

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Thursday, December 6, 2012
TIME: 7:00 – 10:00 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza, Conference Rooms C & D
Arlington, VA 22201

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

- Item 1. Latitude Apartments /3601-3625 Fairfax Drive (SP #426) 7:00 pm-8:30 pm**
(RPC# 14-032-001, -002, -003, and -004)
Planning Commission and County Board meetings to be determined.
Arlova Jackson (CPHD Staff)
- Item 2. Pierce Queen /1600-1610 16th Street, 1520 N. Pierce Street (SP #425) 8:30pm-10:00pm**
(RPC# 17-027-006, -007)
Planning Commission and County Board meetings to be determined.
Arlova Jackson (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
Latitude Apartments/3601-3625 Fairfax Drive -- SP #426
(RPC# 14-032-001, -002, -003, and -004)

AGENDA: First Meeting— October 22, 2012

- 1) Informational Presentation
 - a) Presentation of Site Plan Proposal (Applicant)
 - b) Overview of Site Plan Proposal (Staff)

- 2) Land Use & Zoning
 - a) Relationship of site to GLUP, sector plans, etc.
 - i) Requested changes
 - ii) Justification of requested changes
 - b) Relationship of project to existing zoning
 - i) Requested changes
 - ii) Requested bonus density
 - iii) Requested modification of use regulations

- 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
 - c) Streetscape improvements
 - d) View vistas through site
 - e) Visibility of site or buildings from significant neighboring perspectives
 - f) Historic status of any existing buildings on site
 - g) 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 Score
 - vi) Accessibility
 - vii) Historic Preservation
 - b) Retail Spaces
 - i) Location, size, ceiling heights
 - ii) Storefront designs and transparency
 - iii) 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
 - iv) Exterior/rooftop lighting

Agenda: Second Meeting – Thursday, December 06, 2012

- 1) Informational Presentation
 - a) Discussion of land use and compliance with adopted plans (Staff)
 - b) Site design and building architecture items and revisions since last SPRC meeting (Applicant)

- 2) 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 Score
 - vi) Accessibility
 - vii) Historic Preservation
 - b) Retail Spaces
 - i) Location, size, ceiling heights
 - ii) Storefront designs and transparency
 - iii) 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
 - iv) Exterior/rooftop lighting

- 3) 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)

Agenda: Third Meeting – TBD

- 1) Informational Presentation
 - a) Building architecture and open space revisions since last SPRC meeting (Applicant)

- 2) 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) Access (curb cuts, driveway & drive aisle widths)
 - d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks
 - e) Signage (parking, wayfinding, etc.)
- 3) Community Benefits
- a) Public Art
 - b) Affordable Housing
 - c) Underground Utilities
 - d) Historic Preservation
 - e) Other
- 4) Construction Issues
- i) Phasing
 - ii) Vehicle staging, parking, and routing
 - iii) Community Liaison

Site Location: 0.97 acre site located in Virginia Square and generally bounded by 10th Street to the north, N. Monroe Street to the east, Fairfax Drive to the south, and N. Nelson Street to the west.

Applicant Information:

Applicant

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BACKGROUND:

A site plan is requested to redevelop a site, commonly referred to as the Virginia Square site, under the concept plan and recommendations set forth in the *Virginia Square Sector Plan* (“the Plan”) adopted by the County Board in December 2002. The site is located directly across the street from the Virginia Square Metro station. The applicant requests to rezone the site from the C-2 Service Commercial – Community Business District to the C-O Commercial Office Building, Hotel, and Multiple-Family Residential zoning district. The site is currently designated as “High Office-Apartment-Hotel” on the General Land Use Plan (GLUP).

Upon rezoning of the site, the proposed redevelopment would include demolition of the existing one- and two-story buildings and construction of a 13-story, 271,073 square foot residential building. The proposed 256-unit building would also include approximately 5,000 square feet of ground floor retail space, 2,874 square feet of ground floor space dedicated to cultural/educational uses, and 270 underground parking spaces.

The following provides additional information about the site and location:

Site: The 42,126 square-foot subject site is located in Virginia Square. The site is generally bounded by 10th Street on the north, N. Fairfax Drive on the south, N. Monroe Street to the east, and N. Nelson Street to the west.

The surrounding land uses are as follows:

To the north: Across 10th Street is the Monroe Condos residential building. This property is zoned “R-C” and is designated “High-Medium” Residential Mixed Use on the GLUP.

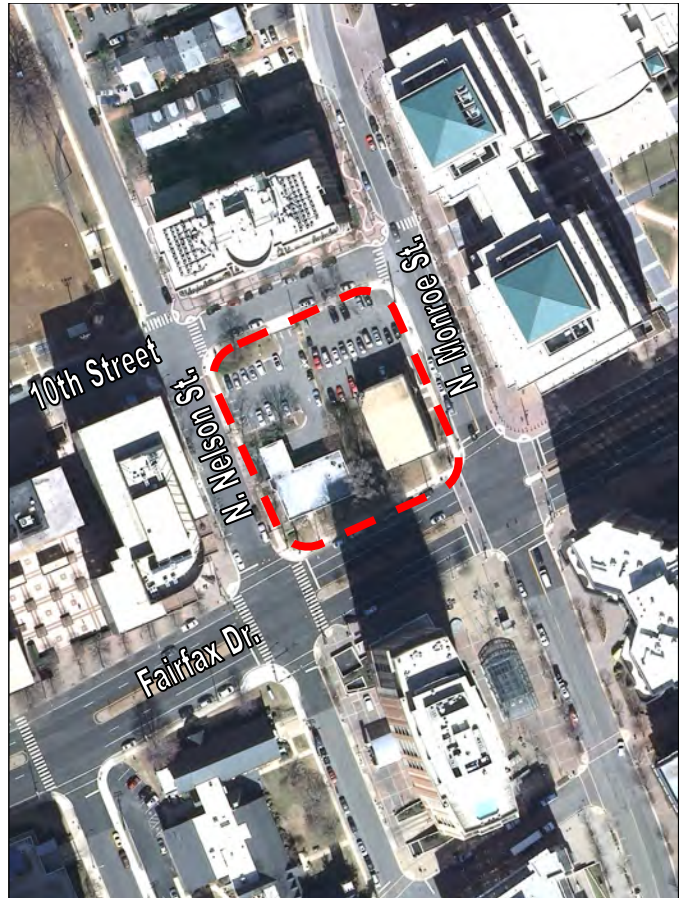
To the west: Across N. Nelson Street is a vacant office building. The property is zoned “C-O” and designated “High” Office-Apartment-Hotel on the GLUP.

To the east: Across N. Monroe Street is the FDIC office complex. The property is zoned “C-O” and designated “High” Office-Apartment-Hotel on the GLUP.

To the south: Across Fairfax Drive is the Archstone-Virginia Square residential building and the entrance to the Virginia Square Metrorail station. The property is zoned “RAH-3.2” and is designated “High” Residential on the GLUP.

- Existing Zoning: “C-2” Service Commercial – Community Business District
- Proposed Zoning: “C-O” Commercial Office Building, Hotel, and Multiple-Family Residential
- General Land Use Plan Designation: “High” Office – Apartment - Hotel (up to 4.8 FAR for residential); general location for open space
- Neighborhood: The site is located within the Ballston-Virginia Square Civic Association boundaries.

Existing Development: The subject site is currently developed with two structures: a one-story Bank of America building with a drive-through facility located at the corner of Fairfax Drive and N. Nelson Street and a two-story office building with a tax service and dance studio at the corner of Fairfax Drive and Monroe. The remainder of the block is improved with open, surface parking areas. Access to the surface parking lot and bank drive-through is provided via curb cuts located on N. Monroe, 10th Street, and N. Nelson streets.



Aerial View of Site

Source: AC GIS Ortho 2011

Development Potential:

Site Plan Area: 42,126 sq ft	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
Existing Zoning		
“C-2” By-Right	All uses permitted in “C-1” districts; Office, retail, service uses; one-family and multiple-family dwellings; hotels. Max FAR: 1.5	63,189 sq ft GFA
“C-2” Site Plan (for “Special Revitalization Districts”)	Mixed Use: 2.0 FAR; or	84,252 sq ft GFA
	Commercial only: 1.5 FAR	63,189 sq ft GFA
Proposed Zoning		
“C-O” By-Right	Offices, Business and Professional; Churches and Other Places of Worship; and Uses customarily incidental to permitted uses and accessory buildings. Maximum FAR: 0.6	25,276 sq ft GFA
“C-O” Site Plan	By-Right Permitted Uses; Office uses, not otherwise permitted; Retail; Hotels; and Multiple-Family Residential. Doctors and Physicians offices, medical clinics, dentist clinics, and veterinary Clinics. Post-secondary education Office, Commercial and Hotel: 3.8 FAR; or Multiple-Family Dwellings: 4.8 FAR	4.8 FAR Base Density: 195,893, sq ft Residential GFA. Additional density permitted by County Board Approval when furthering goals of plans and policies for the area.

