

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Thursday, April 19, 2012
TIME: 7:00 – 8:30 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza, Room 710A
Arlington, VA 22202

SPRC STAFF COORDINATOR: Samia Byrd, 703-228-3525

Item 1. Bergmann's (SP #420) 7:00 pm
(RPC#s 15-002-005, -006, -007, 15-003-006, -007, -008, 15-005-001, -003 through -009)
Scheduled to be heard no earlier than the July 2012 PC and CB meetings.
Peter Schulz (CPHD Staff)

The Site Plan Review Committee (SPRC) is comprised of Planning Commission members, representatives from other relevant commissions and several appointed citizens. The SPRC reviews all site plans and major site plan amendments requests, which are submitted to the County Board and the Planning Commission for consideration. The major responsibilities of the SPRC are the following:

1. Review site plan or major site plan amendment requests in detail.
2. Advise the Planning Commission by recommending the appropriate action in regard to a specific plan and any conditions, which it might determine to be necessary or appropriate.
3. Provide a forum by which interested citizens, civic associations and neighborhood conservation committees can review and comment on a particular plan, or the effects that the proposed project might have on the neighborhood.

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the Arlington County Zoning Office, 10th Floor, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library's Virginia Room, 1015 N. Quincy St., (703) 228-5990.

For more information on the Arlington County Planning Commission, go to their web site
<http://www.arlingtonva.us/Departments/Commissions/plancom/PlancomMain.aspx?InsLinkID=978>

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site on Development Proposals/Site Plans
http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSite_plansMain.aspx

To view the current Site Plan Review Committee schedule, go to the web site
http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSPRCSchedule.aspx

ITEM 1

2145 Lee Highway—Bergmann's (SP #420)

(RPC#s 15-002-005, -006, -007, 15-003-006, -007, -008, 15-005-001, -003 through -009)

AGENDA: First Meeting—February 13, 2012

- 1) Informational Presentation
 - a) Overview of Site Plan Proposal (Staff)
 - b) Presentation of Site Plan Proposal (Applicant)
- 2) Land Use & Zoning
 - a) Relationship of site to GLUP, sector plans, etc.
 - i) Requested changes
 - ii) Justification for requested changes
 - b) Relationship of project to existing zoning
 - i) Special site designations (historic district, etc.)
 - ii) Requested bonus density, height, etc., and justification.
 - iii) Requested modification of use regulations and justification
- 3) Site Design and Characteristics
 - a) Allocation of uses on the site
 - b) Relationship and orientation of proposed buildings to public space and other buildings

AGENDA: Second Meeting—April 19, 2012

- c) Relationship to VDOT property
 - d) Streetscape Improvements
 - e) View vistas through site
 - f) Visibility of site or buildings from significant neighboring perspectives
 - g) Historic status of any existing buildings on site
 - h) Compliance with adopted planning documents
- 4) Building Architecture
 - a) Design Issues
 - i) Building form (height, massing, tapering, setbacks)
 - ii) Facade treatments, materials, fenestration
 - iii) Roof line/penthouse form and materials
 - iv) Street level activism/entrances & exits
 - v) LEED/Earthcraft/Green Home Choice Score
 - vi) Accessibility
 - b) Retail Spaces (if applicable)
 - i) County policy on grocery stores
 - ii) Location, size, ceiling heights
 - iii) Storefront designs and transparency
 - iv) Mix of tenants (small v. large, local v. national)
 - c) Service Issues
 - i) Utility equipment
 - ii) Venting location and type
 - iii) Location and visibility of loading and trash service, esp for residential
 - iv) Exterior/rooftop lighting
 - 5) Transportation
 - a) Infrastructure
 - i) Mass transit facilities and access

- ii) Street systems (w/existing and proposed cross sections)
 - iii) Vehicular and pedestrian routes
 - iv) Bicycle routes and parking
 - b) Traffic Demand Management Plan
 - c) Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
 - ii) Location & access to residential parking
 - iii) Access (curb cuts, driveway & drive aisle widths)
 - d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks
 - e) Signage (parking, wayfinding, etc.)
- 6) Open Space
- a) Orientation and use of open spaces
 - b) Relationship to scenic vistas, natural features and/or adjacent public spaces
 - c) Compliance with existing planning documents and policies
 - d) Landscape plan (incl. tree preservation & impact of clearing on VDOT land)
- 7) Community Benefits
- a) Public Art
 - b) Affordable Housing
 - c) Underground Utilities
 - d) Other
- 8) Construction issues
- i) Phasing
 - ii) Vehicle staging, parking, and routing
 - iii) Community Liaison

Site Location: 1.86 acres (81,143 s.f.) on the North side of Lee Highway between I-66 right-of-way on the East, North Veitch Street on the West and 21st Street N. on the North. Located in the North Highlands Civic Association area.

