



IDI Huntington, L.C.
Huntington Club Condominium Association
2101 Wilson Boulevard
Suite 1200
Arlington VA 22209

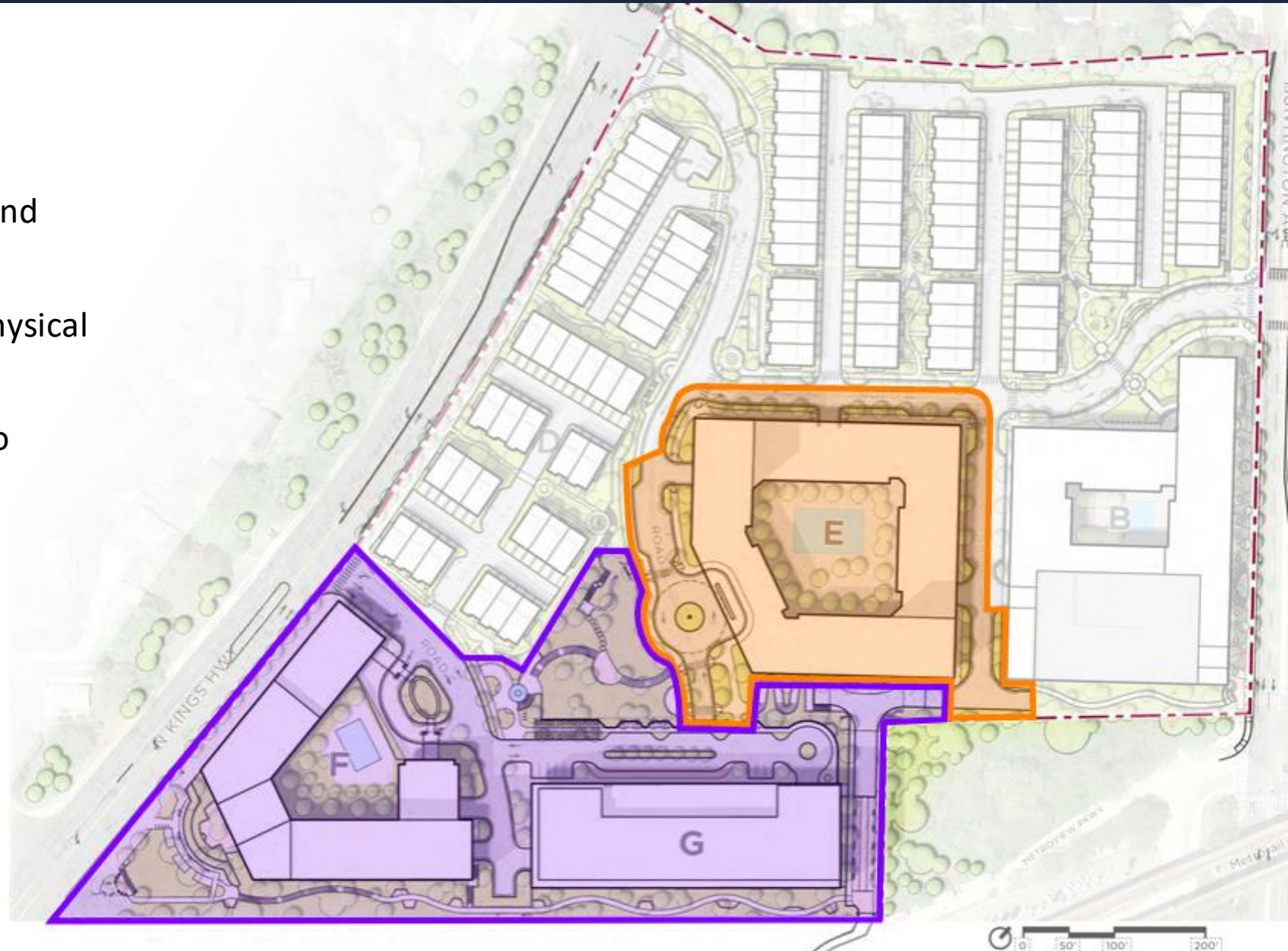
Huntington Club Redevelopment

MVCCA Meeting June 7, 2021

Conceptual Development Plan 2020




Objectives for Current CDP

1. Enhance Relationship with Metro and Pedestrian Experience
2. Redesign Land Bay G to Enhance Physical and Visual Access
3. Reinforce Trail Connection to Metro
4. Revise Road C to Provide Potential Connection for Metro Parcels
5. Improve Drop-off Configurations at Land Bays F and G
6. Improve Open Space Areas and Connectivity



Design Addresses Staff Comments

- ✓ Distinctive Public Spaces
- ✓ Connectivity
- ✓ Density

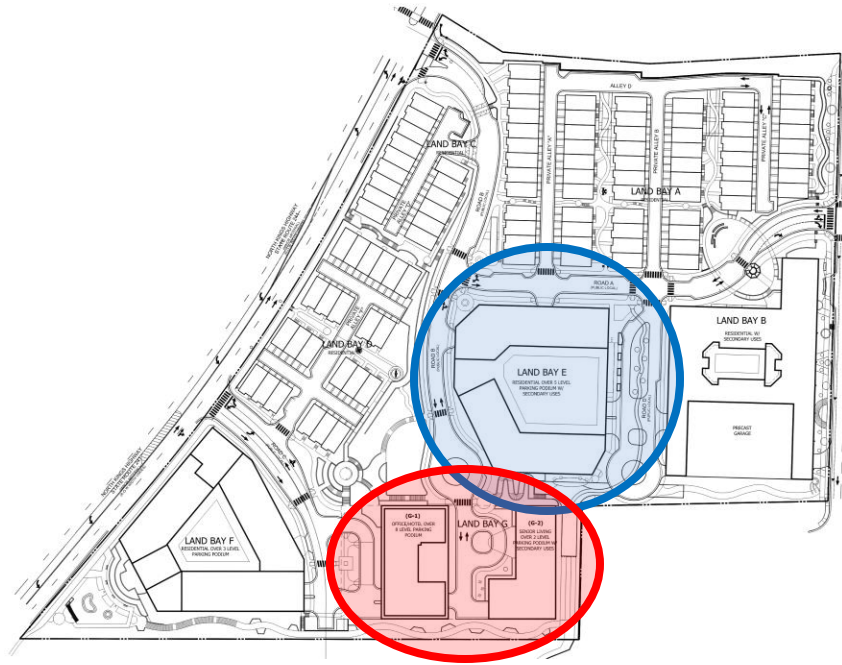
-  Townhouse (2 over 2)
-  Multi-Family Residential
-  Office
-  Hotel
-  Residential/Senior Living



Massing: Phases 2 and 3

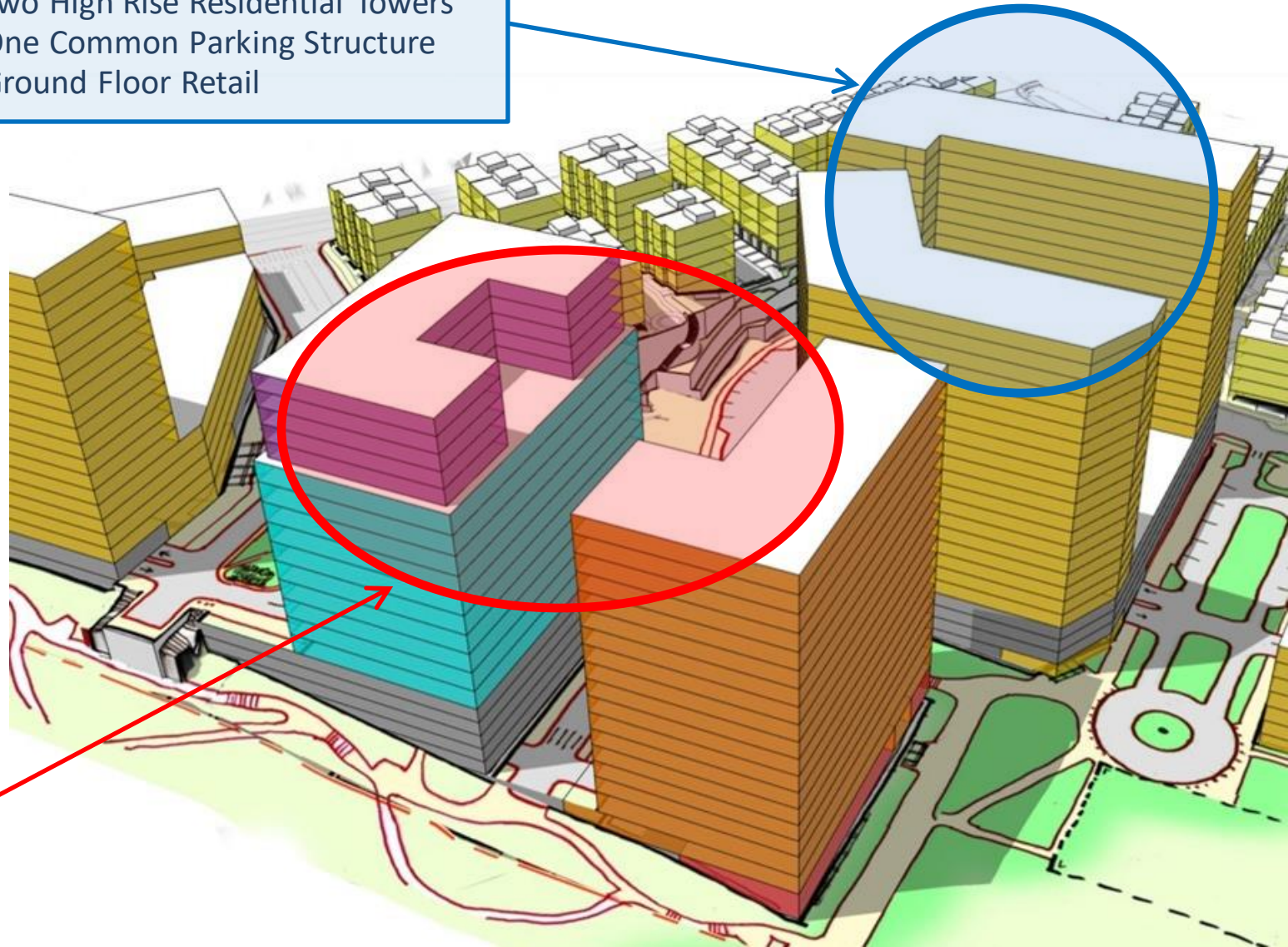
Land Bay E

- Two High Rise Residential Towers
- One Common Parking Structure
- Ground Floor Retail