Proposed Development: The following table sets forth the preliminary statistical summary for the site plan.

Total Site Area	42,126 sq. ft.
Multi-family Residential	40,811 sq. ft.
Retail	1,315 sq. ft.
Density	
Residential GFA	255,068
Residential Units	256
Residential FAR	6.25 FAR
Retail GFA	5,000 sq. ft.
Retail FAR	3.8 FAR
Total GFA	260,068 sq. ft.
Total FAR	6.17 FAR
Base Residential Density (4.8 FAR)	195,893 sq. ft.
Bonus Density	
Affordable Housing Bonus (25%)	48,973 sq. ft.
LEED Silver Bonus (0.25 FAR)	10,203 sq. ft.
Density Exclusions	
Cultural/Educational GFA	2,874 sq. ft.
Retail Mezzanine	1,769 sq. ft.
Vents/Shafts	1,365 sq. ft.
Roof (stairs, elevators, storage, restrooms)	1,500 sq. ft.
Below Grade (storage, mechanical space, elevator lobbies)	3,455 sq. ft.
Total Density Exclusions	10,963 sq. ft.
“C-O” Max. Permitted Density	25,276 sq. ft.
“C-O” Max. Permitted Density (Site Plan –VA Square Sector Plan)	202,205 sq. ft.
Total Proposed Density	271,031 sq. ft.
Building Height	
Average Site Elevation	252.38 feet
Proposed Building	
Main Roof Elevation (@ 12 th floor)	386.58 feet
Main Roof Height	134.00 feet
Amenity Penthouse Elevation	398.58 feet
Amenity Penthouse Height	146.00 feet
Mechanical Penthouse Roof Elevation	411.58 feet
Mechanical Penthouse Height	159.00 feet
Number of Stories	13
“C-O” Max. Permitted Bldg. Height (Site Plan)	180 feet
Max. Permitted Bldg. Height (per VA Square Sector Plan)	12 stories/125 feet
Parking	
Total Number of Spaces	270
Standard Spaces	260
Compact Spaces	3
Handicap Spaces	7
Parking Ratio	1.0
“C-O” Required Residential Parking Ratio	1:1
LEED	Silver
LEED Score	52

Density and Uses: The applicant requests to rezone the site from “C-2” Service Commercial – Community Business District to “C-O” Commercial Office Building, Hotel, and Multiple-Family Residential District. The rezoning would then allow for redevelopment of the site with a 13-story,

256-unit, mixed-use, multifamily residential building. The proposed density is 6.25 FAR. The site’s current designation on the General Land Use Plan (GLUP) is “High” Office-Apartment-Hotel and within the boundaries of the Virginia Square Sector Plan. This GLUP designation permits up to 4.8 FAR for residential uses. The Plan indicates this site as one for potential redevelopment with a mix of commercial office and cultural/educational uses.

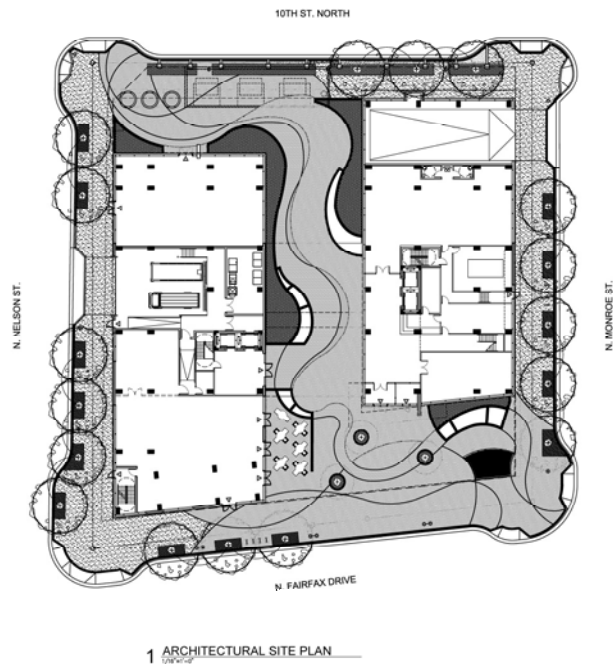
The applicant requests approximately 1.45 FAR in bonus density. The “C-O Commercial Office Building, Hotel, and Multiple-Family Residential zoning district, in accordance with the Plan, provides that the County Board may approve additional density above the base density shown in the GLUP in return for extraordinary community benefits.

The following is a summary of the requested bonus density on the site:

Base Density	195,892 sq. ft. (4.8 FAR)
LEED Silver Certification Bonus	
.25 FAR Bonus for residential portion of the building	10,203 sq. ft. (0.25 FAR)
Affordable Housing (25% Bonus)	48,973 sq. ft. (1.2 FAR)
Total Density	255,068 sq. ft. (6.25 FAR)

Lastly, the applicant is requesting density exclusions for approximately 10,963 sq. ft (0.26 FAR) for the proposed project. These exclusions include the entirety of the proposed cultural/educational use, below and above ground storage areas, a mezzanine level, vents/shafts, and rooftop space.

Site and Design: The applicant proposes to redevelop the site with a new mixed-use building, with two towers connected at the second level. The mass of the two towers would be offset such that the western tower, located near the corner of Fairfax Drive and N. Nelson Street, would be sited along the front property line while the eastern tower, located near the intersection of Fairfax and N. Monroe Street, would be set back from Fairfax Drive approximately 36 feet. An open plaza is proposed at the southeast corner of the site, which would continue through the center of the site, in between the two towers, and extend to the northwest corner of the site. A glass bridge, with a 21’ high clearance above grade, would connect the two towers at the second floor and residential units would fill in above this space on the remaining floors.



The new building would include ground level retail and cultural uses with 11 residential floors above. The 11th and 12th floors would be set back from both the north and south edges of the building. The eastern tower would include a 28’ setback from the north wall beginning at the 11th floor, creating an open terrace and green roof space at this level. Similarly, the western tower

would be set back from both the north and south edges of the building, beginning at the 11th floor, at depths of 41.25' and 48.25', respectively. A terrace with seating areas green roof plantings would occupy these spaces as well. The 13th floor would be a proposed penthouse level with a variety of building amenities including a water feature, fire pit, bocce court, bar, outdoor kitchen, movie wall, raised planter beds, green roof planting areas, bathrooms, and storage areas. The mechanical penthouse would be located above this floor, and would be approximately 13' in height. The proposed building height to the top of the highest residential floor is 134', the height to the top of the amenity penthouse floor is proposed to be 146', and the absolute building height would be 159'. Three and a half levels of below grade parking would accommodate 270 parking spaces.

The main entry to the site would be from the proposed open plaza at the southeast corner at Fairfax Drive and N. Monroe Street. The ground floor of the eastern tower would include the main residential lobby, building entrance, and leasing office, oriented toward Fairfax Drive, with back of house functions, a fitness center, and garage entrance located further north towards 10th Street North. The western tower would include approximately 5,000 square feet of ground floor retail space, with entrances both from Fairfax Drive and from the plaza. This level would also include a second residential lobby, accessed from the interior of the site, loading entrance from N. Nelson Street, and space for a cultural/educational use at the rear of the western tower, with entrances from both 10th Street and N. Nelson Street. A feature wall located on the eastern face of the west tower is proposed to be used for the projection of electronic art.

Proposed improvements to the existing streetscape would be consistent with that outlined in the Virginia Square Sector Plan. The proposed plaza areas would include a mix of hard-surfaced and landscaped areas, as well as water features, generally located adjacent to the building walls. Space for an outdoor seating area adjacent to the retail space has also been anticipated in the open plaza design. An areaway for the garage air intake is proposed to be located at the southeast corner of the site. A trio of garage exhaust features is also proposed for the opposite corner at N. Nelson and 10th Street North.

The predominant building materials would be precast concrete and glass. Three types of precast would dominate the street facing facades while the central connecting element as well as the upper levels would be comprised primarily of glass. Mechanical vents would be located at every level, flush with the exterior façade. Aluminum is the proposed material for windows and balcony railings. Exterior balconies are proposed for each façade, at varying locations.

