Pursuant to Sect. 18-201 of the Fairfax County Zoning Ordinance, dated August 14, 1978, as amended (the “Zoning Ordinance”), WASHREIT Riverside Apartments, LLC (the “Applicant”) respectfully requests approval of a rezoning application from the R-30 Zoning District to the PRM Zoning District. The application presents the opportunity to revitalize and upgrade a strategically located and sized property to align with the goals and recommendations in the Richmond Highway Revitalization District. Riverside Apartments, formerly Jones Point Apartments, represents the suburban style development efforts of the late 1960’s to mid 1970’s which included large expanses of surface parking and buildings placed internal to the site with only minor attention paid to the site’s relationship and connections to adjacent streets and surroundings. This pattern is exactly what the current Comprehensive Plan language for the Richmond Highway Corridor seeks to change.

WASHREIT Riverside Apartments, LLC, an affiliate of Washington REIT, purchased the property earlier this year and has embarked on a full scale revitalization of the 45+ year old apartment complex. This will include considerable investment in interior upgrades of the existing units and common areas as well as other improvements on the property. This application represents their continued interest in upgrading the Property by adding additional residential units and amenities, thus, utilizing the opportunity to place density in a logical location near Metro, eliminating a large portion of surface parking, and contributing to the improved appearance and image of the Richmond Highway corridor.

Existing Conditions

The Applicant is the owner of the 28.17 acre parcel in the Mount Vernon Magisterial District, which is identified in the Fairfax County tax records as 83-3((1))101 (the “Property”). The Property is zoned R-30 and is located with the Richmond Highway Commercial Revitalization Overlay District. The southwestern border of the Property is located at the intersection of Huntington Avenue and Old Richmond Highway, approximately 100 feet from Richmond Highway and extends in a northwest direction all the way to the water’s edge of Cameron Run. The Property is developed with three multifamily buildings surrounded by large expanses of surface parking. The buildings were constructed between 1967 and 1970 and contain a total of 1,222 multifamily units, which equates to a density of 43.37 dwelling units per acre (du/ac). Each of the T-shaped buildings is surrounded by surface parking for a total of 1,896 spaces on the Property. There are several resident outdoor amenity areas throughout the Property, including a 1,278 square foot bathhouse/storage building and pool in the northern portion of the Property. Access to the site is via two access points on Huntington Avenue and multiple access points onto Cameron Run Terrace (a private road).
Surrounding Uses and Context

The Property enjoys proximity to the Huntington Metro station (just outside the ½ mile mark). The complex currently operates a shuttle to the Metro and this program will continue with the new multifamily buildings. There is also a very direct pedestrian route up Huntington Avenue to the station. The Applicant anticipates, in conjunction with this application and the construction of the Huntington Levee, that the existing pedestrian connection along the river will also be enhanced.

The Property is bordered on the east by car dealerships and an office building as well as a bank, a motel and a vacant gas station. The property to the west and south is developed with other multifamily buildings and with single family attached dwellings in the Huntington Mews subdivision. Cameron Run, the Capital Beltway and the City of Alexandria is located to the north. The properties to the south and east, located in the North Gateway Community Business Center, are all planned for mixed use redevelopment at a floor area ratio (FAR) of 1.6 to 1.65.

There have been several approved projects in and around the Huntington Station area with slightly higher FARs than that above, all of which have furthered the goal of placing housing closer to mass transit.

Overview of Proposal

New Buildings. The proposed development program includes the addition of 767 new units in 5 strategically located new buildings on the site. The goal of siting these new buildings was three-fold: 1) to create an urban, walkable grid of streets that eliminates most surface parking and integrates the new building with the existing buildings on the site, 2) to create a sense of place on Huntington Avenue, Old Richmond Highway and along Cameron Run Terrace by designing activate street frontages that create interaction and synergy with any new future redevelopment of the property to the south and east, and 3) create space for new amenity areas throughout the site, including along Cameron Run. The new building are labeled A through E on the Conceptual Development Plan/Final Development Plan (CDP/FDP) and the proposed unit counts within each building is shown on the plans. When combined with the existing 1,222 units, the revitalized community will include 1,989 units. The Applicant intends to provide 271 units of workforce housing within the existing buildings. The existing building are 15 stories and the new buildings will range in height from 5-7 stories. The Applicant intends on attaining LEED certified (or equivalent) for the new buildings.

