

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Thursday, January 28, 2016
TIME: 7:00 – 10:00 p.m.
PLACE: Courthouse Plaza
2100 Clarendon Boulevard, Lobby Rooms C&D (Cherry & Dogwood)
Arlington, Virginia 22201

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

Item 1. The Berkeley (SP #431) 7:00 pm- 8:25 pm
(RPC# 32-020-002, -010)
PC and CB meetings TBD
Sophia S. Fisher (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://commissions.arlingtonva.us/planning-commission/>

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://projects.arlingtonva.us/private-development/>

To view the current Site Plan Review Committee schedule, go to the web site
<http://commissions.arlingtonva.us/planning-commission/sprc/>

ITEM 1

2900 & 2910 S. Glebe Road Site Plan (SP #431, The Berkeley)

(RPC# 38-020-002, -010)

Steve Sockwell, SPRC Chair

SPRC AGENDA: First Meeting—November 21, 2013

- 1) Informational Presentation
 - a) Overview of Site Plan Proposal (Staff)
 - b) Presentation of Site Plan Proposal (Applicant)
- 2) SPRC Discussion/Prioritization of issues

SPRC AGENDA: Second Meeting – December 9, 2013

- 3) Land Use & Zoning
 - a) Relationship of site to GLUP, sector plans, etc.
 - i) Requested changes (if any)
 - ii) Justification for requested changes (if any)
 - b) Relationship of project to existing zoning
 - i) Special site designations (historic district, etc.)
 - ii) Requested bonus density, height, etc. (if any)
 - iii) Requested modification of use regulations (if any)

SPRC AGENDA: Third Meeting – March 13, 2014

- 4) Updates on outstanding issues (Staff/Applicant)
 - a) Four Mile Run Restoration Master Plan and Design Guidelines (Staff)
 - b) Applicant Response/Presentation of proposed changes (Applicant)
- 5) SPRC Review and Discussion
 - a) Land Use & Zoning Continued:
 - i) Relationship of site to GLUP, sector plans, etc.
 - (1) Requested changes (if any)
 - (2) Justification for requested changes (if any)
 - ii) Relationship of project to existing zoning
 - (1) Requested bonus density, height, etc. (if any)
 - (2) Requested modification of use regulations (if any)
 - b) Site Design and Characteristics
 - i) Allocation of uses on the site
 - ii) Relationship and orientation of proposed buildings to public space and other buildings
 - iii) Streetscape Improvements
 - iv) View vistas through site
 - v) Visibility of site or buildings from significant neighboring perspectives
 - vi) Historic status of any existing buildings on site
 - vii) Compliance with adopted planning documents

SPRC AGENDA – Fourth Meeting – April 17th

- 6) Building Architecture
 - a) Design Issues
 - i) Building form (height, massing, tapering, setbacks)
 - ii) Facade treatments, materials, fenestration
 - iii) Roof line/penthouse form and materials
 - iv) Street level activism/entrances & exits
 - v) LEED/Earthcraft/Green Home Choice Score
 - vi) Accessibility
 - b) Service Issues
 - i) Utility equipment
 - ii) Venting location and type
 - iii) Location and visibility of loading and trash service
 - iv) Exterior/rooftop lighting

- 7) 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)

SPRC AGENDA – Fifth Meeting - May 12th

- 8) 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.)

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

SPRC AGENDA – Sixth Meeting – January 28th

- 10) Final Presentation of Proposal highlighting changes made in response to committee and staff comments
- 11) Wrap-up and identification of outstanding issues

Site Location: 200,873 square foot site (4.6114 acres) located south of S. Glebe Road, adjacent to Four Mile Run. The site is bounded by S. Lang Street to the east and S. Meade Street terminates in an intersection just west of the site.

Applicant Information:

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BACKGROUND: A site plan is proposed to redevelop the site of the existing Berkeley Apartments at 2900 and 2910 S. Glebe Road. The applicant, AHC Inc., proposes to redevelop the site with two 5-story apartment buildings with a total of 287 units. There is no General Land Use Plan (GLUP) amendment requested with this application; however, the applicant is proposing to rezone approximately 18,170 square feet from “S-3A” to “RA8-18”. In association with the site plan, the applicant requests to modify the building height and the parking ratio.

- *Since the initial proposal, the application has been revised as follows:*
 - *Removal of all visitor surface parking spaces facing the stream.*
 - *Addition of a pervious drive area to address fire access.*
 - *New planting swale adjacent to the trail to assist with water runoff and inclusion of native and noninvasive adaptive plantings.*
 - *Increased the width of Four Mile Run trail along the redeveloped property to 12’.*
 - *Addition of a public node along the trail with benches and litter control.*
 - *Utilization of green roof technologies on top of the garage structure.*
 - *Set aside area for future bike share location.*