South Elevation



The applicant is proposing to utilize a variable refrigerant flow (VRF) mechanical system for the building. This would include individual air handling consoles to be located within each dwelling

unit. Condensing units would be located on the roof in stacked consoles. Both towers would have stair and elevator enclosures at the mechanical penthouse level.

Access to the parking garage is proposed for N. Monroe Street near its intersection with 10th Street. Loading access is proposed, mid-block, from N. Nelson Street. Steel, overhead, rolling doors are proposed for both vehicular entrances.

LEED: The applicant proposes that the building will be certified as LEED Silver. The applicant requests 0.25 FAR in bonus density for a total bonus of 10 dwelling units. Staff is currently evaluating the LEED Silver proposal.

TRANSPORTATION:

The *Master Transportation Plan* (MTP) classifies the section of Fairfax Drive adjacent to the site as a Type A – Primarily Retail-Oriented Mixed-Use arterial. North Monroe Street adjacent to the site is identified as Type B – Primarily Urban Mixed-Use arterial. North Nelson Street and 10th Street North adjacent to the site are classified as Urban Center Local non- arterials.

Trip Generation: Wells & Associates, Inc. prepared a traffic impact analysis (TIA) dated August 3, 2012, assuming a development plan for the site including 256 residential units with 5,000 square feet of ground floor retail use, and 2,000 square feet of cultural/educational use. The project is estimated to generate 87 a.m. and 93 p.m. peak hour vehicle trips. Relative to the existing vehicle trips at the site, the project is estimated to produce 53 new a.m. peak trips and 21 new p.m. peak trips.

The TIA analyzed four (4) signalized intersections within close proximity to the site:

North Fairfax Drive and North Quincy Street,
Wilson Boulevard and North Monroe Street,
Fairfax Drive and North Nelson Street, and
Fairfax Drive and North Monroe Street.

The TIA also analyzed two (2) non-signalized intersections within close proximity to the site:

10th Street North and North Nelson Street and
10th Street North and North Monroe Street.

Each of the signalized and non-signalized intersections currently operates at overall acceptable levels of service during both peak hours. The TIA took into account the effect on background traffic of three approved but un-built projects in the study area (Peck-Staples Center, Club at Quincy, and Founders' Square). Without the proposed development, but with these un-built projects, all of the signalized and non-signalized intersections would continue to operate at an acceptable level of service in the study year of 2015, with one exception: the intersection of Fairfax Drive and North Quincy Street is projected to operate at the unacceptable level of service "F" during the p.m. peak. The developer of the 3901 Fairfax Drive project (SP #386), which is located at the intersection of Fairfax Drive and North Quincy Street, will perform traffic counts at that intersection upon that project's completion, and signal timing adjustments will be made, if necessary, to improve LOS.

Streets and Sidewalks: The proposed streetscape sections exceed the adopted *Rosslyn-Ballston Corridor Streetscape Standards* (R-B Standards). The R-B Standards call for a Type A sidewalk

section (16.67-foot sidewalk width, with a 5-foot wide tree pit, leaving 11 feet clear) along the north side of Fairfax Drive and along the west side of North Monroe Street, adjacent to the site. Along the south side of 10th Street North and the east side of North Nelson Street, adjacent to the site, the R-B Standards call for a Type B sidewalk section (14-foot sidewalk with a 4-foot wide planting strip, leaving 9.67 feet of clear sidewalk).

The proposed streetscape sections also exceed the adopted *Virginia Square Sector Plan Site-Specific Guidelines* (2002), which call for a 20-foot minimum sidewalk width on Fairfax Drive, a 16-foot minimum on North Monroe Street, and 14-foot minimums on North Nelson Street and 10th Street North.

The project proposes a 20.16-foot wide sidewalk along Fairfax Drive, and a minimum 18-foot wide sidewalk along North Nelson Street and North Monroe Street. Each street includes street trees, in 5-foot by 12-foot tree pits. Clear sidewalk width would be 14.5 feet along Fairfax Drive, and 12.25 feet along North Monroe Street and North Nelson Street. A 17.5-foot wide sidewalk is proposed along 10th Street North, with a continuous 5-foot wide planting strip adjacent to the street. The clear sidewalk width on 10th Street North would vary from approximately 7 feet to 10.5 feet.

On each corner of the site, the applicant proposes placing curb nubs on the sidewalks to shorten the pedestrian crossing at each intersection by approximately 8 feet, thereby improving pedestrian safety and visibility.

The table below provides a summary of the existing and proposed street cross-sections associated with the project.

FAIRFAX DRIVE		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
81.5'	14.5'	20'
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
81.5'	14.5'	20.16'
NORTH MONROE STREET		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
44'	5.5'	5.5'
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
40'	12.25'	18'
NORTH NELSON STREET		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
43'	7'	13.5'
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
41'	12.25'	18'
10TH STREET NORTH		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
36'	8'	8.25'
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
36'	7' to 10.5'	17.5' to 21'

Fairfax Drive adjacent to the site is approximately 81.5 feet wide from curb to curb, including an 8.5-foot planted median. The project proposes maintaining the existing Fairfax Drive section. The street has two travel lanes in each direction (11' and 12.5' westbound, and 12' and 11' eastbound), and a 4-foot bicycle lane in each direction. North Monroe Street adjacent to the site is approximately 44 feet wide from curb to curb. The project proposes to narrow North Monroe Street by approximately 4 feet to 40 feet, in order to narrow one travel lane and accommodate a wider overall sidewalk on the west side of the street. North Nelson Street adjacent to the site is approximately 43 feet wide from curb to curb. The project proposes to narrow North Nelson Street by approximately two (2) feet to 41 feet, in order to narrow one travel lane and accommodate a wider overall sidewalk on the east side of the street. Tenth Street North adjacent to the site is approximately 36 feet wide from curb to curb. The project proposes maintaining the existing 10th Street North section.

On-street parking: There are currently 17 metered on-street parking spaces on the streets abutting the site: there are seven (7) spaces along the north side of Fairfax Drive, two (2) spaces on the east side of North Nelson Street, five (5) spaces on the south side of 10th Street North, and three (3) spaces on the west side of North Monroe Street. The applicant is proposing no change to the number of on-street parking spaces along the north side of Fairfax Drive, but, through the reduction of curb cuts, will add spaces to each of the other streets: 2 (two) additional spaces to North Nelson Street, 1 (one) additional space to 10th Street North, and 2 (two) additional spaces to North Monroe Street. The total number of on-street parking spaces adjacent to the site would thus increase to 22.

Loading, Service and Parking: The proposed development would include parking spaces for 270 cars, provided in four (4) levels below grade. 256 spaces would be for residential parking at a ratio of 1 space per unit, as required by section 33 of the zoning ordinance. Fourteen (14) spaces would be provided for the 5,000 square feet of retail space and 2,000 square feet of cultural space, and for visitor parking. As long as the retail space is less than 5,000 square feet, no parking would be required to be provided. Four (4) parking spaces would be required for the cultural use, according to the "C-O" zoning district. Thus, the project meets minimum parking requirements.

Three (3) of the spaces (1.17%) are proposed to be compact spaces, which is well below the 15% maximum permitted by the zoning ordinance. Bike storage for 95 bicycles would be provided on the first parking level, and could be accessed from this street.

Two (2) driveway curb cuts are proposed for vehicular access and loading access. The parking garage entry would be via a single (23') driveway accessed from North Monroe Street, and the loading dock access would be provided by a single driveway (26' wide, 40' deep) off North Nelson Street.

Transit: The study area is directly across Fairfax Drive (approximately 200 feet) from the Virginia Square Metro station, where the Metro orange line provides continuous all-day and weekend service to Vienna, VA, and New Carrollton, MD via downtown Washington, where connections to all other lines may be made.

There are no bus stops along any of the site's frontages. Metrobus 38B serves Ballston Metro station and Farragut Square via Washington Boulevard. ART provides service on Wilson Boulevard (line 41 to Columbia Heights West and Court House Metro station, and line 42 to

Pentagon City Metro station and Ballston Metro station) and on North Quincy Street (line 53 to Ballston Metro station and East Falls Church Metro station).

Biking: Fairfax Drive has on-street (4') striped bicycle lanes in both directions, and is a principal route for east-west bicyclists. North Monroe Street in the project vicinity is identified as a signed and marked bicycle route, sharing the traffic lane with motorized vehicles. Across Fairfax Drive from the site (approximately 200 feet), facing North Monroe Street in the Metro station plaza, is a nineteen (19)-dock Capital Bikeshare station. Two additional Bikeshare stations are also located near the site: Oakland Park (Wilson Boulevard near North Oakland Street, 11 docks) and Central Library (North Quincy Street between 10th Street North and 11th Street North, 11 docks).