New Streets/Access. The proposed private streets contain two travel lanes for two-way traffic, on-street parking, landscape amenity panels, and sidewalks to facilitate both vehicular and pedestrian traffic through the site. The east/west internal streets will be further activated by walk-up units in Buildings B and D which will have front doors accessing directly onto the sidewalk. A new prominent entrance area will be created in the southwest corner of the property where the leasing office for the entire complex will be located. There are currently 13 access points from surface parking lots onto Cameron Run Terrace. This will be reduced to 5, all of which will connect to the aforementioned private streets. Additionally, the new streets are
designed to connect with a future development to the south and east, including the Comprehensive Plan recommendation for an extension of Fort Hunt Road. There will be one access point on Huntington Avenue which is a reduction from the two existing access points.

Parking. Structured parking, both above and below grade, will replace a majority of the existing large surface parking lots. The project will be phased so that the site will maintain appropriate parking ratios during construction. Structured parking garages associated with Buildings B and D will serve those buildings as well as proposed Building C and the existing buildings. The existing buildings also have small surface lots adjacent to them to provide convenient parking for existing residents. Proposed Buildings A and E will be served by an underground parking garage. In addition to structured parking, there will be on street parking along the proposed internal streets. A total of 1,980 garage parking spaces and 625 surface spaces will be provided which equates to a parking ratio of 1.3 spaces per unit. A parking reduction study will be submitted for processing concurrent with this rezoning application.

Landscaping/Open Space/Amenities/Trails. A significant amount of thoughtfully placed landscaping will enhance not only existing open space areas but the numerous, both public and private, new open space areas planned for the site. Private plaza areas with seating, walkways, pools, both hard and soft-scape treatments and other amenities will be strategically located to serve all eight buildings on the property, existing and new. The redevelopment also creates/enhances significant public open space in the form of a linear park running the length of the property’s frontage on Cameron Run. The specific park amenities that take advantage of the waterfront will be worked out with staff during the review process but potentially could include overlooks which are cantilevered over the water, seating areas, multi-use walkways, a canoe/kayak launch, a dog park, a fitness trail and the retention of the existing volleyball court. The existing buffer area located between the property and the Huntington Mews townhouses to the north will be enhanced. Existing fencing will remain in this area and the existing landscaping will be supplemented. A path winding through the trees will be located in this area to provide an additional north/south pedestrian connection from the property to Huntington Avenue.

Sidewalks with landscape panels will connect all areas of the property. The development also intends to create enhanced multi-use connections with the adjacent public park to the north. These include connections to the adjacent public park and a connection to the proposed Levee project bike trail. The exact location of those connections will be determined through further discussions with County staff during the rezoning process.

Stormwater Management (SWM). Significant environmental benefits will be realized in the form of stormwater management measures. No stormwater management controls exist on the site as currently developed. As part of this project, the Applicant plans to utilize low impact development (“LIDs”), to include permeable pavers, Level 1 bioretention facilities, a filter strip and an underground infiltration tank to achieve a phosphorous removal rate lower than that required. The final SWM plan will be finalized at site plan.
Runoff will be directed to the stormwater facilities through a combination of sheet flow and enclosed storm drainage systems. The existing outfalls to Cameron Run will release water with a post-development peak runoff rate that is less than the pre-development peak runoff rate during the 2 and 10 year storm events.

Conformance with Comprehensive Plan (the “Plan”)

The Property is located in and is the only property in Sub-unit A-3 of the North Gateway Community Business Center (CBC) in the Richmond Highway Corridor Area, Mount Vernon Planning District in Area IV. The Property is described in the Plan as “almost entirely covered by impervious surfaces, includes outdated stormwater management facilities, little to no useable open space for residents, and minimal landscaping”. The Plan recommends redevelopment at a density of 61 dwelling units per acre (du/ac) and a floor area ratio (FAR) of 1.6. Thus, the Plan would allow 1,718 units on the property. The Policy Plan of the Comprehensive Plan allows a sliding scale density bonus for the provision of workforce housing. The Applicant intends to utilize this density bonus in order to provide the proposed 1,989 units on the Property.

