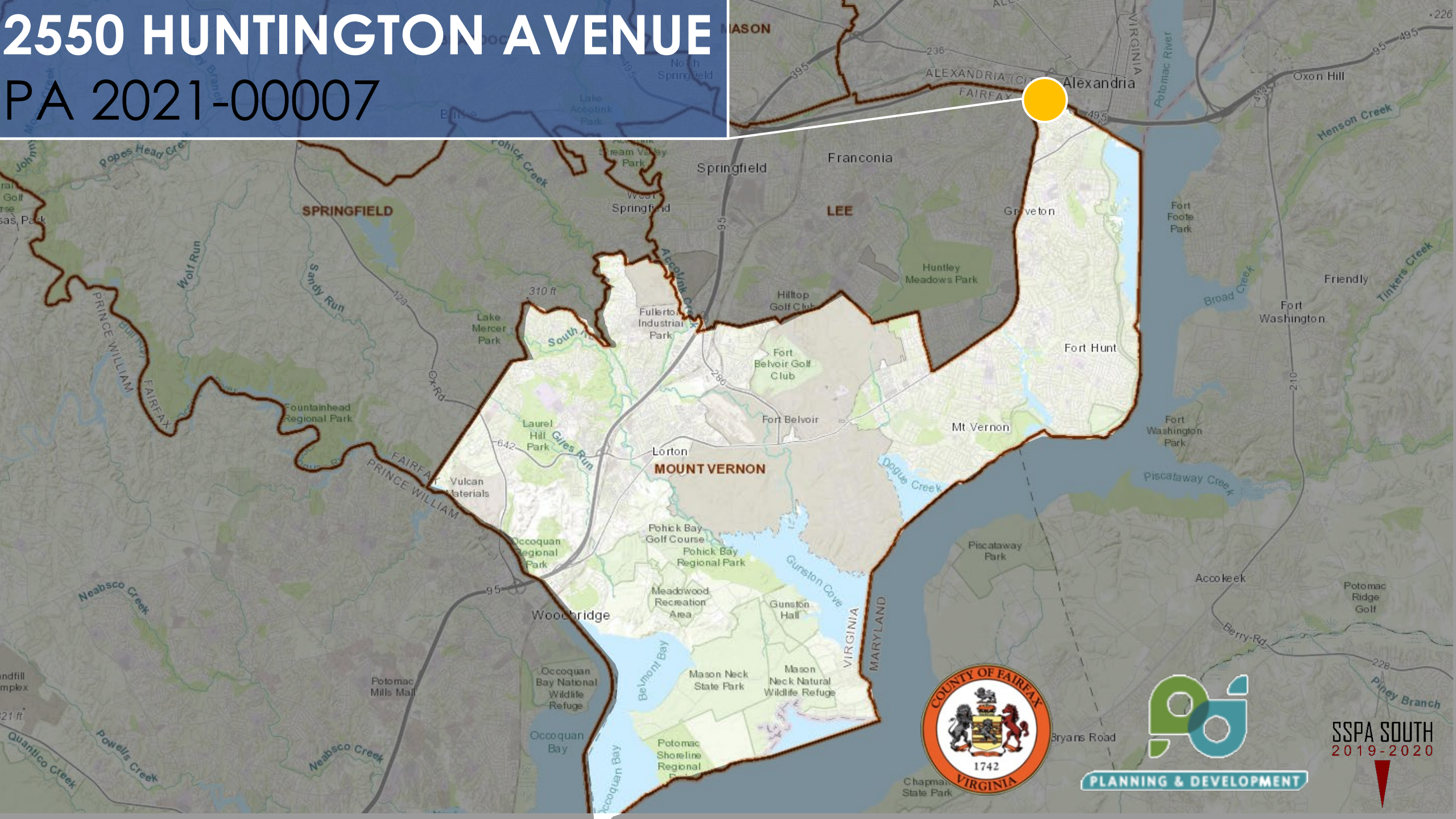


2550 HUNTINGTON AVENUE

PA 2021-00007



PLANNING & DEVELOPMENT

SSPA SOUTH
2019-2020





Subject
Property

Huntington Transit Station Area

Huntington Metro
station Entrance



Huntington Transit Development Area

- Mixed-use and Highest intensities (housing and job creation)
- Most proximate to Metro Station (5-7 minute walk to station)
- Off-peak and reverse commuting
- Pedestrian focus