Land Bay G

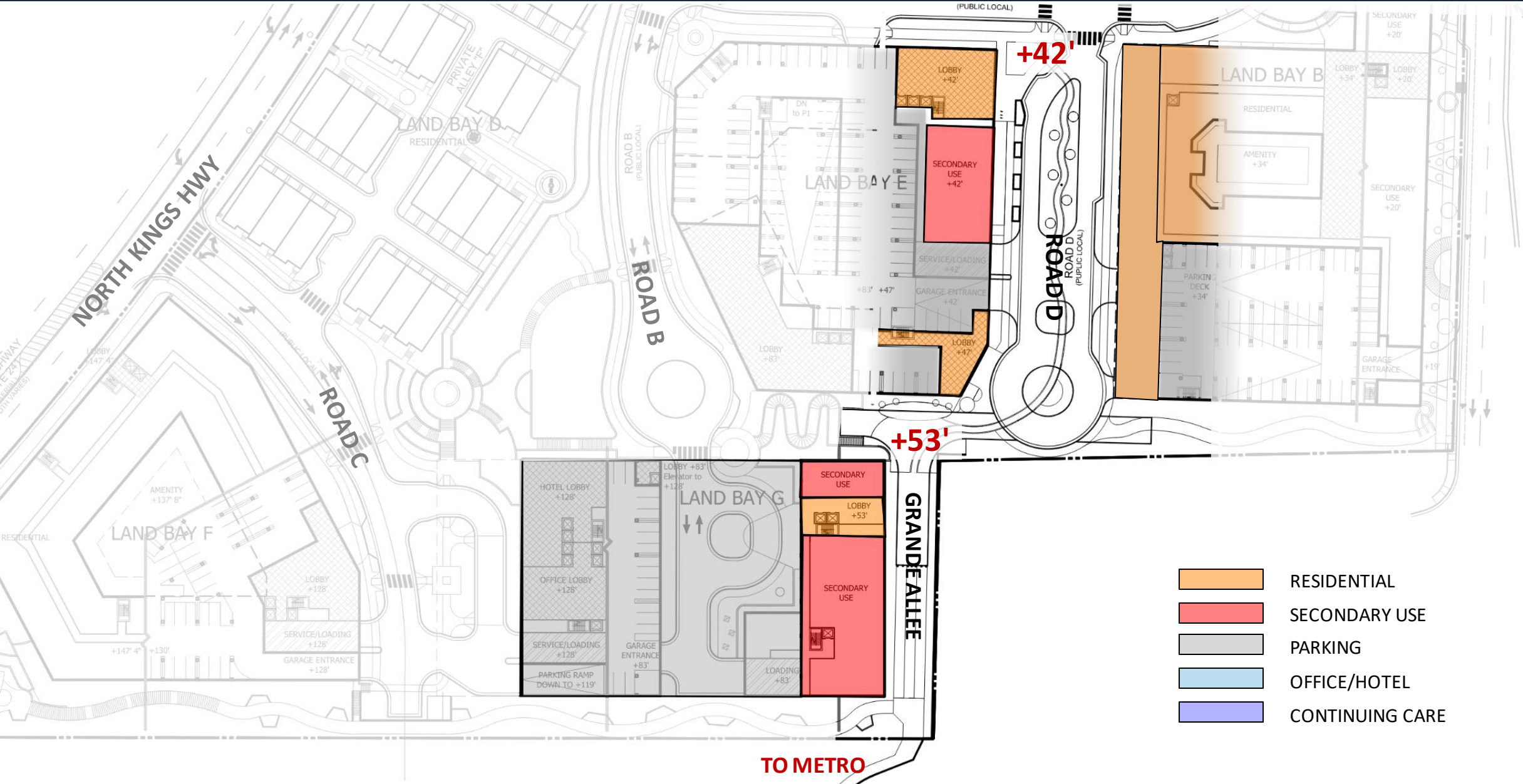
- Two High Rise Towers
- South Tower: Office and Hotel
- North Tower: Senior Living and Retail



CDP Plan 2021 Grading Conditions

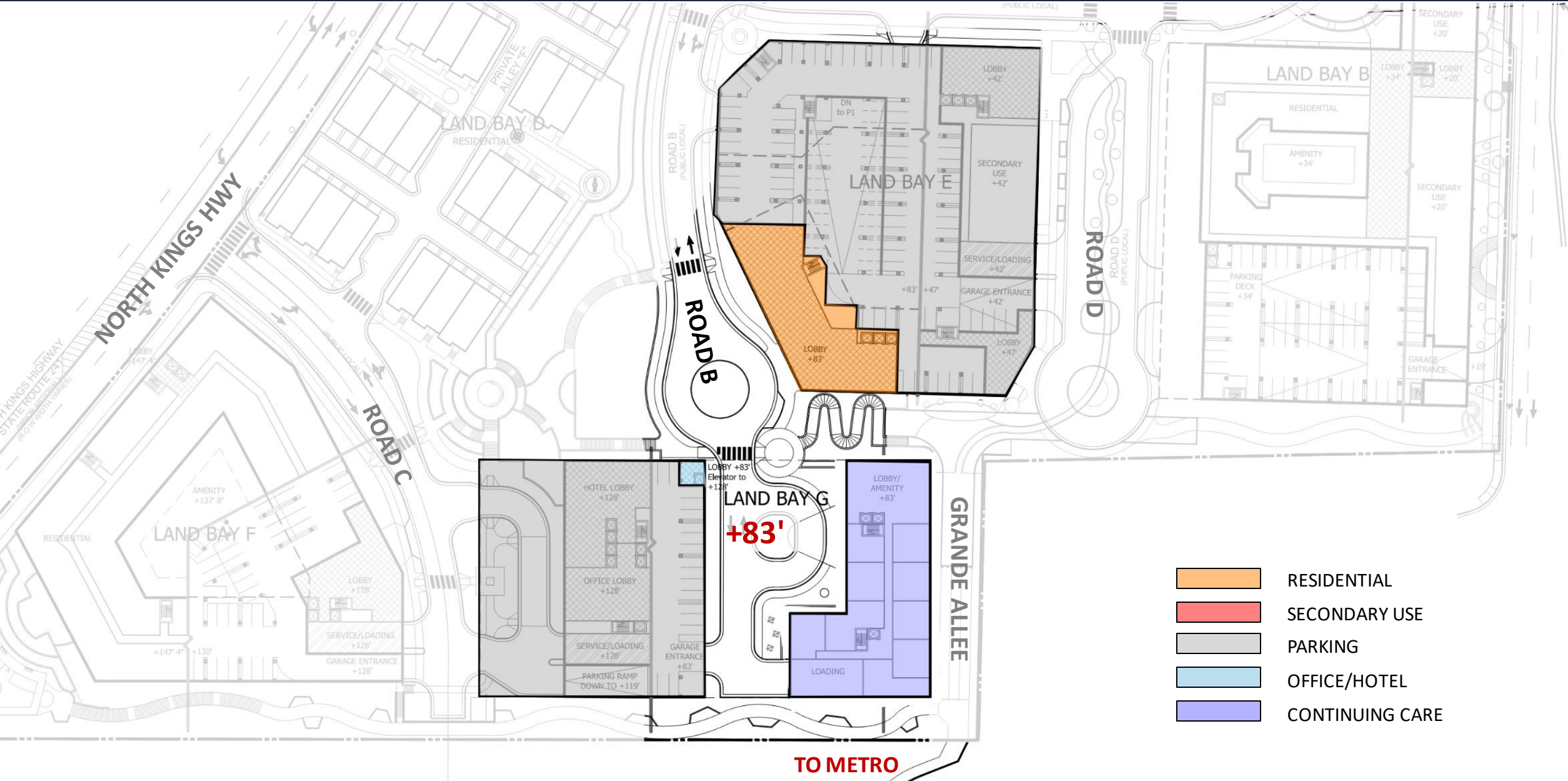


CDP Plan 2021 – Metro Level (+53')



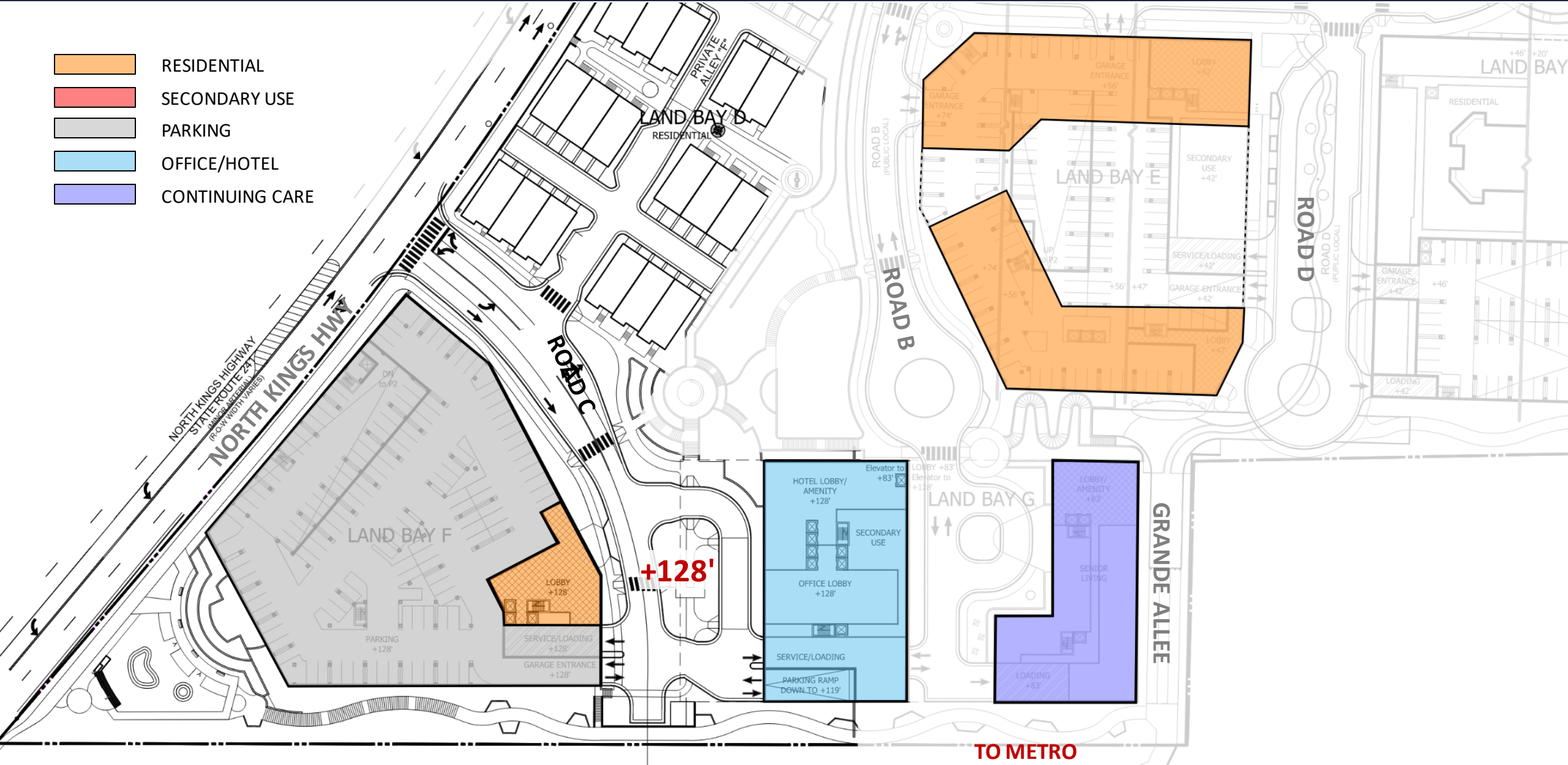
- RESIDENTIAL
- SECONDARY USE
- PARKING
- OFFICE/HOTEL
- CONTINUING CARE

CDP Plan 2021 – Road B Level (+ 83')



