

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Thursday, December 20, 2012
TIME: 7:00 – 8:30 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza, Room 311
Arlington, VA 22201

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

Item 1. Shreve Apartments (SP #427) 7:00 pm – 8:30 pm
(RPC#s 11-010-010, -011, -015)
Planning Commission and County Board meetings to be determined.
Elizabeth Kays (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
Shreve Apartments (SP #427)
(RPC# 11-010-010, -011, and -015)

AGENDA: First Meeting – December 20, 2012

- 1) Informational Presentation
 - a) Overview of Site Plan Proposal and Adopted Planning Documents (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) Requested bonus density, height, etc.
 - ii) 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: Future Meetings

- 4) 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.)

- 5) 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
- vii) Historic Preservation (if applicable)
- b) Retail Spaces (if applicable)
 - 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
- 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)
- 7) Community Benefits
 - a) Public Art
 - b) Affordable Housing
 - c) Underground Utilities
 - d) Historic Preservation
 - e) Other
- 8) Construction issues
 - a) Phasing
 - b) Vehicle staging, parking, and routing
 - c) Community Liaison

Site Location: The 74,360 square-foot site is located in East Falls Church on the block bounded by Lee Highway to the east, Fairfax Drive and I-66 to the north, the County boundary with the City of Falls Church to the south, and N. Little Falls Road to the west.

Applicant Information:

Applicant:

Shreve Apartments, LLC
1925 Isaac Newton Square East,
Suite 110
Reston, VA 20190
Mark Silverwood/Brad Mowbray
(703) 777-8322
mark@silverwoodhomes.com
brad@silverwood-associates.com

Attorney:

Walsh, Colucci, Lubeley, Emrich &
Walsh, P.C.
2200 Clarendon Blvd., Suite 1300
Arlington, VA 22201
Nan E. Walsh
(703) 528-4700
nwalsh@arl.thelandlawyers.com

Architect:

The KTG Y Group, Inc.
8605 Westwood Center Drive,
Suite 300
Vienna, VA 22182
Rohit Anand, AIA, NCARB
(703-245-1082
ranand@ktgy.com

Engineer:

VIKA
8180 Greensboro Drive, Suite 200
McLean, VA 22102
Jeff Kreps
(703) 442-7800
kreps@vika.com

Landscape Architect:

Studio 39
6416 Grovedale Drive, Suite 100-A
Alexandria, VA 22310
David Lesiuk
(703) 719-6500
dlesiuk@studio39.com

LEED Consultant:

SDKeppler, Ltd.
51 Monroe Street, Suite 402
Rockville, MD 20850
Rachel H. Sowards, LEED, AP
(240) 403-0787
rhardestry@sdkeppler.com

Traffic Consultant:

Wells & Associates, LLC
1420 Spring Hill Road, Suite 600
McLean, VA 22102
Michael R. Pinkoske
(703) 917-6620
mrpinkoske@mjwells.com

BACKGROUND:

The following provides additional information about the site and location:

Site: The 74,360 square-foot (1.71 acre) site is located in East Falls Church on the block bounded by Lee Highway to the east, Fairfax Drive and I-66 to the North, the County boundary with the City of Falls Church to the south, and N. Little Falls Road to the west. The surrounding land uses are as follows:

- To the north: Immediately adjacent, Washington and Old Dominion Trail (W&OD Trail). The property is designated “Public” on the General Land Use Plan (GLUP) and is zoned “CM” and “M-1.”
- To the west: Immediately adjacent, Fire Station #6 which is owned by the City of Falls Church and jointly operated with the Arlington County Fire Department. The property is designated “Public” on the GLUP and is zoned “S-3A.”
- To the east: Immediately adjacent, Suburban Animal Hospital and Don Pool Mercedes-Benz Specialists. The properties are designated “Low Office-Apartment-Hotel” on the GLUP and zoned “CM.”

Across Lee Highway, Econo Lodge, La Cote D’Or Café, and the WestLee condominium building. The properties are designated “Low Office-Apartment -Hotel” on the GLUP and are zoned “CM” and “C-O-1.5.”

- To the south: Immediately adjacent, a driveway owned by the Falls Church Volunteer Fire Department which serves Fire Station #6, the subject site and the Don Pool Mercedes-Benz site. The property is designated as “Low Office-Apartment-Hotel” on the GLUP and zoned “C-O-1.5.”