The Plan also enumerates several conditions under which redevelopment is recommended in Subunit A-3:

- Any proposed redevelopment of the site should provide substantial, useable, additional open space areas and urban park amenities for residents and provision of a linear park along the shoreline of Cameron Run that includes wayside areas with benches. The open space areas on the site have been carefully designed and located so as to not take away any amenities from the existing buildings while still providing substantially more amenitized private open space for the residents. As previously mentioned, the shoreline of Cameron Run will be highlighted in the site design with the type of amenities envisioned in the Comprehensive Plan.

- The Cameron Run floodplain should be re-vegetated to the maximum extent possible. A significant amount of the RPA area will be revegetated. However, the revegetation is balanced with providing public open space and amenities along Cameron Run.

- The proposed trail that appears on the county Trails Plan Map should be constructed within the linear park. It is not necessary for the trail to be constructed directly along Cameron Run; this is particularly relevant should flood controls (e.g., a levee) impact the area shown on the Trails Map. The trail should provide a link to the planned trail east of the site, and linkages to the existing Huntington Park and any new park that may be constructed by the Park Authority on land dedicated by the abutting property to the west. As mentioned previously, the proposed development plan makes full use of every open space area to provide trail connections on and offsite. The Applicant will coordinate with the Park Authority and with the Huntington Levee project on final trail connection locations.
• Provision of stormwater quantity and quality control measures that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume if appropriate. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, and return water in to the ground or reuse it and should include such features as rooftop landscaping on the proposed parking structures. Stormwater management measures that are sufficient to attain the stormwater design-quantity control credit if appropriate and the stormwater design-quality control credit of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED-CS) rating system (or third party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal. The proposed development includes the use of permeable pavers, bioretention facilities, filter strips and an infiltration tank, all LIDs, to meet this Comprehensive Plan standard.

• No freestanding retail and/or restaurant uses. None of these uses are proposed.

• Provision of high quality architecture in mid-rise structures. The proposed multifamily buildings will be mid-rise and of the highest quality architecture befitting of this strategically located property in the Richmond Highway Corridor.

• Provision of structured parking, incidental surface parking shall be allowed consistent with urban design guidelines. The existing surface lots on the Property will be replaced with structured parking wrapped by multifamily units. It is important for the functioning of the development to retain some surface parking adjacent to existing buildings, but it will be reoriented and revitalized with extensive landscaped edges and landscaped parking lot islands.

• Provision of pedestrian oriented site design which should include buildings oriented to internal streets and mitigation of visual impacts of structured parking, internal streets, walkways, trails, sidewalks and street crossings should connect buildings and open spaces, and amenities such as street trees, benches, bus shelters, adequate lighting and various paving textures. This particular condition expresses the major goals of the project as outlined in this statements’ Overview of Proposal. The lobby entrances of the new buildings, as well as the walk-ups in Buildings B and D are oriented toward new internal streets. Structured parking is located central to the buildings in the case of proposed Buildings B and D or underground in the case of Buildings A and E. An extensive sidewalk system, located along both sides of every internal street and through every area of open space is provided on the Property. Amenity areas, located in proximity to every building, have already been described.

• Provision of integrated pedestrian linkages to nearby streets should be provided and bicycle systems with features such as covered and secure bicycle storage facilities. Pedestrian linkages to all adjacent streets are provided through the urban street grid,
which includes sidewalks on all new streets. Additionally, the Applicant is committed to providing visitor bicycle parking throughout the site and secure bicycle storage facilities in all new buildings meeting the County’s standards.

- **A coordinated circulation system that will accommodate vehicular and pedestrian access among Sub-units A-1, A-2 and A-3 of the North Gateway Community Business Center should be provided.** Careful attention has been paid, from a streetscape perspective, to subunits A-1 and A-2 to the east. A pedestrian trail connection to the east to subunit A-1 is shown in the southeast corner of the property. The internal east/west streets have been placed in logical locations which can be aligned with future streets in subunits A-1 and A-2, including the Comprehensive Plan recommended extension of Fort Hunt Road.