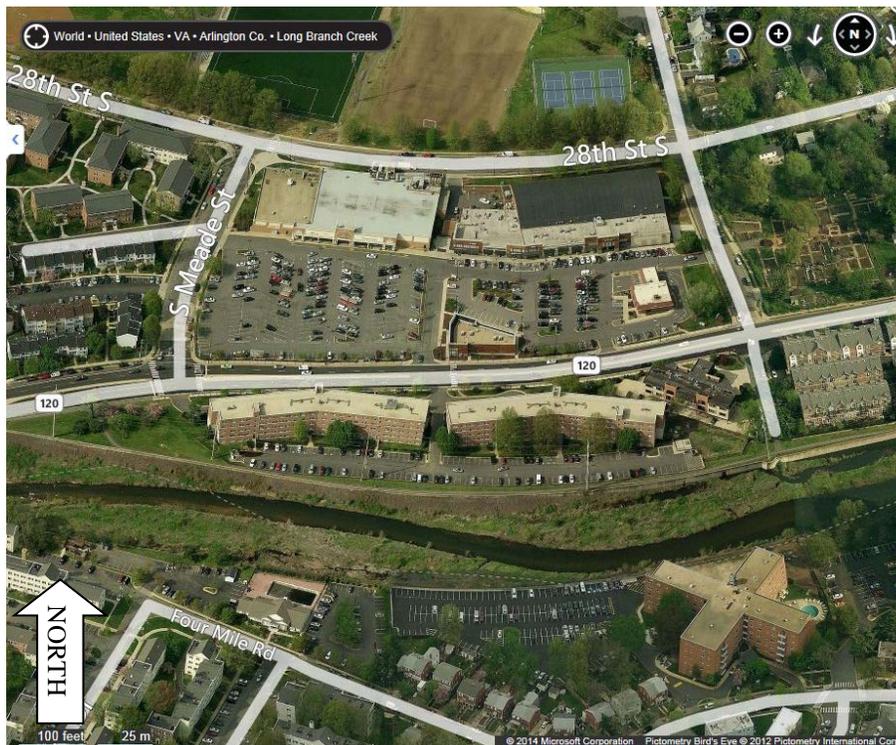
- *Provision of rectangular rapid flashing beacons at the mid-block pedestrian crossing on S. Glebe Road*
- *Improvements to pedestrian crossings at the S. Mead Street intersection*
- *Redesign of mid-block entry driveway*
- *Addition of a pedestrian path from the south side of Building 2 up to S. Mead Street*
- *Removal of the driveway adjacent to the stream and relocation of the garage entrance and loading dock access from the stream side of Building 1 to the center drive aisle.*
- *Ground floor patios added along the stream side of the first floor units*
- *Revised color palette, elevations, and entrance details*

The following provides additional information about the site and location:

Site: The subject site is bounded by Four Mile Run to the south, S. Glebe Road to the north, S. Lang Street to the east, and S. Meade Street terminates in an intersection just west of the site. The southern portion of the property adjacent to Four Mile Run is located within the floodplain and the Resource Protection Area (RPA).

The site is approximately 200,873 square feet (4.61 acres) and is surrounded by the following land uses:

- To the north: S. Glebe Road; Shirley Park Shopping Center designated Service Commercial on the GLUP and zoned “C-1” and “C-2”.
- To the east: Immediately to the east is an office building designated “Low-Medium” Residential on the GLUP and zoned “C-1-O”.
- To the south: Four Mile Run, designated as Public on the GLUP, and the City of Alexandria.
- To the west: Four Mile Run Park, designated as Public on the GLUP and zoned “S-3A”.



Source: Bing Maps 2014

Existing Zoning: “[RA8-18](#)” Apartment Dwelling District and “[R-6](#)” Special District.

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

Neighborhood: The site is located within the boundaries of the Long Branch Creek Civic Association and is immediately west of the Arlington Ridge Civic Association boundary. In addition, the City of Alexandria is located directly south of the site.

Existing Development: The site is currently developed with two, four-story apartment buildings with a total of 137 units. One-Hundred and Ten (110) of the existing units are affordable dwelling units (ADUs), and the remaining 27 units are market rate. The two apartment buildings were constructed in the 1960’s, and were purchased by AHC in 2000.

Development Potential:

Site Plan Area: 200,873 sq ft	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
Existing Zoning		
“RA8-18” By-Right 182,703 sq ft	Apartment Houses/Town House Dwellings: 1,200 sq ft/Lot (36.3 DU/Ac)	152 units
“R-6” By-Right 18,170 sq ft	One-family dwellings: 6,000 sq. ft. minimum lot size	3 units
“RA8-18” Site Plan 182,703 sq ft	Townhouses/Apartment Houses: 45 DU/Ac	189 units
“R-6” Site Plan 18,170 sq ft	Semi-detached dwellings: 4,350 sq. ft. minimum lot size	4 units
Proposed Zoning		
“RA8-18” By-Right 200,873 sq ft	Apartment Houses/Town House Dwellings: 1,200 sq ft/Lot (36.3 DU/Ac)	167 units
“RA8-18” Site Plan 200,873 sq ft	Townhouses/Apartment Houses: 45 DU/Ac	207 units

Proposed Development: The following table includes the preliminary statistical summary for the proposed site plan:

Regulatory Standard	Proposal
Site Area	200,873 sq ft (4.61 Acres)
Density	
Residential GFA/Units	263,900 sq ft /255 Units
Residential Density ¹	55.7 DU/Acre
“RA8-18” Max. Permitted Residential Units	167 Units
“RA8-18” Max. Permitted Residential Density	36.3 DU/Acre
Height	
Average Site Elevation	11.43 ft
Residential Building	5 Stories

¹ Includes 50,218 sq ft of bonus density for LEED Silver Certification at .25 FAR converted to 48.90 units at an average unit size of 1027 sq ft per unit, and 25% bonus density for Affordable Housing at 41.85 units., or a total of 90 bonus units.