The project proposes a bike room on the first parking level, with storage for 95 bikes, meeting the County's standard for providing bicycle parking within site plan projects.

Transportation Demand Management (TDM): The applicant has agreed to implement a Transportation Management Plan (TMP) to provide a program oriented towards decreasing single occupancy vehicle (SOV) trips to and from the site to help promote a car-free lifestyle for its residents. The draft TMP program includes the major elements summarized below:

- Designation of a transportation coordinator to oversee the TMP program.
- Provision of SmarTrip® cards (in a dollar amount to be determined) to each new lessee or purchaser, at initial occupancy.
- Provision of SmarTrip® cards (in a dollar amount to be determined), one per person, one time, to on-site property management and maintenance employees.
- Provide, administer, or cause the provision of a sustainable commute benefit program for on-site property management and maintenance employees, including pre-tax employee contributions and/or tax-free transit or vanpool monthly contributions.
- Provide a one-time membership fee subsidy in a car sharing or bike sharing plan per residential unit.
- Display and distribution of transit-related information.
- Conduct a periodic transportation performance monitoring study, to determine average vehicle occupancy and mode choice.
- Submission of an annual report to the County regarding TDM activities on the site.

DISCUSSION

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

- Utilize shared parking for visitors, retail, and cultural uses on site
- 0.25 FAR (10 units) bonus density for LEED Silver Certification;
- 25% increase (49 Units) in bonus density for affordable housing; and
- Density exclusions for 10,963 sq. feet of space.

Adopted Plans and Policies: Section 25 (the "C-O" regulations) of the Zoning Ordinance, the *Virginia Square Sector Plan* (2002) and the *General Land Use Plan* (GLUP) set forth guidance for the redevelopment of the subject site.

General Land Use Plan and Zoning: The subject site is located in the “C-2” Apartment Dwellings District and the applicant requests a rezoning to the “C-O” district; the *General Land Use Plan* (GLUP) designation is “High” Office-Apartment-Hotel with an accompanying designation for open space at the corner of Fairfax Drive and N. Monroe Street.

Virginia Square Sector Plan 2002: Site-Specific Guidelines. The 2002 *Virginia Square Sector Plan* (Plan) and companion document *2002 Virginia Square Sector Plan: Site-Specific Guidelines* identified nine (9) specific “Key Redevelopment Sites in Virginia Square.” For each key redevelopment area, the plan illustrates specific goals, concept plans, building and site requirements and urban design guidelines. These guidelines are intended to be followed during Special Exception Site Plan review processes.

The goals established are:

- To attain cultural and/or educational uses at the Virginia Square site through private redevelopment or through a public/private partnership;
- To provide a centrally-located open space for community gatherings; and
- To link the Ashton Heights and Ballston-Virginia Square neighborhoods along Monroe Street with multiple community facilities including the Arlington Arts Center/Maury Park, Virginia Square/GMU Metro station, Virginia Square plaza, and Quincy Park.

The subject site is located on the “Virginia Square site” in the *Virginia Square Sector Plan*. Some of the specific elements identified for redevelopment of this site in addition to what is provided above include:

- Mixed-use, L-shaped building with office and cultural/educational uses (i.e., black-box theater or other performance space, lecture hall, art gallery, restaurant)
- An urban plaza at the corner of Fairfax Drive and North Monroe Street, with a potential public art opportunity
- Required street-level retail along the proposed building frontage facing Fairfax Drive and a portion of N. Monroe Street
- Special architectural treatment of the building façade to reflect the community uses in the building and urban plaza
- Shared parking to serve the community facilities and the general community in off-peak hours
- Improved pedestrian circulation around the block
- Service and parking garage entrances on North Nelson Street or North Monroe Street
- Unique streetscape elements including banners, signs, streetlights, and public art
- Potential site for a new Metrorail station entrance
- Fairfax Drive at the east end facing east is identified as an important Vista

Expectations for proposals on the Virginia Square site include:

- Commercial or mixed-uses with a cultural and/or educational use component
- A maximum building height of 12 stories, or 125’, with an architectural embellishment that may not exceed beyond 25’ of the average roofline elevation or cover more than 10% of the total roof area.
- Quality architecture with building heights that taper down toward 10th Street N.

- Generous sidewalks with street plantings and other streetscape elements
- Interior pedestrian connection/atrium from the plaza toward Quincy Park
- Maintenance of Fairfax Drive as a boulevard, with the installation of nubs at the N. Monroe and N. Nelson intersections to shorten crosswalk lengths
- Adequate parking for street-level commercial uses as well as shared parking for the cultural/educational uses and other non-commuter users in the area

The Plan recommended changing the GLUP designation for the Virginia Square site from “High” Residential to “High” Office-Apartment-Hotel. While the VA Square Sector Plan suggests a mix of commercial office and cultural uses for this location, staff has no objection to the request for residential uses on this site. Given the recent land use change associated with another site plan in Virginia Square (SP #386), which permitted an office use on a site initially designated for residences, and its location across the street from Metro, the overall land use mix envisioned by the sector plan is still being maintained. Additional information about the existing land uses and development forecasts for Virginia Square can be found in Appendix A. An errata sheet summarizing changes to the sector plan made in 2006 is attached as Appendix B.

Preliminary Issues: The following preliminary issues have been identified with the site plan request.

Land Use & Zoning:

- Proposed density exclusions for the cultural/educational use, mezzanine, below ground storage space, amenity penthouse level GFA, and above-ground vent/shafts warrant further justification
- Cultural/educational use is undefined.

Site Design & Characteristics:

- Concern about the siting of ground floor uses, including the proposed leasing office at the corner of Fairfax and N. Monroe
- Location of garage vents interrupt streetscape and pedestrian movement at the southeast and northwest corners of the site
- Concern about the appearance of feature wall during the day when proposed art/light installation will be less visible
- Public art location is unidentified

Building Design & Architecture:

- Building height and number of stories exceed plan recommendation for the site (12 stories/125')
- Concern regarding proposed sky bridge design and its impact on the ground level plaza
- Additional information needed regarding proposed architectural feature at roof level

SPRC Neighborhood Members for this Site Plan:

James Scroll	Ballston-VA Square Civic Association	president@ballstoncivic.org
Collier Cook	Ballston-VA Square NCAC	collier.cook@gmail.com
Scott Sklar	Ashton Heights Civic Association	president@ashtonheights.org
Jim Feaster	Ashton Heights NCAC	jim.feaster@ashtonheights.org

Interested Parties:

Pamela Kahn	Ballston Virginia Square Partnership	pamela@iloveballston.com
Christina Bill	Virginia Square Condominiums	vaquare@tag.net
Steve Navar	Virginia Square Condominiums	vasquare@covad.net
Angela Keckler	Archstone-Virginia Square Apartments	akeckler@archstonemail.com

Planning Commissioner Chairing This Item:

Rosemary Ciotti	Rosemary.Ciotti@gmail.com
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Staff Members:

Arlova Jackson	CPHD – Planning	703-228-3428	ayjackson@arlingtonva.us
Dennis Sellin	DES – Transportation	703-228-4805	dsellin@arlingtonva.us

APPENDIX A – Virginia Square Estimated Land Use Mix and Development Forecasts

Table 1 provides a summary of all of the completed development projects in Virginia Square:

Table 1 - Estimated Land Use Mix in Virginia Square (as of September 30, 2012)

	OFFICE	RETAIL	OTHER	RES (GFA)**	HOTEL (GFA)***	TOTAL
GFA*	1,899,000	271,000	696,000	3,702,000	90,000	6,658,000
PERCENT	29%	4%	10%	56%	1%	100.0%

* Rounded to the nearest thousand (1,000)

**This is a Census 2010 based estimate of Housing Units multiplied by a standard unit size of 1,000 s.f.

***A standard multiplier of 700 sq. ft. has been applied to the number of hotel rooms.

Source: CPHD Development Tracking Database and 2010 US Census. Data compiled by the Planning Research and Analysis Team. Data are valid for September 30, 2012.

Table 2 summarizes the forecasted growth in Virginia Square through 2040. Assumptions about development density, use mix, and timing were formulated in the summer of 2011 by CPHD’s Planning Research and Analysis Team in consultation with Comprehensive Planning Staff. The forecast includes precise densities for approved or pending site plans (as of Summer 2011), general development estimates for sites with remaining development capacity based on their current GLUP designation, and demolitions.