Applicant Information:

Applicant

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BACKGROUND: The applicant is requesting a General Land Use Plan amendment, rezoning, and associated site plan for the former Bergmann's Dry Cleaning plant site, as well as for a parcel across North Uhle Street with several early-20th Century dwellings also owned by Bergmann's. In 2011, the site was the subject of a Long Range Planning Commission (LRPC) Special Study in response to the applicant's development application. The LRPC process resulted in a recommendation to the County Board to authorize advertising consideration of a proposed GLUP change for the site from "Low-Medium" Residential (16-36 dwelling units/acre) to "Low" Office-Apartment-Hotel (up to 1.5 FAR for office uses; up to 72 units/acre residential; and up to 110 units/acre hotel uses). The County Board voted on September 17, 2011 to authorize such advertisement to be concurrent with the rezoning and site plan application.

The applicant is also requesting a rezoning from "C-2" and "R-5" to "C-O-1.5", which corresponds to the proposed "Low" Office-Apartment-Hotel GLUP designation. Furthermore, the applicant is also requesting vacation of a dead-end segment of 20th Street North east of North Uhle Street.

The following provides additional information about the site and location:

Site: The 1.86-acre site (81,143 square feet) is located on two (2) blocks bounded on the north by 21st Street North, I-66 right-of-way on the east, Lee Highway on the south, and North Veitch Street on the west. The site is surrounded by the following land uses:

- To the north: Across 21st Street North is McCoy Park, a county park zoned "R-5" and "R-6". The property is designated "Public" on the General Land Use Plan (GLUP).
- To the east: I-66 right-of-way controlled by VDOT zoned "S-3A" and designated "Public" on the GLUP. In the right-of-way immediately adjacent to the site is the Custis Bicycle Trail.
- To the south: Lee Highway, the Inglewood Cooperative Apartments and townhouses zoned "RA8-18", and a child care center zoned "RA7-16" (SP#161) all designated on the GLUP "Low-Medium" Residential (16-36 units/acre).
- To the west: North Veitch Street, Potomac Place Townhouses zoned "RA8-18", and single family houses zoned "R-5", all designated on the GLUP "Low-Medium" Residential (16-36 units/acre).

Zoning: "C-2" Service Commercial-Community Business Districts and "R-5" One-Family, Restricted Two-Family Dwelling Districts.

General Land Use Plan Designation: "Low-Medium" Residential (16-36 units/acre).

Neighborhood: The site is located within the North Highlands Civic Association area and

across Lee Highway from the Lyon Village Civic Association area.



Existing Development: The west site is currently developed with the former Bergmann's Dry Cleaning plant. The east site is currently developed with five (5) early 20th Century single-family detached dwellings.

Development Potential:

Site Area:	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
"C-2" By-Right ¹	One-Family Dwellings: 6,000 s.f./lot; or Hotel: 600 sf/unit; or Commercial: 1.5 FAR	9 One-Family Dwellings; 91 Hotel Units; 82,765 s.f. g.f.a.
"R-5" By-right	One-Family Dwellings: 5,000 s.f./lot	4 one-family dwellings minimum ²
"C-2" Unified Commercial/Mixed Use Development (Use Permit)	Mixed Use: 2.0 FAR; or Commercial only: 1.5 FAR	110,354 s.f. g.f.a. 82,765 s.f. g.f.a.

¹ Using only the site area currently in each zoning district.

² More than four one-family dwellings could be built depending on the number of legal lots created before 1950.