Existing Conditions



Additional Site Photos

Cameron Run Trail
View Towards East
(North-side of the Parker)



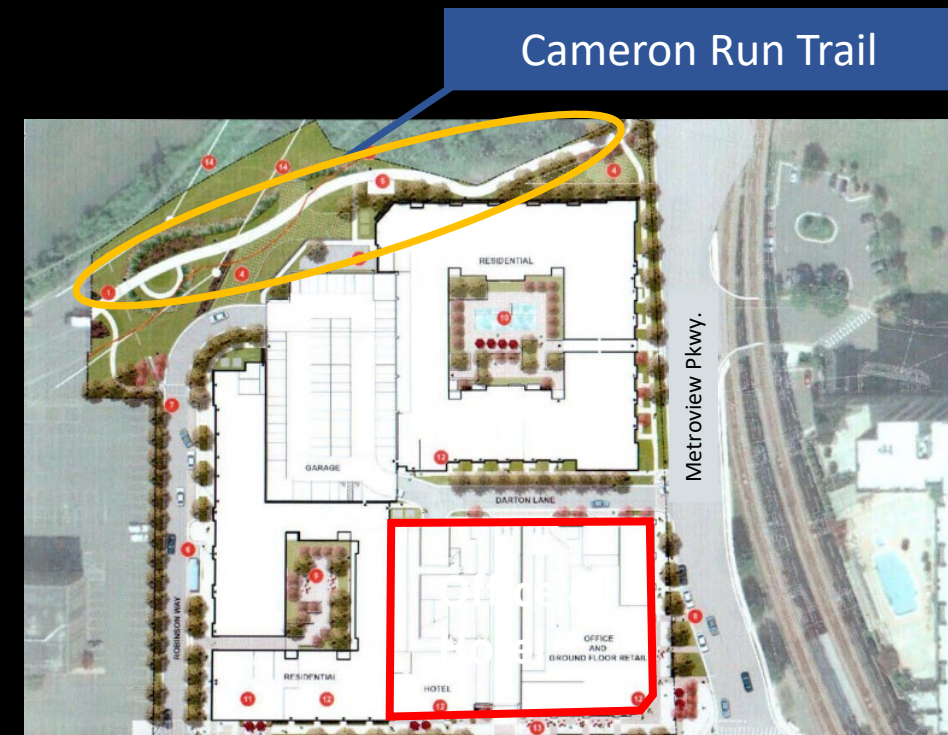
Temporary Park Space
View Towards NW



Approved Rezoning

[Approved RZ 2011-MV-031 \(11-20-2012\)](#)

- Mixed-use development including 254,000 SF office, 110,000 SF hotel, 6,000 SF retail uses
- Office and hotel components not constructed
- Proffers
 - 15% Workforce Dwelling Units
 - LEED Silver for office and hotel buildings
 - LEED Energy Star for Multifamily building
 - Revegetation of Resource Protection Area
 - Construction of Cameron Run Trail





Current Plan

- Mix of residential, office, and restaurant/retail uses
- 2.0 - 3.0 FAR
- Maximum height of 165 feet
- Residential use limited to ½ of total.
- Plan Conditions:
 - High quality architecture/ped. Focused design
 - Housing affordable to low and moderate income HH; 15% of total units
 - Restoration/revegetation Resource Protection Area
 - Urban park/wayside along Cameron Run Trail
 - Integrated pedestrian/bicycle facilities