Table 2 - Virginia Square Development Forecast (Round 8.2)

	2010	2030	2040
Office Sq. Ft.	1,908,000	2,568,000	2,629,000
Retail Sq. Ft.	279,200	340,700	347,000
Residential Units	3,660	4700	4,750
Hotel Rooms	129	85	85

Source: CPHD Development Tracking Database and 2010 US Census. Data compiled by the Planning Research and Analysis Team.

2002 VIRGINIA SQUARE SECTOR PLAN
Errata Sheet
Arlington County, Virginia

DATE: July 7, 2006

SUBJECT: In accordance with County Board action on amendments to provide for the achievement of affordable housing objectives in Virginia Square in a manner consistent with new affordable housing zoning ordinance provisions applying to all site plan projects, the following revisions are made to the Virginia Square Sector Plan (Including the 2002 Virginia Square Sector Plan (page numbers underlined and parenthesized) and the companion Site Specific Guidelines booklet [*page numbers italicized and bracketed*]) as detailed below, effective January 21, 2006:

SECTION (Sector Plan page) [Site Guidelines page]	ORIGINAL TEXT (as adopted December 2002)	REVISED TEXT (as adopted January 21, 2006)
Summary (3)	Special emphasis on inclusion of affordable on-site housing units in new residential construction (at least 5 percent of the base density for the east end of Virginia Square)-and retention of existing affordable housing units.	Special emphasis on inclusion of affordable on-site housing units in new residential construction and retention of existing affordable housing units.
Vision (5 & 42)	Residential units will provide for diversity, with at least five percent of new dwelling units in the affordable housing category. Conservation efforts will retain the existing affordable dwelling units in the station area.	Residential units will include a mix of housing types and prices. Conformance with the County’s affordable housing ordinance will be required in site plan projects and the use of additional density incentives established for the East End area to gain additional affordable housing will be encouraged. Conservation efforts will retain the existing affordable dwelling units in the station area.
Goals & Objectives (44)	Of all projected new residential units (approximately 1,500), achieve a minimum of five percent as affordable units for low- and moderate-income residents. Obtain at least five percent of affordable units within the base density in the East End.	Of all projected new residential units (approximately 1,500), achieve affordable housing units through conformance with the County’s affordable housing ordinance. Obtain additional affordable housing units by taking advantage of density incentives available for properties within the East End.
Concept Plan Composite (46)	Medium Density Mixed Use (4.0 F.A.R.)	Medium Density Mixed Use (up to 4.0 F.A.R. west of N. Kansas; up to 3.24 F.A.R. east of N. Kansas)
Housing Recommendations (77) (106) [19]	62. Use the Affordable Housing Fund (AHF) to pool affordable housing contributions received through any new Special Exception site plan redevelopment projects in Virginia Square. Prioritize this money for use in Virginia Square specifically for revitalization projects, extending the term length of existing affordable dwelling units (gained through previous special exception site plan projects), and to assure the affordability of existing moderate-rent units to the greatest extent possible. This funding is intended for use in the areas designated as “Coordinated Multiple-Family Conservation and Development District” (CMFCDD) on the General Land Use Plan. (See recommendation 6.)	62. Use the Affordable Housing Fund (AHF) to pool affordable housing contributions received through any new Special Exception site plan redevelopment projects in Virginia Square. Prioritize this money for use in Virginia Square specifically for revitalization projects, extending the term length of existing affordable dwelling units (gained through previous special exception site plan projects), and to assure the affordability of existing moderate-rent units to the greatest extent possible. This funding is intended for use in the area of Virginia Square located south of Wilson Boulevard designated “Low-Medium” Residential (16-36 units per acre) on the GLUP and zoned “RA8-18”. (See recommendation 9).
Housing Recommendations (77) (107) [4]	63. Within the East End Special Coordinated Development District, attain five percent of all new housing units as affordable housing on site and within the building height envelope described in the Urban Design Guidelines. Additionally, a bonus density incentive within the building envelope, up to 25 percent, may be used if at least an additional five percent of affordable housing units are provided, either on-site or off-site within the station area. (In	63. Within the East End Special Coordinated Development District a density incentive within the building envelope, up to 5.0 F.A.R., may be used to attain at least ten percent of all units in a residential project as affordable housing units, either on-site or off site within the station area. (In designated receiving areas – see Recommendation 65.) Under either scenario, a contribution may be made to the Affordable Housing Fund in lieu of providing on-site

SECTION (Sector Plan page) [Site Guidelines page]	ORIGINAL TEXT (as adopted December 2002)	REVISED TEXT (as adopted January 21, 2006)
	designated receiving areas – see Recommendation 61.) Under either scenario, a contribution may be made to the Affordable Housing Fund in lieu of providing on-site affordable housing units. This contribution amount should be based on the value of the affordable dwelling units (using current County methods to determine “value” or subsidy) and to be increased to a premium amount as an incentive to attain on-site affordable units or build a meaningful fund of resources for conservation efforts. Further work between staff and the Housing Commission should occur to determine an appropriate percentage increase for this contribution level which should be defined with the new Zoning Ordinance district. (The County Board may adjust this contribution amount in response to future needs.) On-site units, or units within the station area, should be viewed as preferable to contributions to the Virginia Square Housing Fund. Two and three bedroom units are preferred over efficiencies and one-bedroom units in new residential development.	affordable housing units in accordance with the County’s affordable housing ordinance. On-site units, or units within the station area, should be viewed as preferable to contributions to the Affordable Housing Fund. Two and three bedroom units are preferred over efficiencies and one-bedroom units in new residential development.
Housing Recommendations (77) (107) [4]	64. Attain contributions to the Affordable Housing Fund from any new office development in the East End. This contribution is expected to be at least the current contribution level obtained for office construction (currently equals the above-grade square feet x the construction cost/sf x 2%). (The County Board may adjust this contribution amount in response to future needs.)	64. Attain contributions to the Affordable Housing Fund from any new office development in the East End in accordance with the County’s affordable housing ordinance.
Housing Recommendations (77 & 78) (107) [19] [35]	65. Preserve existing affordable housing units in Virginia Square, primarily in the Transition Areas. Maintain the zoning and the General Land Use Plan designations for the residential areas south of Wilson Boulevard and west of North Monroe Street. Designate these areas as CMFCDD to promote the preservation of existing affordable units in garden apartment buildings and/or development of new housing affordable to persons with low and moderate incomes.	65. Preserve existing affordable housing units in Virginia Square, primarily in the Transition Areas. Maintain the zoning and the General Land Use Plan designations for the residential areas south of Wilson Boulevard and west of North Monroe Street.
Land Use and Zoning Recommendations (62) (95) [4]	A mix of housing types and prices, including at least five percent of all new units as affordable housing (See Housing Recommendations 59 and 60).	A mix of housing types and prices, including at least five percent of all new units as affordable housing (See Housing Recommendations 63 - 65).
Land Use and Zoning Recommendations (62) (95) [4]		<i>(New Bullet)</i> At minimum meet the requirements of the County’s affordable housing ordinance within the GLUP and use the density incentives outlined in the Sector Plan, as well as other available tools and resources, to attain additional affordable housing units above the GLUP.
Land Use and Zoning Recommendations (62) (95) [4]	Change the GLUP designation to “Medium Density Mixed Use” with a F.A.R. of 4.0 for these properties. Encourage residential uses on the blocks between North Lincoln Street and North Kenmore Street and commercial or mixed-uses on the blocks between North Kenmore Street to Fairfax Drive/10 th Street consistent with the Concept Plan.	Change the GLUP designation to “Medium Density Mixed-Use” for these properties. For properties west of North Kansas Street encourage residential uses with a density of up to 4.0 F.A.R.. For properties between North Kansas Street and North Kenmore Street encourage residential uses with a density of up to 3.24 F.A.R. For properties east of North Kenmore Street encourage commercial or mixed-uses with a density of up to 3.24 F.A.R..