CDP Plan 2021 – Road C Level (+128')

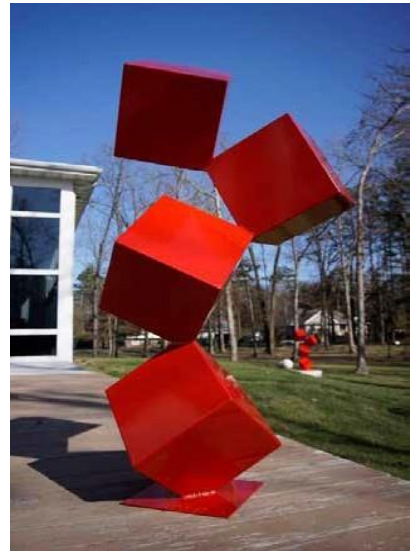
- RESIDENTIAL
- SECONDARY USE
- PARKING
- OFFICE/HOTEL
- CONTINUING CARE



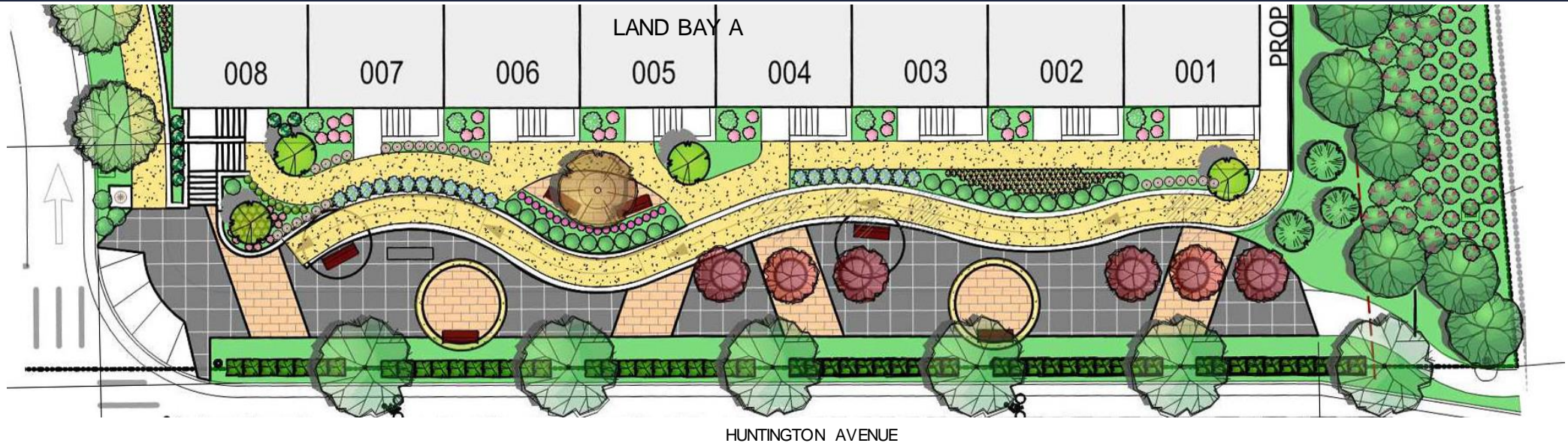
Overall Massing



The Esplanade — Retail Zone



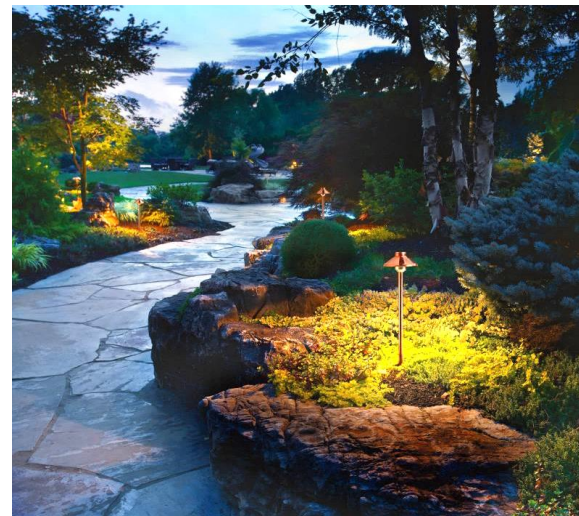
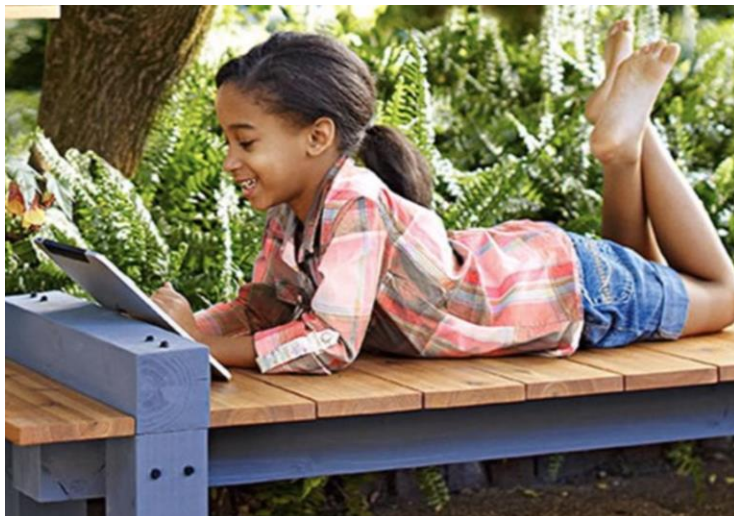
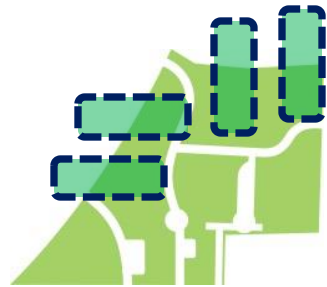
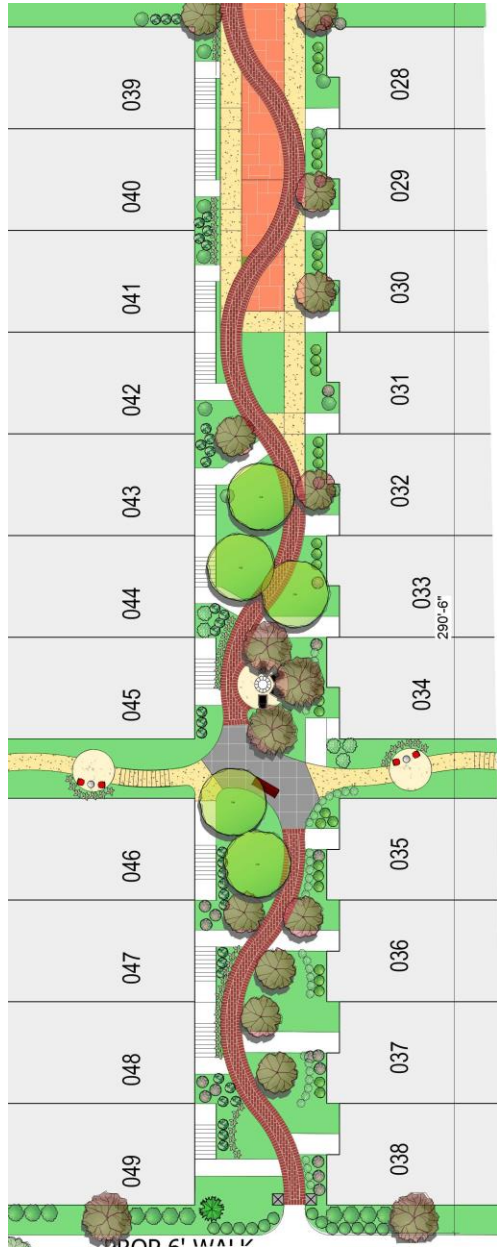
The Esplanade — Residential Zone



