

**SITE PLAN REVIEW COMMITTEE  
MEETING AGENDA**

**DATE:** Monday, October 22, 2012  
**TIME:** 7:00 – 9:00 p.m.  
**PLACE:** 2100 Clarendon Boulevard  
Courthouse Plaza, Room 311  
Arlington, VA 22201

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

**Item 1. Latitude Apartments /3601-3625 Fairfax Drive (SP #426) 7:00 pm-9:00 pm**  
(RPC# 14-032-001, -002, -003, and -004)  
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, 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**  
**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 –**

### 5) Informational Presentation

- a) Staff
- b) Land use, site design, and building architecture items and revisions since last SPRC meeting (Applicant)

### 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) 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 –**

### 8) Informational Presentation

- a) Open space and transportation revisions since last SPRC meeting (Applicant)

### 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:** 0.97 acre site located in Virginia Square and generally bounded by 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> Street is the Monroe Condos residential building. This property is zoned “R-C” and is designated “High-Medium” Residential Mixed Use on the GLUP.

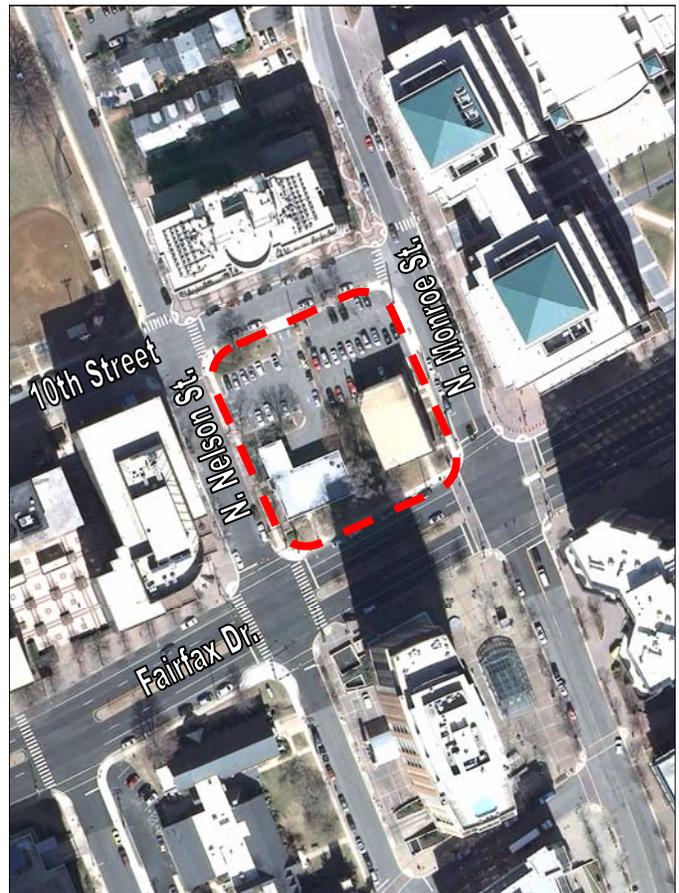
To the west: Across N. Nelson Street is a vacant office building. The property is zoned “C-O” and designated “High” Office-Apartment-Hotel on the GLUP.

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, 10<sup>th</sup> 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
<b>Existing Zoning</b>		
“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
<b>Proposed Zoning</b>		
“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.

<b>Total Site Area</b>	42,126 sq. ft.
Multi-family Residential	40,811 sq. ft.
Retail	1,315 sq. ft.
<b>Density</b>	
Residential GFA	255,068
Residential Units	256
Residential FAR	6.25 FAR
Retail GFA	5,000 sq. ft.
Retail FAR	3.8 FAR
<b>Total GFA</b>	<b>260,068 sq .ft.</b>
<b>Total FAR</b>	<b>6.17 FAR</b>
<b>Base Residential Density (4.8 FAR)</b>	195,893 sq. ft.
<b>Bonus Density</b>	
Affordable Housing Bonus (25%)	48,973 sq. ft.
LEED Silver Bonus (0.25 FAR)	10,203 sq. ft.
<b>Density Exclusions</b>	
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.
<b>Total Density Exclusions</b>	<b>10,963 sq. ft.</b>
<b>“C-O” Max. Permitted Density</b>	25,276 sq. ft.
<b>“C-O” Max. Permitted Density (Site Plan –VA Square Sector Plan)</b>	202,205 sq. ft.
<b>Total Proposed Density</b>	<b>271,031 sq. ft.</b>