Immediately adjacent south of the driveway property, the County line with the City of Falls Church and Four Mile Run.

- Zoning: “CM” Limited Industrial Districts and “M-1” Light Industrial Districts
- General Land Use Plan Designation: “Low Office-Apartment-Hotel” (Up to 1.5 FAR, 72 units/acre apartments, and 110 units/acre hotel)
- Neighborhood: The site is located within the Arlington-East Falls Church Civic Association.

Existing Development: The 74,360 square-foot site is currently developed with a one-story office building on Lee Highway and several smaller buildings and tanks used for the Petro oil and heating company.



Aerial View of Site

Development Potential: The following provides a summary of the site’s “by-right” and “C-O-1.5” site plan maximum development potential.

Site Area: 74,360 sq. ft.	Density Allowed/Typical Use	Maximum Development
“CM ” By-Right	Limited industrial and commercial: 1.5 FAR	111,540 s.f.
“M-1” By-Right	Limited industrial and commercial: 1.5 FAR	111,540 s.f.
Proposed Zoning: “C-O-1.5” By-Right	One-family Dwellings: 6,000 s.f./lot; or Office uses only at 0.6 FAR	12 one-family dwellings; 44,616 s.f.
Proposed Zoning: “C-O-1.5” Site Plan	Commercial/office/institutional: max 1.5 FAR; Apartments at max 72 units/acre; Hotel at 110 units/acre	111,540 s.f. 123 apartment units 188 hotel units

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

SITE AREA	1.71 acres (74,360 sq. ft.)
Density	
Residential Density	228 units

Base number of units	123 units
Affordable Housing (25%)	30 units
LEED Silver Bonus (up to 0.2/.15 FAR)	19 units
Other Bonus ¹	56 units
Retail Density ²	12,719 sq. ft. (.17 FAR)
“C-O-1.5” Max. Permitted Residential Density	72 units/acre
“C-O-1.5” Max. Permitted Commercial Density	1.5 FAR
Building Height	
Average Site Elevation	293.32 feet
Main Roof Elevation	368.35 feet
Main Roof Height	74.96 feet
Penthouse Roof Elevation	379.35 feet
Penthouse Height	11.96 feet
Number of Stories	6 stories plus 3 below-grade parking levels
“C-O-1.5” Max. Permitted Bldg. Height (Site Plan)	10 stories
Parking	
Total Number of Spaces	375
Residential Parking Spaces	290
Standard Spaces	248
Compact Spaces	36
Handicap Spaces	6
Residential Parking Ratio	1.27 sp/unit
Retail Parking Spaces	49
Standard Spaces	47
Compact Spaces	0
Handicap Spaces	2
Retail Parking Ratio	1 sp/259 s.f. retail GFA
Other (Fire Station #6 Parking Spaces) ³	36
Standard Spaces	36
Compact Spaces	0
Handicap Spaces	0
“C-O-1.5” Required Residential Parking Ratio	1.125 sp/unit for first 200 units; 1 sp/unit for additional units (273 spaces)
Site Plan Required Retail Parking Ratio	1 sp/580 s.f. (22 spaces)
LEED	Silver
LEED Score	50

¹Applicant proposes additional bonus density that is equivalent to a sixth floor for the provision of a grocery store as recommended in the *East Falls Church Area Plan*.

²Applicant requests density exemption for all retail GFA.

³Applicant proposes to replace 23 parking spaces for Fire Station #6 that are currently located in the adjacent access driveway owned by the Falls Church Volunteer Fire Department.

Density and Uses: The subject site is proposed to be rezoned from “CM” and “M-1” to “C-O-1.5.” The “Low” Office-Apartment-Hotel GLUP designation recommends, and the “C-O-1.5” zoning district permits by site plan, retail/commercial/office development up to 1.5 FAR; apartment dwellings up to 72 units per acre; and hotel units up to 110 units per acre. Site area shall not be counted twice in allocating the permitted total density.

The proposed redevelopment of the site includes 228 dwelling units and 12,719 square feet of ground floor retail. The ground floor retail is proposed to be occupied by a grocery tenant. The residential building is proposed to have 23 studios, 137 one-bedroom units, and 68 two-bedroom units.