Gateway Park



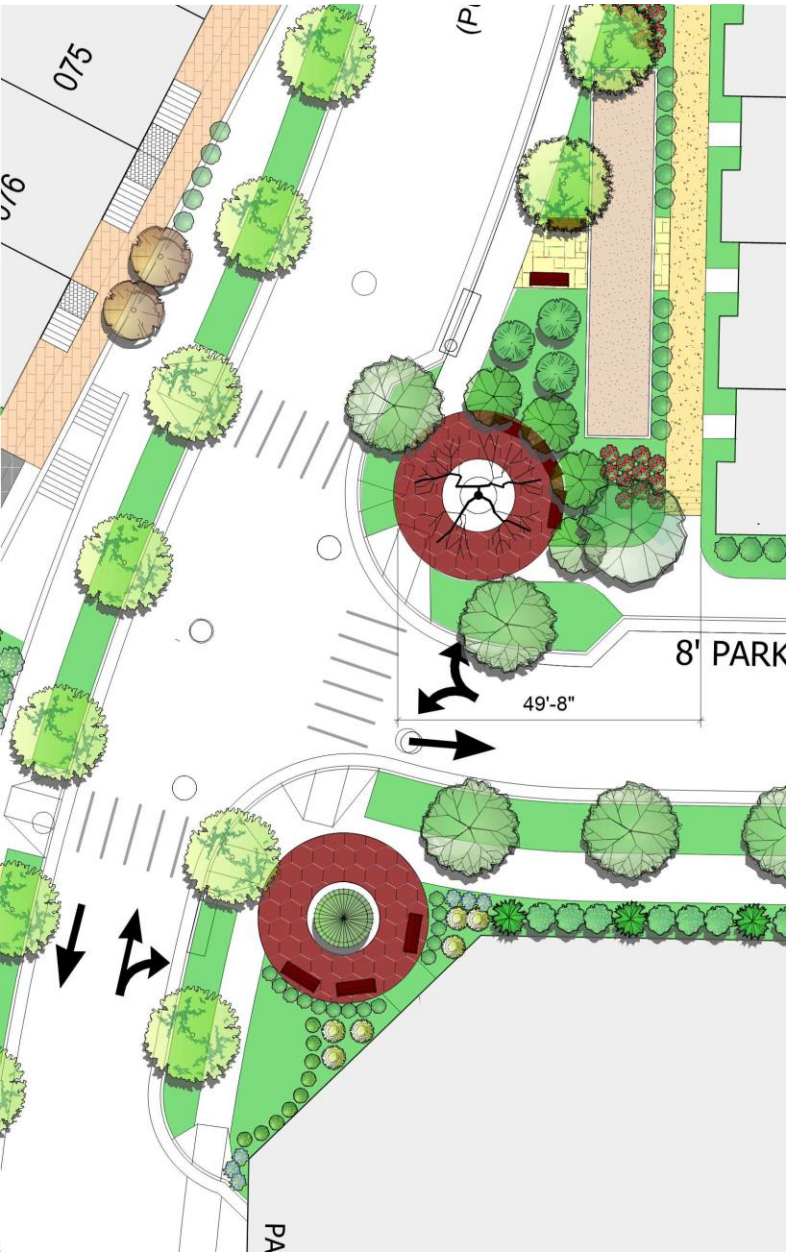
The Mews — Land Bays A, C and D



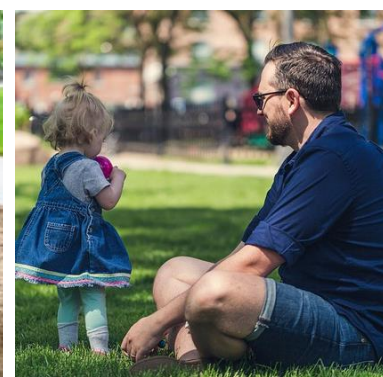
Central Place — Widened Road D to Activate Route to Metro & Create Multi-use Park



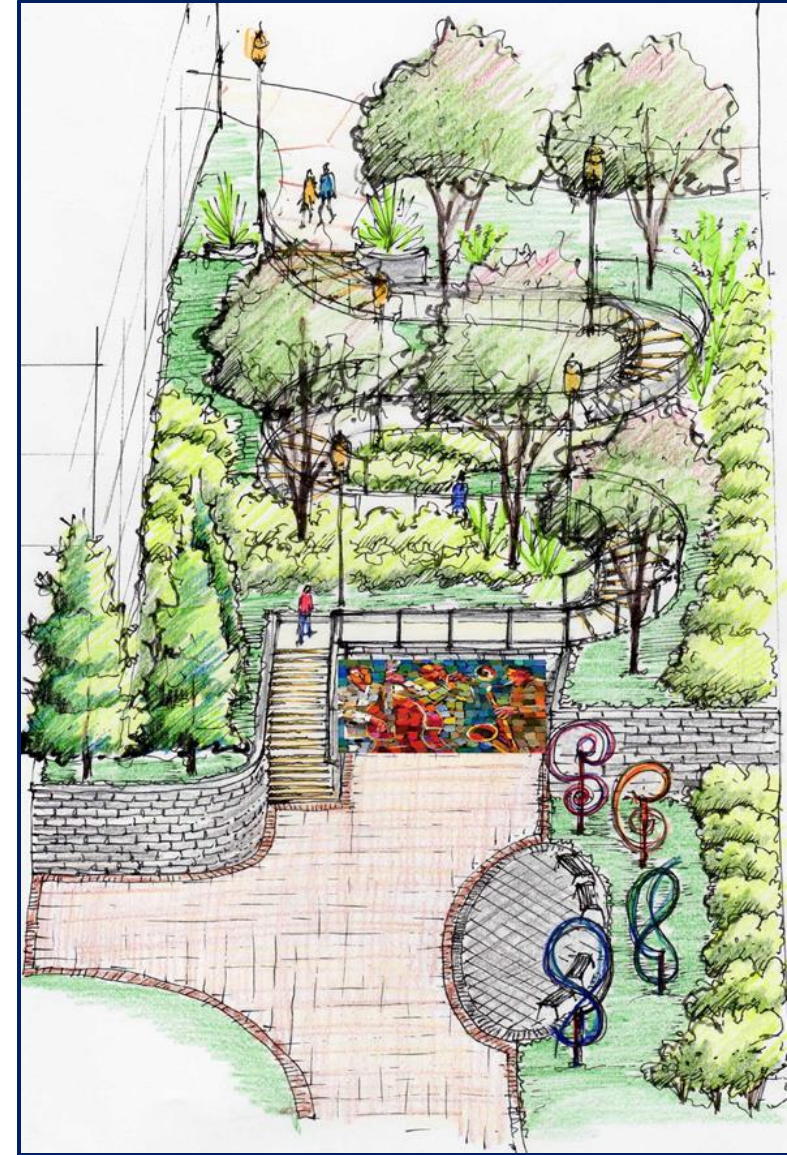
Twin Corners Park



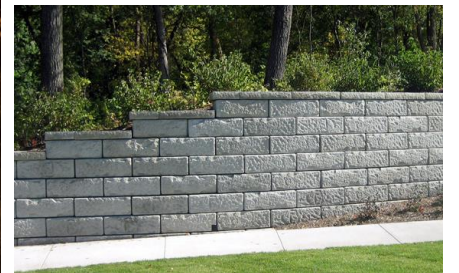
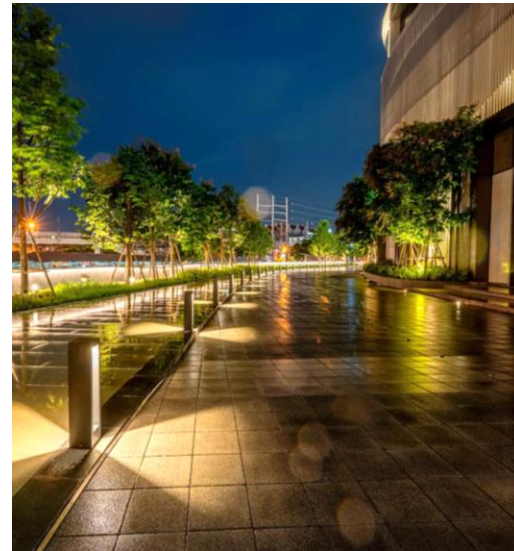
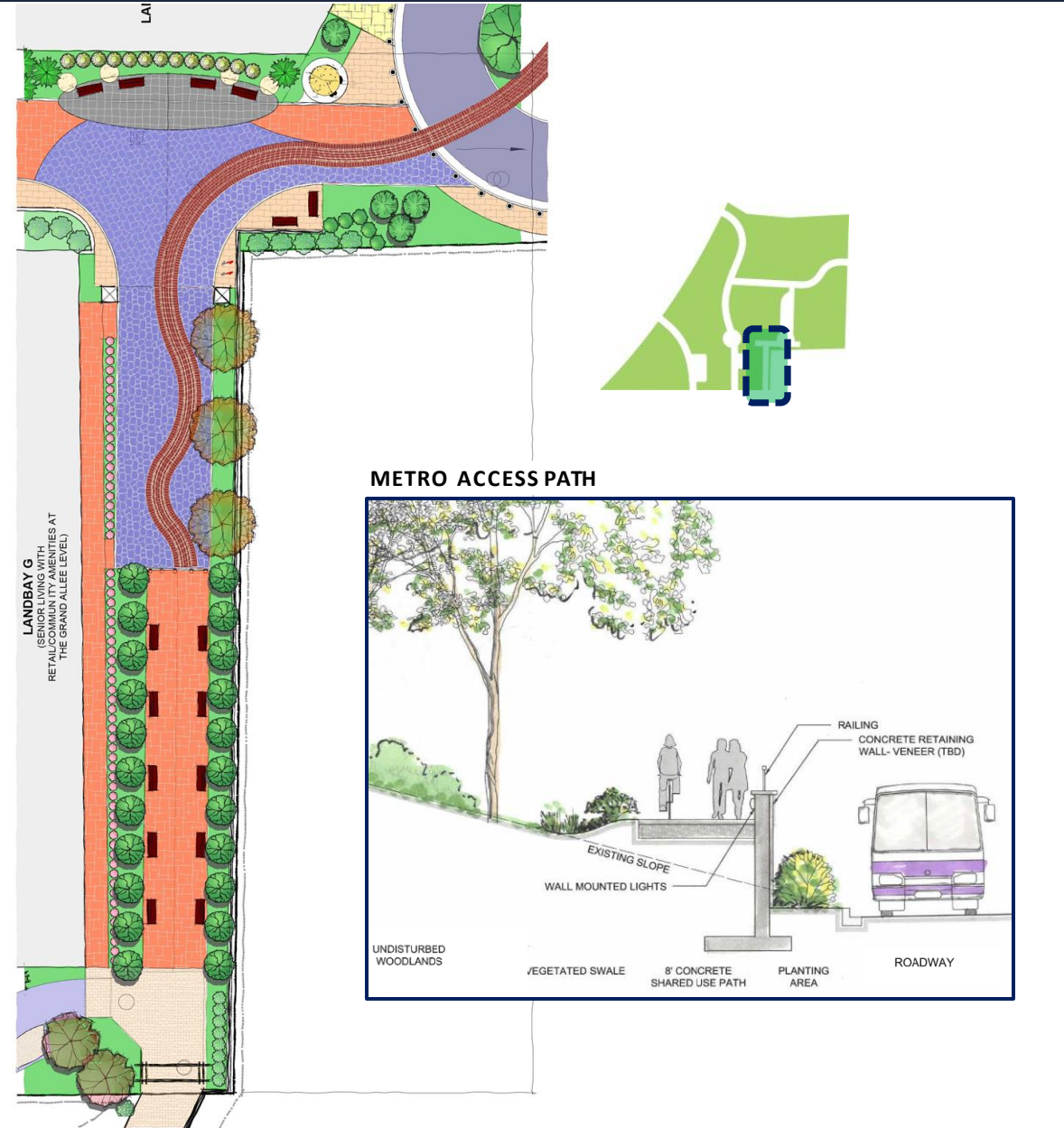
The Huntington Steps