ITEM 2
Pierce Queen Apartments/1600-1610 16th Street, 1520 N. Pierce Street -- SP #425
(RPC# 17-027-006, -007)

AGENDA: First Meeting— October 15, 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 of requested changes
 - b) Relationship of project to existing zoning
 - i) Requested changes
 - ii) Requested bonus density
 - iii) Requested modification of use regulations

- 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
 - c) Streetscape improvements
 - d) View vistas through site
 - e) Visibility of site or buildings from significant neighboring perspectives
 - f) Historic status of any existing buildings on site
 - g) Compliance with adopted planning documents

Agenda: Second Meeting – December 6, 2012

- 1) Informational Presentation
 - a) Land Use & Zoning - Review outstanding issues and questions (Staff and Applicant)

- 2) Site Design and Characteristics
 - a) Allocation of uses on the site
 - b) Relationship and orientation of proposed buildings to public space and other buildings
 - c) Streetscape improvements
 - d) View vistas through site
 - e) Visibility of site or buildings from significant neighboring perspectives
 - f) Historic status of any existing buildings on site
 - g) Compliance with adopted planning documents

- 3) 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 Score
 - vi) Accessibility
 - vii) Historic Preservation
 - b) ~~Retail Spaces~~
 - i) ~~Location, size, ceiling heights~~
 - ii) ~~Storefront designs and transparency~~
 - iii) ~~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
 - iv) Exterior/rooftop lighting
- 4) 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)

Agenda: Third Meeting – December 17, 2012

- 1) Informational Presentation
- a) Applicant Response and presentation of any revisions since last SPRC meeting
 - b) SPRC Discussion of Outstanding Questions and Issues:
 - i) Land use & zoning
 - ii) Site design
 - iii) Building architecture
 - iv) Open space
- 2) 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) Access (curb cuts, driveway & drive aisle widths)
 - d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks
 - e) Signage (parking, wayfinding, etc.)

- 3) Community Benefits
 - a) Public Art
 - b) Affordable Housing
 - c) Underground Utilities
 - d) Historic Preservation
 - e) Other

- 4) Construction Issues
 - i) Phasing
 - ii) Vehicle staging, parking, and routing
 - iii) Community Liaison

Site Location: 1.15 acre site located in Fort Myer Heights North and generally bounded by 16th Street to the north, N. Pierce Street to the east, a hotel building to the south, and N. Queen Street to the west.

Applicant Information:

Applicant

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BACKGROUND:

A site plan is requested to redevelop a site in Fort Myer Heights North under the concept plan and recommendations set forth in the *Fort Myer Heights North Plan* (“the Plan”) adopted by the County Board in September 2008. The co-applicants for this project include Wesley Housing Development Corporation, an affordable housing provider, and Bozzuto Development Corporation, a private developer. The proposal has been modified slightly since its initial submission to include fewer dwelling units (198 vs. 208), fewer parking spaces (207 vs. 208), and a larger LEED density bonus (0.25 vs. 0.20 FAR). This report attempts to incorporate and respond to the most recent information provided by the applicant as of October 9, 2012.

The proposal would redevelop a site in the “Revitalization Area” with a total of 198 residential units. Two of the five existing garden apartment buildings, all of which have been identified as “Important” on Arlington County’s Historic Resources Inventory (“HRI”), would be remain and be renovated to create twelve (12) three-bedroom apartments. The remainder of the dwelling units would be located in a proposed 12-story residential tower.

The following provides additional information about the site and location:

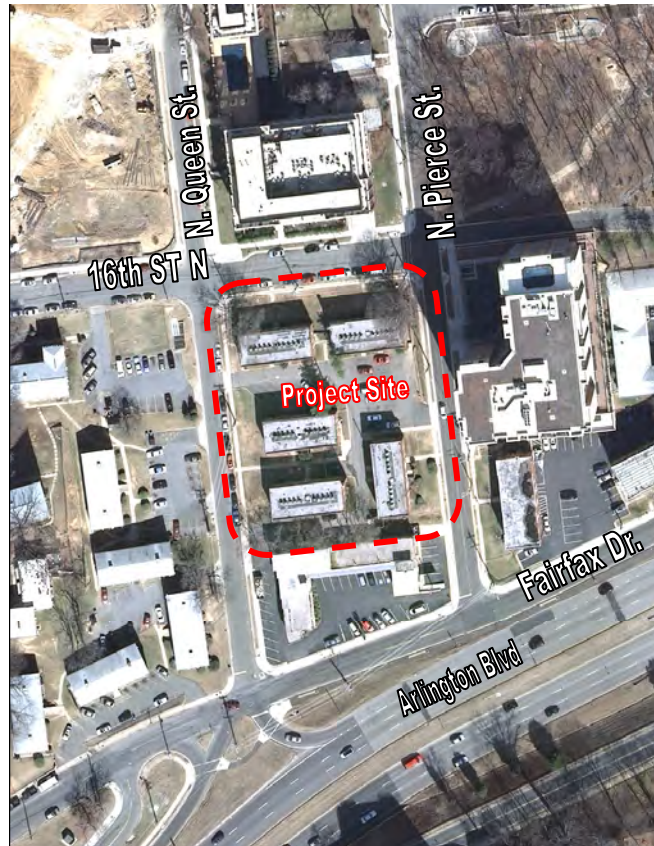
Site: The 50,000 square-foot subject site is located in Fort Myer Heights North. The site is generally bounded by 16th Street to the north, N. Pierce Street to the east, a hotel building to the south, and N. Queen Street to the west.

The surrounding land uses are as follows:

- To the north: Across 16th Street is the Wooster and Mercer Lofts residential building. This property is zoned “RA-6-15” and is designated “Medium” Residential on the GLUP.
- To the west: Across N. Queen Street are the Rahill Apartments, a development of two- and three-story, brick, garden apartment buildings. The property is zoned “RA6-15” and designated “Medium” Residential on the GLUP.
- To the east: Across N. Pierce Street is the Parc Rosslyn residential building, and the Williamsburg Apartments. The property is zoned “RA4.8” and is designated “High-Medium” Residential on the GLUP.
- To the south: Immediately adjacent is the Inn of Rosslyn Motel. The property is zoned “RA6-15” and is designated “Medium” Residential on the GLUP.

- Zoning: “RA-6-15” Apartment Dwelling Districts
- General Land Use Plan Designation: “Medium” Residential (37-72 units/acre); Fort Myer Heights North Special District
- Neighborhood: The site is located within the Radnor/Fort Myer Heights Civic Association boundaries.

Existing Development: The subject site is currently developed with the Pierce Queen Apartments complex, consisting of five, two-story buildings and a surface parking lot. The site currently contains 50 dwelling units. These garden apartment buildings were originally constructed in 1942. Under the proposed site plan, the two buildings fronting on 16th street would be preserved and the remaining structures would be demolished.



Aerial View of Site

Source: AC GIS Ortho 2011

Development Potential:

Site Area: 50,000 sq. ft.	Density Allowed/Typical Use	Maximum Development
“RA-6-15” By-Right	Apartment Houses (48 DU/AC)	55 dwelling units
“RA-6-15” Site Plan	Townhouse, Semi-Detached Dwelling Units, Existing One-Family Dwelling: Up to existing GLUP (37-72 units/AC) but not to exceed 29 DU/AC (max 72 DU/AC)	33 dwelling units
“RA-6-15” Site Plan– 20,000 SF area or 10+ Existing DU	Up to a 25% increase above the 48 DU/AC in residential density for low or moderate-income housing provisions consistent with subsection 36.H.7 (60 DU/AC)	69 dwelling units
“RA-6-15” Site Plan – Fort Myer Heights North Special District on GLUP	Apartment Houses up to 3.24 (+) FAR in the “Revitalization Area” ¹	162,000 sq ft/ 162 dwelling units

¹ Site Plan density may exceed 3.24 FAR with bonus density for achieving goals consistent with the intent of the Plan such as LEED.

Proposed Development: The following table sets forth the preliminary statistical summary for the site plan.

SITE AREA	50,000 sq. ft.	
Site Area Allocations		
Multi-family Residential	50,000 sq. ft.	1.15 AC
Density		
Historic Buildings	12 units	11,468 sq. ft.
New Building	186 units	203,532 sq. ft.
Affordable Housing Bonus (25%)	40 units	40,500 sq. ft.
LEED Silver Bonus (0.25 FAR)	12 units	12,500 sq. ft.
“RA-6-15” Max. Permitted Density	48 d.u./acre	
“RA-6-15” Max. Permitted Density (Site Plan -Ft. Myer Heights North)	162 units (140 d.u/acre)	162,000 sq.ft./3.24 FAR
Total Proposed Density	198 units (172 d.u./acre)	215,000 sq.ft. /4.3 FAR
Building Height		
Average Site Elevation	129.11 feet	
Historic Building 1 (1600)		
Main Roof Elevation	161.94 feet	
Main Roof Height	32.83 feet	
Stories	2 Stories	
Historic Building 2 (1610)		
Main Roof Elevation	164.95 feet	
Main Roof Height	35.84 feet	
Stories	2 Stories	
Proposed Building		
Main Roof Elevation	254.11 feet	
Main Roof Height	125 feet	
Penthouse Roof Elevation	271.11 feet	
Penthouse Height	17 feet	
Number of Stories	12 stories	
“RA-6-15” Max. Permitted Bldg. Height (Site Plan)	12 stories/125 feet	
Parking		
Total Number of Spaces	207	
Standard Spaces	138	
Compact Spaces	63	
Handicap Spaces	6	
Parking Ratio	1.05 sp/unit	
“RA-6-15” Required Residential Parking Ratio	1.125 sp/unit (223 spaces)	
LEED	Silver	
LEED Score	50	

Density and Uses: The site’s current zoning classification is “RA 6-15”, which permits by right apartment dwellings at 48 units per acre. By site plan, on sites designated as Fort Myer Heights Special District, densities of up to 3.24 FAR are allowed for residential uses. The General Land Use Plan designation is “Medium Residential” with a designation as Fort Myer Heights North Special District. Neither a rezoning nor a GLUP amendment is requested with this proposal. It is proposed that the site would be redeveloped to include the following: (1) preservation and renovation of two historic structures to enlarge twenty (20) existing apartments and create twelve (12) three-bedroom apartments and (2) demolition of three existing historic buildings and construction of a new 186-unit, 12-story residential apartment building on-site.