Board of Supervisors Authorization

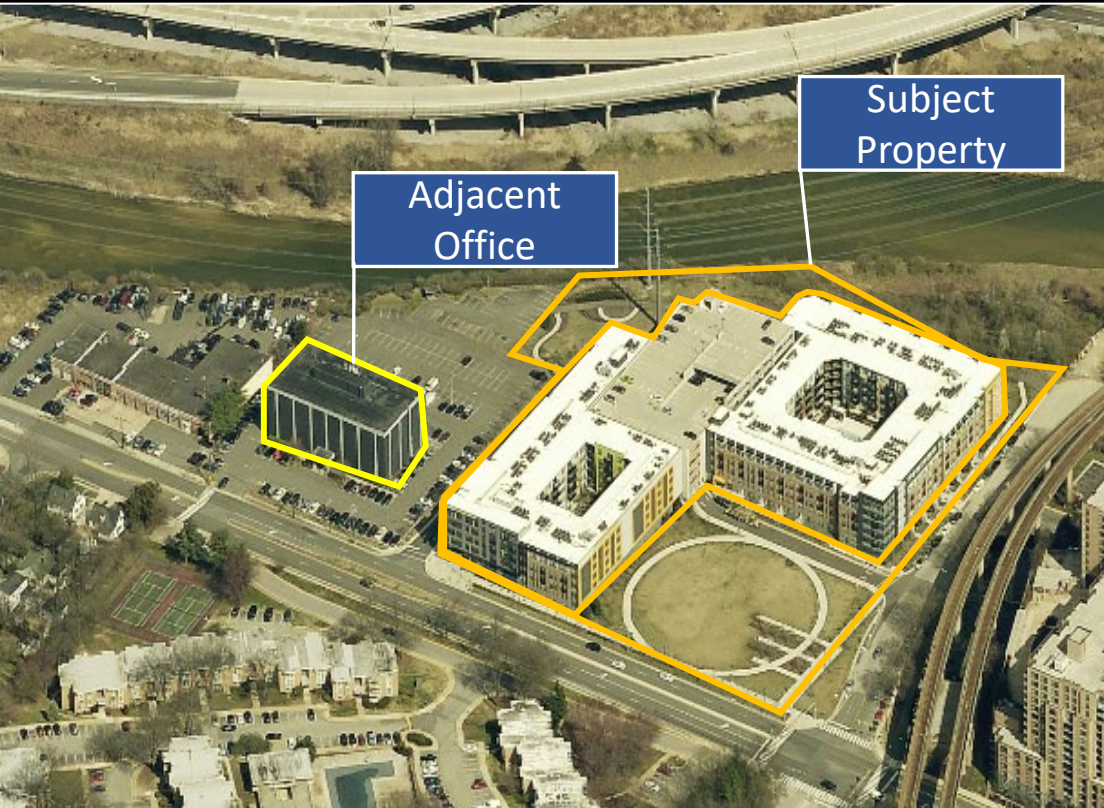
- Option to remove limitation on residential development
- Result in replacing planned office/non-residential use with residential uses (up to 360,000 SF of new residential uses)
 - No change in intensity level

Land Use Considerations

Changing Office Market Conditions & Future Office Demand

Office Demand Estimated Calculation							
	Near-Term Office Demand 2021-2025			Mid-Term Office Demand 2026-2030			Total Average Office Demand 2021-2030
	Low Estimate		High Estimate	Low Estimate		High Estimate	
Commercial Business Centers							
Huntington / North Gateway	150,000	-	175,000	225,000	-	250,000	400,000
Penn Daw	25,000	-	50,000	75,000	-	110,000	130,000
Beacon / Groveton	-	-	-	-	-	-	-
Hybla Valley / Gum Springs	-	-	-	-	-	-	-
South County Center	-	-	5,000	30,000	-	45,000	40,000
Woodlawn	-	-	-	20,000	-	30,000	25,000
Richmond Highway Corridor	175,000	-	230,000	350,000	-	435,000	595,000

Land Use Considerations



- Need to determine the appropriate amount of non-residential use given proximity to transit and EDA/PES market study
- Nonresidential use provides convenient access to daily needs and services for new residents and transit ridership
- Potential for coordinated development with TMP 83-1 ((1)) 33 (2560 Huntington Ave.) to the west to replace office use up to 50,000 SF (equivalent to existing use)
- Independent living/assisted living units supported by Policy Plan's Guidelines for Multifamily Residential Development for the Elderly:
 - Senior housing should be located near public transportation and community services, within a 5-7 minute walk via safe and secure paved walkways and signalized, delineated crosswalks.