"C-O-1.5" By right ³	One-Family Dwellings: 6,000 s.f./lot; or Office uses only at 0.60 FAR	12 one-family dwellings 46,363 s.f. g.f.a.
"C-O-1.5" Site Plan	Mixed uses: commercial/office/institutional at max 1.5 FAR, Apartments at max 72 units/acre, Hotel at 110 units/acre.	115,909 s.f. g.f.a. commercial/office/institutional; or 127 apartment units; or 194 hotel units

Proposed Development: The applicant's proposal has changed since the last SPRC meeting in February 2012. Changes are underlined. The following table sets forth the preliminary statistical summary for the proposed site plan:

	Proposed (As of April 9, 2012)
Site Area	1.86 acres (81,143 s.f.)
Density⁴	
Residential Density	466 <u>181</u> units
Base number of units	427 <u>134</u> units
LEED Gold Bonus (.40 g.f.a.)	39 <u>42</u> units
Commercial (Office/Retail)	26,000 <u>13,446</u> s.f.
Retail GFA ⁵	26,000 <u>13,446</u> s.f.
"C-O-1.5" Max. Permitted Commercial	1.5 FAR
"C-O-1.5" Max. Permitted Residential	72/units acre
Height	151 ft
Building A (residential tower)	
Main Roof	107 ft
Penthouse Height	11 ft
Stories	10
"C-O-1.5" Max. Permitted Height - Residential	10 stories
Building B (retail/parking/townhouses)	
Main Roof	27' 1"
Penthouse Height	N/A
Stories	2
Average Site Elevation	191' 2" (residential building)
Parking	
Residential	
Standard Spaces	181
Compact Spaces	
Tandem Spaces	N/A
Parking Ratio	1 sp/1 unit
Min. Residential Required Parking Ratio	1 1/8 sp/1 unit
Min. Residential Required Parking Spaces	204
Retail	

³ "C-O-1.5" calculations are over the entire site area.

⁴ See discussion of density below.

⁵ Applicant requests density exemption for all g.f.a. of retail.

Standard Spaces	41
Compact Spaces	0
Tandem Spaces	N/A
Parking Ratio	1/328 s.f. g.f.a.
Min. Retail Required Parking Ratio	1/580 s.f. g.f.a.
Min. Retail Required Parking Spaces	24
Other	
Handicap Spaces	
Handicap Van Spaces	
Loading spaces proposed	2
Loading spaces required	3
LEED Score Residential	Gold
LEED Score Commercial	Gold
Coverage	
Building B (Retail/Parking/Townhouses)	88%
Building A (residential)	63%

Density and Uses: The subject site is proposed to be rezoned from “C-2” and “R-5” to “C-O-1.5;” the applicant proposes to change the GLUP from “Low-Medium” Residential to “Low” Apartment-Hotel-Office. The “Low” Apartment-Office-Hotel GLUP designation recommends, and the “C-O-1.5” zoning district permits (by special exception), retail/commercial/office development up to a 1.5 FAR; apartment dwellings at an up to 72 units per acre; and hotel units up 110 units/acre. Site area shall not be counted twice in allocating the permitted total density.

The applicant requests an exemption of the retail density (13,446 s.f. of g.f.a.) from the density calculations. The applicant’s density figures are based on this request. The applicant justifies this density exclusion by the County’s Grocery Store Policy adopted in 1985, which provides a basis for flexibility to modify policies and/or regulations that would otherwise inhibit the development of grocery stores. In this case, the applicant proposes to devote the total retail space to a “specialty grocer”. A specialty grocer is typically much smaller than a full service grocery store (which average around 50,000 s.f.) and offers a more limited range of products by specializing in an area such as ethnic or organic foods.

However, staff does not support exempting density to accommodate a specialty grocer. Arlington Economic Development has not identified a critical need for a specialty grocer at this location. While AED considers the area around Bergmann’s underserved by full-service full size grocers for everyday shopping (stores like Safeway or Giant), they consider this area well-served by specialty grocers (Whole Foods, Trader Joe’s). Therefore, a specialty grocer at this location is not such a critical need to justify an exemption from density for all or part of the proposed retail. The Grocery Store Policy has only been invoked to exempt density for full-size, full service grocers—most recently in 2003 for the Harris Teeter locations in Shirlington and Potomac Yards. The only time the Grocery Store Policy was invoked for specialty grocers, it was used for Trader Joe’s to justify flexibility from parking requirements (Trader Joe’s was not exempted from any density). The Grocery Store Policy encourages staff to consider modification of a range of zoning regulations or policies—exemption from density is not the only tool available to encourage grocers. Staff wishes to make clear that staff is not opposed to a grocery store at the site, it is only opposed to the requested density exemption.

