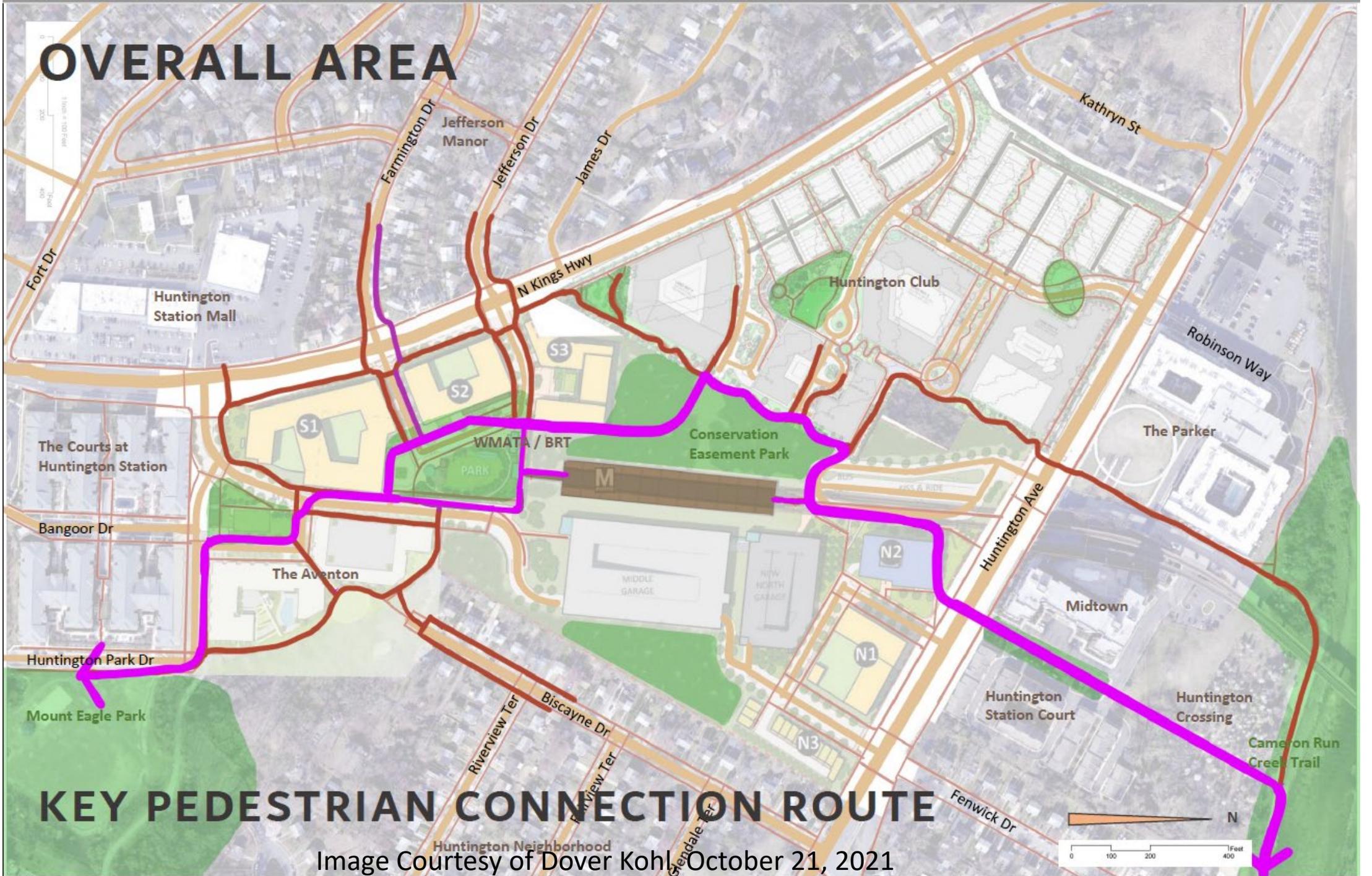
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# HUNTINGTON METRO STATION

- Non-retail ground floor uses
  - EDA retail analysis focused on Neighborhood Goods & Services, Food & Beverage, and General Merchandise only
  - Other non-retail ground floor services will be needed to support future residents in the area
    - Community Center
    - Medical Offices
    - Fitness Centers
    - Co-working spaces
    - Dry cleaners
    - Health clubs, professional storefront offices
    - Institutional, cultural, recreational, governmental and other service uses.