Design and Open Space Considerations

Design

- One acre development area (interim park space)
- Entitled ~15-story, 360,000 SF office building and an 11-story hotel building and 52,617 SF open space
- Podium parking
- Varied building heights
- Richmond Highway Urban Design Guidance

Open Space

- Adopted Plan text:
 - Mitigation of impacts to parks and recreation
 - New on-site urban park in accordance w/Urban Parks Framework
- Useable urban plaza near Metro Station –
 - Framed by non-residential uses
 - Multiple defined spaces offering mix of complementary uses and activities

Park Examples

Merrifield – 11,000 SF



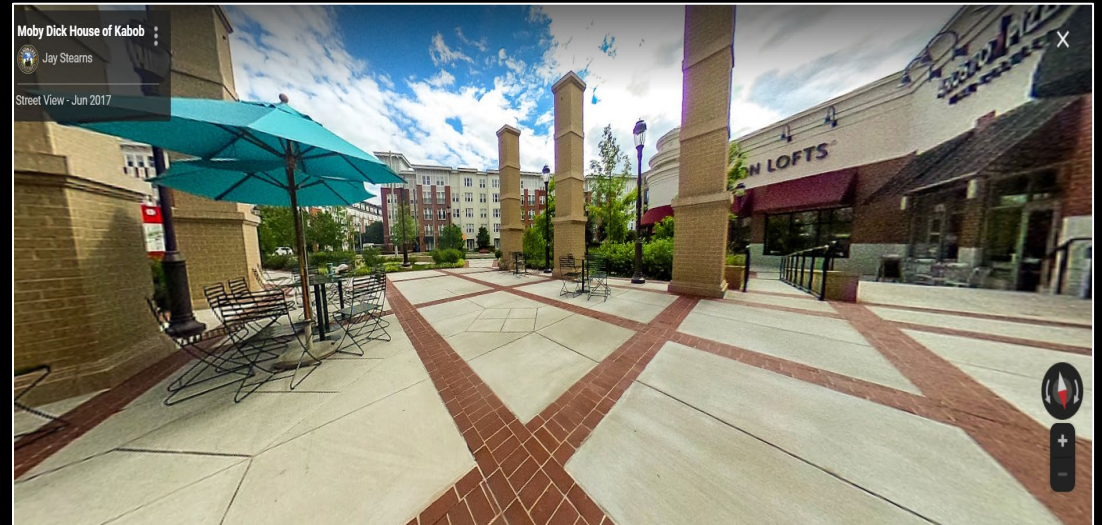
Merrifield – 2,500 SF



Arlington – 6,500 SF



Dunn Loring – 13,000 SF



Environmental Considerations

- Adopted Land Unit G Guidance:
 - Removal of impervious surfaces from RPA and floodplain areas
 - Revegetation of RPA and floodplain areas
 - Extension of the Cameron Run trail across neighboring 2560 Huntington Avenue property
 - LEED Silver certification or an equivalent program
- Electric Vehicle charging stations for at least 2% of the number of proposed parking spaces (Policy Plan, Environment, Objective 13, Policy g)
- Encouragement to adhere to Natural landscaping policy, “A landscaping approach through which the aesthetic and ecological functions of landscapes installed in the built environment are improved, and through which natural areas are restored by preserving and recreating land and water features and native plant communities...” (Policy Plan, Public Facilities, Objective 6)

Affordable Housing Considerations

- Adherence to Huntington Transit Development Area criteria for new residential 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% of the dwelling units are provided for low- and moderate-income households.”

Schools Considerations

Affected School Pyramid	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

- High school and middle schools projected to have moderate capacity deficit in 5-year horizon.
- Elementary school projected to have a capacity surplus in 5-year horizon.
- Projections not available beyond the 5-year planning horizon.

Schools Considerations

	High	Middle	Elementary	Total Pot. Student Yield
Adopted Plan	12	8	24	44
Proposed Plan Amendment (100% Res. Use)	24	15	49	88
Net increase	12	7	25	44

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

- Development of all residential use would yield up to 44 new students, assuming mid-to high-rise multifamily units
- Students from new residential uses would increase membership at area schools and may negatively impact instructional programs to the detriment of students.
- Impacts of Plan Amendment may occur beyond 5-year projection horizon. Conditions of a school or school boundaries may change by time development is realized.
- Inclusion of a greater proportion of non-residential use and/or age-restricted housing would reduce or eliminate potential student yield.