Lombard Steps

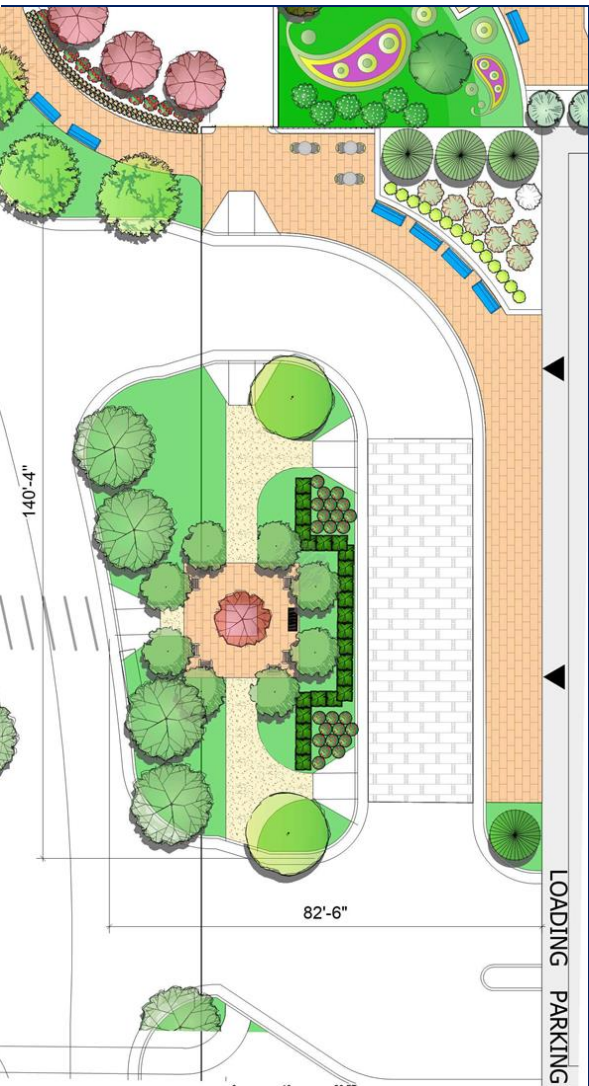


Grand Allée

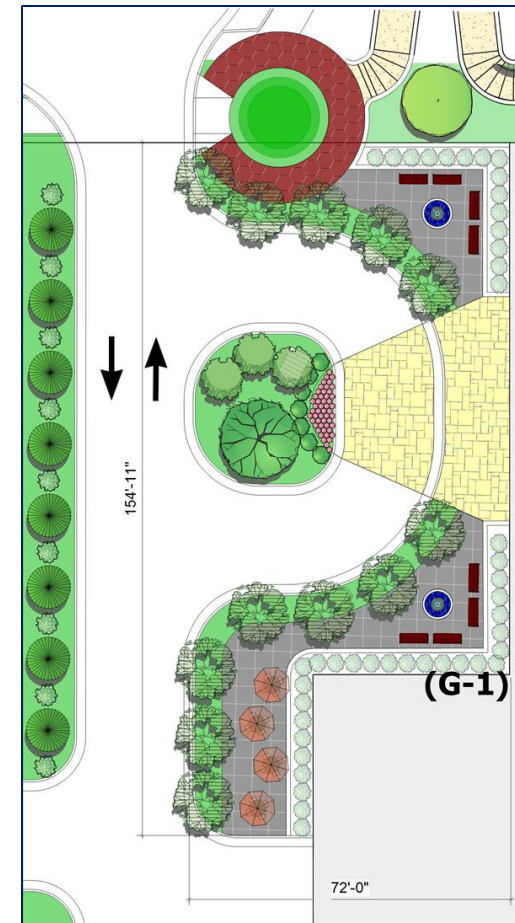


Pocket Parks at Land Bay G

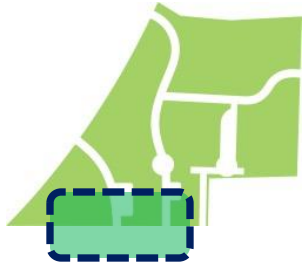
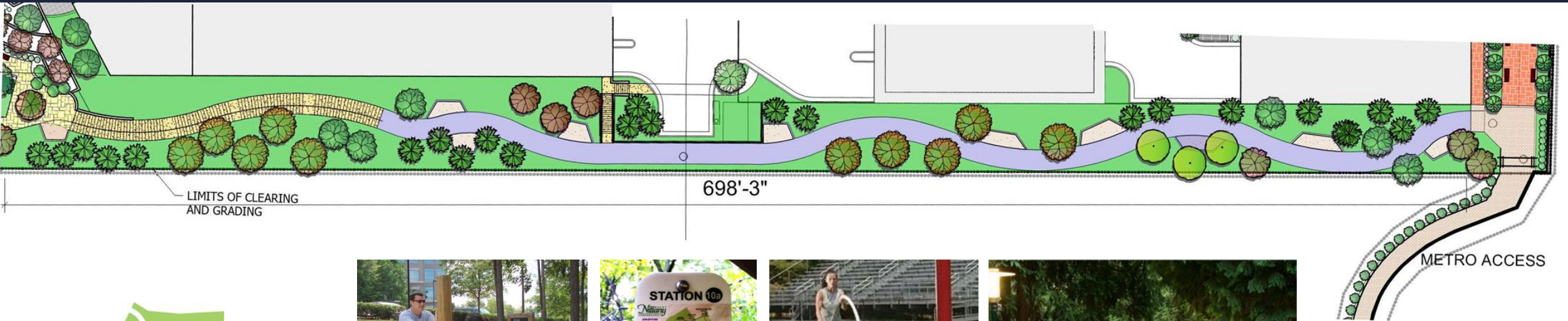
COMMERCIAL PARK – G-1



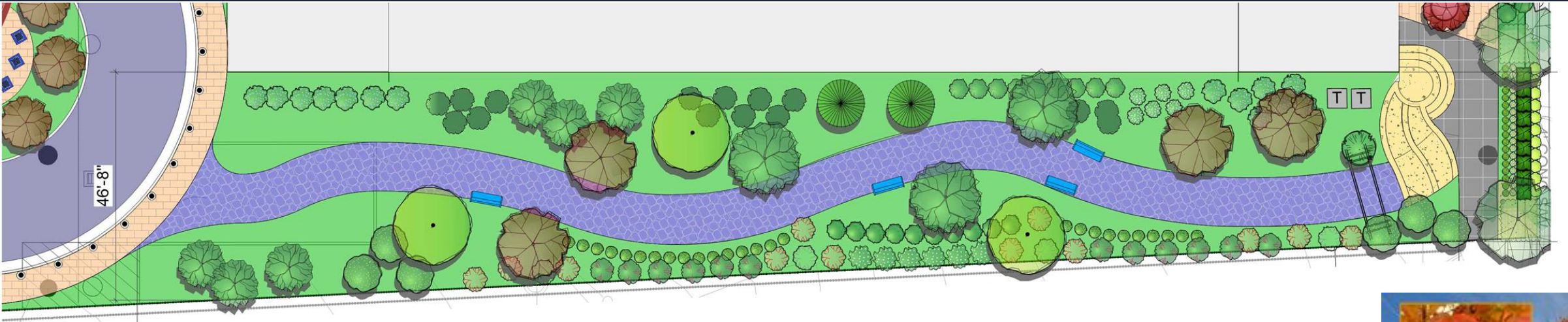
SOCIAL COURT – G-2



Rocky Run Fitness Trail



Arboretum Trail



Hound's Hill – Dog Park



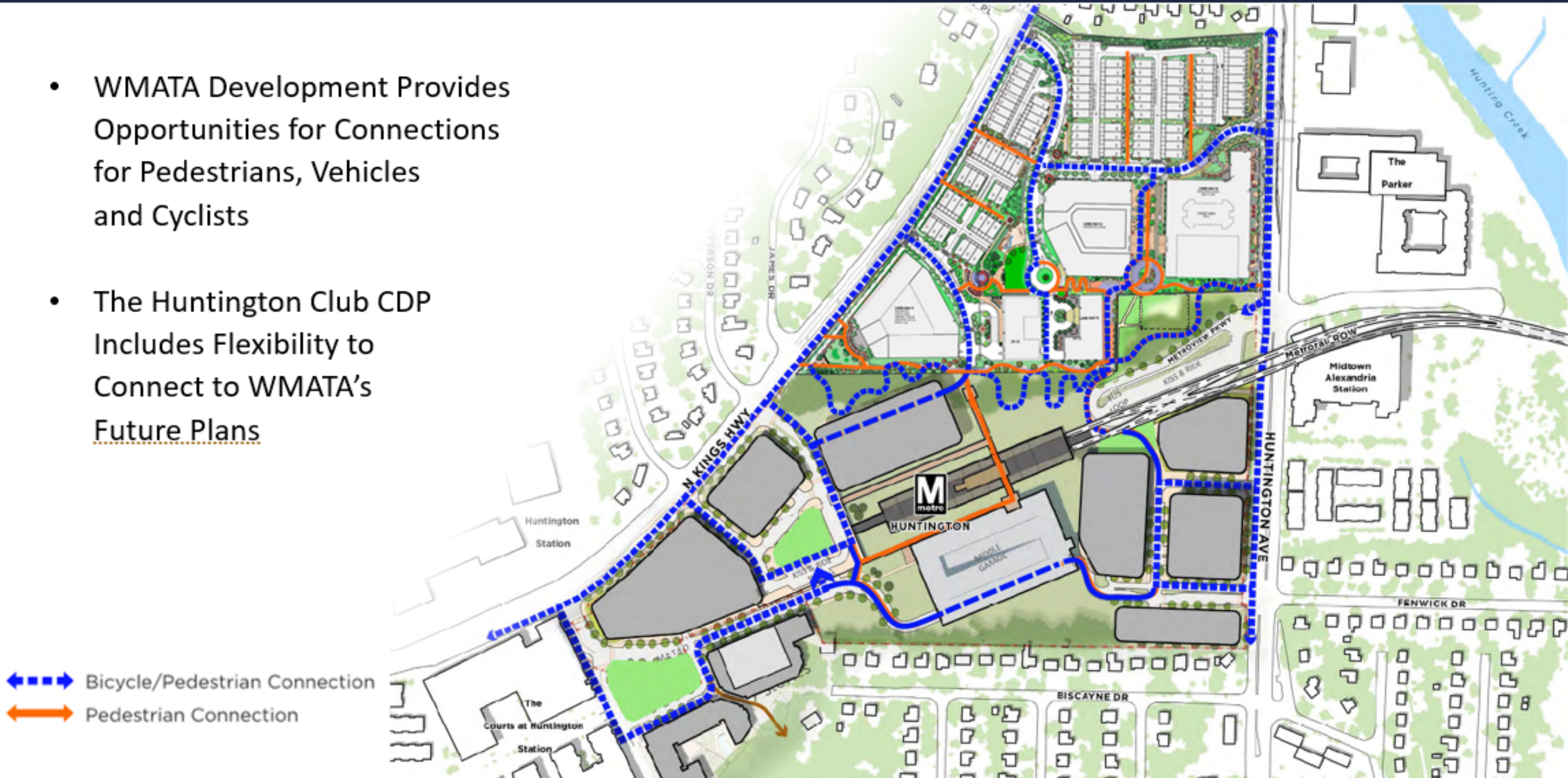
Kings Park – Conceptual Potential*

*Subject to potential opportunity, a larger multi-use public park could be created by consolidating Hound's Hill, WMATA land, and a third intermediate parcel.