The applicant requests bonus density for LEED Silver Certification and the provision of on-site affordable housing units, which the County Board may grant in consideration of a site plan per Section 36.H of the Zoning Ordinance. The applicant also requests bonus density equivalent to a sixth floor. The *East Falls Church Area Plan* recommends that the maximum height for development at this site be five stories. However, the plan notes that a sixth story should be considered if a grocery store is provided on site. The applicant proposes that the sixth story be provided through bonus density. The applicant also requests to exclude from density 12,719 square feet of gross floor area associated with the proposed grocery store, including the ground floor retail area and below-grade storage area. Staff is currently reviewing the density proposal.

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

Base Density	123 units
LEED Silver Certification Bonus (.15 FAR retail/.20 FAR residential) ¹	19 units
Affordable Housing Bonus (25%) ¹	30 units
Additional Bonus Density	56 units
Total Density	228 units

¹Units yielded based on an average unit size of 842 square feet.

Site and Design: The applicant proposes to redevelop the subject site with a six-story, mixed-use building. The 73,360 square-foot subject site is irregularly shaped, with limited street frontage of approximately 106 feet on Lee Highway. The majority of the site does not have direct street frontage and is set back from Lee Highway an additional 110 to 135 feet behind the Suburban Animal Hospital and Don Pool Mercedes-Benz Specialists properties.



View of proposed building from Lee Highway

The ground floor of the building along Lee Highway would contain the proposed grocery store and secondary pedestrian entrance to the residential portion of the building. The main lobby and pedestrian entrance for the residential building, as well as the parking garage entrance and loading areas are proposed to be located at the southern edge of the site, with access from an easement on the adjacent property owned by the Falls Church Volunteer Fire Department. The adjacent access would be redesigned to provide a separate driveway for Fire Station #6 and a driveway serving the proposed building. The remainder of the ground floor would contain at-grade parking within the building. There would also be an access door and five-foot wide path providing direct bicycle access from the building to the adjacent W&OD Trail on the north side of the building.

The proposed building would be comprised of a concrete podium at the three levels of below-grade parking and the ground floor and wood construction at the five stories of apartment units above. At the second floor, there would be a landscaped central courtyard with a pool and other amenities for the apartment tenants. The primary building material is brick, with varying colors and patterns used to break up the horizontal massing of the building. Glass, metal panel, awnings, and canopies are also proposed as accents and to define the main entries to the building. The applicant has proposed to utilize design queues from the existing Shreve Oil building in storefront windows and signage at the base of the building.



Ground floor plan

Railroad Siding Along the W&OD Trail: A former elevated railroad siding that once served the Washington & Old Dominion Railroad is located partially on the subject site and partially on the adjacent [W&OD Trail](#). Preservation of the siding was recommended as part of the *East Falls Church Area Plan*. In addition, the railroad siding has been nominated for Local Historic District designation, and staff estimates that the nomination will go before the Historical Affairs and Landmark Review Board in early 2013. The applicant is proposing to preserve the siding as part of the development proposal and is currently discussing potential preservation measures, landscaping improvements, and historic signage with staff and the Northern Virginia Regional Park Authority (NVRPA) who has jurisdiction over the W&OD Trail. The proposed residential building is proposed to be set back approximately 9.5 feet from the railroad siding.

LEED: The applicant proposes that the building would be certified as LEED Silver. The applicant requests .15 FAR bonus density for the commercial portion of the building and .20 FAR bonus for the residential portion of the building for a total bonus of 19 units. Staff is currently evaluating the LEED Silver proposal.

TRANSPORTATION: The subject site is located in the East Falls Church area of Arlington County, south of the I-66 interchange, and south of the Lee Highway intersections with Washington Boulevard and Fairfax Drive. Lee Highway (U.S. 29) is a four-lane principal arterial in the vicinity of the site. In the immediate vicinity of the site, Lee Highway meets North Westmoreland Street, a two-lane collector, at a T-intersection. The [*Master Transportation Plan*](#) (MTP) classifies this portion of Lee Highway as a Type B – Primarily Urban Mixed-Use arterial. North Westmoreland Street is classified as a neighborhood street.

Trip Generation: Wells & Associates prepared a traffic impact analysis (TIA) dated June 8, 2012, assuming a redevelopment plan for the site including a 228-unit apartment complex above a 14,993 square-foot grocery store. Relative to the existing vehicle trips at the site, the project is estimated to produce 127 new a.m. peak trips and 301 new p.m. peak trips (net).