# HUNTINGTON METRO STATION

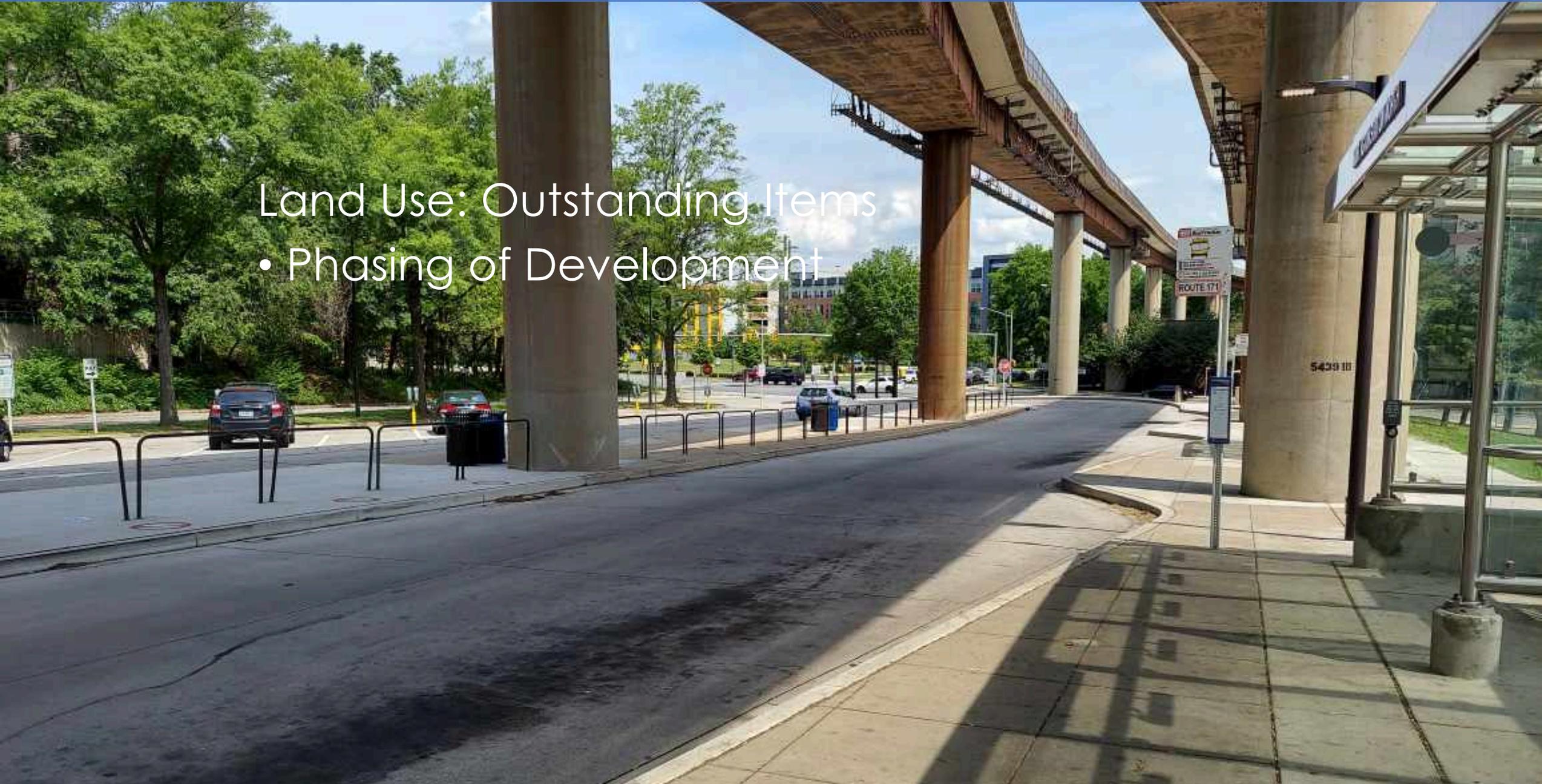
## Conclusions

- Imperative to consider ground floor retail and service uses
  - Successful TOD plans in the County provide ranges of minimum and maximum amounts of retail and service uses
  - Flexibility should be afforded regarding types of retail uses
  - Need to identify priorities for non-residential development

# HUNTINGTON METRO STATION

Land Use: Outstanding Items

- Phasing of Development



# HUNTINGTON METRO STATION

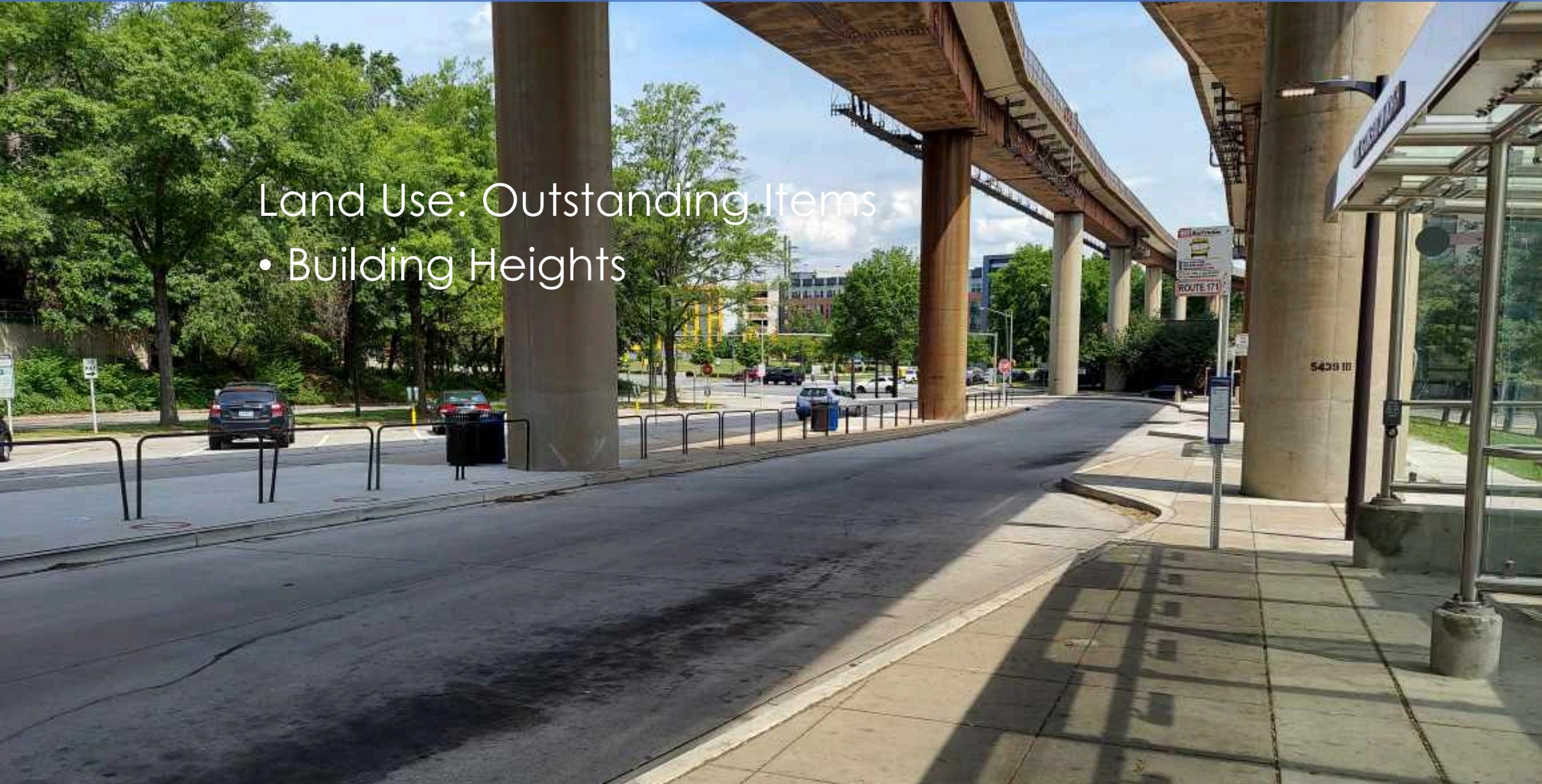
## Phasing of Development

- Development anticipated to occur in phases (tied to the demolition of the southern and northern parking garages)
- TOD Guidelines: “Ensure that projects are phased in such a way as to include an appropriate mix of uses in each phase of the development.”
- Huntington Club (Land Unit I Guidance): Commitments to priorities, such as parks, open spaces, and connectivity through the site and to the Metrorail station, should be made as part of the phasing plan.
- For WMATA, Residential and Non-residential Uses should be provided at each phase of development to ensure mixed-use TOD with each phase

# HUNTINGTON METRO STATION

Land Use: Outstanding Items

- Building Heights



Notes:

1. Heights shown are exclusive of bonus height permitted through Section 7-700 of the Zoning Ordinance.
2. Heights shown for Blocks 1, 21A and 21B are the heights from the 2003 Plan and reflect current zoning. Additional height may be appropriate for these locations, pending infrastructure studies to confirm adequate capacity.

