

**SITE PLAN REVIEW COMMITTEE  
MEETING AGENDA**

**DATE:** Monday, July 2, 2012  
**TIME:** 7:00 – 10:00 p.m.  
**PLACE:** 2100 Clarendon Boulevard  
Courthouse Plaza, Rooms 109/111  
Arlington, VA 22201

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

**Item 1. Colony House/1700 Lee Highway (SP #423) 7:00 pm-8:30 pm**  
(RPC# 16-025-008)  
Planning Commission and County Board meetings to be determined.  
*Elizabeth Kays (CPHD Staff)*

**Item 2. 3901 N. Fairfax Drive (SP #386 – Design Concept for Public Plaza and 10<sup>th</sup> Street North) 8:30 pm-10:00 pm**  
No Planning Commission and County Board meetings required.  
(RPC# s 14-030-057 and -058)  
*Sophia Fisher and Freida Wray (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, 10<sup>th</sup> 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](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](http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSPRCSchedule.aspx)

**ITEM 1**  
**Colony House/1700 Lee Highway -- SP #423**  
(RPC# 16-025-008)

**AGENDA: First Meeting— April 23, 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

**Agenda: Second Meeting – May 21, 2012**

- 3) Informational Presentation
  - a) Staff
  - b) Transportation items and revisions since last SPRC meeting (Applicant)
  
- 4) 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
  
- 5) Transportation
  - a) Infrastructure
    - i) Mass transit facilities and access
    - ii) Street systems (w/existing and proposed cross sections)
    - iii) Vehicular and pedestrian routes
    - iv) Bicycle routes and parking
  - b) Traffic Demand Management Plan
  - c) Automobile Parking
    - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
    - ii) Access (curb cuts, driveway & drive aisle widths)

- d) Delivery Issues
  - i) Drop offs
  - ii) Loading docks
- e) Signage (parking, wayfinding, etc.)

**Agenda: Third Meeting – July 2, 2012**

- 6) Informational Presentation
  - a) Building architecture and revisions since last SPRC meeting (Applicant)
- 7) 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
- 8) 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)
- 9) Community Benefits
  - a) Public Art
  - b) Affordable Housing
  - c) Underground Utilities
  - d) Historic Preservation
  - e) Other
- 10) Construction Issues
  - i) Phasing
  - ii) Vehicle staging, parking, and routing
  - iii) Community Liaison

**Site Location:** 1.23 acre site is in the Rosslyn station area and is generally bounded by Lee Highway to the north, N. Quinn Street to the east, multifamily residential buildings to the south, and the Scott Street Bridge to the west.

**Applicant Information:**

**Applicant**

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**Traffic Consultant**

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**BACKGROUND:**

The applicant is requesting a General Land Use Plan (GLUP) amendment, rezoning, and associated site plan for the former Colony House site. In 2011, the site was the subject of a Long Range Planning Commission (LRPC) Special Study in response to the applicant's development application. The LRPC process resulted in a recommendation to the County Board to authorize advertising consideration of a proposed GLUP change for the site from "Low-Medium" Residential (16-36 dwelling units/acre) to either "Low" Office-Apartment-Hotel (up to 1.5 FAR for office uses; up to 72 units/acre residential; and up to 110 units/acre hotel uses) or "Medium" Residential (37-72 units/acre). The County Board voted on December 10, 2011 to authorize such advertisement to be concurrent with the rezoning and site plan application.

The applicant is also requesting a rezoning from "C-2" to "C-O-1.5", which corresponds to the proposed "Low" Office-Apartment-Hotel GLUP designation.

**The following provides additional information about the site and location:**

Site: The 53,636 square-foot subject site is located in the Rosslyn station area on the southwest quadrant of the Lee Highway and N. Quinn Street intersection on the block generally bounded by Lee Highway to the north, N. Quinn Street to the east, and N. Scott Street to the south and west. The surrounding land uses are as follows:

To the north: Across Lee Highway is Interstate 66, which is VDOT right-of-way. The right-of-way

is zoned “S-3A” and designated “Public” on the GLUP.

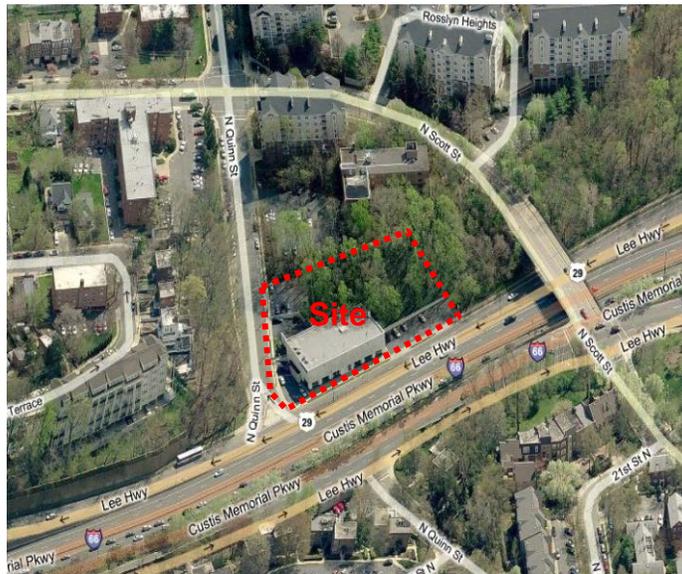
To the west: Scott Street Bridge and a vegetated area owned by the adjacent residential building. The property is zoned “RA8-18” and designated “Low-Medium” Residential on the GLUP.