The TIA analyzed six relevant signalized and unsignalized intersections within close proximity of the site:

- Lee Highway (US 29) and Washington Boulevard
- Lee Highway (US 29) and Fairfax Drive
- Lee Highway (US 29) and Westmoreland Street
- Lee Highway (US 29) and fire station driveway, paired with North Washington Street and North Gresham Street (in Falls Church)
- North Washington Street and Jefferson Street (in Falls Church)
- North Washington Street and Columbia Street (in Falls Church)

Arlington County transportation division staff has requested revisions to the applicant's TIA. Further information on the TIA will be provided as site plan review continues.

Streets and Sidewalks: The applicant will set its proposed building back from the current curb line of Lee Highway by approximately 13.5' to accommodate future widening of Lee Highway, as recommended in the *East Falls Church Area Plan* (April 2011). The applicant is also proposing improvements to the sidewalk on Lee Highway in the vicinity of the project, widening it to current County standards. The subject application does not include full consolidation of the block as was recommended in the East Falls Church Area Plan. Therefore, a full widening of the Lee Highway cannot be achieved at this time.

Lee Highway: In its existing state, the width of Lee Highway varies in the immediate vicinity of the site. Northeast of the North Westmoreland Street intersection, it is comprised of a 57.5' travelway, including two eastbound travel lanes of 12' each, and two westbound travel lanes of 13.5' and 11'. There is a striped center median of approximately 3.9', which becomes a turn lane of approximately 7.5' at intersections. Southwest of the North Westmoreland Street intersection, the travelway narrows to 52'. There are two eastbound travel lanes of 11.3' and 10.7', and two westbound lanes of 14.7' and 11.5', with a 3.8' striped center median.

The applicant proposes no changes to the Lee Highway roadway section, but its project would accommodate future widening of the roadway. Northeast of North Westmoreland Street, a 14' sidewalk—8' clear sidewalk with 6' tree pits—is proposed for the north side of Lee Highway, as

well as an additional 13.5’ feet of sidewalk width nearer to the existing curb line, for a total of 27.5’ of sidewalk width along the building’s frontage (until widening of Lee Highway occurs). No changes are proposed to the sidewalk on the south side of Lee Highway. Southwest of North Westmoreland Street, the applicant would create an 8’ sidewalk area where the sidewalk crosses the fire and building access roads. Since the applicant does not own the animal hospital and automobile repair sites, the existing 4’-5’ clear sidewalk would remain as is in front of those sites.

North Westmoreland Street: North Westmoreland Street dead-ends at Lee Highway in a signalized T-intersection. Its 35’ travelway includes two 10.5’ travel lanes, and parking on both sides of the street; sidewalks on the west side of the street are 17’, and vary from 6’ to 15’ on the east side. A curb nub at the T-intersection reduces the width of North Westmoreland Street to 30’. No changes are proposed to the street or sidewalk on North Westmoreland Street.

Building Access Drive/Fire Station Access Drive: The existing driveway is owned by the Falls Church Volunteer Fire Department, and the applicant has an access easement for use of a portion of the driveway. This driveway is primarily used by Fire Station #6 staff and visitors, including access for fire vehicles responding to an emergency. The driveway intersects in a “T” with Lee Highway; the signal at the intersection is activated only for emergency calls. The existing roadway section is 66’ from curb to curb, and it includes two 12’ travel lanes separated from diagonal parking for the fire station (15’) by a 5.5’ striped median. Beyond the parking lane is a 22’ travel lane, for fire access.

The applicant proposes to rebuild the access roadway to separate access for the proposed building from the fire station driveway. The revised cross-section would measure 58’ from curb to curb, and include three 10’ lanes for building access (one ingress lane and two egress lanes). These lanes would all dead-end at the building’s parking garage. A 6’ planted swale would separate these travel lanes from a 20’ dedicated fire/emergency access road, which would lead directly to and from the fire station. These two separated roadways would presumably share the same traffic signal; the intersection would be fully signalized.

A five-foot wide sidewalk would be located alongside the proposed mixed-use building and continue for 135’ adjacent to the automobile repair property to Lee Highway. The repair shop, which currently has access from the fire station driveway, would continue to have access. Therefore, vehicles would be permitted to cross the new five-foot wide sidewalk.