Main Roof Elevation	72.43 ft
Main Roof Height	60 ft
Penthouse Roof Elevation	81.93 ft
Penthouse Roof Height	70.5 ft
Penthouse Height	9.5 ft
“RA8-18” Max. Permitted Residential Height	4 Stories
Parking	
Proposed Residential Parking Spaces	241
Standard	204
Compact	30 (12.45%)
Handicapped	7
Proposed Residential Parking Ratio	0.92 sp/unit
Required Residential Parking Ratio ² - By-right	1.125 sp/unit for the first 200 units (225 sp) 1 sp/unit over 200 units (55 sp)
Required Residential Parking Ratio – Site Plan Standard	1 sp per unit (257 sp)
LEED	Silver Certification Level
Residential Buildings (NC)	55.5 Points
Existing Buildings: Operations & Maintenance	43 Points

Density and Uses: Approximately 91% of the site is currently zoned “RA8-18”, which permits by site plan apartment buildings, townhouses, low or moderate income housing, as well as single and two family dwellings. The site’s GLUP designation, which is consistent with the current zoning, is “Low-Medium” Residential, and provides for the development of 16-36 dwelling units per acre by-right. The remaining 9% of the site is zoned “R-6”, which permits by site plan duplexes and semi-detached dwellings, among other uses. The applicant proposes to rezone the portion of the site currently zoned “R-6” to “RA8-18.”

- *At a previous SPRC meeting, committee members raised questions about what was then shown as “S-3A” zoning on a portion of the subject property. Staff researched this further and found that while the property has been split-zoned since the 1950’s, the current “S-3A” portion was shown as “R-6” on zoning maps until 1998. Further, staff found that in December 1996, the County adopted several zoning map and General Land Use Plan amendments to the “S-3A” zoning district and “Public” GLUP category, respectively, as a means to reconcile these maps with the Open Space Master Plan and reflect County ownership and public use of the property. The subject property was not included among the list of parcels to be rezoned during this effort, however nearby properties were, including Lang Street Gardens, located on the 3000 block of S. Glebe Road, and Four Mile Run Park, located immediately east of this subject property. Staff shared this research with the Zoning Administrator and on March 11, 2014, the Zoning Administrator made a ruling that the current designation for the “S-3A” portion of the property was made in error. Therefore, the property is split-zoned between the “RA8-18” and “R-6” zoning districts. The Zoning Map and County records have been updated to correct this error.*

The applicant proposes to redevelop the site with two, 5-story, multifamily residential buildings with a total of 257 units. The proposal includes 155 affordable dwelling units (ADUs) and 102 market rate units. The maximum permitted by-right density for multifamily residential uses based

² A total of 280 parking spaces would be required for an overall ratio of 1.09 spaces per unit

on the subject site area is 152 units under the current zoning and 167 units under the proposed rezoning. The applicant requests bonus density for the commitment to provide onsite affordable and LEED certification.

- *The applicant is proposing to pursue LEED SILVER certification. Previously, the applicant had proposed to pursue LEED Silver + LEED EBOM. The breakdown of the proposed density is shown in the chart below.*

Density Calculation	
Site Area	200,873 sq ft (4.61 ac)
Existing Zoning	RA8-18 and R-6
Maximum Residential Density Permitted	36.3 du/ac and 10 du/ac
Proposed Zoning	RA8-18
Site Area Allocated to Residential	200,873 sq ft (4.61 ac)
Base Residential Density	167.3 units (36.3 units/acre)
Average Unit Size	1027 sq ft
ADU Bonus—25%	41.85 units
LEED Gold Silver Bonus Density (0.25 FAR)	50,218 sq ft or 48.90 units
LEED EBOM Bonus Density (0.1 FAR)	20,087 sq ft or 22.3 units
Proposed Residential Density	257 units (55.7 units/acre)

Site and Design: The applicant proposes two “L”-shaped, five-story buildings, oriented towards S. Glebe Road. The buildings would be separated by an entry plaza and central drive that would connect to a rear driveway. The proposed driveway would extend from the intersection of S. Glebe Road and S. Meade Street and run roughly east-west through the site behind the proposed buildings, to provide access to the parking garage and loading areas. The main pedestrian entrances to both buildings would be facing S. Glebe Road, adjacent to a central entry plaza. The entry plaza would also accommodate vehicular pickup and drop off activities.