If all retail is included in the overall project density, then, the number of proposed dwelling units would be reduced, as seen in the table below. **NOTE:** Density figures are based on applicant's revised proposal as of April 9, 2012.

	Retail Density Excluded	Retail Density Included
Total Site Area	81,143 s.f. (1.86 acres)	81,143 s.f. (1.86 acres)
Allocated to Retail	0 s.f.	8,964 s.f. ⁶
Allocated to Residential	81,143 s.f.	72,179 s.f.
Permitted Residential Density	72 units/acre	72 units/acre
Base number of units	134	119
LEED Bonus units @ .40 FAR ⁷	42	36
Total Dwelling Units (before Affordable Housing Bonus)	176	155
Affordable Housing Bonus	5	tbd
Effective Density	97 units/acre	97 units/acre

Site and Design: Since the last SPRC, changes to the design have occurred. The applicant has wrapped the west building (Building B) in townhouse units, and has added an off-street loading space to the residential tower. The applicant proposes to redevelop the site with two (2) separate buildings, divided by North Uhle Street, a County street: a building with retail, parking garage, and townhouses (Building A), and an all residential building (Building B). The two (2) buildings will be unconnected in any way. Parking and loading will exclusively be in Building A (the retail building). The parking garage will be partially above ground, and will have two (2) entrances: One (1) entrance on North Uhle Street and the other off of North Veitch Street, opposite an intersection with 20th Street North. The project's one (1) loading space will be in the Building A, accessed from North Uhle Street. There is no parking in Building B. The applicant has added an uncovered loading space on the east side of the property, for the residential tower.

Building A

Building A will consist of 13,446 square feet of retail space oriented to Lee Highway and North Veitch Street, and three (3) levels of parking, some of which will be at or above ground level. The retail space will occupy one (1) floor and occupies the south half of the lot. The Lee Highway frontage looks as one (1) level at the corner of Veitch Street, but as the grade drops along Lee Highway, two (2) levels of parking become partially exposed above ground, which since the last submittal the applicant has proposed to be masked with decorative features such as awnings and display windows.

The proposed grocery store will have entrances from the corner of Lee and Veitch and from the top level of the parking garage. Since the first SPRC the applicant has refined the proposed exterior of the retail building with brick face. The applicant shows a place for rooftop mechanical equipment, but not how it will be screened.

⁶ The minimum amount of site area needed for retail at a density of 1.5 FAR.

⁷ Units yielded are based on an average unit size of 783 s.f.

Behind the retail portion of the site, the top level of parking will be completely above ground, however now masked by a row of nine (9) one-story townhouses along Veitch Street, and six (6) townhouse units (five [5] two-story and one [1] one-story units) surrounding the parking on Uhle Street. The Townhouses will have direct entrances from the street. The townhouses are also proposed to be brick-faced, similar to the retail building.

The streetscape surrounding the Building A will consist of street trees, new street lights, and improved sidewalks around the perimeter of the site.

Building B

The East Building is a 10-story⁸ all-residential tower located on the east side of Uhle Street. It is not connected to Building A. The site is surrounded on three (3) sides by VDOT right-of-way, leftover from the I-66 project. This accounts for the building's deep setback from 21st Street and Lee Highway. The south half of the building fronts upon the back of the (proposed) Uhle Street sidewalk. The north half of the building will be set back approximately 18 feet behind a planted area and private terrace.

The building presents a mostly-glass façade, with vertical concrete columns painted white. Dwelling units will have balconies with sliding doors. The mechanical penthouse enclosure will be stucco painted white with metal cornices. In the penthouse will be enclosed activity and exercise rooms, a swimming pool and dog run.

The site's streetscape will consist of street trees, new street lights, new sidewalks, and a relocated and upgraded Custis Trail.

LEED: It is proposed that both buildings will achieve Gold certification through the US Green Building Council's LEED program.

Transportation: The Master Transportation Plan (MTP) classifies Lee Highway as a Type-D Primarily Garden Apartments and Townhouse Neighborhoods Arterial. N. Veitch Street, N. Uhle Street, 21st Street N. and 20th Street N. are classified as Neighborhood Non-Arterial Streets. Twentieth Street N. is proposed to be vacated as part of this site plan. The following chart describes the street typology as indicated the in MTP.