Transportation Considerations

- Existing multi-modal transportation options
 - Transit, pedestrian, and bicycle access
- Planned Transportation Improvements
 - Bus Rapid Transit
 - Future Pedestrian and Bicycle Facilities
- Vehicle Trip Generation

Nearby Transit Overview

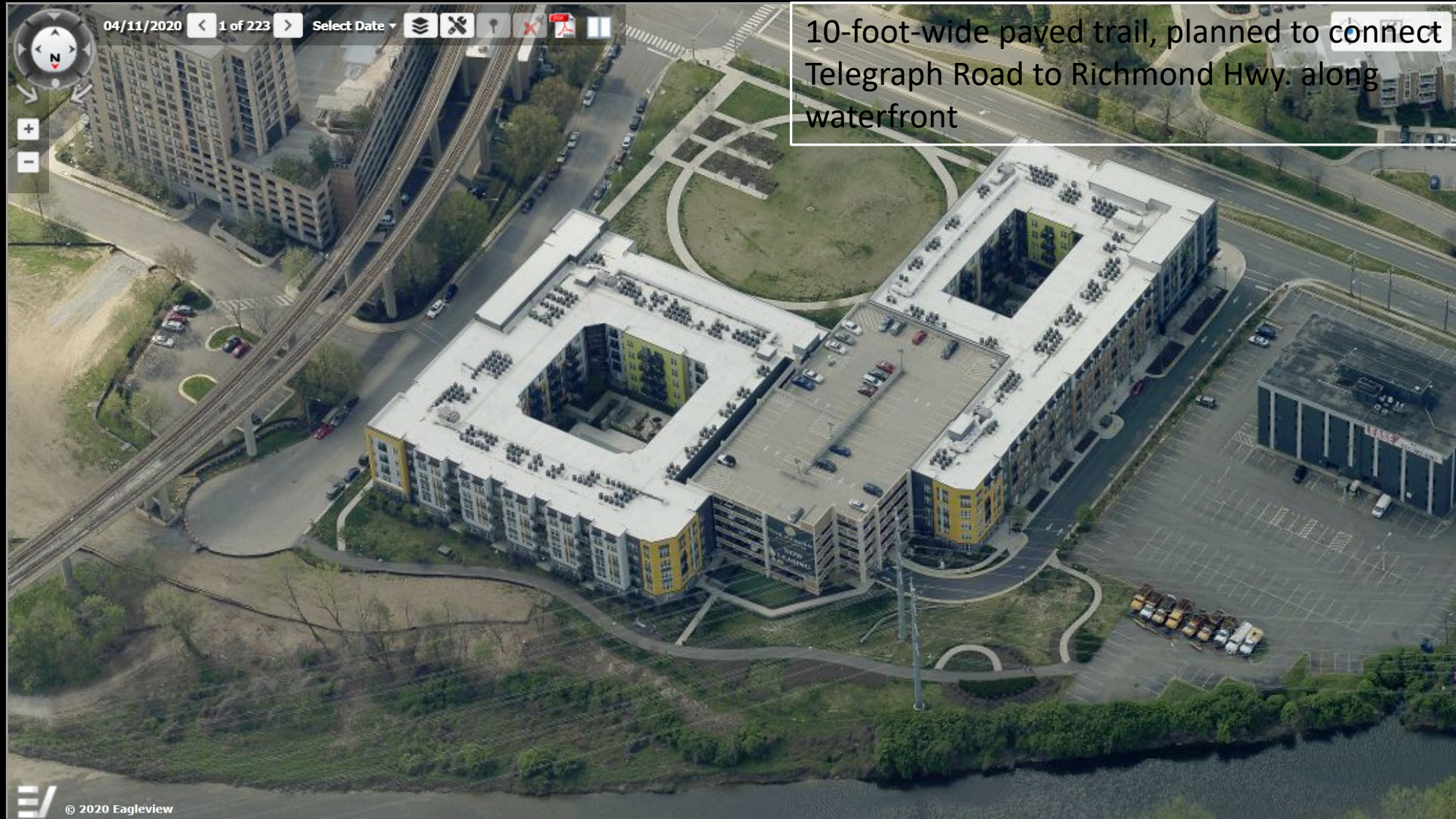


Pedestrian Facilities



- Wide sidewalks around property
- Streetscape features
- Crosswalks across Huntington Avenue to Metro station