Conceptual Landscape Plan (revised 1/20/16)

The front façades of both buildings are proposed to angle away from S. Glebe Road due to the location of an existing sanitary sewer easement along the north edge of the site. Landscaping is proposed for this area between the buildings and S. Glebe Road. Two private plazas are proposed,

one at the rear of each building, and a children’s play area would be located between the eastern building and the Four Mile Run trail. A black iron fence would replace an existing rear fence on the property and run east-west through the site, just south of the proposed driveway. Two gates would provide controlled resident access to the adjacent Four Mile Run trail.

- *In response to SRPC and staff comment, the site plan has been revised to remove a surface visitor parking area and replace it with permeable pavement to accommodate fire truck access. A node, including area for public seating, has also been added adjacent to the trail, in the southeast portion of the site.*
- *The applicant has also proposed to add exterior balconies on the south side of the building, ground level patios adjacent to individual units facing the stream, and a pedestrian path from Building 2 to the S. Mead Street intersection.*

The two residential buildings are proposed to share an underground garage, with the entrance located in the eastern building (Building 1) and accessed from the center drive aisle. Loading is also located in Building 1 and accessed from the center drive aisle. The two buildings are proposed to be of a “modern rustic” design and comprised of masonry, cement siding, and aluminum doors and windows.

- *The revised façade provides increased visual interest and better meets the intent of the Four Mile Run Design Guidelines by sculpting the buildings and providing a varied color palette.*



View looking east from the intersection of S. Glebe Road and S. Meade Street.(revised 10/13/15)



View looking north from the Four Mile Run trail (revised 10/13/15)

LEED: The applicant proposes that the residential buildings be certified under the U.S. Green Building Council’s LEED New Construction and Major Renovation program at the Silver level rating. Bonus density consistent with the County’s Green Building Density Incentive Program is requested at 0.20 FAR (the program permits bonus density for LEED Silver up to 0.25 FAR). In order to earn the bonus density, the buildings would need to meet the current minimum design standard of 18% energy efficiency and the applicant would agree to report post-occupancy energy usage to the County for 10 years.

- *The applicant initially proposed LEED Silver + LEED EBOM; the application no longer requests bonus density for LEED EBOM.*

Transportation: The Master Transportation Plan (MTP) classifies S. Glebe Road in this location as a Type D – Primarily Garden Apartments and Townhouse Neighborhoods. The MTP calls for on-street parking as a priority for this type of street, as well as a 6 – 8 foot sidewalk with a 5 – 6 foot green strip.

Trip Generation: A Traffic Impact Analysis (TIA) was submitted by the applicant, prepared by Kimley-Horn & Associates and dated July 23, 2013. The analysis assessed the impact of the development on the adjacent street network. The analysis concludes that approximately 105 AM peak hour vehicle trips and 127 PM peak hour vehicle trips would be generated from the proposed development. In terms of comparing the vehicle trips of existing uses to vehicle trips of the proposed use, the analysis notes that the proposed project would result in 65 net-new AM peak hour vehicle trips and 56 net-new PM peak hour vehicle trips. The study states that, with the proposed development, there would be virtually no increase in vehicle delay. All intersections would continue to operate at Level of Service (LOS) “D” or better, with the exception of S. Glebe Road and Arlington Ridge Road during the AM peak hour. The added traffic from the development would only increase the delay by less than 2 seconds.

Streets: S. Glebe Road is a four-lane arterial, with no on-street parking adjacent to the subject site. There could be an opportunity to provide some on-street parking on the project side of the street. The existing development has two (2) curb cuts and the proposed development would have two (2) curb cuts in the same location as today.

Sidewalks and Pedestrian Connections: The existing sidewalk on S. Glebe Road is approximately six (6) feet wide with a grass strip adjacent to the curb. There are some shrubs and trees planted at the back of sidewalk. Proposed would be an eight (8) foot sidewalk and a five (5) foot planting strip with street trees, which would be compliant with what the MTP calls for on this type of street.

Parking, loading and transit: Access to parking and loading for the proposed project would be at the back of the site, off of the proposed driveway. The applicant proposes a total of 241 parking spaces, 237 of which would be provided in an underground structure and four (4) visitor spaces located at the surface on both sides of the center drive aisle. The standard minimum site plan parking ratio for residential uses is one (1) parking space per unit. The Zoning Ordinance requires 1 space for the first 200 units and one space per unit for each additional unit thereafter. The proposed residential parking ratio is 0.92.

The site is not located within walking distance of a metro station, but there is a bus stop located on North Glebe Road immediately adjacent to the subject property. The bus stop serves Metrobus 23A and 23C, 10B, and ART 87. Metrobus 23A and 23C provide service to the Crystal City and Ballston metro stations. It also serves McLean. The bus stop is also served by the Metrobus 10B route, which provides service to Ballston and Braddock Road metro stations. The ART 87 route serves Shirlington and the Pentagon metro station.