Summaries of the street and sidewalk configurations are provided in the table below:

LEE HIGHWAY—NORTHEAST OF WESTMORELAND		
Existing Street	Existing Clear Sidewalk (north)	Existing Total Sidewalk (north)
57.5’	5’	13.6’
Proposed Street	Proposed Clear Sidewalk (north)	Proposed Total Sidewalk (north)
57.5’	8’	27.5’
LEE HIGHWAY—SOUTHWEST OF WESTMORELAND		
Existing Street	Existing Clear Sidewalk (north)	Existing Total Sidewalk (north)
52’	4’—5’	8’
Proposed Street	Proposed Clear Sidewalk (north)	Proposed Total Sidewalk (north)
52’	4’—8’	8’

NORTH WESTMORELAND STREET		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
35'	<i>varies, 6' to 17'</i>	<i>varies, 6' to 17'</i>
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
35'	<i>varies, 6' to 17'</i>	<i>varies, 6' to 17'</i>
FIRE STATION/BUILDING ACCESS DRIVE		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
66'	<i>none</i>	<i>none</i>
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
58'	<i>5' (east side only)</i>	<i>5' (east side only)</i>

Parking, Loading, and Access: Parking and loading schemes represent the applicant's December 13, 2012 submittal.

Parking: The proposed development would include parking spaces for 375 cars in a four-level garage (the upper level of the garage would be at grade, with three floors below grade). Entry and egress for the parking garage would be provided from an access drive adjacent to the fire station driveway, accessible only from Lee Highway.

The 228 residential units will be served by 290 parking spaces, an average parking ratio of 1.27 spaces per unit. Per Section 33 of the Zoning Ordinance, the minimum parking requirement would be 273 spaces. Thirty-six of these spaces, or 12.4%, would be for compact cars.

Forty-nine parking spaces are provided for the 12,719 s.f. of retail space, for a parking ratio of 1 space per 259 s.f. If the standard site plan ratio of 1 space per 580 s.f. is used, the applicant would be required to provide a minimum of 22 spaces.

The applicant also proposes to provide 36 parking spaces for use by the fire station. These spaces would compensate for the loss of 23 existing outdoor parking spaces located on the adjacent to the fire access lane owned by the Falls Church Volunteer Fire Department.

Loading: A two-bay (31' wide) loading dock would be provided adjacent to the parking entry/exit. One loading bay would have direct access to the trash area. A third loading dock (14' wide) would be located next to the building entry, and would be for use of building residents. The applicant has provided turning movements to demonstrate how trucks would enter the access drive, fulfill loading/unloading service, and exit the access drive.

Pedestrian Access: For the retail portion of the proposed project, there would be a pedestrian entry at the building's eastern edge, fronting Lee Highway. There would also be a secondary (keycard) pedestrian entry on Lee Highway to the residential portion of the building. The main pedestrian entrance and lobby would be on new access drive on the southern side of the building. To access this entrance, the pedestrian would walk alongside the auto repair shop on a five-foot striped or stamped walkway, sharing this path with vehicles coming and going from the repair shop. Wheelchairs would use the same route. The residential entry has a stairway and a wheelchair ramp.

The nearest pedestrian crosswalks on Lee Highway are at North Westmoreland Street (a diagonal crosswalk from the west side of Westmoreland) and at Fairfax Drive.

Transit: The project area is reasonably well served by transit; the East Falls Church Metrorail station is approximately one-third of a mile (1,700 feet) east of the site. Pedestrian and bicycle

access to the station is most directly provided via the W&OD Trail and 19th Road North, or via Westmoreland Street North and North 19th Street.

Metrobus serves the site along Lee Highway, with Routes 2A, 2B, 2C, 2G, 3A, 3B, and 26E. Bus service is also provided to the East Falls Church Metrorail station via Metrobus 24T and ART routes 52 and 53.

Bicycling: The W&OD Trail, immediately adjacent to the site, provides access to a large number of northern Virginia destinations and is a heavily used bicycle commuter route and recreation trail. The trail crosses Lee Highway at the off-ramp from I-66 (eastbound), and is an area of conflict between bicyclists and vehicles turning westbound onto Lee Highway, an already heavily congested route.

DISCUSSION

Modification of Use Regulations: The applicant requests the following modifications to Zoning Ordinance requirements:

- Density exclusions for retail, totaling 12,719 sq. ft.; and
- Bonus density for LEED Silver Certification, provision of on-site affordable housing units, and the provision of the grocery store per the *East Falls Church Area Plan*.