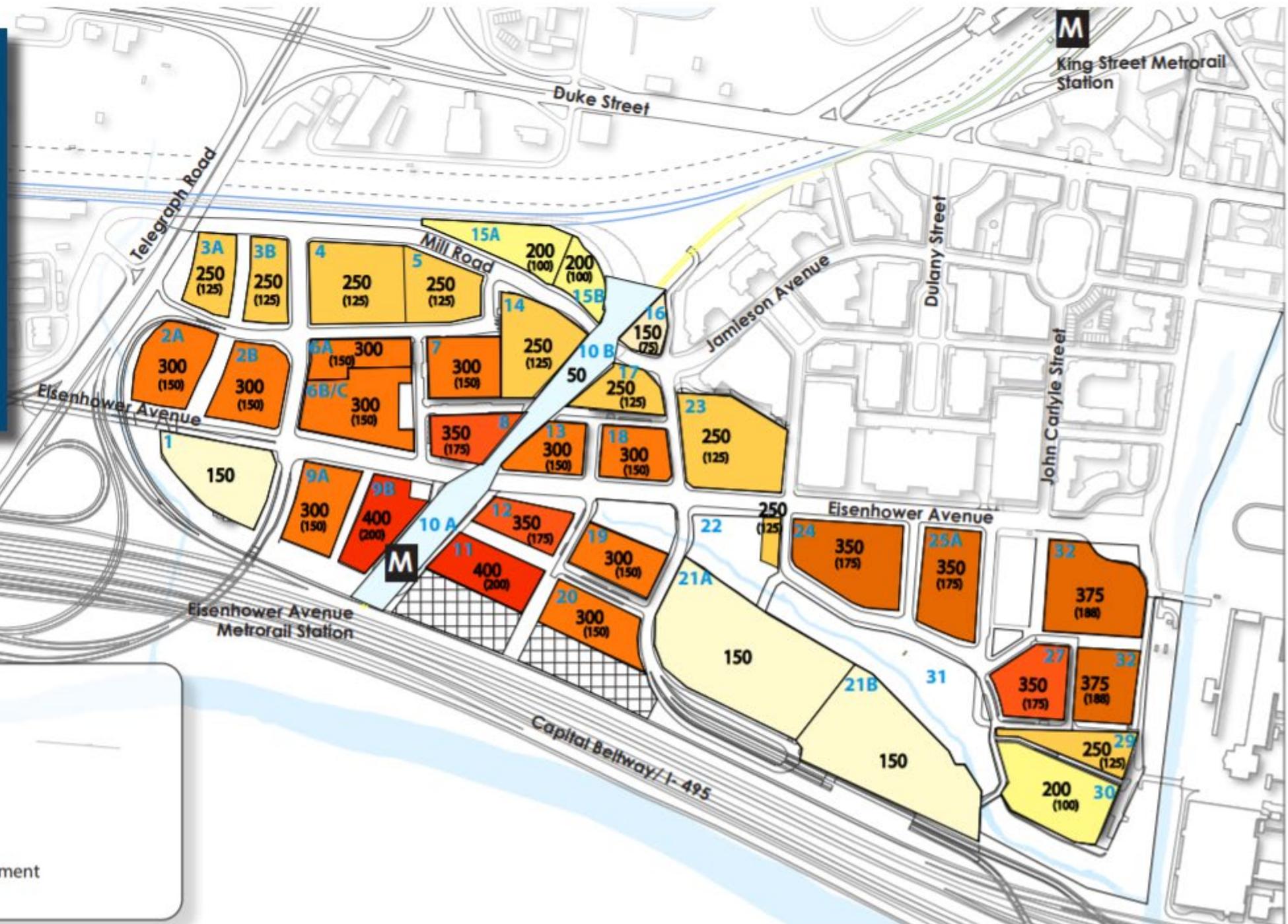
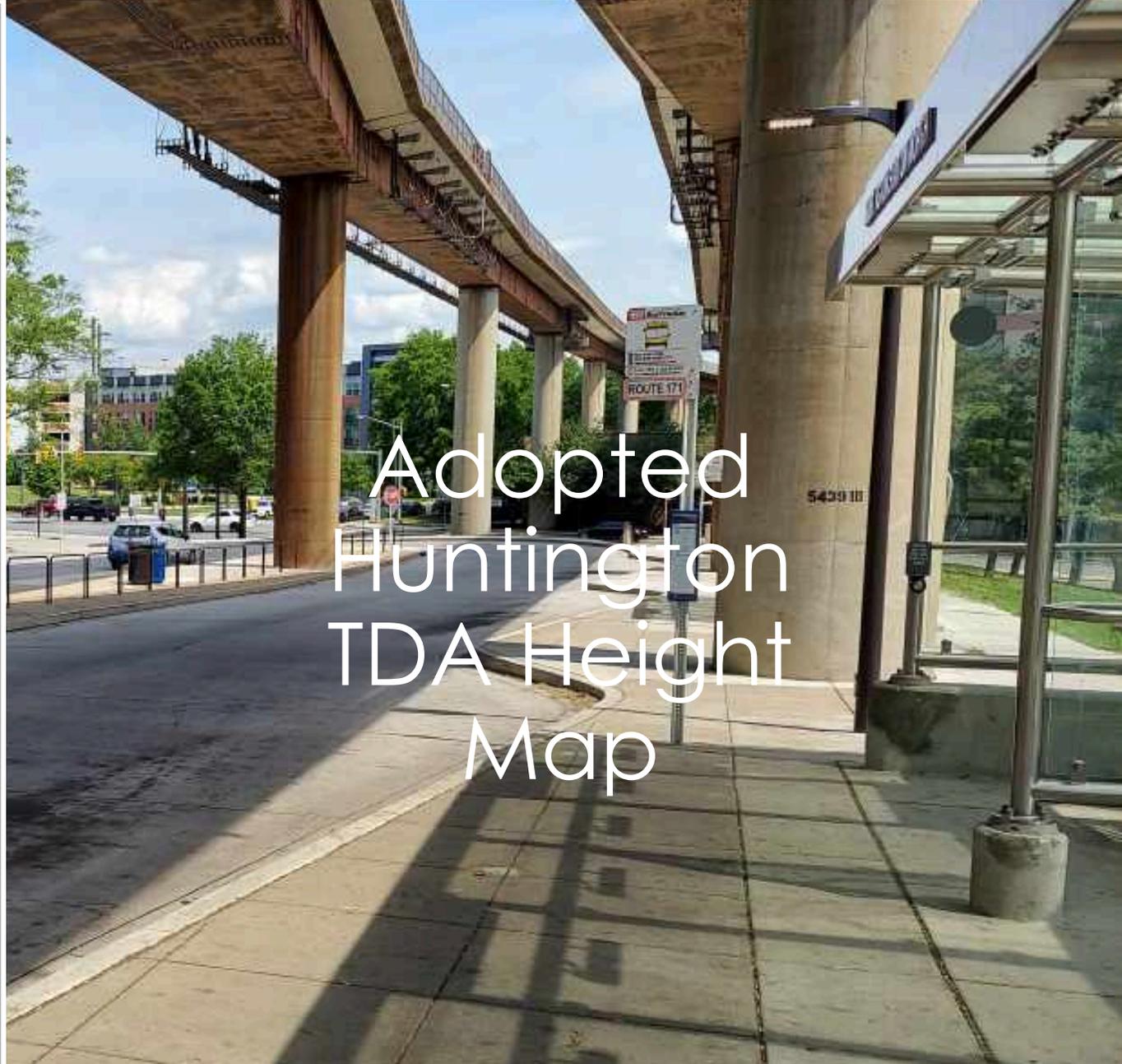