To the east: Across N. Quinn Street, The Crestmont apartment building which is located closer to the Key Blvd. intersection. The property is zoned “RA6-15” and is designated “Low-Medium” Residential on the GLUP.

To the south: Immediately adjacent, Rosslyn Heights (formerly Summit Village) apartment building. The property is zoned “RA6-15” and is designated “Low-Medium” Residential on the GLUP.

- **Zoning:** “C-2” Service Commercial – Community Business Districts
- **General Land Use Plan Designation:** “Low-Medium” Residential (16-36 units/acre)
- **Neighborhood:** The site is located within the Colonial Village Civic Association and across from the North Rosslyn and North Highland Civic Associations.

**Existing Development:** The subject site is currently developed with the former Colony House furniture store, a one-story commercial building constructed by-right in c. 1957. Under the proposed site plan, the building would be demolished.



Aerial View of Site

Source: Bing Maps

**Development Potential:**

Site Area: 53,636 sq. ft.	Density Allowed/Typical Use	Maximum Development
Existing Zoning: “C-2” By-Right	One-Family Dwellings: 6,000 s.f./lot; or Hotel: 600 sf/unit; or Commercial: 1.5 FAR	8 one-family dwellings; 89 hotel units; 80,454 s.f. GFA

Site Area: 53,636 sq. ft.	Density Allowed/Typical Use	Maximum Development
Proposed Zoning: "C-O-1.5" By-Right	One-family Dwellings: 6,000 s.f./lot; or Office uses only at 0.6 FAR	8 one-family dwellings; 32,181 s.f. FAR
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	80,454 s.f. 88 apartment units 135 hotel units

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

<b>SITE AREA</b>	53,636 sq. ft.
<b>Site Area Allocations</b>	
Hotel	53,636 sq. ft.
<b>Density</b>	
Hotel Density	168 units
Base number of units	135 units
LEED Gold Bonus (0.4 FAR)	33 units
<b>"C-O-1.5" Max. Permitted Density</b>	<b>110 hotel units/acre</b>
<b>Building Height</b>	
Average Site Elevation	117.15 feet
Main Roof Elevation	205 feet
Main Roof Height	87.5 feet
Penthouse Roof Elevation	223 feet
Penthouse Height	18 feet
Number of Stories	8 stories plus 2 parking levels
<b>"C-O-1.5" Max. Permitted Bldg. Height (Site Plan)</b>	<b>10 stories</b>
<b>Parking</b>	
Total Number of Spaces	101
Standard Spaces	84
Compact Spaces	13
Handicap Spaces	4
Hotel Parking Ratio	.60 sp/unit
<b>"C-O-1.5" Required Residential Parking Ratio</b>	<b>1 sp/unit (168 spaces)</b>
<b>LEED</b>	<b>Gold</b>
LEED Score	69

**Density and Uses:** The subject site is proposed to be rezoned from "C-2" to "C-O-1.5," and the GLUP designation is proposed to be changed from "Low-Medium" Residential to "Low" Office-Apartment-Hotel. 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 a 1.5 FAR; apartment dwellings at 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 development includes an extended stay hotel with 168 hotel rooms and related amenities for guests on site. The hotel will have a mix of studio, one-bedroom suites, and two-bedroom suites. The “C-O-1.5” permits 110 hotel units per acre, which would allow 135 hotel rooms on this site. The applicant also requests bonus density of 0.4 FAR (33 hotel rooms) through the achievement of LEED Gold certification.

The following is a summary of the proposed density on the site:

Total Site Area	53,636 sq. ft. (1.231 acres)
Permitted Hotel Density	110 units/acre
Base number of units	135 units
LEED Bonus up to 0.4 FAR <sup>1</sup>	33 units
Total Hotel Units	168 units
<b>Effective Density</b>	<b>137 units/acre</b>

**Site and Design:** The applicant proposes to redevelop the site with an 8-story, 129,288 square-foot building located along the northern portion of the site on the Lee Highway frontage. The building will be 8 stories tall with an additional two levels of parking, with a total height of 87’-6” plus an 18’ penthouse. Due to the extreme topography of the site, which rises 20-50 feet in elevation from the northern to the southern property line, the two levels of parking are at grade and visible along Lee Highway and at the corner of N. Quinn Street.