The proposed site density is 215,000 square feet of residential GFA (198 units) at 4.3 FAR. This includes 12,500 square feet (0.25 FAR) of bonus density for certification at the Silver rating for LEED. The applicant is also requesting bonus density for the provision of affordable housing units on-site, in accordance with the provisions of Section 36.H.7.d. The project is proposed to contain 40% affordable housing units, to be located in both the historic structures and new residential tower. The requested 25% increase would allow an additional 40,500 square feet and result in an approximated 40 dwelling units at 1,000 square feet per unit under the *Fort Myer Heights North Plan*. The maximum permitted density by site plan under Section 15.B.6 of the Zoning Ordinance is up to 3.24 FAR, with the potential to exceed this amount with bonus density for achieving goals consistent with the intent of the Plan.

Site and Design: The applicant proposes to redevelop the site with a new residential tower located approximately 32.5 feet south of the existing historic buildings fronting on 16th Street North. The new building will include 12 residential floors with an additional four levels of parking, for a total height of 125' plus a 17' penthouse. The topography of the site rises approximately 24 feet in elevation from the southern to the northern property line. In addition, early analysis of existing site conditions has indicated the presence of bedrock beneath the surface. As a result, two of the four proposed parking levels would be visible at grade, along both the N. Queen Street and N. Pierce Street frontages.

The main entry to the site and to the existing historic buildings located along 16th Street North will remain the same. Two significant trees would be preserved as part of this request, currently located at the northeast and northwest corners of the site along 16th Street North. Proposed improvements to the existing streetscape in front of these buildings include a new sidewalk, planter walls, street trees, and entry columns. The applicant also proposes to locate two electrical switch boxes in the area between the front façade of the existing structures and the sidewalk. A new vehicular drive, comprised of reinforced brick with granite cobble bands, is proposed to be located immediately south of the existing historic buildings. This 30-foot wide driveway would include a 12-foot wide vehicular lane with landscaping features flanking each side. The drive is intended to provide access to two accessible parking spaces to be located in front of the residential tower and would have a tree-lined walkway on the side closest to the historic buildings.

The main entrance to the new residential tower will be located 50 feet south of the proposed driveway, accessible via an adjacent interior courtyard. This entry courtyard would include a water feature, planter walls, and other landscape elements. The proposed 12-story, U-shaped, residential building would consist of a double-loaded bar along the south property line, with single-loaded wings extending north towards the historic structures. While the first two levels of the southernmost portion of the building would be located 1.5 feet from the rear property line, the remaining levels would be set back an additional 20 feet before rising to the full 125' in height. The northern ends of the building would taper down in height towards the historic structures. At the taper, these portions of the building would extend to 78' in height, have a 25'8" stepback, and then extend up to 125' for the remainder of the structure.

The predominant building material for all of the building facades would be brick, in three colors. Red brick would be used at the building's base, in a hue reminiscent of that found in the existing historic buildings. A lighter, rust-colored brick is proposed throughout the remainder of the

building, to highlight the tapered portions, stair towers, and middle floors. Blonde brick would define the highest floors of the building’s front façade, the building’s corners, and its center. Aluminum railings are proposed for the exterior balconies, which would be located on each façade and as well at each corner, from the 3rd to the 12th residential floors. Painted vent covers are proposed to match brick color. Open terraces are proposed above the seventh floor at the northern ends of the building. Open terraces with a trellis above are also proposed at each corner of the building on the roof level. Amenities proposed for the roof level would be located at the south end of the building and would include a pool, pool deck, bathrooms, and seating and planting areas. Open, individual air condensing units, two stair enclosures for the east and west wings of the structure and a central, 17-foot tall elevator enclosure would also occupy the roof.

Loading and garage access is proposed along N. Queen Street. A translucent segmented panel door is proposed for the loading dock entrance. Dark grey overhead garage doors are proposed for the parking entrance, which would provide access to the 207 parking spaces proposed on four levels.

LEED: The applicant proposes that the building will be certified as LEED Silver. The applicant requests 0.25 FAR in bonus density for a total bonus of 12 dwelling units. Staff is currently evaluating the LEED Silver proposal.

TRANSPORTATION:

The Master Transportation Plan (MTP) classifies North Queen Street, North Pierce Street, and 16th Street North, the streets that surround three (3) sides of the site, as Non-Arterial, Urban Center Local (medium to high density) streets. Following is additional detail on the street typology as indicated in the MTP:

Street Name	Classification	Travel Lanes	Bike Accommodations	Restrict/ Limit Driveway Access?	On-Street Parking	Pedestrian Way
North Queen Street; North Pierce Street; 16 th Street North	Non-Arterial, Urban Center Local (medium to high density)	2	Bike Lane/Shared Lane	No	Yes	6-8 ft. sidewalk and 4-6 ft. green strip

The *Fort Myer Heights North Plan*, adopted in 2008, states that 16th Street North is a primary pedestrian and vehicular linkage and is appropriate for enhanced streetscape treatments, possibly including additional lighting, provisions for bus shelters and crosswalk nubs. The Plan goes on to say that coherent directional signs to the Metro and other important locations will improve the pedestrian experience.

The *Fort Myer Heights North Plan* also states that 16th Street North warrants wider tree planting strips (6 – 8 feet) because it was envisioned as a key street for this neighborhood.

Transportation Analysis: Trip Generation: A Traffic Impact Analysis (TIA) was submitted by the applicant, prepared by Wells + Associates, Inc., and dated July 13, 2012. The analysis assessed the impact of the proposed development on the adjacent street network. The proposed residential development would generate 61 AM peak hour vehicle trips, 77 pm peak hour vehicle trips, and 803 daily vehicle trips. The analysis showed that, when compared to existing peak hour driveway counts, the proposed development would yield 46 net-new AM peak hour vehicle trips and 49 net-new PM peak hour vehicle trips. With the proposed development, all study intersections would continue to operate at acceptable levels of service during the AM and PM peak hours.

Streets: 16th Street North is a two (2) lane local street with on-street parking on both the north and south sides of the street. North Pierce Street is a two (2) lane local street with currently no on-street parking on either side. North Queen Street is a two (2) lane local street with on-street parking currently on the project side only. The development is proposing on-street parking on the project side of all three (3) streets.

Sidewalks and Pedestrian Circulation: There are existing sidewalks on 16th Street North, North Queen Street, and North Pierce Street. Upgraded sidewalks and streetscape would be provided as part of the proposed development. The *Fort Myer Heights North Plan* provides guidance for the cross sections of streets and streetscape around the site.

Shared Use Path: The *Fort Myer Heights North Plan* calls for a public shared-use path through the long north-south blocks from North Scott Street to North Pierce Street, between 16th Street North and 14th Street North/Fairfax Drive. The plan states that this path would provide relief from the topography of the neighborhood and enable easier access for pedestrians and bicyclists to the core of Rosslyn and Courthouse. The development is proposing a vehicular path through the site, which is not consistent with the Plan's vision for what the shared-use path should be. In addition, given that the path is proposed to be 12 feet wide, it would only provide room for one-way traffic and would not allow sufficient width for required fire truck access.