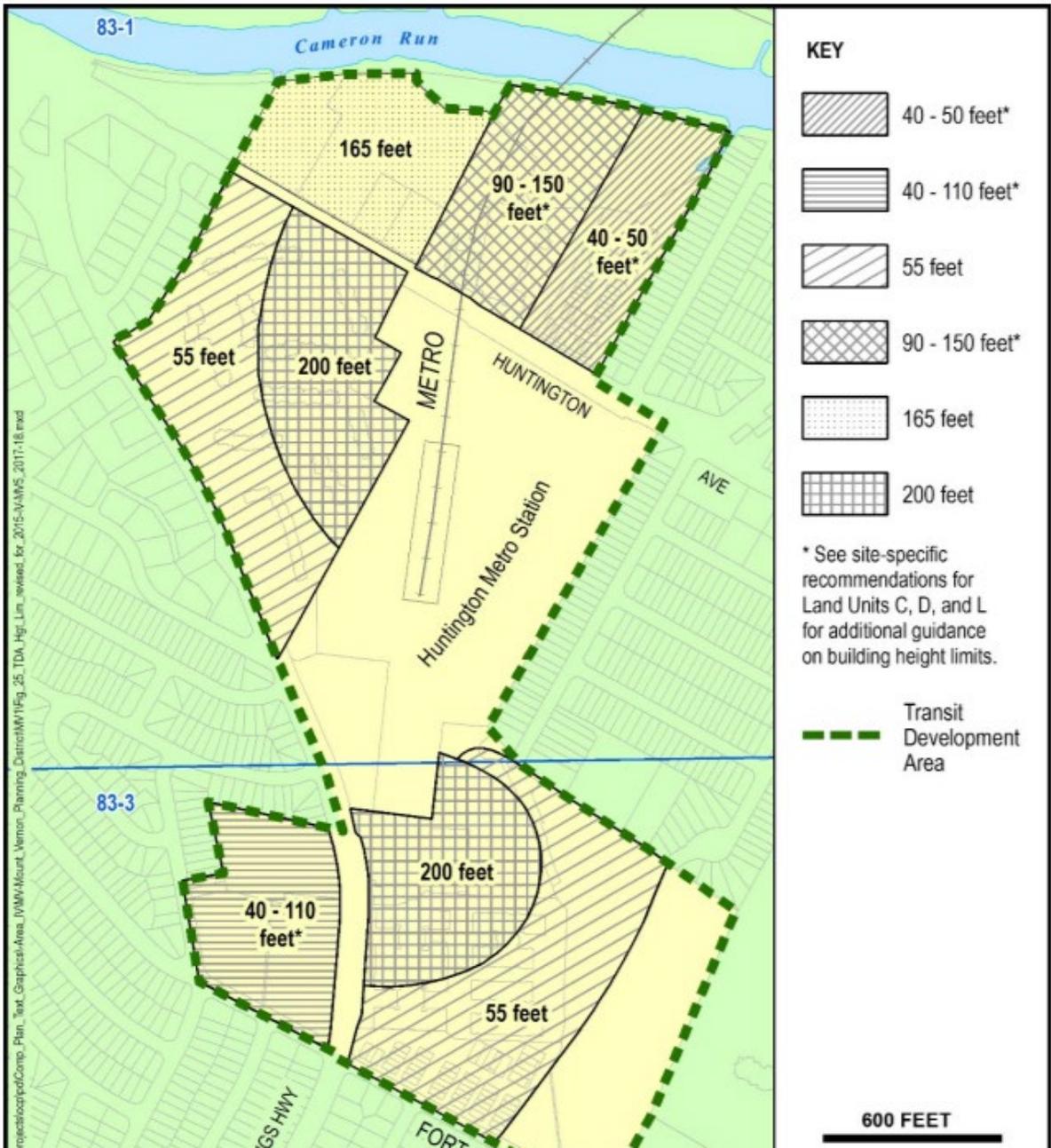