The main entry to the hotel will be accessed from N. Quinn Street. The entry plaza will provide the primary pedestrian access, short and long-term parking, and loading/check-in for guests. Since the April 23, 2012 meeting, the applicant has revised the pedestrian entry from N. Quinn Street to provide a more direct pedestrian path from the sidewalk into the main lobby. The two levels of parking will be accessed through a separate driveway directly from N. Quinn Street.

Since the April 23, 2012 SPRC meeting, the applicant has revised the location of loading dock from Lee Highway to N. Quinn Street to address concerns regarding maneuvering on Lee Highway. The Lee Highway frontage will now contain the lower level of the parking garage and service areas for the building. The N. Quinn Street frontage is now proposed to include the loading dock, transformers (enclosed within the building), the entrance to the parking garage, a pedestrian entry to the building, and a vehicular entry plaza/porte cochere (three curb cuts total). Both street frontages are proposed to include a planted buffer adjacent to the majority of the building edge.

The guest amenity areas are primarily proposed on the ground floor, which is at grade with the entry plaza on N. Quinn Street and above the two levels of parking. Private, landscaped terraces are proposed at both the eastern and western sides of the ground floor.

The steep slope and several existing trees at the southwest corner of the site are proposed to be maintained, with a retaining wall proposed adjacent to this area.

The building’s architecture has been revised since the May 21, 2012 SPRC meeting. As proposed, the base of the building, which includes the two parking levels and lobby level, would be composed of a beige precast concrete and stone. At the exposed parking levels fronting on Lee Highway, the applicant proposes to utilize an aluminum frame with mesh infill to screen the parking. Above the base, the building would primarily be composed of a light red brick with aluminum windows. The long façade is broken up at portions of the building with vertical elements of beige precast concrete, large, loft-style

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<sup>1</sup> Units yielded are based on an average unit size of 530 sq. ft.

windows and texturized acrylic accents. These vertical elements tie into the top of the building which utilizes a similar façade treatment. Above the base, the building also has a variety of set backs which break up the façade and define the corners of the building. The entrance to the building on the south wall is marked by a rounded façade and a porte cochere.

**LEED:** The applicant proposes that the building will be certified as LEED Gold. The applicant requests .4 FAR bonus density for a total bonus of 33 hotel rooms. Staff is currently evaluating the LEED Gold proposal.

**TRANSPORTATION:** 1700 Lee Highway is located in the southwest quadrant of Lee Highway and N. Quinn Street. Lee Highway (U.S. 29) is a six-lane divided highway; its eastbound and westbound portions in the vicinity of the site are separated by Interstate 66 and its barrier walls. In the immediate vicinity of the site, Lee Highway is one-way in the eastbound direction, and parallel to I-66. (Access to westbound Lee Highway is attainable via N. Scott Street, which crosses over Lee Highway and I-66.) N. Quinn and other streets in the site area are two-directional. The *Master Transportation Plan* (MTP) classifies both N. Quinn Street and Lee Highway adjacent to the site as a Type B – Primarily Urban Mixed-Use arterial.

Trip Generation: Gorove/Slade Associates prepared a traffic impact analysis (TIA) dated January 31, 2012, assuming a redevelopment plan for the site including a 168-unit extended-stay hotel. Relative to the existing vehicle trips at the site, the project is estimated to produce 38 new a.m. peak trips and 40 new p.m. peak trips.

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

- Lee Highway (US 29) and North Rhodes Street/I-66 ramp
- Lee Highway (US 29) and North Quinn Street
- Lee Highway (US 29) and North Nash Street
- North Quinn Street and Key Boulevard and North Scott Street
- North Quinn Street and Wilson Boulevard

Four of the five intersections currently operate with acceptable levels of service, as do the turn movements at those intersections. However, the southbound left turn movement at the intersection of Lee Highway and North Rhodes Street/I-66 ramp operates at level of service “F” during the a.m. peak period.

In 2014 (the operational year of the proposed project), without the proposed development, the intersection levels of service for the five intersections studied are projected to operate similarly to today, with the southbound left turn movement at the intersection of Lee Highway and North Rhodes Street/I-66 ramp continuing to operate at an unacceptable level of service “F”. The TIA shows that the marginal increase in traffic at the studied intersections would not add additional delay when compared to the 2014 no-build scenario, and is not proposing any remediation of this condition.

Streets and Sidewalks: The applicant is proposing improvements to sidewalks in the vicinity of the project, widening them to current County standards, or beyond.

Lee Highway: Eastbound Lee Highway is a 36’ right-of-way comprised of three travel lanes of 11.6’, 12’, and 12.7’. A grass strip separates Lee Highway from a 6’ sidewalk in the project vicinity.

The project proposes no changes to the Lee Highway section, but it does propose improved sidewalk features: a 10’ shared-use (bicycle and pedestrian) sidewalk, separated from Lee Highway by an 8’ planting strip, which would include street trees, ground cover and perennial plantings as proposed.