- **Building design should accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building’s architecture, and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features.** Telecommunications equipment is anticipated on the existing buildings on the property.

**COMPLIANCE WITH RESIDENTIAL DEVELOPMENT CRITERIA (APPENDIX 9)**

For the reasons stated below, the subject rezoning fully complies with the applicable Residential Development Criteria contained in Appendix 9 of the Fairfax County Comprehensive Plan, Land Use – 2011 Edition. Specific compliance with the Criteria is presented below.

**SITE DESIGN.** All rezoning applications for residential development should be characterized by high quality site design. Rezoning proposals for residential development, regardless of the proposed density, will be evaluated based upon the following principles, although not all of the principles may be applicable for all developments.

As previously discussed, the proposed locations for the new residential buildings will create an urban scale streetscape along Cameron Run Terrace and along Huntington Avenue. The replacement of surface parking with buildings, open space and landscaping also results in significant visual and urban design benefits.

(A) **Consolidation.** Developments should provide parcel consolidation in conformance with any site specific text and applicable policy recommendations of the Comprehensive Plan. Should the Plan text not specifically address consolidation, the nature and extent of any proposed parcel consolidation should further the integration of the development with adjacent parcels. In any event, the proposed consolidation should not preclude nearby properties from developing as recommended by the Plan.

There is no site specific text in the Comprehensive Plan relative to the need for consolidation in the land unit as the entire property encompasses the subunit A-3. The site’s large size, over 28 acres, is appropriate for redevelopment in conformance with the Comprehensive Plan’s goals. However, as previously mentioned, the streetscape treatment along Cameron Run Terrace and the placement of streets and buildings was
done with the thought of future redevelopment in subunit2 A-1 and A-2. Nothing in this development precludes development of adjacent properties, and to the contrary it should enhance the development potential of the adjacent sites to the east.

(B) **Layout.** The layout should:

- provide logical, functional and appropriate relationships among the various parts (e.g. dwelling units, yards, streets, open space, stormwater management facilities, existing vegetation, noise mitigation measures, sidewalks and fences);
- provide dwelling units that are oriented appropriately to adjacent streets and homes;
- include usable yard areas within the individual lots that accommodate the future construction of decks, sunrooms, porches, and/or accessory structures in the layout of the lots, and that provide space for landscaping to thrive and for maintenance activities;
- provide logical and appropriate relationships among the proposed lots including the relationships of yards, the orientation of the dwelling units, and the use of pipestem lots;
- provide convenient access to transit facilities;
- Identify all existing utilities and make every effort to identify all proposed utilities and stormwater management outfall areas; encourage utility collocation where feasible.

The proposed layout provides a logical location and plan to revitalize the property. Building placement and orientation, both to internal streets and along Cameron Run Terrace, Old Richmond Highway and Huntington Avenue, will contribute to the activation of the Richmond Highway corridor in general. Trail connections are provided to encourage use of mass transit.

(C) **Open Space.** Developments should provide usable, accessible, and well-integrated open space. This principle is applicable to all projects where open space is required by the Zoning Ordinance and should be considered, where appropriate, in other circumstances. With the proposed redevelopment, landscaped open space on the site will increase above that currently existing on the Property. Private open space areas for the use of residents have been strategically placed to maintain and enhance amenities for the existing buildings and to serve the new buildings. Public open space along the waterfront will be created and celebrated with this project.

(D) **Landscaping.** Developments should provide appropriate landscaping: for example, in parking lots, in open space areas, along streets, in and around stormwater management facilities, and on individual lots.

A significant amount of new landscaping is proposed in the form of buffers, streetscapes, in the parking areas, and in open space areas.

(E) **Amenities.** Developments should provide amenities such as benches, gazebos, recreational amenities, play areas for children, walls and fences, special paving treatments, street furniture, and lighting.

As previously discussed, both private and public amenity areas are provided with this plan.
NEIGHBORHOOD CONTEXT. All rezoning applications for residential development, regardless of the proposed density, should be designed to fit into the community within which the development is to be located.