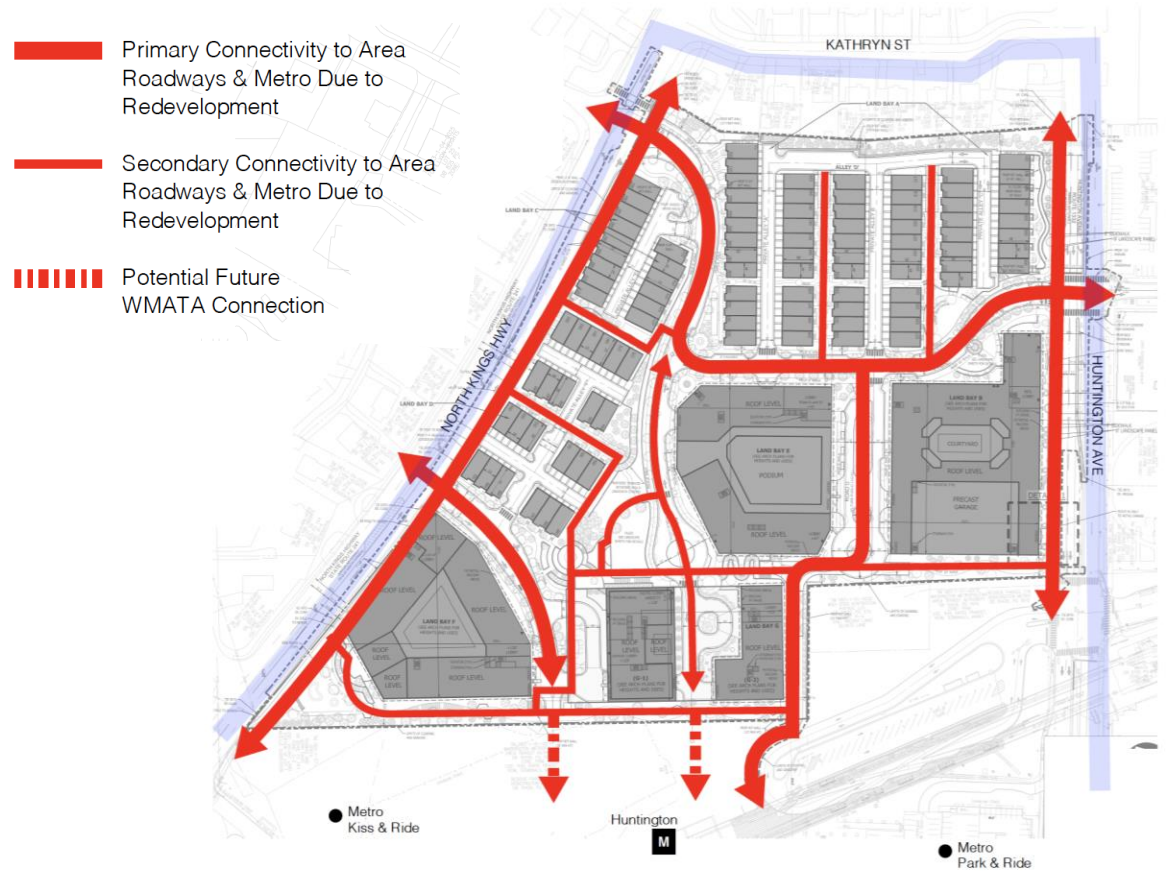
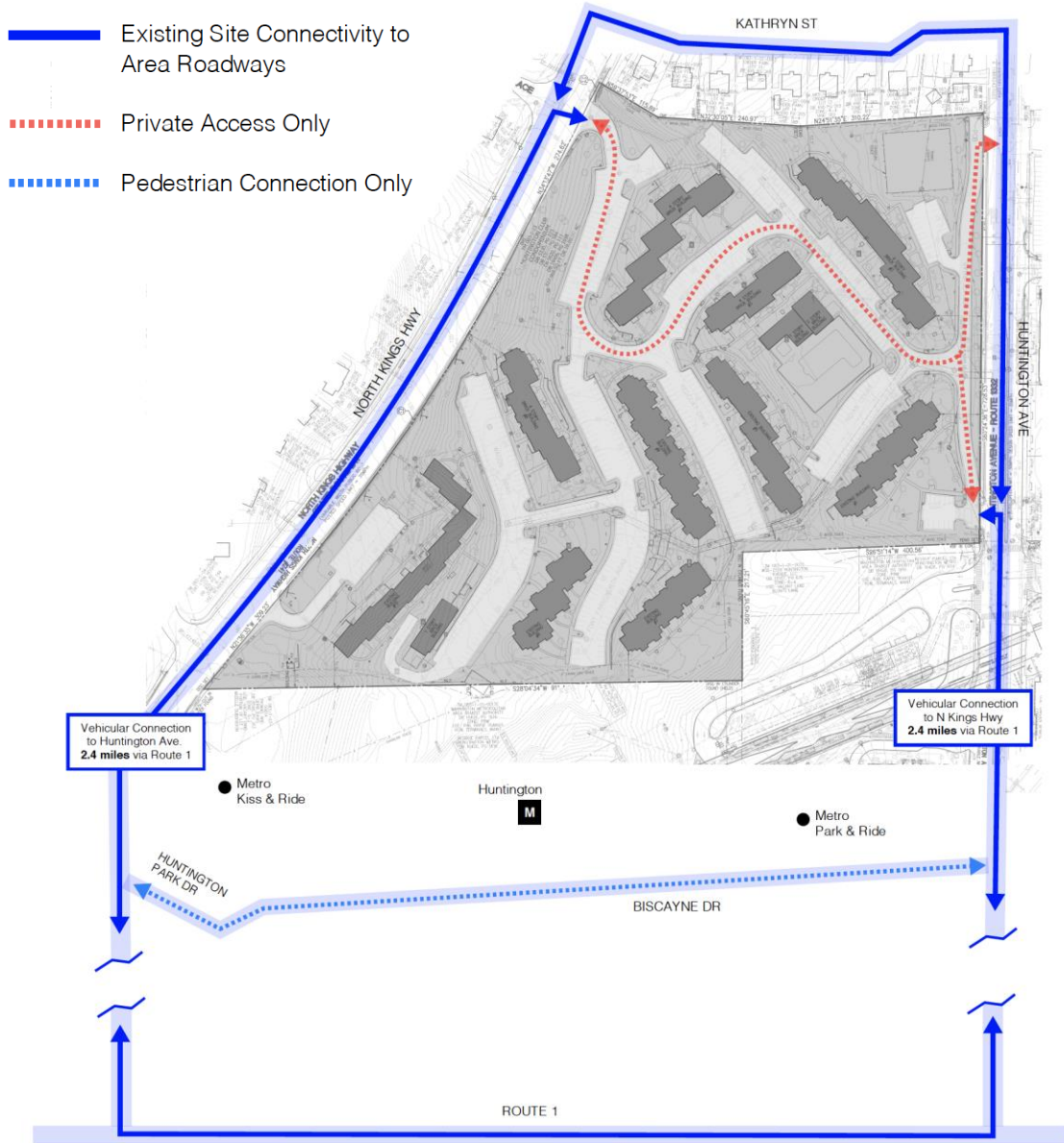
The Greater Huntington TSA Neighborhood

- WMATA Development Provides Opportunities for Connections for Pedestrians, Vehicles and Cyclists
- The Huntington Club CDP Includes Flexibility to Connect to WMATA's Future Plans

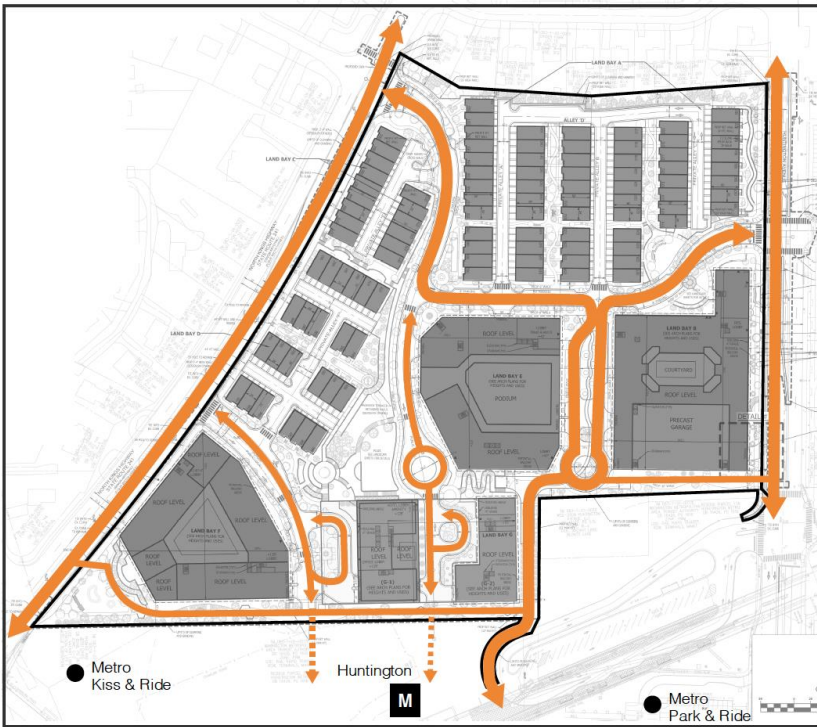


Blue dashed line: Bicycle/Pedestrian Connection
Orange double-headed arrow: Pedestrian Connection