North Quinn Street: The roadway is approximately 45 feet wide from curb to curb. There is a 23.2’ lane southbound (uphill), including an 8’ parking lane (above the 120’ grade) and a 5’ bicycle lane. There is a

22.4' northbound (downhill) lane, including a 7' parking lane and a 5' bicycle lane. The effective travel lane width is 10.2' feet southbound (18.2' below the 120' grade) and 10.4' northbound. These lanes gain width near the intersection with Lee Highway, as the parking and bicycle lanes disappear from N. Quinn, and wide curb radii encircle the turn movement here. There are now 4' sidewalks on both sides of North Quinn Street.

The project proposes maintaining the North Quinn Street section, but improving the sidewalk width on the project site (west side of Quinn). The proposed sidewalks would be widened to 6', with 5' x12' tree pits placed adjacent to the curb.

The applicant proposes locating all vehicle access for the site from North Quinn Street, with three curb cuts for garage entry/exit, loading access, and driveway/porte-cochere entry/exit. The number and frequency of curb cuts could result in an interrupted walking experience for the pedestrian, and also presents more opportunities for pedestrian-vehicle conflicts than might exist with fewer curb cuts.

At the May 21, 2012 SPRC meeting, several members noted that the sidewalks on the west side of N. Quinn Street which extend from the site to the intersection with N. Scott Street are in narrow and would not encourage guests to walk from the hotel. Staff and the applicant are exploring options for widening these sidewalks to improve the pedestrian experience.

Lee Highway and North Quinn Street intersection: This intersection is configured as a "T", with North Quinn Street dead-ending at Lee Highway. North Quinn Street widens at the approach to the intersection, with a center island or "pork chop" providing vehicle channelization and a pedestrian refuge. The current configuration provides generous curb radii, allowing free turns from North Quinn Street onto Lee Highway, or vice versa. On the east side of the intersection, an acceleration lane is also provided to allow turning vehicles from North Quinn Street to gain speed upon entering Lee Highway.

The free turning movements encouraged by the generous curb radii, acceleration lane, and other design aspects of this intersection present difficult conditions for pedestrians, which must be mitigated. Staff is working with the applicant to determine necessary improvements to the intersection.

Parking and Loading: Parking and loading schemes have been revised by the applicant since the SPRC meeting of May 21, 2012.

Parking: As revised, the proposed development would include parking spaces for 92 cars in a two-level garage beneath the hotel, fronting Lee Highway (the lower level of the garage would be at grade at the Lee Highway elevation). Entry and egress for the parking garage would be provided from North Quinn Street. Additional parking for nine (9) cars would be provided at the driveway/porte-cochere entry plaza, also entered from North Quinn Street. 13 percent (13%) of the 101 parking spaces would be compact spaces.

The applicant proposes a parking ratio of 0.6 parking spaces per room for this hotel, a 40% reduction from the zoning ordinance requirement. The reduced parking is an issue of concern for staff, and must be mitigated, either through the provision of additional parking spaces, transportation demand management programs, or a combination thereof. The applicant has provided a report with parking usage information for similar hotels in the region which is provided as an attachment for the meeting agenda on the SPRC website. Of these, staff considers Virginian Suites to be the most similar to the proposed extended stay hotel.

Further the applicant has analyzed how much parking could be provided with managed parking should there be demand for additional spaces on site. An additional 18 spaces could be provided in tandem, bringing the total spaces provided to 119 (.70 ratio). Staff is evaluating whether managed parking is necessary as part to the overall transportation demand management program.

Service and Loading: The loading dock for the project was relocated and significantly revised since the April 23 SPRC meeting. As revised, loading is proposed to be provided off of North Quinn Street,

approximately 40' from the North Quinn Street/Lee Highway intersection. Service and delivery trucks and vans would back into the loading dock from North Quinn Street.

Transit: Though the study area is reasonably well served by transit, there are several obstacles to accessibility, including the distance from the nearest Metro stations, site location at the base of a steep (10% grade) hill, and nearby bus service in one direction only, because of the configuration of Lee Highway's east- and westbound lanes.

The site is located approximately 2,500 feet (walking distance) from the Rosslyn Metro station (blue and orange lines), and is 3,000 feet downhill from Court House Metro (orange line). Both stations are approximately a ten-minute walk from the site. Within a short walk (0.2 miles) along Lee Highway is the Metrobus stop for routes 3A, 3B, 3E, and 3Y eastbound. 3A, 3B, and 3E buses serve Rosslyn Metro station, and 3Y is a peak-period, peak-direction bus to Farragut Square (skipping Rosslyn). The stop for westbound buses is at some distance, with a walk over the Scott Street Bridge to the other side of I-66 and Lee Highway required.