Careful attention has been paid to the “edges” of the project with the incorporation of landscaped buffering to the townhouses to the west. As previously stated, one of the intents of the site design was to create an appropriate edge to the east to create synergy with any future development across Cameron Run Terrace. Clearly, connections to the park area to the northwest are also critical and are provided.

ENVIRONMENT. All rezoning applications for residential development should respect the environment. Rezoning proposals for residential development, regardless of the proposed density, should be consistent with the policies and objectives of the environmental element of the Policy Plan, and will also be evaluated on the following principles, where applicable.

(A) **Preservation:** Developments should conserve natural environmental resources by protecting, enhancing, and/or restoring the habitat value and pollution reduction potential of floodplains, stream valleys, EQCs, RPAs, woodlands, wetlands and other environmentally sensitive areas. The proposed tree preservation percentage is well above that required by the Ordinance. As shown on the plan, significant areas of the RPA will be revegetated and the Applicant will coordinate with the Urban Forester on species and locations.

(B) **Slopes and Soils:** The design of developments should take existing topographic conditions and soil characteristics into consideration. The areas where buildings are proposed are currently surface parking lots. Slopes and soils are not a critical issue on the Property.

(C) **Water Quality:** Developments should minimize off-site impacts on water quality by commitments to state of the art best management practices for stormwater management and better site design and low impact development (LID) techniques. The proposed development is served by a combination of LIDs and BMPs that provide a significant improvement over the current uncontrolled status.

(D) **Drainage:** The volume and velocity of stormwater runoff from new development should be managed in order to avoid impacts on downstream properties. Where drainage is a particular concern, the applicant should demonstrate that off-site drainage impacts will be mitigated and that stormwater management facilities are designed and sized appropriately. Adequate drainage outfall should be verified, and the location of drainage outfall (onsite or offsite) should be shown on development plans. Stormwater management facilities are proposed to address the volume and velocity of stormwater runoff from the site. Adequate outfall exists for this site and is further described on the CDP/FDP.
(E) **Noise:** Developments should protect future and current residents and others from the adverse impacts of transportation generated noise. There are no noise impacts anticipated to or from the proposed development.

(F) **Lighting:** Developments should commit to exterior lighting fixtures that minimize neighborhood glare and impacts to the night sky. Any proposed lighting will meet the performance criteria in Article 14 of the Zoning Ordinance.

(G) **Energy:** Developments should use site design techniques such as solar orientation and landscaping to achieve energy savings, and should be designed to encourage and facilitate walking and bicycling. Energy efficiency measures should be incorporated into building design and construction. The Applicant will commit through the proffers to green building measures. Pedestrian connections, internal and external, are an important element of the site design.

**TREE PRESERVATION AND TREE COVER REQUIREMENTS.** All rezoning applications for residential development, regardless of the proposed density, should be designed to take advantage of the existing quality tree cover. If quality tree cover exists on site as determined by the county, it is highly desirable that developments meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable. Proposed utilities, including stormwater management and outfall facilities and sanitary sewer lines, should be located to avoid conflicts with tree preservation and planting areas. Air quality-sensitive tree preservation and planting efforts (see Objective 1, Policy c in the Environment section of this document) are also encouraged.

The majority of the existing site is developed with buildings and parking lots. Extensive new landscaping is proposed and the tree canopy requirement is exceeded by approximately 28%. The square footage of tree preservation is approximately 3.5 times that which is required.

**TRANSPORTATION.** All rezoning applications for residential development should implement measures to address planned transportation improvements. Applicants should offset their impacts to the transportation network. A traffic study is being completed that will outline any necessary traffic mitigation measures for the project. The community currently operates a shuttle to the Huntington Metro Station and this practice will continue for the new residents.

**PUBLIC FACILITIES.** All rezoning applications for residential development are expected to offset their public facility impact and to first address public facility needs in the vicinity of the proposed development. The Applicant plans to offset the project’s public facility impacts with appropriate proffers as the review process continues.