- *The applicant has not submitted a revised Traffic Impact Analysis as of the date of this report; staff will review the revised TIA upon submission. The parking totals have been updated above to reflect the revised request.*

DISCUSSION:

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

- Bonus density for LEED ~~Gold~~ Silver(0.25 FAR);
- Bonus density for Affordable Housing (25%);
- Reduced parking ratio for residential uses at 0.92 spaces/unit; ~~and~~
- ~~Bonus height, one foot (1') over the permitted 60' maximum.~~

Adopted Plans and Policies: In addition to regulations provided in the Zoning Ordinance for “RA8-18” site plan development, the [2006 Four Mile Run Restoration Master Plan](#) (Master Plan) and the [2009 Four Mile Run Design Guidelines](#) (Design Guidelines) provide guidance for redevelopment of the subject site. The *Four Mile Run Restoration Master Plan* was a joint effort of Arlington County, the City of Alexandria, and the Army Corps of Engineers to address the lower Four Mile Run corridor, or 2.3 miles of land along the border between Alexandria, VA and

Arlington County, VA. The planning process was led by a joint task force including members appointed by both jurisdictions and the Northern Virginia Regional Commission (NVRC). The plan began as a stream restoration project but also provides a vision for the future development of the corridor, with an emphasis on integrating natural areas with urban nodes, reconnecting to the stream, and improving ecology. The Master Plan includes guiding principles, an “in-stream” plan – dealing with hydrology and flood control, stormwater management, and vegetation and habitat, and a “near-stream” plan, which addresses development of areas adjacent to the stream with an emphasis on circulation and connection, urban form and neighborhoods, recreation, and education.

The Master Plan also includes a “design language” section, which provides a set of design principles to help realize the overall master plan vision. These design principles were further developed into the *Four Mile Run Design Guidelines*, which was adopted by both the City of Alexandria and Arlington County, VA in 2009. The subject site is located within the study area for both planning documents. A summary of relevant master plan guiding principles and design guidelines are provided below.

Four Mile Run Restoration Master Plan: Near-Stream Guiding Principles:

Circulation and Connection

- Increase pedestrian and bicycle access and amenities.
- Ensure that Four Mile Run is accessible to all who wish to use it.
- Increase connectivity between the two communities.
- Enhance the corridor’s effectiveness as a non-motorized and mass transit corridor.

Urban Form and Neighborhoods

- Encourage urban designs that develop the corridor’s aesthetics and reflect the excitement of the watershed citizenry for this resource.
- Incorporate innovative and creative urban designs and watershed solutions.
- Develop urban life opportunities along the Four Mile Run corridor.
- Integrate the corridor with surrounding communities and proposed adjacent urban development efforts.
- Create a balance between the natural elements of a restored corridor and urban activity areas in order to generate a lively, safe, and well-used public resource.
- Coordinate with other ongoing planning activities. Such activities include affordable housing initiatives, master planning efforts like the Arlandria and Shirlington planning efforts, and economic development planning initiatives.

Interpretation and Education

- Provide interpretive opportunities to educate and inform the public about the stream corridor.
- Create a place for people to understand their connection with water and nature within an urban context.
- Interpret the principles of “green design” in ways that underscore the important linkages between design, use and sustainability.

Four Mile Run Design Guidelines:

Green Design Principles

- Green roofs are encouraged in the retrofit of existing buildings as well as for new development.
- Litter control points are proposed (in-stream) south and east of the site.
- A variety of stormwater management measures are recommended, including bioretention facilities, planters, and underground storage.
- Permeable pavement is recommended for walkways, driveways, and parking areas to reduce runoff. New impervious surfaces should be minimized as much as possible.

Public Spaces

- A 12' wide, asphalt pedestrian/cyclist commuter trail is called for at the southern portion of the site. Specific guidelines are provided regarding trail materials and design (p. 59).
- A node opportunity is identified near the center of the site, which would connect the commuter trail to an informal pedestrian trail (5' wide) and fair-weather stream crossing
- Improve pedestrian and bicycle safety on S. Glebe Road via a variety of methods including traffic calming techniques, street lighting and signage, textured and patterned crosswalk surfaces, and improved pedestrian and non-motorized vehicle crossings.
- Provide additional tree canopy coverage in surface parking areas to provide shade, minimize heat island effects, and limit visual impact on the stream.

Built Features

- Enhancements to the surface of the retaining wall are encouraged in high-visibility locations (at entry points or bridges).
- Perimeter fencing should be semi-permeable, include frequent openings to allow pedestrian access, incorporate recycled/sustainable materials, and serve as an opportunity for public art.
- Buildings should incorporate incremental building setbacks and be oriented so that the longest sides are perpendicular to the stream for increased solar access.
- Ground-floor transparency, interior/exterior visual connections, and active, pedestrian friendly ground floor uses are encouraged in locations facing the stream.
- Parking, loading, and service entrances are restricted along stream frontage and near the top of the stream bank.
- Residential buildings are encouraged to have ground-floor, stream-facing entrances and/or functioning doors (at 60' max. spacing) OR include architectural elements that engage the stream and pedestrians.
- Balconies, terraces, and upper level fenestration are suggested as a means to increase real and perceived safety.
- Usage, activity, and access along the promenade is achieved by locating at least one primary pedestrian access on the stream side, encouraging mid-block connections for sites with extensive stream frontage, providing bike facilities, and minimizing building features that detract from the pedestrian experience.
- Create exciting, high-quality architecture via the use of innovative, sustainable building features.
- Utilize a variety of building forms, incorporating distinctive building top features at key sightlines.