Numerous other buses, including Metrobus, Arlington Transit (ART), the DC Circulator, and Loudoun County Transit are available along Wilson Boulevard, Clarendon Boulevard, and the two Metro stations.

Bicycling: Though Lee Highway itself has no bicycle facilities, the Custis Trail is located immediately adjacent to it (north of the westbound lanes). North Quinn Street has striped bicycle lanes, as do Key Boulevard and North Scott Street. A Capital Bikeshare station is located at Key Boulevard and North Quinn Street, a block from the site. A wide variety of on-street bicycle facilities is available in the Court House and Rosslyn station areas, including six additional Bikeshare stations.

## DISCUSSION

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

- Reduction of the required hotel parking ratio from 1 space/unit to 0.58 space/unit;
- 0.4 FAR (33 units) bonus density for LEED Gold Certification; and
- Reduction of the required 40' building setback.

**Adopted Plans and Policies:** Section 23A (the "C-O-1.5" regulations) of the Zoning Ordinance, the Rosslyn Transit Station Area Study (1977), the Rosslyn Transit Station Area Plan Addendum (1992), the *General Land Use Plan*, as well as the Long Range Planning Committee (LRPC) special study of this site set forth guidance for the redevelopment of the subject site.

General Land Use Plan and Zoning: The subject site is proposed to be rezoned from "C-2" to "C-O-1.5;" the GLUP designation is proposed to be changed from "Low-Medium" Residential to "Low" Office-Apartment-Hotel.

Relevant Plans: The site is located in the Rosslyn Station Area and is governed by both the [Rosslyn Transit Station Area Study](#) (1977) and [Rosslyn Transit Station Area Plan Addendum](#) (1992). However, due to the remote location of the site away from the central station area, the plans offer limited guidance for the site. The Rosslyn Transit Station Area Study recommended maintaining the "Low-Medium" Residential GLUP designation for this site and rezoning it from "C-2" to "RA8-18." The Addendum called for this area to remain residential. Since the applicant for the subject site requested a change in the land use designation from the existing plans, the County initiated the LRPC special study to develop guidance for the site in 2011.

Colony House Special General Land Use Plan Study: A special GLUP study was conducted in 2011 to evaluate a proposed GLUP amendment request for this site. The LRPC process resulted in a

recommendation to the County Board to authorize advertising consideration of a proposed GLUP change for the site from “Low-Medium” Residential (16-36 dwelling units/acre) to either “Low” Office-Apartment-Hotel (up to 1.5 FAR for office uses; up to 72 units/acre residential; and up to 110 units/acre hotel uses) or “Medium” Residential (37-72 units/acre). The County Board voted on December 10, 2011 to authorize such advertisement to be concurrent with the rezoning and site plan application.

A brief summary of staff recommendations from the LRPC process follows below. For more detailed information, please see the County Board report and memorandum on the Colony House Special GLUP Study included on the SPRC website in the materials for the April 23, 2012 meeting.

- As a result of its analysis, staff concurred with the general input of the Planning Commission, the LRPC, the North Rosslyn Civic Association and Rosslyn Renaissance received through study that either “Low” Office-Apartment-Hotel or “Medium” Residential are within realm of consideration and should be advertised for consideration, subject to an appropriate site plan.
- A GLUP category such as “Low” Office-Apartment-Hotel could be in the realm of consideration, subject to an appropriate site plan, for several reasons. With the appropriate uses, heights, tapering and transitions, which can be addressed through the site plan process, “Low” Office-Apartment-Hotel and the associated C-O-1.5 zoning district could allow for flexibility in redeveloping the site with a mix of uses, including apartment, office or hotel development with or without retail. “Low” Office-Apartment-Hotel could provide for an appropriate form of development at this location that is compatible with surrounding development. Given the site’s location along Lee Highway and Interstate 66 and its extreme topography, additional height could be accommodated on this site in relation to surrounding sites to make redevelopment through the site plan process more likely. By-right development under the current C-2 zoning is a distinct possibility should other options not be provided, as this site could be used for a large format retail establishment. Staff heard through the process that there is interest in allowing for hotel or multifamily residential development on this site, as it is located on a major arterial and interstate and such uses could be viable in a busy, noisy location of this nature. A GLUP designation of “Low” Office-Apartment-Hotel would also be consistent with and in keeping with good planning principles that encourage smart growth and sustainable, walkable development close to Metrorail corridors.