Street Name	Classification	Travel Lanes	Bike Access	On-street Parking	Pedestrian Way (MTP)
Lee Highway	Arterial	2 to 4 + Turning	Bike Lane	Yes	6-8 ft. s/w 5-6 ft. Green Strip w/ Breaks
N. Veitch Street	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip

⁸ The building is considered 10 stories due to more than 50% of the basement being under the average site elevation, and penthouses with amenities are not considered stories by the terms of the "C-O-1.5" regulations in Sec. 23A.D.

N. Uhle Street	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip
20 th Street N.	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip
21 st Street N.	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip

Transportation Analysis:

Trip Generation: A Traffic Impact Analysis (TIA) submitted by the applicant, prepared by Wells & Associates, dated September 2011, assessed the impact of the development on the adjacent street network. The analysis estimates that currently vehicular traffic around the site is 1,781 am peak hour trips and 1,403 pm peak hour trips on Lee Highway; 205 am peak hour trips and 215 pm peak hour trips on N. Veitch Street and 10 am peak hour trips and 6 pm peak hour trips on N. Uhle Street. The proposed development will generate 134 am peak hour vehicle-trips and 443 pm peak hour vehicle-trips. Approximately 22 am peak hour trips and 96 pm peak hour trips (approximately 5% of the total AM and PM trips) would be existing retail trips from the surrounding network and not considered additional traffic. The applicant proposes a traffic signal at the intersection of N. Veitch Street, 20th Road N. and 21st Street N. which is a single intersection.

Streets: Regional access to the site is by George Washington Memorial Parkway, I-66, Arlington Boulevard and Lee Highway. The local streets abutting the site are described above in the MTP Chart. Lee Highway is an east-west gateway under the purview of the Virginia Department of Transportation (VDOT), through Arlington with three (3) westbound lanes and one (1) left turn lane at the signalized intersection with N. Veitch Street and three (3) eastbound lanes, one (1) left turn lane and one (1) right turn lane at the intersection of N. Veitch Street. The westbound leg of Lee Highway in front of the site is approximately fifty (50) feet wide. The eastbound leg is approximately 35 feet wide. N. Veitch Street and N. Uhle Street provide the north-south access between Lee Highway and 21st Street N. N. Veitch Street varies in width and is approximately 35 feet from face-of-curb to face-of-curb. Twenty-first Street N. and N. Uhle Street are approximately 27 and 30 feet in width respectively, from face-of-curb to face-of-curb, and 20th Street N. which is approximately 23 feet wide, dead-ends into N. Uhle to the west and provides the east west connection from the homes on the east side of N. Uhle Street. The pavement on the east end of 20th Street ends at a wooded area. On the east side of the wooded area is the Custis Trail. Twentieth Street is proposed to be vacated for the construction of the residential building.

Sidewalks and Pedestrian Circulation: The sidewalks around the site are currently 10 feet in width on Lee Highway, 8 feet on N. Veitch Street and 21st Street N., approximately 3 to 4 feet on 20th Street N., and vary from 7 to 8 feet on N. Uhle Street. The plan proposes 15 to 20- foot wide sidewalks around the entire perimeter of the retail building (West Building) and a new 17- foot wide sidewalk on Lee Highway on the east side of N. Uhle Street in front of the residential building (East Building). The plan proposes the vacation of 20th Street N. for construction of the

new residential building. Staff is also recommending sidewalk improvements on Lee Highway and 21st Street N. at the residential portion of the site.

Parking and Loading: On-site parking is currently provided by a surface parking lot on the west side of N. Uhle Street to serve the former cleaners. On-street parking is available on N. Veitch Street, N. Uhle Street, N. 20th Street N. and N. 21st Street.

The plan proposes rooftop parking and an underground parking garage on the retail portion of the site to accommodate approximately 222 parking spaces for both the residential and retail uses. The total parking spaces include 181 residential spaces and 41 retail spaces. For site plans, the parking ratio for multifamily dwellings is 1 space per unit. The minimum site plan ratio for retail parking is 1 space per 580 s. f. The plan proposes parking ratios of 1 space per unit for residential parking and approximately 1 per 328 s.f. for retail parking.