- Encouraging design elements that teach about how the building works to protect the stream ecology.

Staff has provided a summary analysis of the project against relevant guidance from the Four Mile Run Design Guidelines in a separate attachment (see Four Mile Run Design Guideline Summary Analysis)

Issues: The project has had five appearances before the Site Plan Review Committee (SPRC), on November 21, 2003, December 9, 2013, March 13, 2014, April 17, 2014, and May 12, 2014. The following issues have been identified by staff and the SPRC for further analysis, review and discussion:

Land Use and Zoning

- The combination of bonuses for LEED and affordable housing results in a proposed density of 55 units/acre which exceeds the GLUP recommended density of 16-36 units/acre for Low-Medium Density Residential uses.
 - *The applicant requests bonus density for the provision of affordable housing, under Zoning Ordinance Section 15.5.9. The applicant also requests bonus density for committing to LEED Gold certification, permitted under Zoning Ordinance Section 15.5.7.A.1, provisions made for open space and other environmental amenities.*
 - *At the request of SPRC, staff has reviewed approved residential site plans that exceeded GLUP density levels, a sample of which is provided below. Bonus density requests typically included the maximum permitted increase for the provision of on-site affordable dwelling units (25%) in addition to provisions found in Section 15.5.7.A.1. In looking for examples similar to the current request, staff found that most site plan projects in residential districts located outside the County’s major planning corridors were approved prior to the creation of the bonus density mechanisms being utilized here. However, the Buckingham Village I site plan project (SP #405) has similar characteristics to the current request with regard to existing zoning, GLUP category, and bonus density sought.*

Site Plan	Zoning District	GLUP Category	Permitted GLUP Density	Approved/Proposed Density	Bonus Density Sought
SP#401 – Jordan Manor	RA8-18* (for West block)	Low-Medium Residential	36 units/acre	45 units/acre	Affordable housing
SP#405 - Buckingham Village 1	RA8-18*	Low-Medium Residential	36 units/acre	63 units/acre	Affordable housing; historic preservation; dedication of street/open space
SP#416 – Rosslyn Commons	RA-4.8	High-Medium Residential	3.24 FAR	4.2 FAR	Affordable housing; LEED certification
SP#420 – Bergmann’s	C-O-1.5*	Low Office-Apartment-Hotel**	72 units/acre	109 units/acre	Affordable housing; LEED Gold
SP#425 - Pierce Queen Apts	RA6-15	Medium Residential/FMHNP	3.24 FAR	4.25 FAR	Affordable housing; LEED Silver

		Revitalization Area			
SP#426 – The Latitude Apts	C-O*	High Office-Apartment-Hotel	4.8 FAR	6.4 FAR	Affordable housing; LEED Gold, EBOM
SP#431 – The Berkeley Apts	RA8-18*	Low-Medium Residential	36 units/acre	TBD/ 55.7 units/acre	Affordable housing; LEED Silver, EBOM

*Included a rezoning request to this district

**Included a GLUP amendment request

- For site plan projects, the County Board may approve bonus density, which by nature would exceed that permitted by a site’s Zoning and GLUP designations, if the project is in keeping with its adopted policies and stated goals. Further, there are established policies and criteria to assist the County Board to determine the appropriateness of any “bonus” density for a site plan project. The projects where density has been permitted above the GLUP have been found to be consistent with the County’s Affordable Housing Ordinance and its Green Building Density Incentive Program, meeting the County’s goals and established criteria for the provision of affordable housing and LEED/sustainability.

Site and Design

- Proposal does not thoroughly consider recommendations of the *Four Mile Run Design Guidelines*, as evidenced by the following:
 - Lack of ground floor entrances on the Glebe Road side
 - ~~Driveway extends for nearly the entire width of the property, parallel to the trail, with loading and parking entrances facing the stream. Consider providing vehicular access from the west side of the site.~~
 - ~~Long, unbroken building façades with little activation along the street or stream sides~~
 - Fencing is proposed at rear of the site and the only access proposed to the trail is controlled and located at southeast edge of property
 - Building is oriented toward S. Glebe Road, lacking active frontage on the stream side
- Building “wings” adjacent to central driveway fan out away from the center. Align these portions of the buildings to be parallel to the driveway.
- Proposed entry plaza that currently fronts on S. Glebe Road would be better sited at the rear of the property; area could provide a small plaza/gathering place adjacent to the trail for both residents and the public.
- Improve south edge of property adjacent to the trail:
 - Provide a pedestrian connection(s) to the trail from the central access drive. The connection(s) should be open to the public and not gated.
 - Proposal should explore ways to improve site safety and security via design and lighting as opposed to the use of a fence.
 - *Staff met with Arlington County Crime Prevention Through Environmental Design (CPTED) Specialist Lieutenant Hurlock to discuss alternatives to fencing along the south edge of the site that would provide security and clearly define public vs. private space. Suggested alternatives included the reuse of excavated site materials in a mulch covered berm, the use of natural materials, e.g., boulders or river rock, to create a separation between public and private space, and adding trees, protected by tree guards that may also serve as a barrier. Additional staff comments regarding this edge of the property are provided under the Landscape and Open space heading.*