**Preliminary Issues:** The following preliminary issues have been identified by staff and by SPRC members at previous SPRC meetings:

#### Site Design and Characteristics

- Street activation
- Delineation of the “front” of the building and pedestrian entrances
- Relationship of the building to adjacent sites
- Amount of paving in entry plaza
- Transformer location

#### Transportation

- ~~Loading access from Lee Highway~~
- Site access/signage for pedestrians and vehicles
- Parking ratio modification
- Coordination with VDOT on Lee Highway Improvements
- Pedestrian/vehicular conflicts
- Lee Highway and N. Quinn Street streetscape and intersection improvements
- Need for sidewalk improvements off-site on N. Quinn Street

**Building Architecture**

- Architecture should define this building as a “gateway” to Arlington
- Differentiation of the façade in order to break up the length on Lee Highway
- Façade does not reflect interior uses/“front” of building
- Design of the pedestrian base
- Design of the porte cochere
- Rooftop signage

**SPRC Neighborhood Members for this Site Plan:**

George Schwartzman	Colonial Village I	<a href="mailto:colonialvillage1@gmail.com">colonialvillage1@gmail.com</a>
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**ITEM 2**  
**Design Concept for Public Plaza and 10<sup>th</sup> Street North**  
**3901 North Fairfax Drive Site Plan**  
(RPC#s 14-030-057 and -058)

**Site Location:** The site is located at the western edge of the Virginia Square Metro Station area, and is bounded by Fairfax Drive to the south, North Pollard Street to the east, 10<sup>th</sup> Street North to the north, and North Quincy Street to the west. The public plaza is located on site adjacent to North Quincy Street, between 10<sup>th</sup> Street North and Fairfax Drive.

**Applicant Information:**

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**BACKGROUND:** On January 21, 2012, the County Board approved a major amendment to SP #386, 3901 Fairfax Drive, for a nine (9)-story, 201,627 square foot commercial building with 178,131 square feet of office space, 3,200 square feet of ground floor retail, and a 12,985 square-foot black box theater. The approved site plan also requires provision of an on-site publicly accessible plaza adjacent to North Quincy Street and construction of the segment of 10<sup>th</sup> Street North between North Quincy and Pollard Streets which coordinates with the design of the public plaza. Condition #15.i. of the approved site plan requires a post-approval process for development of a design concept for the public plaza and 10<sup>th</sup> Street North that would include the types of plaza amenities, their placement in the plaza, landscaping, site lighting, and other design features needed to meet the goals in the Virginia Square Sector Plan. The developer was required to participate in a County-organized workshop, facilitated by a consultant selected by the County, which engaged the Ballston-Virginia Square community and stakeholders in the design of the public plaza and 10<sup>th</sup> Street North. The condition also required the developer to work with the County to address feedback from the Workshop and submit a revised design concept for the plaza and 10<sup>th</sup> Street North for review at one (1) SPRC meeting. Following SPRC review and issuance of comments from the County, the developer is required to submit a revised plan for the plaza and

10<sup>th</sup> Street North to the County Manager for approval, which will be included in the final landscape plan for the site plan.



The 2002 *Virginia Square Sector Plan* envisioned an open space at this location to “retain visibility of Quincy Park and Central Library and create a better connection to these public areas from Fairfax Drive.” The Plan makes a number of recommendations both for the Virginia Square Metro Station Area in general and for the subject site in particular. Regarding the public plaza, the recommendations included:

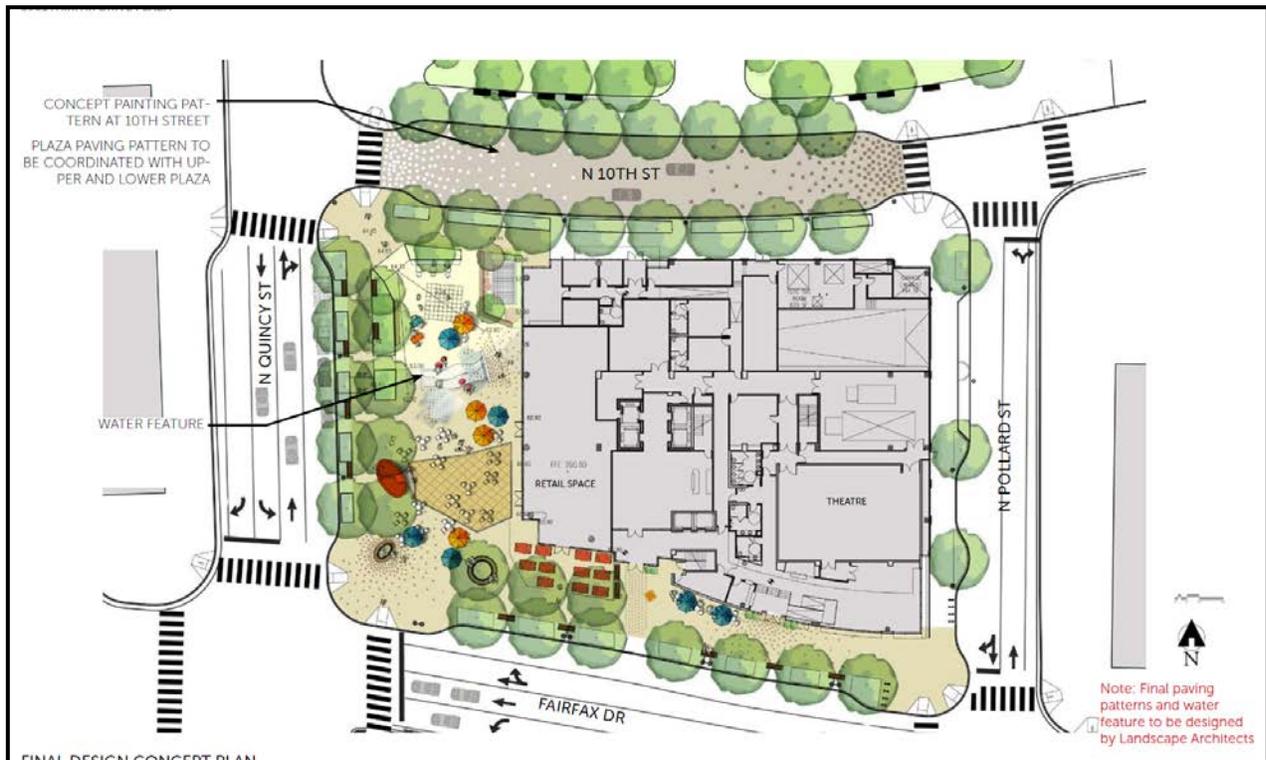
- With redevelopment, promote prominent, significant architecture on the Arlington Funeral Home site to create a special entrance into Virginia Square from Ballston, and to improve the visibility of and pedestrian connections to Central Library and Quincy Park.
- If and when redevelopment of the Arlington Funeral Home site occurs, establish an open space to retain visibility of Quincy Park and Central Library, and create a better connection to these public areas, from Fairfax Drive.
- Buildings and open spaces at activity nodes, such as...the Arlington Funeral Home site, should be designed with high-quality materials to emphasize their importance in the Virginia Square urban fabric.
- A plaza should be located either near the corner of Quincy Street and Fairfax Drive for private development or central to the site to provide a view corridor to Central Library and Quincy Park for public development.
- 10<sup>th</sup> Street North should be integrated into the overall site design and should provide an interesting transition between the park and the funeral home site.

## POST-COUNTY BOARD PROCESS:

### Project for Public Spaces (PPS) Report and Design Concept

Consistent with Condition #15.i. of the approved site plan, the County retained the Project for Public Spaces (PPS), a New York-based non-profit planning and design organization, to implement a public charrette process for the public plaza and 10<sup>th</sup> Street North. PPS conducted a placemaking workshop on April 25, 2012, which allowed attendees to participate in several visioning exercises. With input generated from the workshop, PPS developed alternative concept sketches and presented them at an open house on April 26, 2012, during which attendees identified and discussed design alternatives and elements that they deemed most desirable. The resultant report from PPS outlines the overall recommendations and key design elements identified by workshop participants, and provides a concept design for the plaza and 10<sup>th</sup> Street North, precedent images, and a summary of the feedback generated by the placemaking workshop and open house discussions and exercises.

Below is the design concept for the public plaza and 10<sup>th</sup> Street North prepared by PPS.



The PPS report outlined the following overall recommendations:

- Design the plaza so it can serve as a multifunctional, flexible, multipurpose public community space that is open, accessible and welcoming to everyone in the community.
- Expand the presence and influence of the Library.
- Create a visibly engaging gateway to Virginia Square and mark the delineation between Ballston and Virginia Square.
- Traffic calm 10<sup>th</sup> Street to create a seamless transition between the library and the plaza.