Figure 6: Building Heights

- # Maximum height
- (#) Minimum height
- # Block Designation
- Grid icon: Dominion Energy Easement

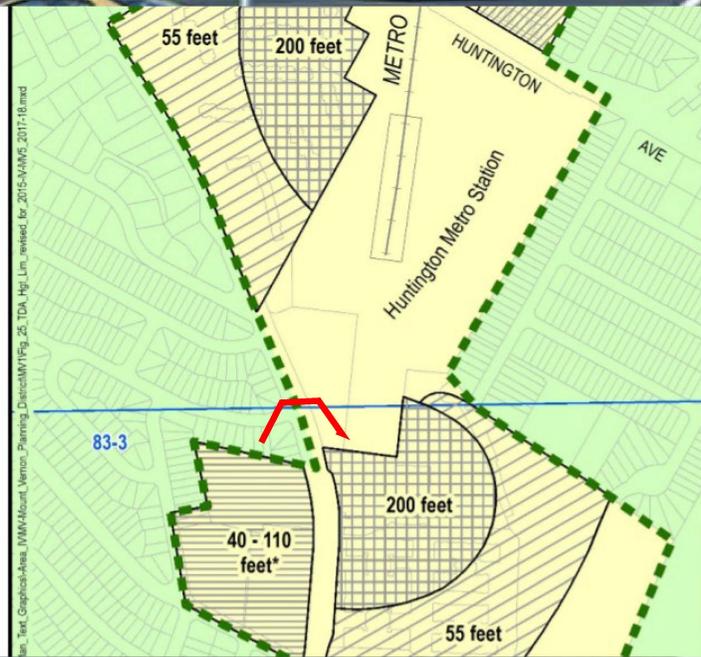
# HUNTINGTON METRO STATION



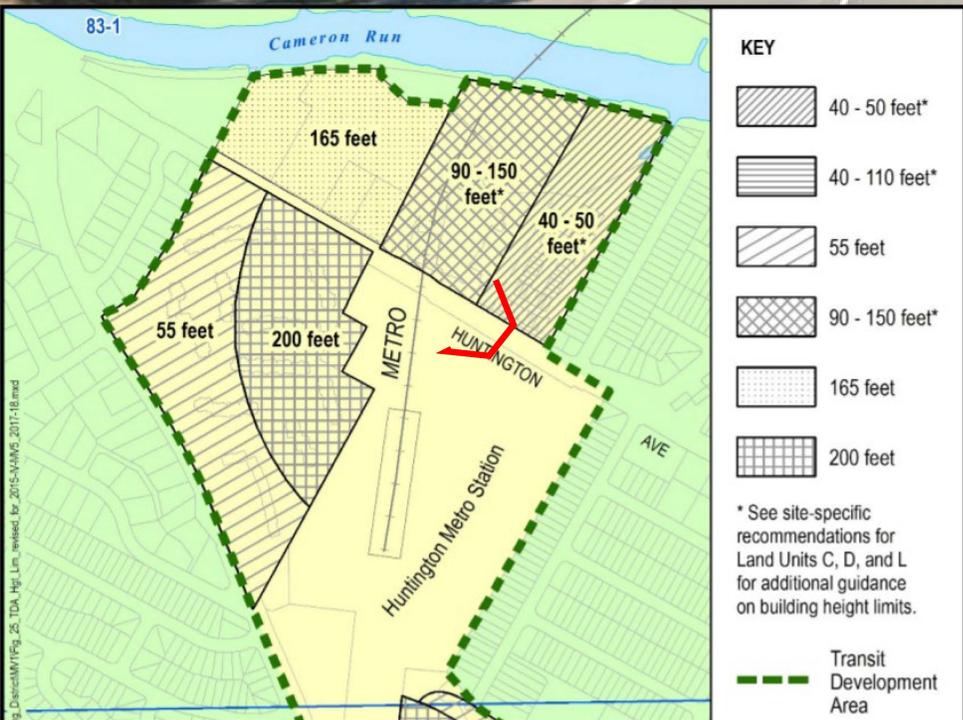


N Kings Hwy

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# Southern Phase: North Kings Highway

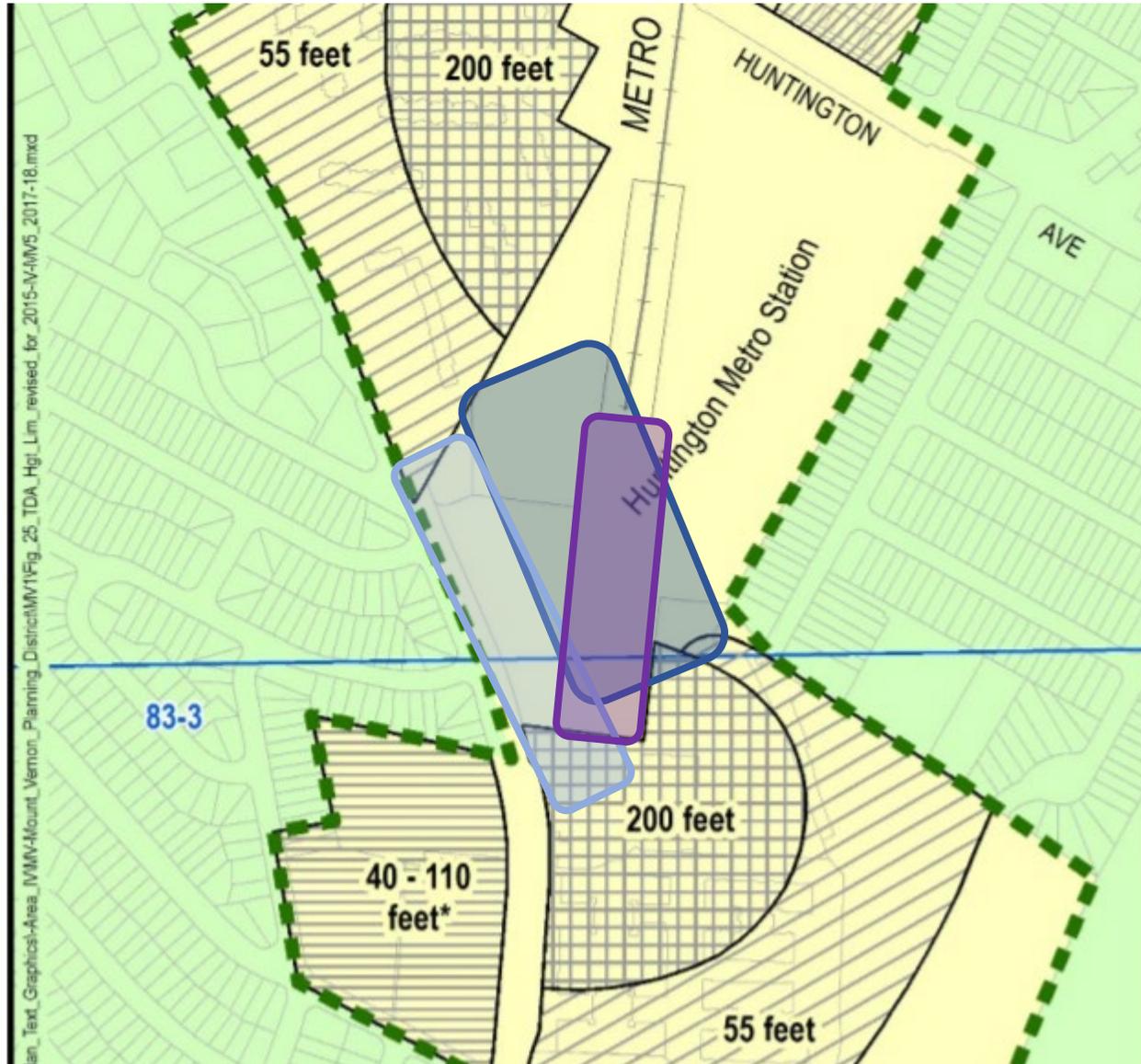
- TDA concept: Highest Intensities of Development



