

PART 6: JUSTIFICATION

This nomination satisfies multiple objectives of the Comprehensive Plan by proposing a mixed-use, transit-oriented redevelopment for the nominated parcels (the “Property”), which abut the western edge of Huntington Metro Station (the “Station”). The existing Comprehensive Plan recommendations preclude such a redevelopment and therefore represent a gross underutilization of this strategically located property. Furthermore, the development rights requested in this nomination are consistent with those that have already been granted to similarly situated properties near the Station and at other transit station areas within Fairfax County and the region.

The Property is owned by the Huntington Club condominium, which consists of 364 units within ten garden-style buildings that are spread over the Property’s nineteen (19) acres for an intensity of approximately nineteen (19) dwelling units per acre. The existing buildings were constructed in 1967, years before the Huntington Station was completed in 1983, so the Property was not designed or developed to maximize the benefits of its close proximity to the Station. The Huntington Club owners seek to create a vibrant, mixed-use community with new residential buildings, office buildings, community-serving retail, and possibly a hotel, all oriented to the Station to maximize ridership and better integrate with the other properties surrounding the Station. This proposal will therefore better serve the objectives of the Comprehensive Plan by:

- enhancing community identity in a manner that can be supported by existing transit facilities (Policy Plan, Land Use Objective 1, Policy b.);
- creating a mixed-use center in a Transit Station Area that enhances the sense of community and reduces the need to travel long distances for employment and/or services (Objective 2, Policies a. & b.);
- concentrating development in mixed-use Transit Station Areas to a degree which enhances opportunities for employees to live close to their workplace (Objective 6, Policy b.);
- improving an older residential area of the County to enhance the quality of life in the area (Objective 8, Policy d.);
- concentrating the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Corner Urban Center, cores of Suburban Centers and Transit Station Areas (Objective 12, Policy a.);
- assigning development intensity in Transit Station Areas based upon the ability to offset the impact on public facilities and transportation systems and the long-term capacity of these systems (Objective 12, Policy c.);
- conforming to the TOD principles outlined in the “Guidelines for Transit-Oriented Development” (Land Use Appendix 11) for development near rail transit station sites identified for mixed-use development in the Area Plans (Objective 16, Policy a.);

1. Focus and concentrate the highest density and intensity close to Metro stations (*i.e.*, within _ to _ mile, or a 5–10 minute walk)—*the Property directly abuts the Station and is thus located well within _ mile of the Huntington Station platform.*
 2. Examine the unique characteristics and needs of a particular station area to ensure the appropriate development intensity and mix of land uses—*the proposed density of 3.0 FAR is appropriate given the Property’s proximity to the Station; the proposed mix of uses will continue to provide housing for the community while adding office and possibly hotel uses, both of which are in short supply in this part of the County. The proposal will also provide community-serving retail to reduce vehicle trips for residents, employees, and hotel guests.*
 3. Provide safe pedestrian and bicycle travel to and from and within the station area. *The proposal will significantly improve connectivity between the Property and the Station for pedestrians and bicyclists relative to what currently exists.*
 4. Promote a mix of land uses to ensure efficient use of transit, to promote increased ridership, and encourage different types of activity throughout the day. *Since the Huntington Station serves as the terminus for Metro’s Yellow Line, the proposed office space will create the potential for a reverse commute for employees who live outside of the Huntington area.*
 5. 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. *The proposal will replace the existing condominium units at Huntington Club and provide additional units, many of which will be available as workforce housing units.*
 6. Encourage excellence in urban design. *The new buildings will incorporate high-quality urban design features to create a vibrant, attractive mixed-use community adjacent to the Huntington Station.*
- Encourage mixed-use development concepts which seek to create “activity centers” through the integration of retail, office and residential uses. (Policy Plan, Revitalization Objective 1, Policy f.). *This proposal will encourage other redevelopment in the Station area to better serve the needs of the Huntington community.*