Adopted Plans and Policies: The [General Land Use Plan](#) (GLUP), the *East Falls Church Area Plan*, and Section [23A](#) (the “C-O-1.5” regulations) of the Zoning Ordinance guide development on this site.

General Land Use Plan and Zoning: The GLUP designation is “Low Office-Apartment-Hotel.” The subject site is proposed to be rezoned from CM and M-1 to C-O-1.5.

East Falls Church Area Plan: On April 16, 2011 the County Board adopted the *East Falls Church Area Plan* and designated this area as the “East Falls Church Neighborhood Center District” on the General Land Use Plan. The vision for East Falls Church is to create an inviting, walkable Neighborhood Center that will serve as an economic and social hub where people can live, work and shop near transit and to preserve and protect the nearby existing single-family residential areas. The plan recommends that the majority of the area remain residential while allowing new mid-rise (generally 4-9 stories) development along the Lee Highway corridor and at the East Falls Church Metro Station. The new development would include public spaces, neighborhood serving retail, and improved streetscapes and bicycle connections that would balance the automobile traffic with other transportation modes. Development within the Neighborhood Center is envisioned to occur within three nodes: the Transit Mixed-Use Area, the Neighborhood Transition Area, and the Gateway Mixed-Use Area.

Plan Goals: The major goals of the *East Falls Church Area Plan* include:

- Preserve adjacent single-family neighborhoods;
- Ensure that new buildings are compatible with and transition appropriately to adjacent single family neighborhoods;
- Provide a balance among residential, office, retail and hotel uses within the new “Neighborhood Center;”

- Ensure that, with new development, the needs of low to moderate income families are met through a variety of measures, including the provision of on-site affordable units and a mix of housing options;
- Incorporate sustainable and green building principles and quality architectural design in the development of new buildings and open spaces;
- Mitigate potential traffic impacts and expand travel choice;
- Enhance transit access and facilities to meet the future needs of East Falls Church; and
- Improve bicycle and pedestrian connections in and through the area.

Site Specific Guidance: The subject site is within the Gateway Mixed-Use Area. The plan encourages full consolidation of the parcels fronting Lee Highway between Fairfax Drive and the County line (Sites A and B on the map at the right). Some of the specific elements identified for redevelopment of this site include:

- Enhanced streetscape along the Lee Highway frontage is required.
- Development should be consistent with the massing provisions set forth in the Design Guidelines section of the Plan.



Gateway Mixed-Use Area Illustrative Plan,
East Falls Church Area Plan

- Preservation and maintenance of the historic W&OD railroad siding is recommended. An appropriate setback from the railroad siding must be maintained.
- With full consolidation of Site A and Site B, up to six stories of development could be considered. Enhanced public open space, to include retail and/or support services for trail users on the used car lot (Site B), would be required.
- With full consolidation of Site A and Site B, up to eight stories along the Four Mile Run frontage of the site could be considered if a grocery store is incorporated into the development.
- Without full consolidation of Site A and Site B or without full consolidation of parcels in Site A, up to five stories of development is recommended, provided that the historic

preservation, streetscape, and retail goals are met, to the fullest extent possible, on the site. However, up to six stories could be considered if a grocery store is incorporated into the development.

Design Guidelines: In addition to the site specific guidance above, the *East Falls Church Area Plan* includes a number of additional recommendations which are summarized below:

East Falls Church Area Plan Element	Recommendation
Land Use	<ul style="list-style-type: none"> • Mixed Use with retail required on Lee Highway
Heights	<ul style="list-style-type: none"> • Up to 5 stories without full consolidation of Sites A and B and without a grocery store • Up to 6 stories with grocery store but without full consolidation of Sites A and B • Up to 8 stories with full consolidation of Sites A and B
Service, Parking, and Loading Locations	<ul style="list-style-type: none"> • Underground parking within mid-rise buildings • Service, loading, and parking entrances should not be located with direct access major arterial streets, where possible. • Consolidated or shared driveways are encouraged.
Open Space	<ul style="list-style-type: none"> • Public open space and public art on adjacent site (Site B) with full consolidation
Massing	<ul style="list-style-type: none"> • Position the building’s mass and bulk to provide lower scale of development adjacent to lower density and pedestrian areas. • 4-10 foot Step-Back between 2nd Floor and 3rd Floor recommended on Lee Highway. Additional step-backs should be considered at other locations to ease transitions. • Consider other architectural design solutions to enhance view corridors, provide façade variety, accentuate building corners or to address other site-specific conditions. • Utilize human-scale architectural elements, such as cornice lines, to break up large expanses along the street edge, and multiple building entries and windows along the ground floor to define a building’s base. • Avoid large expanses of single-plane facades and monotonous walls that lack height stepbacks, changes in materials, articulation of details, and fenestration. • Vary materials, textures, patterns, colors, and details on building facades to reduce the perceived mass of the buildings and to create the illusion of smaller buildings.
Placement and Orientation	<ul style="list-style-type: none"> • Build-to lines are recommended on three sides of the site. • Buildings should generally be oriented with the main facades and primary building entrances facing the street or at street corners.
Roof Treatment	<ul style="list-style-type: none"> • Innovative roof design is encouraged, provided it complements adjacent rooflines. • Outdoor uses on rooftops are encouraged. • Mechanical penthouses should be less than 16 feet tall and set back from the building façade a distance equal or greater to the height of the penthouse. Penthouse design should reflect that of the rest of the building.
Ground Floor Retail	<ul style="list-style-type: none"> • Ground level facades should be designed to provide interest at the street level, with a minimum of 50 percent transparency.

	<ul style="list-style-type: none"> • 15 feet of structural clear height should be provided in retail spaces.
Materials	<ul style="list-style-type: none"> • Brick is recommended as the primary building material. • Consideration should be given for other materials, such as natural and cast stone, glass, metal, pre-cast concrete, and wood.
Streetscape	<ul style="list-style-type: none"> • 8' clear sidewalk • 6' tree and furniture zone • 4' shy zone (optional) • 5' x 12' tree pits • Outdoor dining areas should be considered if the shy zone is a minimum of 6 feet.
Street Sections	<ul style="list-style-type: none"> • Approximately 93' section, including two lanes in each direction, 6' bike lanes, a 10' median/left-turn lane, and 14' to 18' sidewalks

Preliminary Issues: Staff has identified the following preliminary issues with the site plan proposal:

- Land Use and Zoning
 - Bonus density proposal
 - Exclusion of grocery store density
 - Conformance with East Falls Church Area Plan
 - Issues related to the lack of consolidation of parcels
 - Main residential entrance not located on street frontage
 - Above-grade parking and related ground floor architectural design
 - Relationship of building to the W&OD trail and railroad siding
 - Massing of building on site
 - Site Access and Design
 - Potential conflicts with Fire Station #6 operations
 - Lee Highway streetscape improvements
 - Relationship to adjacent non-consolidated parcels.
- Transportation
 - Traffic impacts of reconfigured driveways for Fire Station #6 and the proposed building
 - Drop-off and loading configuration
 - Pedestrian access to the main lobby of the building
 - Bicycle routes around the site, particularly how they relate to the W&OD Trail
- Building Architecture
 - Blank walls on much of the ground floor façade due to above-grade parking
 - Differentiation of the massing/façade materials to break up the horizontal façade
 - Above-grade transformers
- Open Space
 - Relationship to W&OD Trail and railroad siding
 - Impact on Resource Protection Area (Four Mile Run)

SPRC Neighborhood Members for this Site Plan:

Franz Gimmler	Arlington East Falls Church Civic Association	franzz@ix.netcom.com
Liz McGonigle	Arlington East Falls Church NCAC	lizmcgonigle@verizon.net

Interested Parties:

Dan Iglhaut, Northern Virginia Regional Park Authority	DIGLHAUT@nvrpa.org
Elizabeth Perry, City of Falls Church	eperry@fallschurchva.gov

Paul Schomburg, Falls Church Volunteer Fire Department
Dr. Gary Schrader, Suburban Animal Hospital
Don Pool, Don Pool Mercedes-Benz Specialists

bswartz@legumnorman.com
vetsuburb@aol.com
donpool@cox.net

Planning Commissioner Chairing This Item:
Suzanne Klein

Sklein@verizon.net

Staff Members:

Elizabeth Kays	CPHD – Planning	703-228-3691
Dennis Sellin	DES – Transportation	703-228-4805

ekays@arlingtonva.us
dsellin@arlingtonva.us