Connectivity— Existing Conditions vs Redevelopment Plan



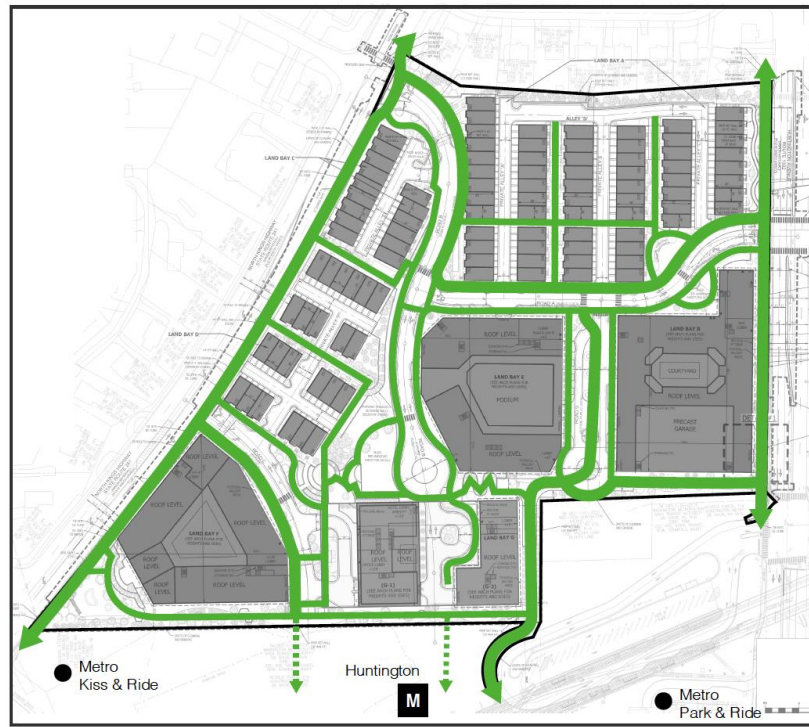
Redevelopment — Detailed Connectivity



Bicycle Connectivity to Huntington Ave, N Kings Hwy and Metro

- █ Primary Bicycle Routes
- ▬ Secondary Bicycle Routes
- ▬▬▬▬▬ Possible Future Access to WMATA

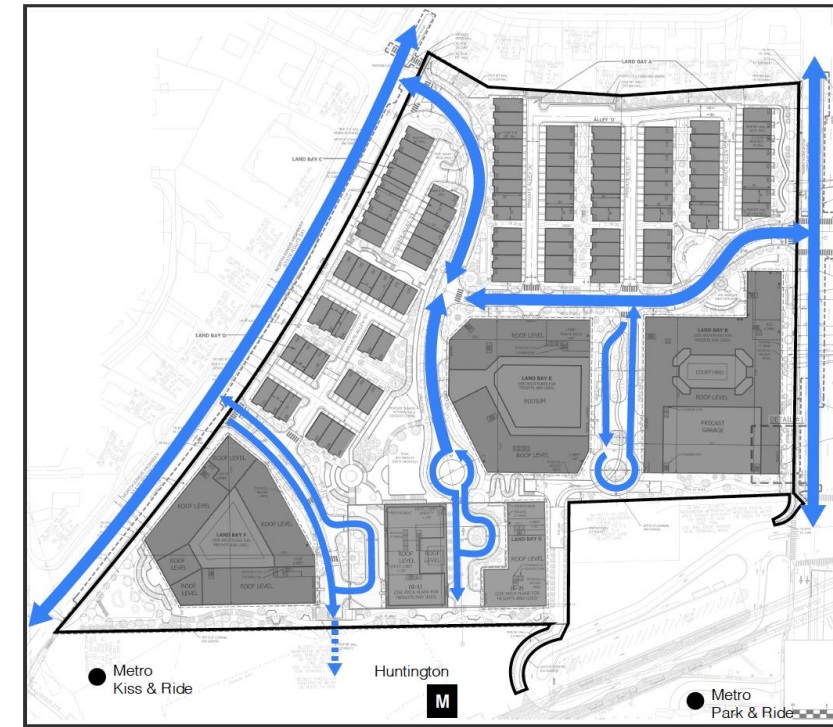
5,791 ft Added Bicycle Connectivity



Pedestrian Connectivity to Huntington Ave, N Kings Hwy and Metro

- █ Primary Pedestrian Routes
- ▬ Secondary Pedestrian Routes
- ▬▬▬▬▬ Possible Future Access to WMATA

11,589 ft Added Pedestrian Connectivity



Vehicular Connectivity to Huntington Ave, N Kings Hwy and Metro

- █ Primary Vehicle Routes
- ▬ Secondary Vehicle Routes
- ▬▬▬▬▬ Possible Future Access to WMATA

3,737 ft Added Vehicular Connectivity

Use and Density Program

PHASE	LAND BAY	USE	MAX TOTAL GFA (SF)	MINIMUM NON-RESIDENTIAL GFA (SF)	DWELLING UNITS COUNT MIN - MAX
PHASE 1	Land Bay A				
		TWO-OVER-TWO MULTIFAMILY	300,000		118 - 124
	Land Bay B		333,000		
		SECONDARY USE	20,000	12,000	
		RESIDENTIAL MULTIFAMILY	313,000		250 - 315
	Land Bays C/D				
		TWO-OVER-TWO MULTIFAMILY	184,000		72 - 76
PHASE 2	Land Bay E		692,000		
		SECONDARY USE	5,000	5,000	
		RESIDENTIAL MULTIFAMILY	687,000		475 - 640
PHASE 3	Land Bay F				
		RESIDENTIAL MULTIFAMILY	527,100		335 - 455
	Land Bay G		617,400		
		G-1	315,000		
		OFFICE G-1	231,000	150,000	
		HOTEL G-1	84,000	60,000	
		G-2	302,400		
	SECONDARY USE G-2	14,000	5,000		
	CONTINUING CARE – INDEPENDENT LIVING G-2	168,400		122 - 150	
	CONTINUING CARE – ASSISTED LIVING/MEMORY CARE G-2	120,000	70,000		
TOTAL			2,653,500		1372 - 1760
FAR			3.20		

Environmental Program

An environmental success story will be inscribed in this neighborhood redevelopment. Replacing a project built according to 1960's standards, the new development will add environmental improvements to the parcel and the surrounding community using the following principles of sustainable neighborhoods:

- Bicycle Facilities
- Walkable Streets
- Housing Types and Affordability
- Reduced Parking Footprint
- Connected and Open Community
- Transit Facilities
- Transportation Demand Management
- Access to Civic and Public Space
- Access to Recreation Facilities
- Visibility and Universal Design
- Tree-lined and Shaded Streetscapes
- Certified Green Building
- Rainwater Management

Public Facilities Manual (PFM) Waivers and Modifications Requested

- Permeable pavement and/or bioretention facilities within soil classified as “fill”
- Potential bioretention facilities near loading docks
- Permeable pavement and/or bioretention facilities along building face
- 4’ by 4’ access door for SWM vaults placed inside parking garage
- Entrance widths of less than 30’ to ensure an urban pedestrian experience
- Allow flexibility for minimum distance less than 25 feet between entrances for stacked townhouses
- Possible column-width expansion in parking garages
- Waive trails/bike trails on Comprehensive Plan in favor of streetscape and on-road bike lane system proposed in proffers/CDP
- Waive tree preservation target due to small number of existing trees, site boundary and topographic constraints
- 10-year Tree Canopy Requirements addressed/met in aggregate at completion of phases
- Trees located within stormwater management easements for percolation trenches and/or bioretention areas count towards meeting 10-year Tree Canopy Requirement
- Trees located within VDOT right-of-way count towards 10-year Tree Canopy Requirements

Zoning Ordinance Waivers and Modifications

- Due to site grade, parapet walls to exceed height limit of 3' for screening rooftop mechanical equipment without counting towards building height
- Modification of required minimum distance of 40 feet of loading space to the nearest intersection
- Loading spaces based on current practices for new construction
- Allow Road A a length up to 700 feet and Road B a length up to 850 feet, if not accepted as public streets, for full connectivity of site
- Peripheral parking lot landscaping requirements to be met as practicable with mix of proposed and/or existing vegetation
- Transitional screening/barrier requirements addressed through combination of specific site design elements and existing vegetation
- Modification of bulk regulations/landscaping/screening requirement to provide urban design
- Modification to trails/walkways as shown on Comprehensive Plan in favor of pedestrian/bicycle circulation plan committed to in proffers and CDP
- Easements/agreements to allow for the potential construction of vehicular access (by others) in the event of future development of Crider Park and Parcel 32 plus pedestrian connection to the Metro station
- Applicant seeking determination of no additional bike lane/shared paths required
- Use bulb-outs, parking meters, and signage location/spacing in lieu of "No Parking" signage requirements

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Waiver Requested	Justification
1A	Providing that permeable pavement and bioretention facilities that utilize infiltration may not be constructed on fill material.	To allow permeable pavement and bioretention facilities in areas of previous fill.	Given the urban nature of the project, it may be necessary at time of final engineered site plan to place permeable pavement and/or bioretention facilities within soil that is classified as “fill” over the existing condition. It is understood that this request will be determined at time of final site plan by the Director.

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Waiver Requested	Justification
1B	Providing that permeable pavement and manufactured BMPs may not be in the vicinity of loading docks, vehicle maintenance areas or outdoor storage areas.	To allow for the potential use of bioretention facilities to be placed in the vicinity of loading docks, as determined at time of final engineered site plan.	The Applicant requests the flexibility to provide innovative stormwater management techniques in the vicinity of loading docks, as may be determined at time of final engineered site plan, to accommodate the planned urban environment. It is understood that this request will be determined at time of final engineered site plan by the Director.

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Waiver Requested	Justification
1C	Providing that permeable pavement and bioretention facilities must meet minimum horizontal setbacks.	To allow permeable pavement and bioretention facilities along building face.	Given the urban nature of this project, it may be necessary at time of final engineered site plan to place permeable pavement and/or bioretention facilities along the building face to accommodate the planned urban environment. It is understood that this request will be determined at time of final site plan by the Director.

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Waiver Requested	Justification
1D	Access requirements for SWM Vaults	Permit the provision of a 4' by 4' access door for each chamber of the LEED reuse vault for maintenance.	SWM vaults, if required for LEED reuse, will be placed inside of a parking garage and the access points will extend beyond the building face where such access will not adversely impact the landscaping or the sidewalk zone.

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Waiver Requested	Justification
2	Requiring all two-way commercial entrances, including entrances to townhouse or multi-family dwelling developments and private streets, to be a minimum width of 30' wide at the back of the entrance return.	The site is currently designed with certain roadways having internal entrances that are less than 30' in width. In the event that any roadway on-site becomes public per the Applicant's proffers, the Applicant proposes to maintain the current design width of less than 30'.	It is the Applicant's intention to make Roads A, B, C, and D public roads per the Applicant's proffers, however, acceptance as a public road is determined by the County and VDOT. The Applicant would like to maintain the designs entrance widths of less than 30' to ensure that an urban pedestrian experience can be maintained, provided shorter paths of travel across entrances.

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Modification Requested	Justification
3	Requiring a minimum distance of less than 25 feet between entrances.	To permit a minimum distance of less than 25 feet between the following entrances for the stacked townhouses.	The existing topography on the site will dictate much of the proposed grading on the Property. There will be significant slopes throughout much of the project because of the existing topography, which will result in challenges with the site layout and acceptable slopes thereon. Allowing some flexibility with respect to entrance locations will somewhat alleviate the constraints in some areas.