**AFFORDABLE HOUSING.** Ensuring an adequate supply of housing for low and moderate income families, those with special accessibility requirements, and those with other special needs is a goal of the county. Part 8 of Article 2 of the Zoning Ordinance requires the provision of
Affordable Dwelling Units (ADUs) in certain circumstances. Criterion #7 is applicable to all rezoning applications and/or portions thereof that are not required to provide any Affordable Dwelling Units, regardless of the planned density range for the site. The ADU Ordinance is not applicable to the project. The application will provide workforce dwelling units in accordance with the Workforce Housing Policy Guidelines. Workforce housing above the minimum recommendation is being provided, with a commensurate amount of bonus density.

HERITAGE RESOURCES. Heritage resources are those sites or structures, including their landscape settings, that exemplify the cultural, architectural, economic, social, political, or historic heritage of the county or its communities. There are no known heritage resources on this developed site.

COMPLIANCE WITH ZONING ORDINANCE REGULATIONS

Article 6: Planned Development District Regulations, Sect. 6-400

The proposed use of multifamily dwelling units is a permitted principal use in a PRM District. The development conforms to the standards set forth in Part 1 of Article 16 as discussed below and the use will comply with the performance standards set forth in Article 14. The minimum district size, bulk regulations, density and open space meet the requirements of Article 6.

Article 16: Sect. 16-101, General Standards for All Planned Developments

1. General Standard 1 requires conformance with the Comprehensive Plan. As discussed above, the proposed project embodies the goals of development as outlined for this subunit. The application also contributes to the revitalization envisioned for the Richmond Highway Corridor in general as discussed within the Plan.

2. The Application meets General Standard 2 which requires a finding that the proposed planned development achieves the stated purpose and intent of the planned development more effectively than a conventional district. The property is currently zoned R-30, albeit under a prior Zoning Ordinance and during a time of a suburban style site design. The PRM district will allow the flexibility needed to revitalize the property in the manner envisioned in the Comprehensive Plan. The essential planned district qualities can be realized in a more urban design mode than would be allowed under conventional zoning. Additionally, the density onsite is already above 30 dwelling units per acre and the requested zoning would bring the site in compliance with maximum density allowed in the zone.

3. The application meets General Standard 3 which requires that the development protect and preserve to the extent possible all scenic assets and natural features. This project not only protects and preserves but enhances and celebrates the waterfront of Cameron Run which is recommends and expected by the Comprehensive Plan.
4. General Standard 4 requires that the development will not degrade the use or value of surrounding properties and will not hinder the development of surrounding undeveloped properties. The area surrounding the property is fully developed but the site layout anticipates redevelopment of the property to the east per the Comprehensive Plan recommendations and therefore, creates an appropriate street edge along the southeastern property line. The proposed revitalization of the property will benefit the value of surrounding properties by virtue of the general update in architecture, landscaping and site design that will be realized with this proposal.

5. The proposal meets General Standard 5 as adequate public facilities are available to serve the property.

6. General Standard 6 requires that the planned development provide linkages among internal facilities and services as well as connections to major external facilities and services. As previously mentioned, there is an extensive network of sidewalks proposed internal to the development as well as connections to offsite park(s) and existing sidewalks.

**REDUCTION IN PARKING REQUEST**

Pursuant to Par. 5 of Sect. 11-102, the Applicant respectfully requests a reduction in the required number of parking spaces based on proximity to Metro as well as the conclusions drawn in the parking study submitted with this application.

**CONCLUSION**

This application proposes a rezoning to facilitate the revitalization of the Property in order to create a development that furthers the goals and objectives of the Comprehensive Plan. The project succeeds in eliminating a vast amount of unsightly surface parking, providing and enhancing a creative and strategically planned network of private and public open space amenity areas to include revegetation and activation of the area along the Cameron Run waterfront, upgrading the existing deficient stormwater management system on the Property which will help water quantity and quality issues in the area, contributing to more of an urban presence in the Richmond Highway Corridor and the Richmond Highway Revitalization District and lastly, providing an attractive development in the North Gateway CBC, an important entry point into Fairfax County.

For all of the aforementioned reasons, the applicant respectfully requests the Staff and Planning Commission support, and the Board of Supervisors approve this rezoning request.

Sincerely,

Scott E. Adams
Agent for the Applicant