Building Architecture

- Provide more direct entrances on both sides of the building; south façade still does not read as a “front”
- Consider how to better integrate the community services provided on site into the design
- ~~Take more consideration of the appearance of the garage doors/loading area as viewed from the trail~~
- ~~Increase the size of the windows, particularly facing Four Mile Run — larger windows could focus on the top two floors and/or areas with vertical accentuation~~
- ~~Consider removing the vertical “fins”~~
- Provide a stronger base to the building.
- ~~Simplify mix and disposition of façade materials (e.g., remove random horizontal expression lines along the middle floors of the building)~~
- Provide more detail on the drawings/renderings, particularly around the building entrances
- It would be helpful for the articulation of the South Glebe façade if the area around the balconies were to protrude out from the face of the building (as opposed to being inset as they are now) – this could mimic the way the façade is handled at the corners
- ~~Remove proposed notches in parapet and lower parapet wall~~

The applicant’s most recent submission includes several changes to building architecture, including the addition of direct building entrances to ground floor units on the stream side, changing the building color palette, and increasing the size of windows on the upper levels on the S. Glebe side. Staff will continue to evaluate these changes against Four Mile Run Plan guidance as the design evolves.

Transportation

- The applicant has requested a reduced parking ratio based on a survey of AHC-managed affordable multifamily units that shows that the demand for parking is lower at affordable buildings, both in Metro corridors and out of Metro corridors.
- ~~Explore aligning the proposed driveway with the driveway of the shopping center across S. Glebe Road, for any potential future signalization of this exit.~~
- ~~Proposed pedestrian path on the stream side should be physically separated (by a curb) from the vehicular driveway. No longer relevant with removal of the proposed vehicular driveway on the stream-frontage.~~
- A clear pedestrian path should be provided from the stream side of the building to the trail and/or to the S. Mead Street intersection.
- Explain the retention of the curb nub just west of the building entrance on S. Glebe Road.
- ~~Provide paving details for the driveway. No longer relevant with removal of the proposed vehicular driveway on the stream-frontage.~~

Landscape and Open Space

- Improve landscaping along South Glebe Road:
 - The design aesthetic for this area should be consistent with the language outlined in the Four Mile Run Design Guidelines (pages 20-28). The landscaped areas could incorporate natural elements (p.28) such as wood, stone, boulders, and native plants. Consider using the design language and materials to tell a story about the area.

- Staff feels that more landscape design effort is needed in the setback areas between the sidewalk and the buildings. While the sanitary easement in this area limits landscape design options, the design for this area should be more reflective of a natural landscape, and not an urban plaza. The space should feel more inviting and encourage residential use via the provision of lawn areas, landforms, landscaping that is visually appealing, seating, etc. Note: trees cannot be planted in the easement area- but lawn, grasses, perennials, shrubs, site furniture, boulders, stones, permeable paving, etc. are all acceptable. It might be good to showcase the stormwater management into the landscape with rain gardens in key areas.
- Maximize street tree plantings throughout- spacing of 25-30 feet is recommended.
- Improve landscaping adjacent to the trail:
 - Maximize tree plantings along the south edge of the site, creating gaps only for prominent views and connections to the trail.
 - Use landscaping and elements from the design language and guidelines to create a living buffer to retain the soil and define this edge.
 - Consider the experience of the trail users and the views from the residences as well.
 - If fences are used in areas where planting space is limited, please use a more transparent fence that is light in appearance and fits into the landscape. Use plantings to conceal the fence and soften the edge where appropriate.
- The design of the public seating area shown near the playground should be consistent with the design guidelines (p.66 “Nodes- Seating Areas”).

Environmental

- The majority of the site is located in the floodplain and RPA. Measures to reduce stormwater runoff and increase infiltration should be incorporated into the design of the site.
- ~~The proposed change to seek LEED Gold certification will require an updated checklist.~~

Other Comments

Subsequent to the April 17th SPRC meeting, Arthur Fox of the Arlington Ridge Civic Association submitted a letter to staff that included an analysis of the density proposed in the Berkeley site plan. Below are staff responses to letter’s four main recommendations. A copy of the original letter has been posted to the site plan project page.

- Applicant should recalculate site density to remove the Four Mile Run parkland
 - *The site area of the subject property, as shown on the survey plat submitted as part of the 4.1 application, is approximately 200,873 square feet, or 4.61 acres (RPC 38-02-0002). The southern portion of the property extends into Four Mile Run and an 8’ wide public access easement for the Four Mile Run trail runs east-west through the site. The entire area is owned by the applicant (AHC Limited Partnership). The General Land Use Plan ([GLUP](#)) map indicates the property is predominantly designated for low-medium residential uses, except for a thin border of public parkland along the County’s southern boundary. As the property is entirely privately owned, staff would calculate potential site density using the entire site area, as we have for other site plan projects. The presence of publicly accessible features (e.g. public sidewalks, trails) on privately owned property is not uncommon. With the exception of public streets, these features are routinely included in site area for the purposes of calculating site density. Lastly, the enabling statute in the Virginia State*

Code section referenced addresses transfers of development rights, which are not being sought as part of this site plan request.