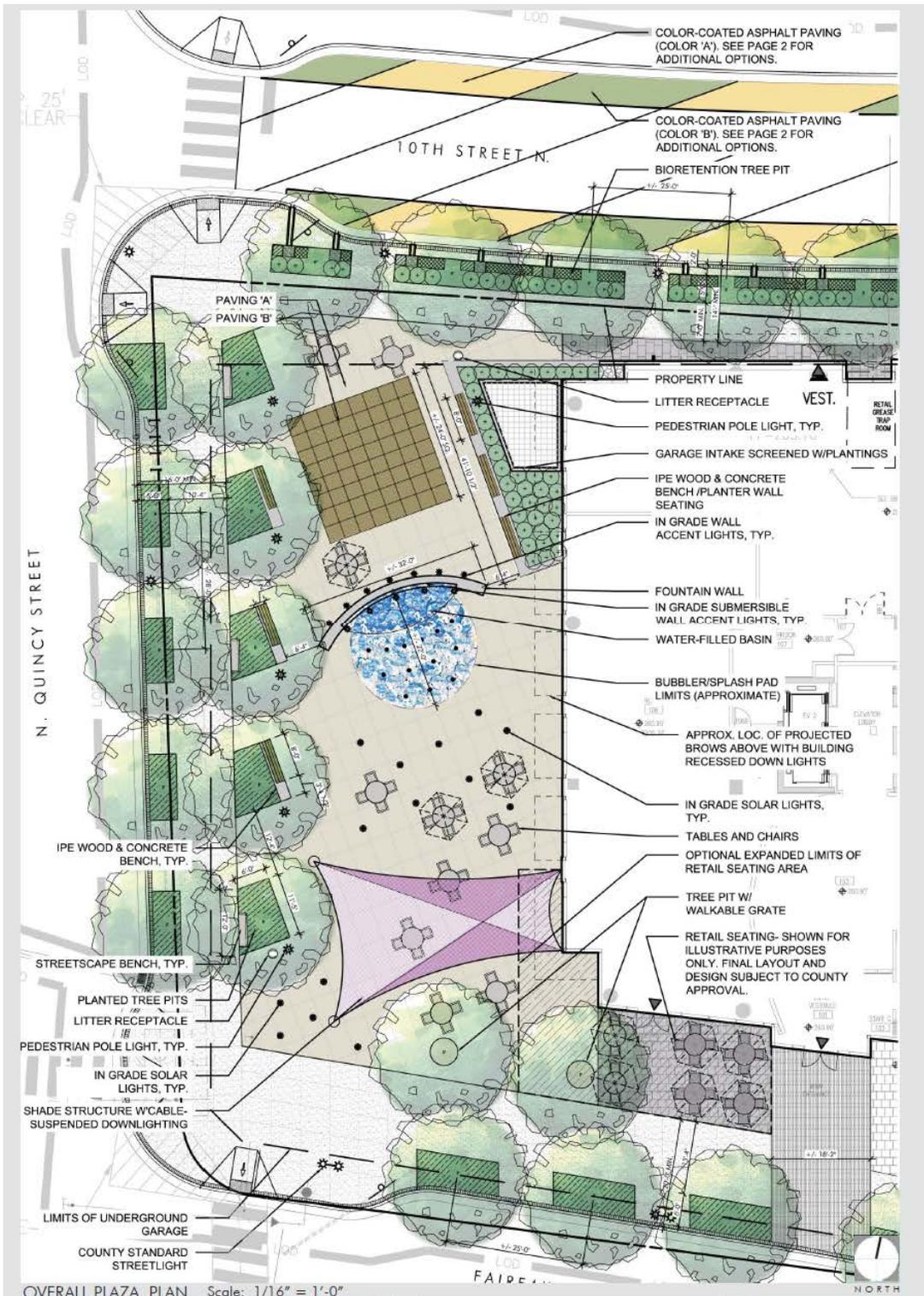
- Engage the public, private, and nonprofit sector organizations and residents in its programming and activation and above all its management.

The report also outlined the key design elements for the plaza and 10<sup>th</sup> Street, which are summarized below:

- A two-level plaza with a large lower space on the south side and a smaller upper space along 10<sup>th</sup> Street; The lower main Plaza should be a multipurpose space with moveable tables and chairs and the upper level should be a more intimate location for classes or readings.
- An interactive water feature as the focal point of the main space, to be interactive, participatory, colorful, and engaging for all age groups including families and children. Water feature to be integrated into the grade change with a surface and raised water movement. Should be designed to be attractive even when not turned on as water feature.
- Double row of shade trees along both Quincy and Fairfax Drive.
- A temporary color shade structure located in the center of the lower plaza during the hot months, to protect from the sun for the interim period while the trees are growing.
- Activate retail use on Fairfax Drive wrapping the building corner adjacent to the plaza, and a permanent location for a temporary food vendor should the retail use not provide food service in the morning or lunch.
- An interesting, colorful plaza paving pattern for views from above and to enliven the space. Use of quality materials (no concrete pavers because they get too dull and concrete looking over time)
- A games paving pattern for the smaller space along 10th Street (ideas included super sized Lego's, chess board, etc.)
- A gateway element for the library side of the 10<sup>th</sup> street and moveable tables and chairs for their outdoor space.
- A gateway element for the corner of Fairfax and Quincy (ideas included wayfinding, community kiosks, planters with seasonal flowers, etc.)
- A roadway pattern for 10<sup>th</sup> Street, to be non-directional with two colors to coordinate with the Plaza pavement.

#### Crimson's Revised Concept Design

Below is the revised design concept for the public plaza and 10<sup>th</sup> Street North prepared by the developer, Crimson Partners, which is the subject of review by the SPRC. The developer's design concept incorporates many of the elements recommended in the placemaking workshops, including: the two-level plaza concept, the water feature as a focal point, the double row of shade trees along North Quincy Street and additional street trees on the Fairfax Drive frontage, and a shade structure to provide shade in the interim term until the trees mature to the point where they are able to provide shade.



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Staff continues to work with the developer to flesh out certain elements of the revised design concept, including the plaza paving, water feature and 10<sup>th</sup> Street design. An update will be provided at the SPRC meeting. The following documents are available SPRC website: the PPS Report and precedent images provided by the developer.

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