Parking and Loading: Proposed parking would be provided via an underground parking garage, with parking and loading access off of North Queen Street. This is consistent with the *Fort Myer Heights North Plan*, which states that parking and loading access should be from north-south streets. The proposed parking ratio is slightly over 1 parking space per dwelling unit (just under the site plan minimum ratio permitted by the Zoning Ordinance), with 208 underground spaces (for 208 residential units) and two (2) accessible surface spaces off of the "shared use path" proposed through the site. Staff is currently evaluating the need and appropriateness for the two (2) surface parking spaces proposed. Loading is also proposed to be off of North Queen Street.

The site sits between the Courthouse and Rosslyn Metro stations, which are served by the Orange (Courthouse only) and Blue metro lines, and a number of WMATA and ART bus lines. The ART 61 route serves the Fort Myer Heights area during weekday rush hours, and makes a loop between the Courthouse and Rosslyn Metro stations.

DISCUSSION

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

- Reduce the residential parking ratio to (1) one space per unit (typical site plan) from the Zoning Ordinance required 1.125 spaces per unit.
- Provide compact parking spaces at 30% of the total number of proposed spaces, which exceeds the Zoning Ordinance maximum of 15%.
- 0.25 FAR (12 units) bonus density for LEED Silver Certification; and
- 25% increase (40 Units) in bonus density for the provision of affordable dwelling units on-site.

Adopted Plans and Policies: Section 15 (the “RA6-15” regulations) of the Zoning Ordinance, the Fort Myer Heights North Plan (2008), the *General Land Use Plan* (GLUP) set forth guidance for the redevelopment of the subject site, and the *Historic Resources Inventory* (HRI).

General Land Use Plan and Zoning: The subject site is located in the “RA6-15” Apartment Dwellings District; the *General Land Use Plan* (GLUP) designation is “Medium” Residential with an accompanying designation for the Fort Myer Heights North Special District.

Fort Myer Heights North Plan. The *Fort Myer Heights North Plan* was adopted by the County Board on September 13, 2008. It is a small area study that provides guidance and redevelopment for the area of Fort Myer Heights North generally bounded by Clarendon Boulevard to the north, Fairfax Drive to the south, North Pierce Street to the east, and North Courthouse Road, 13th Street North and North Scott Street to the west. Section 15 of the Zoning Ordinance was amended in October 2008 to provide for development by site plan within the study area consistent with the *Fort Myer Heights North Plan*.

This area is considered to be in an area “in-between” Rosslyn and Ballston in the Courthouse Metro Station area. It is characterized by a substantial supply of low-rise garden apartments of historic significance, market rate affordable rental units and major mature tree canopy and open space. With many sites in the area developing “by-right”, the Plan was developed to provide a framework for new development within the context of existing neighborhood attributes such that they would be preserved. Specifically the Plan identifies areas of “Revitalization” and “Conservation” and provides for conceptual and illustrative plans for how specific, targeted sites within these areas should be redeveloped with an emphasis on historic preservation, preservation of market rate affordable housing units, open space, significant trees and neighborhood scale. Elements of the concept plan for the “Revitalization” areas identified include providing for a strategic blend of conservation and redevelopment in return for significant community benefits. It is provided that the area would remain residential with limited neighborhood serving retail. Below are conceptual elements expressed in the Plan for redevelopment of sites in the “Revitalization” area:

- *Density* – Up to 3.24 FAR permitted by site plan for projects that substantially further the goals and objectives of the Plan as follows: provides recommended affordable housing contribution, preserves the historic buildings identified with their existing open space,

provides the public open spaces identified in the Plan and preserves and/or replaces significant trees identified in the Plan;

- *Buildings Heights* – Consistent with the Plan and not to exceed 125 feet or 12 stories; Heights should taper and there should be stepbacks, transitions tailored for the site specific resources and topography;
- *Building Placement* – Oriented toward Clarendon, 16th, 14th, N. Rhodes and Fairfax Drive; Buildings aligned 30 feet from the curb or in line with prevalent setback on the block face on all frontages;
- *Building Design & Architecture* – New development should maintain existing neighborhood character;
- *Historic Preservation* – Required in the “Revitalization” area for all buildings identified in the Plan;
- *Open Space* – Evoke garden element of garden apartment concept and traditional style of using lawns and landscaped areas to frame buildings;
- *Significant Trees* – Preserve or replace; Enhance overall tree canopy levels along sidewalks and in all private and incidental open spaces, as well as in landscaped setbacks on each property;
- *Retail* – Convenience uses appropriate in some locations; oriented toward the street;
- *Transportation & Streetscape* – Neighborhood gateway at N. Courthouse and N. Fairfax; Minimize curb cuts, District materials for crosswalks, County standard bicycle and pedestrian facilities, widen sidewalks and repair others, Minimum 5-foot planting strips although a preferred 6-foot or more between the curb and the sidewalk; tree grates not recommended except where adjacent to high-turnover on-street parking; and
- *Parking & Loading* – Encouraged underground, and if structures, mask with architecture and topography landscaping elements; Accommodate parking for preserved buildings in underground parking garage of new developments; Shared parking encouraged; Parking and loading access should not be located on Clarendon, 16th, 14th, N. Rhodes and Fairfax; Maximize on-street parking; and Transportation Demand Management should be provided.

The subject site is located within “Wesley Housing”, Block 6 in the *Fort Myer Heights North Plan* which is located within the “Revitalization” Area of the neighborhood. Some of the specific elements identified for redevelopment for this block in addition to what is provided above include:

- Preference for the preservation of the garden style apartments on-site under a 2- or 3-building preservation scenario.
- Redevelopment to occur within the southern portion of the site and, if possible, extending to Fairfax Drive.
- Twelve (12) stories with overall FAR below 3.24 maximum.
- New buildings should taper down to historic structures along 16th Street North.

- A shared use path should be provided to allow east-west pedestrian and bicycle access through the site.

Historic Resources Inventory

The Historic Resources Inventory, or HRI, is a comprehensive survey of historic multi-family and commercial properties that together help define the architectural character of Arlington. It is an innovative planning tool that establishes an objective and methodical process for determining which historic resources, among those most susceptible to redevelopment, should be given priority for preservation. Staff, along with consultants for the Historic Preservation Master Plan and two nationally recognized experts on 20th century architecture, planning, and suburban history, developed the criteria used to rank the historic buildings. The first phase of the HRI, which was limited to historic garden apartments, shopping centers, and commercial buildings, was adopted in July 2011.

The ranked buildings were built between 1909 to 1962 and represent key periods and innovations in Arlington's and the nation's historical, architectural, social, cultural, and transportation history and planning trends. Criteria for ranking focused on the themes of integrity of neighborhood, setting and building(s), as well as the cultural association of the resource. The buildings were assessed and ranked in six different categories according to their historical and architectural significance.

The categories include: Essential; Important; Notable; Minor; Altered/Not Historic; and Demolished. Twenty-three properties have been identified as essential; 134 as Important; 81 as Notable; 22 as Minor; and 35 as Altered/Not Historic. Ninety-nine historic properties -- 25 percent of the surveyed properties -- were listed as demolished within the past decade, including 63 garden apartment buildings or complexes, four shopping centers and 32 commercial buildings.

The Pierce Queen Apartments are one of the 134 resources noted as Important on the HRI. Important Buildings are central to the County's history, but less distinctive than and/or have less physical integrity than Essential buildings. The Pierce Queen Apartments are further protected by the Fort Myer Heights North Plan, which called for preservation of 2-3 buildings on the site as part of any redevelopment scheme.

Preliminary Issues: The following preliminary issues have been identified with the site plan request.

Land Use & Zoning:

- LEED Bonus being sought requires certification of all structures on site.

Site Design & Characteristics:

- Building entrance – no direct access from any of the adjacent streets for the new building.
- New entry features
 - Proposed planter walls are too tall; consider adding a kneewall perpendicular to the street as a way to manage the grade change, allow places for seating and landscaping, and bring people into the site.

- Proposed location and treatment of electrical switching boxes creates large, obtrusive elements that would block view of the existing buildings and eliminate green space along 16th Street North frontage.
- Opportunities to create more open, green spaces should be explored to maintain garden apartment character.

Building Design & Architecture:

- Building should have a better defined base, middle, and top
- Building materials and brick color could be used (with a horizontal focus) to achieve this and to reinforce its relationship with the historic structures.
- Massing – lack of building setback along rear (south) property line.
- Penthouse exceeds maximum permitted in the district.
- Vents are proposed on the building façade.
- The number and location of the proposed exterior balconies should be reevaluated.

Transportation:

- Proposed shared use path is not consistent with intent of the Plan; functions like a driveway instead of a walking/cycling path.
- Public access easement required for vehicular/pedestrian path through the site.

SPRC Neighborhood Members for this Site Plan:

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Planning Commissioner Chairing This Item:

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