<b>Building Height</b>	
Average Site Elevation	252.38 feet
<b>Proposed Building</b>	
Main Roof Elevation (@ 12 <sup>th</sup> 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
<b>“C-O” Max. Permitted Bldg. Height (Site Plan)</b>	<b>180 feet</b>
<b>Max. Permitted Bldg. Height (per VA Square Sector Plan)</b>	<b>12 stories/125 feet</b>
<b>Parking</b>	
Total Number of Spaces	270
Standard Spaces	260
Compact Spaces	3
Handicap Spaces	7
Parking Ratio	1.0
<b>“C-O” Required Residential Parking Ratio</b>	<b>1:1</b>
<b>LEED</b>	<b>Silver</b>
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.

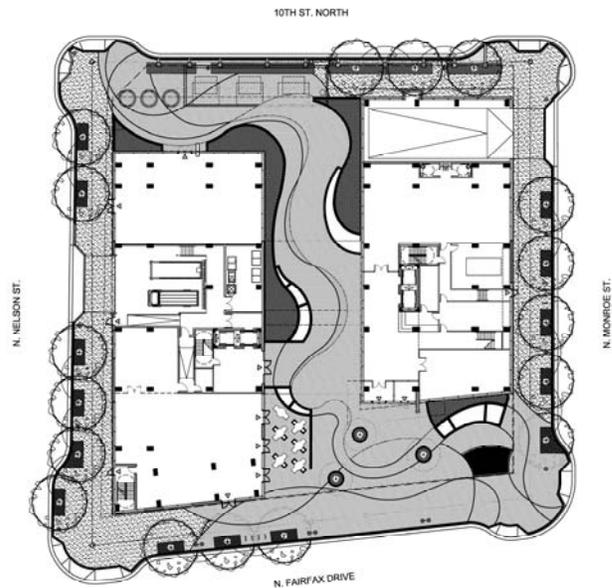
The applicant requests approximately 1.45 FAR in bonus density. The “C-O Commercial Office Building, Hotel, and Multiple-Family Residential zoning district, in accordance with the Plan, provides that the County Board may approve additional density above the base density shown in the GLUP in return for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



1 ARCHITECTURAL SITE PLAN

The new building would include ground level retail and cultural uses with 11 residential floors above. The 11<sup>th</sup> and 12<sup>th</sup> 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 11<sup>th</sup> 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 11<sup>th</sup> 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 13<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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:

10<sup>th</sup> Street North and North Nelson Street and  
10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> Street North, with a continuous 5-foot wide planting strip adjacent to the street. The clear sidewalk width on 10<sup>th</sup> 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.

<b>FAIRFAX DRIVE</b>		
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'
<b>NORTH MONROE STREET</b>		
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'
<b>NORTH NELSON STREET</b>		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
43'	7'	13.5'
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
41'	12.25'	18'
<b>10<sup>TH</sup> STREET NORTH</b>		
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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> Street North and 11<sup>th</sup> 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 10<sup>th</sup> 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.

**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:**

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Collier Cook	Ballston-VA Square NCAC	<a href="mailto:collier.cook@gmail.com">collier.cook@gmail.com</a>
Scott Sklar	Ashton Heights Civic Association	<a href="mailto:president@ashtonheights.org">president@ashtonheights.org</a>
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**Interested Parties:**

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**Planning Commissioner Chairing This Item:**

Rosemary Ciotti	<a href="mailto:Rosemary.Ciotti@gmail.com">Rosemary.Ciotti@gmail.com</a>
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