Cameron Run Trail

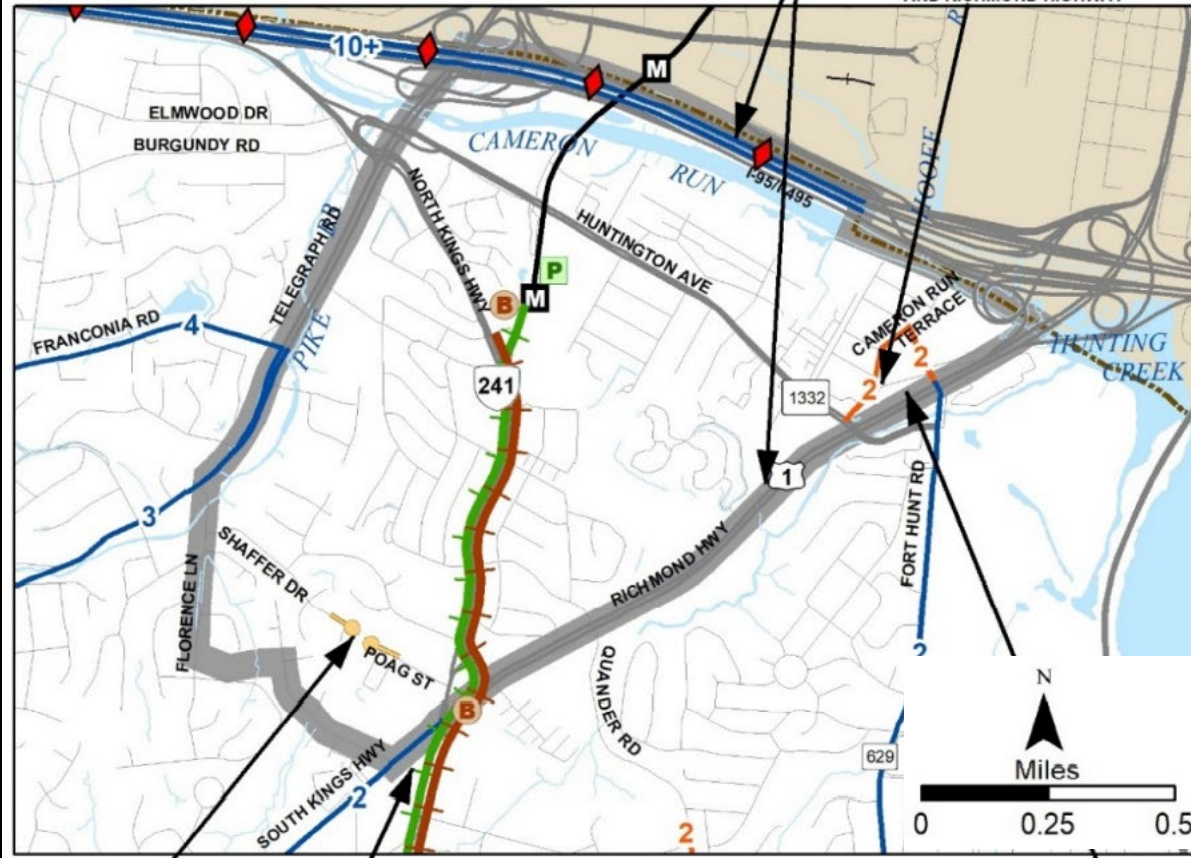


Planned Bus Rapid Transit

MV1 - HUNTINGTON COMMUNITY PLANNING SECTOR

ENHANCED PUBLIC TRANSPORTATION CORRIDOR
(SEE AREA PLAN OVERVIEW TEXT)

