

## **Proposed 2012 Jefferson Manor Vision Statement for the Development of Huntington Station**

The Jefferson Manor Citizens Association (JMCA) Land Use Task Force proposes the following community priorities as guidance for any future development of Huntington Station and the adjoining garden apartments. Huntington Station is a shopping center located on North Kings Highway on the opposite side of the Huntington Metro station.

These priorities are based upon previous JMCA Land Use Committee and Task Force recommendations, JMCA Board decisions, the Fairfax County Board of Supervisors approval of the amended Jefferson Manor Conservation Plan in September 2011 and numerous community input meetings beginning in 2007, including the JMCA general membership meeting held on January 17, 2012. Additional community feedback was solicited during progress updates given at subsequent community meetings held throughout 2012. The Task Force also met regularly with representatives of the owners of Huntington Station and the garden apartments to provide progress updates and solicit feedback. The community priorities take into consideration recent market and traffic studies, data from real estate market analyst projections for this area and currently known plan amendments and rezoning efforts surrounding the Jefferson Manor community. These include, but are not limited to:

- The Final Report of the Penn Daw Market Feasibility Analysis published on October 20, 2011;
- The Penn Daw Special Study;
- A rezoning request for the Adler site (former Fast Eddie's site);
- A Plan amendment for Huntington Club;
- A rezoning request for 2550 Huntington Avenue;
- A rezoning request for the block bounded by Huntington Avenue, Biscayne Drive, Glendale Terrace and Blaine Drive; and
- The plans for Eisenhower Valley, the east-west commercial corridor in the City of Alexandria.

### **Jefferson Manor Community Priorities**

#### **Building Height and Intensity**

- The Task Force came to the conclusion that a maximum building height of 10 stories with a maximum intensity of 2.15 floor area ratio (FAR) is comparable with the other proposed and progressing developments in the near vicinity of Jefferson Manor. This allowance should provide developers the incentive to work with the community to provide adequate professional services, retail and entertainment options.
- Maximum heights should be along North Kings Highway with buffered step-downs closer to properties along Farmington Drive and Monticello Road.
- Future development must include setbacks and screening appropriate to minimize the looming affect and improve visual aesthetics – inclusive of parking – to minimize the impact on the adjacent residences on Farmington Drive and Monticello Road.

## Mix of Uses

- High-end residential, café, restaurant, retail and professional office (examples include but are not limited to financial, legal and medical).
- This list of uses represents examples of possible uses and should not be interpreted to exclude uses which may enhance the quality of life for residents of the existing surrounding neighborhoods.
- We believe that a mix of café, restaurant, retail and office on the lower levels and high-end residential on the upper levels would best serve the long-term needs of the existing community and best utilize the proximity of Huntington Station to the Huntington Metro station. This is reinforced by:
  - The aging condition of the buildings at Huntington Station as well as the garden apartments on the corner of Fort Drive and Monticello Road;
  - Concerns generated by various nearby proposed redevelopment projects and their possible impact on traffic;
  - Some studies which indicate a decrease of car ownership for residents living in very close proximity to public transportation and with adequate retail options nearby, however, this must be balanced with concerns of overloading of public resources, especially Mount Eagle Elementary School;
  - Concerns of a possible disruption of current Jefferson Manor property values due to large and abrupt additions to the existing affordable residential real estate market; and
  - The availability of public transportation for employees of new business on the site. Metro trains are currently arriving mostly empty and departing mostly full during morning rush hours and arriving mostly full and departing mostly empty during evening rush hours. This shows a need for inbound Metro riders in the morning and outbound Metro riders in the evening to help generate much needed revenue for WMATA.
- We support uses, such as those described in this section, which would minimize traffic impact on the area and generate needed incoming Metro trips in the morning, outbound Metro trips in the evening and increased new destination Metro use throughout the day.
- We do not support drive-through service uses such as those utilized by banks and fast food restaurants.

## Traffic and Pedestrian Concerns

- Due to existing permitted parking throughout the Jefferson Manor community, all parking must be self-contained on the site. Underground parking is preferred (an example would be the underground parking across the street at the Courts at Huntington Station).
- No vehicle cut-through to Farmington Road or Monticello Road.
- Given current vehicle capacity on North Kings Highway, future development should seek to maximize existing infrastructure including Metrorail and bus service, such as Fairfax Connector and Richmond Highway Express.
- New turning lanes and extension of existing turning lanes into the site to reduce traffic backup on North Kings Highway are preferred.

## Environmental and Safety

- Stormwater management needs to be a priority. Low impact development practices should be incorporated to the extent possible. Wherever possible, storm water should be infiltrated into the soil on the site.
- Adherence to current best environmentally friendly construction practices is preferred.
- Pedestrian cut-through from the community through the site to North Kings Highway is critical.
- Sidewalks and pedestrian access with adequate lighting and distance from alleys and “dark nooks” are critical.
- Trees and green space are preferred, but not at the expense of additional building height.

### **Summary Statement**

While excited about the potential for neighborhood and area improvements, the task force has determined that Jefferson Manor residents are concerned with: how new development will fit into and alongside the existing neighborhood; the potential of non-inclusive development to detract from the improving Jefferson Manor neighborhood; the impact of this likely development on cut-through traffic in our neighborhood, pedestrian safety, and public infrastructure including roads, schools and stormwater runoff; and the willingness of developers to consider the wishes of Jefferson Manor residents and follow through with promises.

The JMCA Land Use Task Force supports the Conservation Plan as amended as well as this visioning statement, and recommends amending the Comprehensive Plan for the study area to increase the intensity to 2.15 FAR with a maximum height of 10-stories along North Kings Highway and stepped-down towards the adjacent duplexes. Other conditions related to the above mentioned community priorities are also recommended.

### **JMCA Land Use Task Force**

#### Members

Craig Mehall, Chair; Chris Soule, current JMCA President; Tim Norris, past JMCA President; Tom Rickert, past JMCA President; Michael Seavey; Rory Sheehan and David Wiegold

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