- Edge Consideration: Tapering / Daylight plane



- Considerations for Tunnel Influence Area



## KEY

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

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

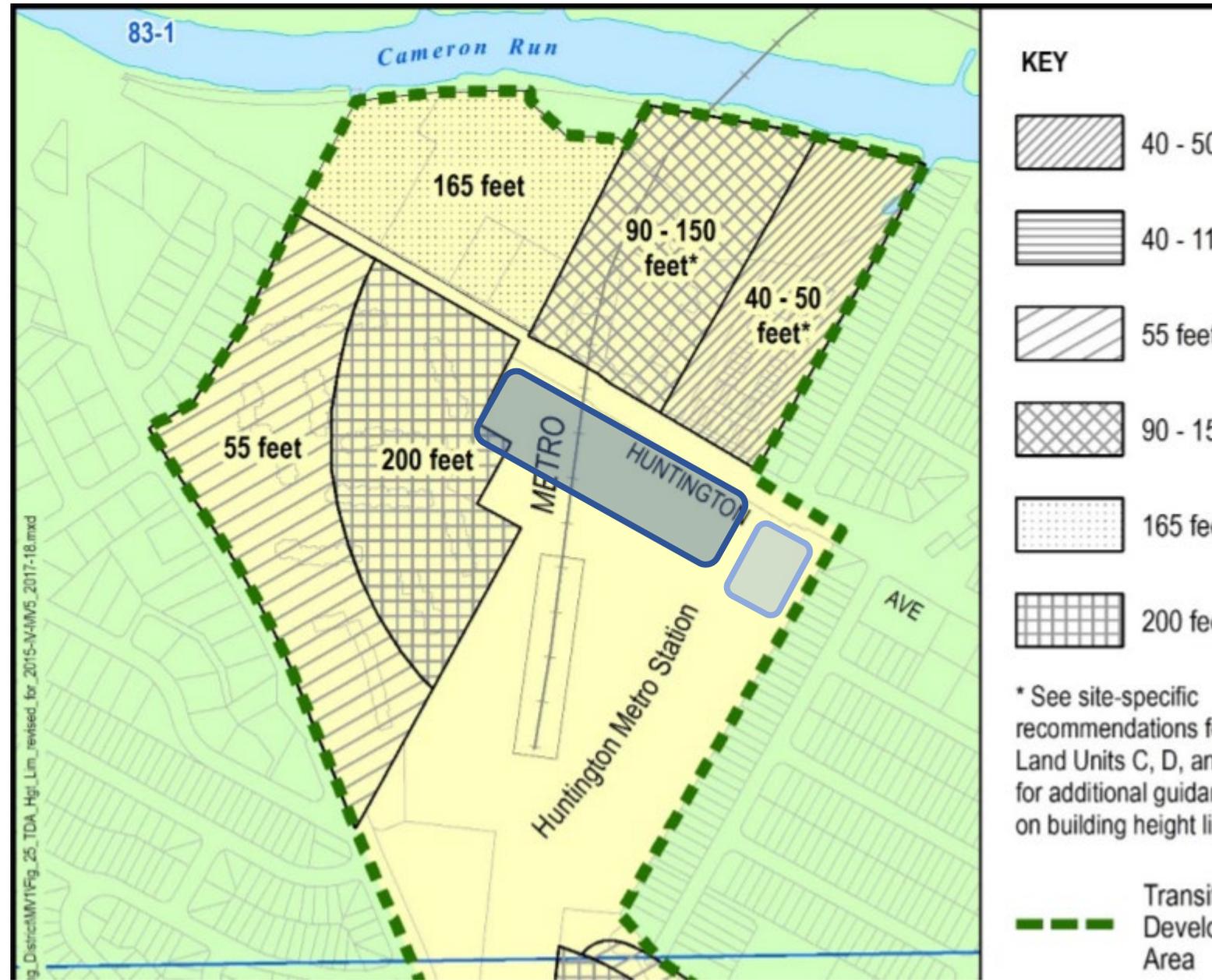
Transit Development Area

# Northern Phase: Huntington Avenue

- Not anticipated to commence until the north garage reaches the end of its life
- TDA concept: Highest Intensities of Development