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Modification Requested	Justification
4	Requiring parking garage space dimensions of 8.5' wide by 18.0' long for 90-degree parking.	Allow for up to a 4% projection of structural columns within parking structures into the required parking stall area.	The proposed CDP includes layouts that meet all dimensional requirements for parking spaces per the PFM. Should at the time of construction overall column widths need to be expanded, the Applicant requests a modification to allow for the project of no more than four percent (4%) of the stall area of structural columns into parking stalls in the parking structure and to allow those parking spaces to count toward the number of parking spaces required.

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Waiver Requested	Justification
5	Requiring construction of trails or walkways in accordance with the general location shown on the Comprehensive Plan.	The Comprehensive Plan shows bike trails directly through the site limiting buildable area.	The Applicant requests a waiver of all trails and bike trails shown on the Comprehensive Plan in favor of the streetscape and on-road bike lane system proposed within the proffers and CDP. The Applicant has exceeded the Comprehensive Plan recommendations and provided a 4' on-road bike lane and 8' shared path on Huntington Avenue as well as a 10' shared path on North Kings Highway.

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Waiver Requested	Justification
6	Requiring the percentage of the development site covered by all tree canopy to equate to the minimum portion of the total 10-year tree canopy requirement to be met by preservation.	The entire site, including the existing buildings, will be cleared and graded as part of the proposed redevelopment.	The Applicant requests a waiver of the tree preservation target as allowed for under 12-508.4A given the small number of existing trees, site boundary and topographic constraints. A formal Tree Preservation Deviation Request Letter will be submitted at time of final engineered site plan.

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Waiver Requested	Justification
8	Requiring that when a development is divided into phases or sections, each phase or section shall be treated separately for 10-year Tree Canopy Requirements.	To allow for the 10-year Tree Canopy Requirements to be addressed and met in the aggregate at completion of all development phases.	The Applicant requests a modification of this requirement due to the coordinated nature of the redevelopment – comprised of the distinct phases under one development plan – and due to the urban nature of the project.

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Waiver Requested	Justification
9	<p>Requiring that trees may not be planted within any easement that is required to be delineated on the plan or obstruct or interfere with access of maintenance or equipment. These trees may not be granted tree canopy credit.</p>	<p>To allow for trees located above any proposed percolation trench or bioretention area (within an easement) to count towards tree cover requirements.</p>	<p>The Applicant requests a modification of this requirement so that the trees located within the stormwater management easements for percolation trenches and/or bioretention areas count towards meeting the 10-year Tree Canopy Requirement. The urban nature of this project, coupled with the need to maximize Low Impact Development facilities fulfill SWM requirements, will limit the space available for both plantings and SWM facilities. The modification is requested to maintain the overall character of the project by allowing the plantings within the SWM facilities and their easements to count for canopy coverage.</p>

Public Facilities Manual (PFM) Waivers and Modifications Requested

CDP Request #	Requirement	Waiver Requested	Justification
10	Requiring that plantings located within VDOT right-of-way may not be credited toward meeting 10-year Tree Canopy Requirements.	Allow the trees located within the VDOT right-of-way to count towards meeting the 10-year Tree Canopy Requirements.	The Applicant requests a modification of this requirement so that the trees located in the VDOT right-of-way count towards meeting the 10-year Tree Canopy Requirements due to the urban nature of the project and the compliance with the required streetscape sections. The Applicant will enter into a maintenance agreement for trees that fall within the adjacent project right-of-way.

Zoning Ordinance Waivers and Modifications – Art. 2 – General Regulations

CDP Request #	Requirement	Modification Requested	Justification
1	Requiring that a parapet wall, cornice or similar projection may exceed the height limit established for a given zoning district by not more than three (3) feet above the roof level of any building.	The Applicant requests a modification to allow parapet walls to exceed the height limitation of three (3) feet to allow for screening of rooftop mechanical equipment without counting towards building height. Proposed parapet walls will be identified and provided in detail at FDP.	Due to the grade differential of the subject site, additional parapet wall height may be required for screening of rooftop mechanical equipment.

Zoning Ordinance Waivers and Modifications – Art. 11 – Parking & Loading

CDP Request #	Requirement	Modification Requested	Justification
3	Providing that no loading space or berth may be located within forty (40) feet of the nearest point of intersection of the edges of the travel way or the curbs of any two streets.	The Applicant requests a modification of the required minimum distance of 40 feet of a loading space to the nearest intersection to that which is shown on Sheets C-11 and C-12 of the CDP.	The urban nature of the site would be compromised with the introduction of loading spaces complying with this standard. The proposed loading and lay-by spaces are configured to be separate and distinct from the parking aisles and garage entrances.

Zoning Ordinance Waivers and Modifications – Art. 11 – Parking & Loading

CDP Request #	Requirement	Modification Requested	Justification
4	Requiring a specified number of loading spaces for commercial/ office uses as defined in Article 11-203 of the Zoning Ordinance.	The Applicant requests a modification in the number of required loading spaces to that as shown on sheets C-11 and C-12 of the CDP.	Strict adherence to the provisions of the Zoning Ordinance would require approximately 60 total loading spaces. These loading space requirements are not reflective of current practices for newly-constructed residential and commercial buildings operations which typically provide a more condensed loading space count. Additional details and final count to be provided with FDP and final engineered site plan.

Zoning Ordinance Waivers and Modifications – Art. 11 – Parking & Loading

CDP Request #	Requirement	Modification Requested	Justification
5	Requiring that no private street may exceed 600 feet in length.	The Applicant requests a modification to allow Road A to be constructed with a length of up to 700 feet and Road B with a length of up to 850 feet if they are not accepted as public streets.	The Applicant requests this modification to allow full connectivity throughout the property within the urban context of the site.

Zoning Ordinance Waivers and Modifications – Art. 13 – Landscaping

CDP Request #	Requirement	Modification Requested	Justification
6	Requiring certain peripheral parking lot landscaping requirements for any parking lot containing 20 or more spaces.	The Applicant requests a modification of the peripheral parking lot landscaping requirements as allowed for under Section 13-203.3.	Due to the urban nature of the site and the complexities of the phased development, with portions of the existing surface parking lots to remain in place during interim conditions, peripheral parking lot landscaping will be provided to the extent practicable using a mix of proposed and/or existing proposed vegetation as shown on the CDP.

Zoning Ordinance Waivers and Modifications – Art. 13 – Landscaping

CDP Request #	Requirement	Modification Requested	Justification
7	Transitional screening and barrier requirements.	In accordance with Section 13-305.1, the Applicant requests a modification of the screening and barrier requirements of Sections 13-302 and 13-303, and 304 between uses developed within the proposed PRM application area.	Compatibility between uses within the PRM application area have been addressed through a combination of specific site design elements of location and arrangement of buildings and through architectural and landscaping treatments.
		In accordance with Section 13-305.2, the Applicant requests a modification of the screening and barrier requirements of Sections 13-302, 13-303, and 13-304 along the westerly property line adjacent to Crider Park and along North Kings Highway, across the street from Fort Lyon Heights.	Due to the urban nature of the site, strict adherence to these provisions would reduce the usable area, thereby precluding reasonable use of the Property. These areas have been specifically designed to minimize adverse impact through a combination of architectural and landscaping techniques as shown on the CDP. During interim conditions, existing vegetation to remain along North Kings Highway will be deemed sufficient to satisfy the screening and barrier requirements along North Kings Highway.

Zoning Ordinance Waivers and Modifications – Art. 16 – Development Plans

CDP Request #	Requirement	Modification Requested	Justification
8	Design Standards for Planned Developments	The Applicant requests a modification of the bulk regulations and landscaping and screening requirement to generally conform to the provisions of that conventional zoning district which most closely characterizes the particular type of development under consideration.	These modifications are required to provide the urban design envisioned for the development and maintain conformance with the Comprehensive Plan.

Zoning Ordinance Waivers and Modifications – Art. 17 – Site Plan

CDP Request #	Requirement	Modification Requested	Justification
9	Construction of trail or walkways in accordance with the general location shown on the adopted Comprehensive Plan.	The Applicant requests a modification of the requirement to provide trails or walkways in accordance with the general location shown on the Comprehensive Plan in favor of the pedestrian and bicycle circulation network as committed to in the proffers and shown on the CDP.	As shown on the CDP, the application site has been specifically designed with streetscape elements, and other pedestrian walks and facilities that create a vibrant and accessible network of connections between uses and site amenities. In addition, the Applicant has committed to a 4' on road bike lane and 8' shared path on Huntington Avenue as well as a 10' shared path on North Kings Highway.

Zoning Ordinance Waivers and Modifications – Art. 17 – Site Plan

CDP Request #	Requirement	Modification Requested	Justification
10	Requiring construction of vehicular inter-parcel access to adjoining properties.	The Applicant requests a modification to the provision to construct travel lanes, service drives, driveways or other access connections which permit vehicular travel on the site to and from adjacent properties when adjacent to minor arterial or collector streets.	The Applicant has proffered to use best efforts to negotiate necessary easements and agreements to allow for the potential construction of vehicular access (by others) in the event of future development of Crider Park to the west and Parcel 32 to the east. In addition, the Applicant is proposing an accessible pedestrian connection to the Metro station site, contingent on necessary agreements and permits as may be required with WMATA and Fairfax County.

Zoning Ordinance Waivers and Modifications – Art. 17 – Site Plan

CDP Request #	Requirement	Modification Requested	Justification
11	Dedication and construction of improvements as indicated on the adopted Comprehensive Plan	The dedications and construction proposed in this entitlement plan are consistent with the requirements of the Comprehensive Plan.	The Applicant has exceeded the Comprehensive Plan recommendations and provided a 4' on-road bike lane and 8' shared path on Huntington Avenue as well as a 10' shared path on North Kings Highway. The Applicant is seeking a determination that no additional dedication and construction will be required.

Zoning Ordinance Waivers and Modifications – Art. 17 – Site Plan

CDP Request #	Requirement	Modification Requested	Justification
12	Requirement for the installation of “No Parking” signs no more than 50 feet apart along travel lanes and service drives.	The Applicant requests a modification of the requirement for the installation “No Parking” signs no more than 50 feet apart along travel lanes and service drives to allow the Applicant to establish parking control means and methods along private streets within and adjacent to the development in coordination with FCDOT.	To allow the Applicant to establish parking control means and methods along private streets within and adjacent to the development, the Applicant is seeking the right to appropriately control traffic patterns within the urban neighborhood using bulb-outs, parking meters, and signage location and spacing in lieu of the “No Parking” signage requirements.