OLD RICHMOND HIGHWAY SHOULD BE
VACATED BETWEEN CAMERON RUN TERRACE
AND RICHMOND HIGHWAY



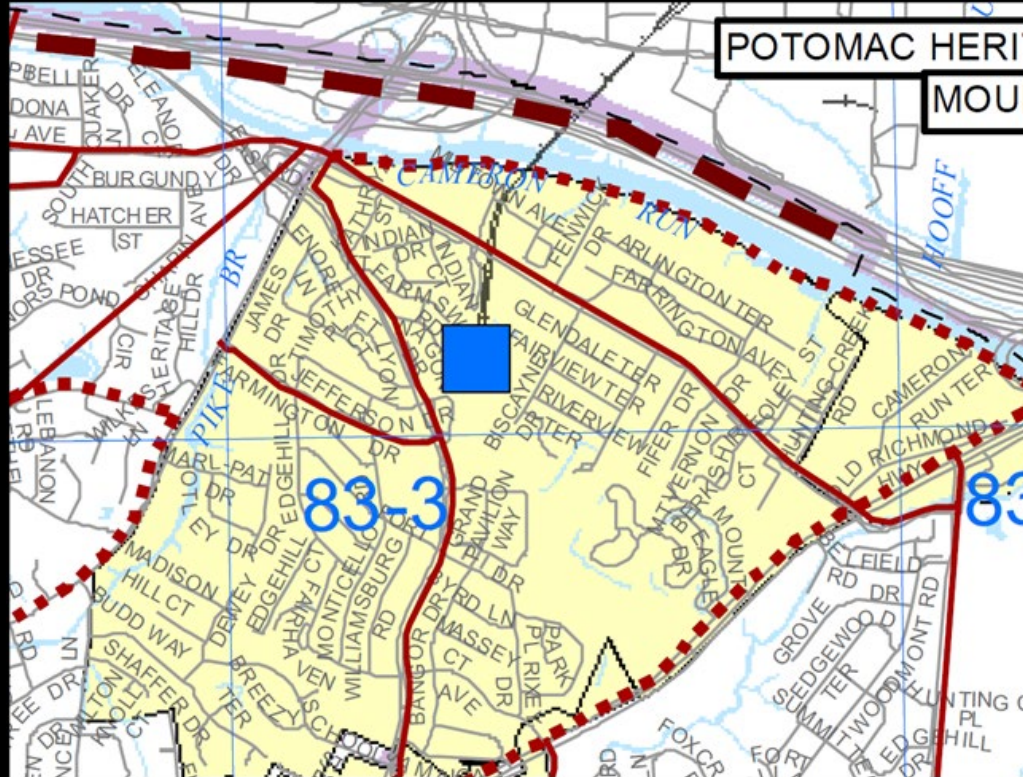
- Bus Rapid Transit at Huntington station
- Yellow-line Metrorail extension
- Bus route to National Harbor