- Edge consideration: Adjacent two-story Huntington neighborhood

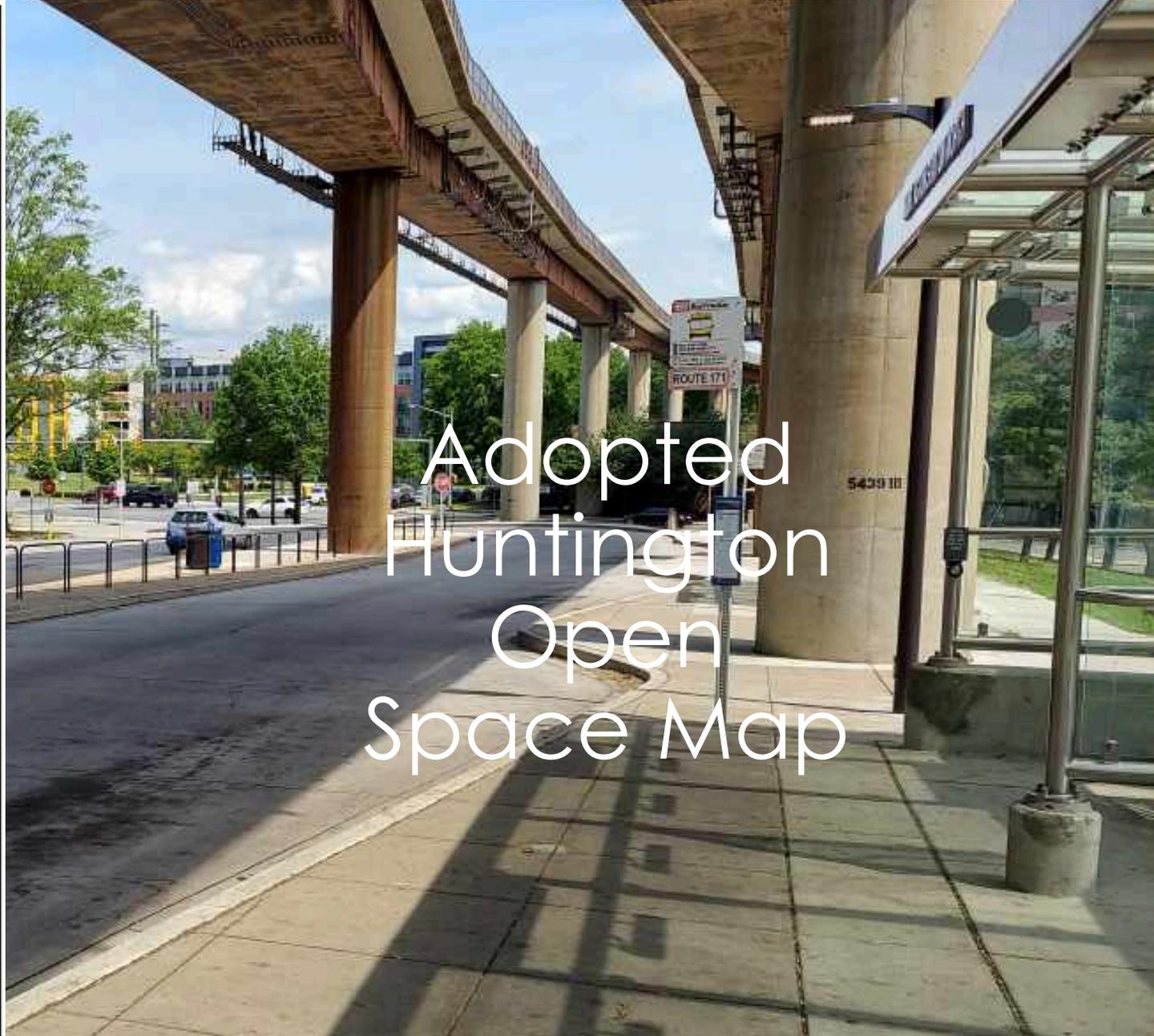
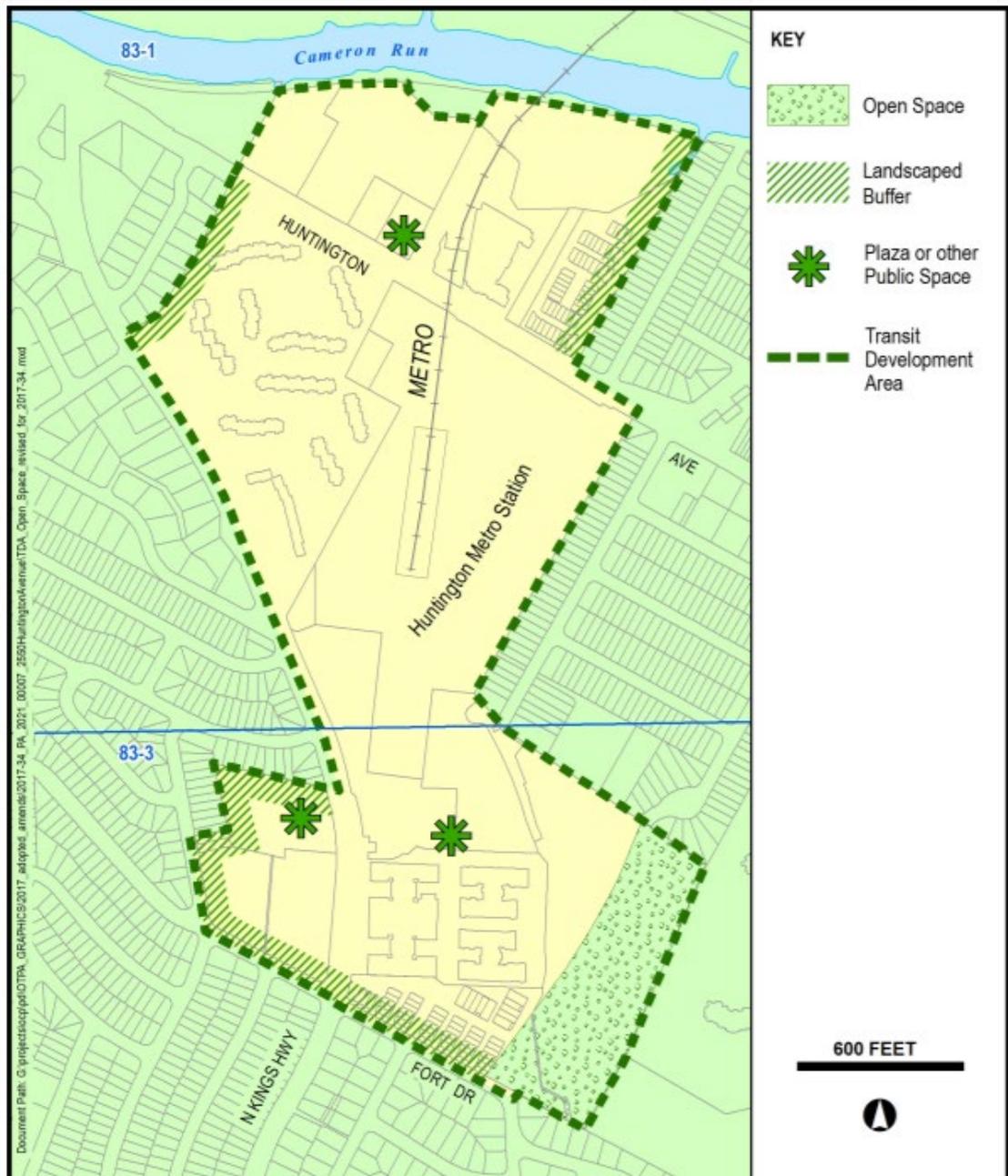