Public Transit: The site is served by the ART Bus 61, Metro Bus 3A, 3B, 3Y and 15L. The Courthouse Metro Station is approximately 1,975 feet from the site.

Bicycle Access: The site is adjacent to the Custis Trail located east of the site. The Custis Trail currently intersects with Lee Highway in a “Y” configuration. Staff recommends realigning the connection for better, safer access. A bike access is also along 21st Street N. and N. Veitch Street and will remain.

Utilities: Adequate water and sanitary sewer capacity will be available to serve the proposed development. Aerial utilities will comply with County requirements.

DISCUSSION

Modification of Use Regulations: The following modifications to Zoning Ordinance requirements are requested with the subject site plan proposal:

- Reduce the required residential parking ratio from 1.025 space/unit to 1 space per unit, and residential parking not on the same lot as the residential use.
- Reduce the required loading spaces from three (3) to two (2).
- Exempt all retail g.f.a. from density calculations.
- Bonus residential density of .40 FAR for LEED Gold certification, and bonus commercial density of .35 FAR.

Approved Policies and Plans: Section 23A (the “C-O-1.5” regulations) of the Zoning Ordinance and the *General Land Use Plan*, as well as the Long Range Planning Committee (LRPC) special study of this site set forth guidance for the redevelopment of the subject site. A summary of staff recommendations from the LRPC process follows:

- A GLUP amendment to a designation such as “Low” Office-Apartment-Hotel could be appropriate for several reasons. With the appropriate uses, heights, tapering and transitions, which can be addressed through the site plan process, “Low” Office-Apartment-Hotel and the

associated “C-O-1.5” zoning district could allow for the type of mixed-use project with ground floor retail and the possibility of residential uses that the community and some members of the LRPC recommended for this site. Such a combination of GLUP and zoning for a site of this size, separated as it is from other nearby sites by an interstate, a major arterial and North Veitch Street, could provide for potential placemaking and the development of a neighborhood-oriented center which would allow the residents of this area to access neighborhood-serving retail on foot or by bicycle. Staff’s economic development analysis concluded that some retail uses, which could include a grocery store or neighborhood-serving retail, could be viable in this location. A GLUP designation of this nature would also be consistent with and in keeping with good planning principles that encourage smart growth and sustainable, walkable development close to Metrorail corridors.

- There were concerns about the associated heights. In terms of additional guidance, one (1) commissioner indicated that he could support heights of up to eight (8) stories on this site; however the other commissioners did not provide specific feedback regarding what heights may be most appropriate for the site. The commissioners did indicate that building height, transitions and tapering are concerns that should be carefully addressed through the site plan review process.

It should be noted that the LRPC process did not endorse a particular development scenario, rather the outcome for the process was on establishing an appropriate potential use mix and density, not on analyzing design or a particular development proposal. Any specific development proposal was meant to be analyzed through the site plan process in accordance with the recommendations of the LRPC, as well as principles of good planning and good design.

Issues: The following preliminary issues have been identified with the applicant’s site plan request:

Land Use & Zoning

- Density—applicant exempts specialty grocery store from density.

Site Design & Characteristics

- Garage and loading access in one building—no parking/loading inside residential building.

Building Design & Architecture

- Garage partially above ground, but concealed.
- Transitioning from short retail building to tall residential building.
- One-story townhouses on Veitch Street—not much Arlington experience with one-story townhouses that weren’t stacked flats.
- Need more detail on Lee Highway frontage treatment and the nature of the windows. Possible display space?
- Corner townhouse unit at Lee and Uhle can be mistaken for grocery entrance.

Transportation

- Location of residential loading space
- Uhle Street profile/sidewalk widths.

SPRC Neighborhood Members:

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Ponnappa Paleyanda	North Highlands Civic Association	nhcapres@yahoo.com
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Dubravka Maric	Potomac Place HOA	dubie@hotmail.com
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Kevin Haley	Colonial Village III	kevin.haley@gmail.doc.gov

Interested Parties:

Mary McCutcheon	NCAC Representative	mmccutch@gmu.edu
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Planning Commissioner Chairing This Item:

Charles Monfort		charles.monfort@martin-blanck.com
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Staff Members:

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