TRANSPORTATION RECOMMENDATIONS LEGEND

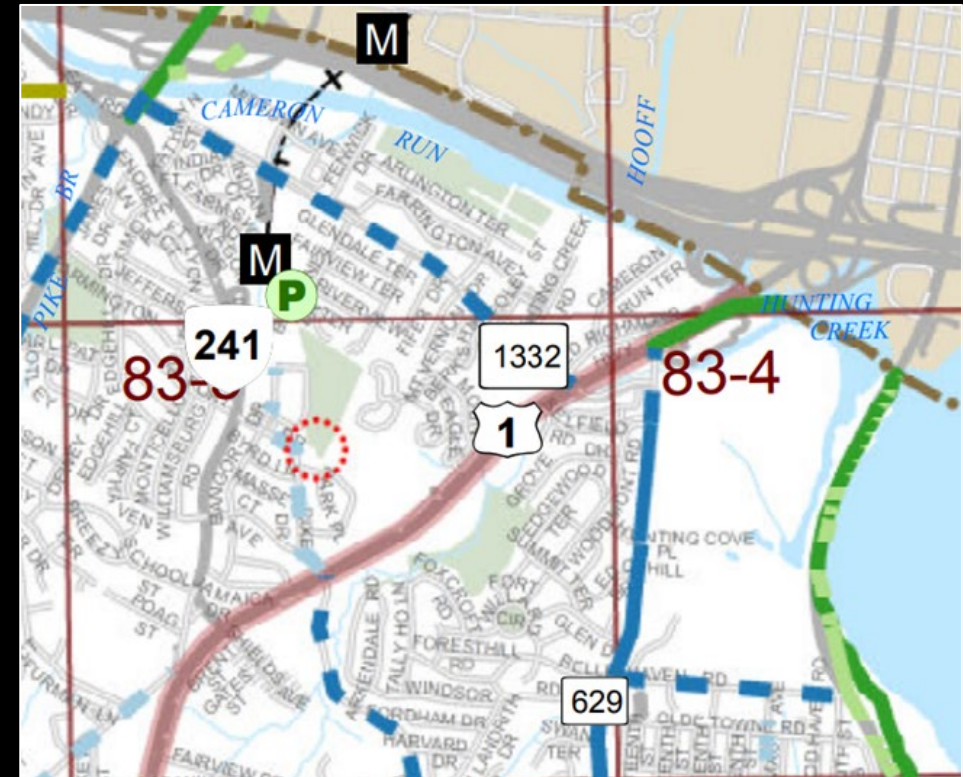
ARTERIAL	COLLECTOR LOCAL	
4	4	WIDEN OR IMPROVE EXISTING ROADWAY
4	4	CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8 10 12	2 4 6 8 10 12	TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)
EXISTING	PROPOSED	
M	M	METRO RAIL STATION
P	P	COMMUTER PARKING LOT
T	T	TRANSIT TRANSFER CENTER (NO PARKING)
VRE		COMMUTER RAIL STATION
	R	RAIL STATION
	B	POTENTIAL BUS RAPID TRANSIT (BRT) STATION
◇ ◇	◇ ◇	HIGH OCCUPANCY VEHICLE LANES
□ □ □ □	□ □ □ □	HIGH OCCUPANCY TOLL LANES
	+	RAIL TRANSIT

○	FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
◐	PARTIAL INTERCHANGE IMPROVEMENT
⌋ ⌋	PROPOSED HIGHWAY OVERPASS
⌋ ⌋	PROPOSED HIGHWAY UNDERPASS
⌋ ⌋	PROPOSED CUL-DE-SAC
⌋ ⌋	BUS RAPID TRANSIT (BRT)
□	PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

Trails Plan and Bicycle Master Plan



Trails Plan recommends minor trail along Huntington Avenue and major trail along Cameron Run



Bicycle Master Plan recommends bike lane along Huntington Avenue

Vehicle Trip Generation

Development Type	Daily	AM Peak	PM Peak
Current Plan (Res, Office, Hotel, Retail)			
Total	7,793	670	661
Proposed Option A (Res)			
Total	4,304	259	322
Net (Versus Current Plan)	-3,489	-411	-339
Proposed Option B (Res, Office, Retail)			
Total	5,933	546	504
Net (Versus Current Plan)	-1,860	-124	-157

- Evaluated two scenarios for vehicle trip generation
 - Option A: 100% additional residential use (360 MF units)
 - Option B: Mixed-use (additional development as 50-50 split of non-residential to residential uses)
- Trips estimated based on land use type/quantity
- Fewer trips in both scenarios versus the current adopted plan
- Mixed-use development is preferred to attract Metrorail and BRT ridership, encourage off-peak and reverse commuting patterns

Summary of Considerations

- Site location in center of Transit Station Area across Huntington Metrorail station entrance
- Planned mix of uses can benefit from proximity and access to transit
 - Would encourage off-peak and reverse commuting patterns
- A range of nonresidential uses would offer flexibility to the development
 - The high end of the range could accommodate a portion of the EDA forecast
 - The low end of the range could accommodate nonresidential uses on the first and second floors of the building
- Inclusion of independent living/assisted living units:
 - Provide housing for older adults near transit and community services
 - Offer diversity of housing type in the area
 - Eliminate impact to schools
- Useable urban park space for new residents and placemaking
- Housing for low and moderate incomes at 15% of total residential units
- Vehicle trip reductions and multi-modal connections
- Pedestrian/bicycle amenities in proximity to Metro