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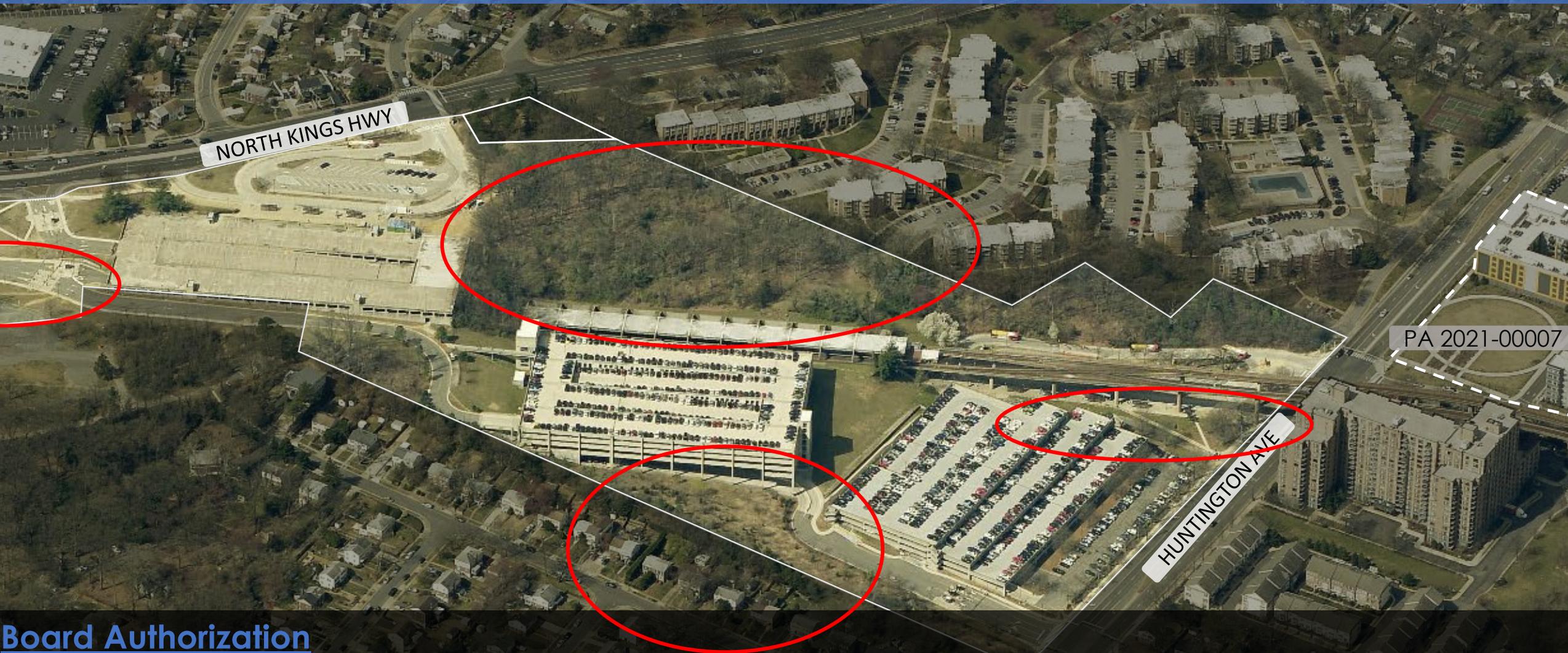
## Conclusions

- Height recommendations should enable mid- and high-rise development patterns
- Taller building heights most appropriate when grouped with others
- Tapering of height is appropriate along site edges bordering low-density residentially-planned uses
- Tapering should not preclude appropriate mid-rise development forms
- Authorization notes minimum height consideration of 55 feet (lower building forms do not generate the density and activity level desired in TODs)

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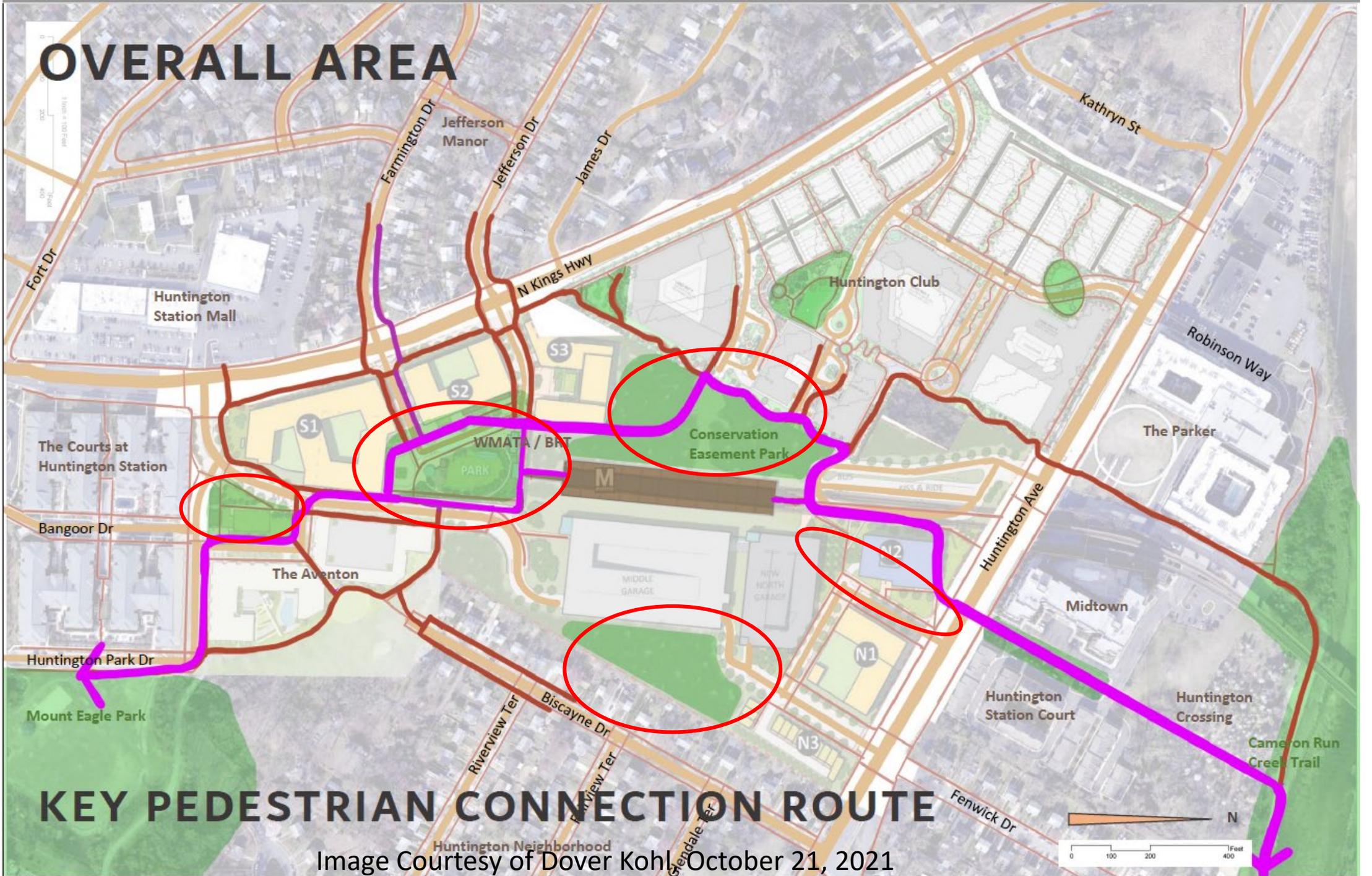


## Board Authorization

**Public Facilities (Huntington Metrorail Station, parking structures); Mixed-use up to 1.5 Floor Area Ratio (FAR) (1.8 million sf), including: 360,000 sf office/retail use and 1,400-1,500 dwelling units on the subject parcels (2,250-2,350 units total for Land Units E and F) in low, mid, and high-rise buildings between 55 and 200 feet in height.**



# OVERALL AREA



# KEY PEDESTRIAN CONNECTION ROUTE

Image Courtesy of Dover Kohl, October 21, 2021



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