

PROPOSED INSERT TO LAND UNIT L  
AND PORTION OF LAND UNIT M

As an option, with substantial consolidation of parcels 83-3((3))A, 83-3((3))B, 83-3((1))87, 83-3((3))18, 83-3((2))(13)1A and 83-3((2))(13)1B, to facilitate redevelopment as a unified, coordinated, high quality transit oriented development, a mixed use development consisting of high density residential of up to 750 units and ground level retail and professional office/service uses of up to 75,000 square feet may be appropriate, provided that at least 20% of the non-residential floor area is designed to accommodate professional office/service uses and the below site-specific development criteria are substantially addressed.

As an alternative to this option, up to 100,000 square feet of office may be developed provided the maximum number of residential units is reduced to 645 units with the ground level retail continuing at up to 60,000 square feet. In the office alternative, should less than 100,000 square feet of office be developed, then for each 1,000 square feet of office not constructed, the 645 residential units otherwise permitted shall be increased by 1 unit. Further, office in excess of 100,000 square feet may be developed provided (i) for each additional 1,000 square feet of office, the number of residential units shall be decreased by 1; and (ii) appropriate traffic mitigation efforts are taken to address any increase in traffic as a result of such conversion.

The maximum level of development under the option(s) above should be granted only if substantially all of the ten general development criteria for the Transit Development Area that are applicable are met, except as modified /or supplemented below:

- Development should be in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 23, 24 and 24A. **[Note: as such figures are modified with this APR.]**
- Pedestrian connectivity should be significantly improved between the proposed development and Huntington Metro Station to the east and the Jefferson Manor community to the west through the creation and implementation of a pedestrian access and improvement plan. In coordination with VDOT and the County, enhanced safety measures should be implemented along North Kings Highway and Fort Drive, which may include pedestrian signalization, upgraded crosswalks, pedestrian refuges such as medians and curb extensions, traffic calming measures, and/or other appropriate measures to facilitate safe and convenient pedestrian movement to and from the Metro Station from the development and the adjacent Jefferson Manor community.
- Appropriate measures shall be taken to assure adequate pedestrian and vehicular access to and circulation within the existing Metro station.
- Primary vehicular access should be oriented to North Kings Highway and should be designed to minimize cut through traffic through the adjacent Jefferson Manor community. Vehicular access should be limited to two (2) access points on North Kings Highway and, subject to consolidation of the parcels along Fort Drive, to one access point on Fort Drive. Direct vehicular access to Monticello Road, if any, should be significantly limited and coordinated with the Jefferson Manor

community. Site access should also be coordinated with WMATA to facilitate both vehicular and pedestrian access to the station.

- Buildings should front on the external public streets and parking should be principally provided in structured above or below grade garages. However limited surface parking should be permitted to promote street activity and convenience to retail and professional offices uses.
- Design guidelines should be developed and implemented that will provide for building design that acknowledges the development's location adjacent to the Jefferson Manor Community and shadow analyses shall be utilized in the preparation of such design guidelines.
- Consistent with Figure 23, appropriate height transitions should be provided to the adjacent Jefferson Manor community with the tallest buildings fronting on and oriented toward North Kings Highway. Architectural design and landscape enhancements should be used to mitigate impacts on the Jefferson Manor community based on shadow analyses provided at time of redevelopment.
- High quality site layout should be provided and enhanced streetscapes should be provided along the development's external and internal streets, especially along its North Kings Highway frontage that is consistent with that set forth on Figure 24-A and should include expanded sidewalks, special pavement treatments, street lights and furniture, and landscaping.
- A central plaza should provide usable open space for civic events and casual gatherings and include outdoor elements designed to create a community focal point.
- A meeting facility that could be used by the Jefferson Manor and Fairhaven communities should be provided.
- Site layout should effectively provide handicap accessibility and service facilities for the retail, office and residential uses, including loading spaces and refuse disposal, should be designed to minimize the impact on the adjacent community.
- Consistent with the site's proximity to mass transit, a transportation demand management program designed to reduce single occupancy vehicle trips and encourage the use of mass transit should be implemented, which may include such measures as enhanced pedestrian access to the metro station, transit subsidies, dissemination of information by property management/employers of rail/bus schedules, establishment of a transportation coordinator to facilitate transit, van and car pool use, participation in the guaranteed ride home program and other similar measures.
- Storm water management and BMP's should be provided utilizing underground vaults and low impact design (LID) techniques should be implemented to the extent practical.

- In addition to Affordable Dwelling Units (ADUs) as required by the Zoning Ordinance, up to 5% of the residential units should comprise workforce housing.