- Applicant should enlarge existing unit sizes to create more 2- and 3-bedroom units, reducing the overall unit count.
 - *The proposed unit mix is subject to further review and discussion. In the most recent submission, the unit mix provides for all of the 3-bedroom units and the majority of the 2-bedroom units to be allocated as affordable dwelling units. With the revised submission, the proportion of 2 and 3 bedroom units has increased. Housing Division staff are still reviewing this proposal but generally support the provision of family-sized affordable dwelling units in site plans. If the project is approved, the site plan conditions would stipulate a minimum number of affordable dwelling units by unit type.*

- Affordable housing bonus should only be awarded the portion of the bonus that will be set aside for affordable units (e.g., if project has 60% ADUs, then only 60% of the bonus density should be granted).
 - *The applicant requests bonus density for the provision of affordable housing, under Zoning Ordinance Section 15.5.9. As with all site plans, the County Board has the sole authority to grant bonus density for affordable housing above the GLUP. The tables below provide an analysis of the site, base residential density, and bonus density being sought as part of this proposal.*

<u>Project Site Area</u>	
Residential	200,873
Commercial	0
Acreage:	4.61

<u>Proposed Development</u>	
Proposed Residential Density	263,900
Proposed Units	257
Average GFA/unit	1027

<u>Base Density</u>	
Density @ 36u/acre	167
5% on-site affordable GFA per Ordinance	2,966

Berkeley Site Plan Bonus Density and Affordable Dwelling Unit Analysis

	Floor Area (sq. ft.)	ADU Requirement / Contribution (sq. ft.)	Approximate Units (assumes 1027 sf/unit)	Proposal (ADUs)
0 – 1.0 FAR	200,873	None	n/a	n/a
> 1.0 FAR	63,027	3,151	3	4
LEED Bonus	50,218	n/a	48.90	n/a
Affordable Housing Bonus	42,978	8,595 – 21,489	8 -20	41.85
Total	263,900	11,747 – 24,640	11-23	155

- *The County’s base requirement for affordable housing is activated when projects exceed a floor area ratio of 1.0. For the Berkeley site plan, the gross floor area (GFA) subject to this requirement is approximately 63,027 square feet, for which the base on-site ADU requirement (per Section 15.5.8 of the Zoning Ordinance) would yield 4 dwelling units. The requested density bonus for affordable housing may permit up to a 25% increase in residential density, or roughly 42,978 square feet for this project. With an average unit size of 1027 square feet, this equates to approximately 41.85 dwelling units.*
- *The County’s practice to date has been to approve projects with at least 20-50% of the bonus density obtained utilizing the ADU provision allocated to on-site affordable housing. The percentage provided often varies based on the project location and characteristics (e.g., if the applicant is an affordable housing provider). The second and third columns in the table above show the base ADU requirement as well as a possible range of gross floor area that would be devoted to ADUs as part of a “standard” site plan. A typical project might contain from 11-24 affordable dwelling units, given the square footage of the requested bonus.*
- *The following table summarizes the affordable housing contribution proposed by this site plan*

Total Affordable Housing Contribution – Proposed		Percent
Affordable housing excluding ADU Bonus	114	44% of total units
Contribution for Affordable Housing Bonus	41	100% of housing bonus
Total On-Site Affordable Units	155	60% of total units
Net New Affordable at this Site	45	41% <i>increase in affordable units (compared to the existing 110 units)</i>

- *Since the bonus density attributed to LEED certification and/or Energy Star requirements is not subject to ADU requirements, one could argue that 100% of the units created by ADU bonus density are being provided in the form of on-site dwelling units. In addition, the proposal would maintain the affordability of these units for a term of 60 years, which is double the amount of time required for the base ADU requirement.*
- Curtail or eliminate bonus density awardable for compliance with LEED or Energy Star standards.
 - *Finally, the applicant also requests bonus density for committing to LEED Silver certification, permitted under Zoning Ordinance Section 15.5.7.A.1, provisions made for open space and other environmental amenities. LEED Silver certification would yield a total bonus density of up to 0.25 FAR, or roughly 48.90 dwelling units. Per the County's [revised Green Building Density Incentive Program](#) adopted in November 2014, bonus density may be granted by the County Board for projects that demonstrate compliance with LEED and Energy Star guidelines. The County Board has consistently granted bonus density in site plans, in keeping with this policy, as a way to help meet greenhouse gas reduction goals outlined in [Arlington's Community Energy Plan](#). The applicant's LEED request is still be evaluated by DES staff.*

A summary of each SPRC meeting has been posted on the [site plan project page](#).

SPRC Neighborhood Members:

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Interested Parties:

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