

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday December 10, 2018
TIME: 7:00-9:30 p.m.
PLACE: Bozman Government Center, 2100 Clarendon Blvd., Rooms C/D
(Ground Floor)
Arlington, VA 22201

SPRC STAFF COORDINATOR: Nicole Boling, 703-228-3525

Item: American Legion (SP #449) 7:00-9:30 p.m.
3445 Washington Boulevard (RPC # 15-086-011)
Planning Commission and County Board meetings February 2019.
Peter Schulz (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 Private Development
<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
American Legion
(SP #449)

3445 Washington Boulevard (RPC # 15-086-011)
Stephen Hughes, SPRC Chair

SPRC Agenda: First Meeting— November 13, 2018

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

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

- 3) Site Design and Characteristics
 - a. Allocation of uses on the site
 - b. Relationship and orientation of proposed buildings to public space, other bldgs.
 - c. View vistas through site
 - d. Visibility of site or buildings from significant neighboring perspectives
 - e. Compliance with adopted planning documents.

- 4) Building Architecture
 - a. Design issues
 - i. Building form
 - ii. Façade treatments, materials, fenestration
 - iii. Street level activism / entrances and exits
 - iv. LEED/Earthcraft/Green Home Choice Score
 - v. Accessibility
 - b. Retail (American Legion) Space
 - i. Location, size, ceiling heights
 - ii. Storefront designs and transparency
 - c. Service Issues
 - i. Utility equipment
 - ii. Venting location and type
 - iii. Location and visibility of loading and trash service
 - iv. Exterior/ rooftop lighting

SPRC Agenda: Second Meeting— December 10, 2018

Changes to design from last meeting.

- 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

- 6) Open Space
 - a) Orientation and use of open spaces
 - b) Relationship to scenic vistas, natural features and/or adjacent public spaces
 - c) Compliance with existing planning documents and policies
 - d) Landscape plan (incl. tree preservation)

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

- 8) Construction issues
 - a) Phasing
 - b) Vehicle staging, parking, and routing
 - c) Community Liaison

Applicant Information:

Applicant

American Legion/Arlington
Partnership for Affordable
Housing
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BACKGROUND: The 1.33-acre site has been owned by the American Legion since the 1930s. The southern half of the site is currently zoned “C-2” and the northern half is zoned “R-5”. The current General Land Use Plan (GLUP) designation for this site is “Service Commercial” on the southern half of the block and “Semi-Public” for the northern half.

The current post building was constructed in 1959. In 1983 the County Board approved a use permit (U-2365-83-3) to the Legion for use as a private club to remove the then nonconforming status and to permit an addition on the rear of the existing building.

In November 2017, the County Board adopted the *Washington Boulevard & Kirkwood Road Special GLUP Study “Plus” and Concept Plan* (“Special Study”), which provides planning guidance for the site. Based on the recommendations of the Special Study the County Board also approved a “Request to Advertise” to amend the GLUP for this site to “Medium” Office-Apartment-Hotel (up to 1.5 FAR commercial uses, up to 115 units/acre residential, and up to 180 units/acre hotel), with the request for the GLUP change to be heard concurrent with rezoning and site plan applications for the site.

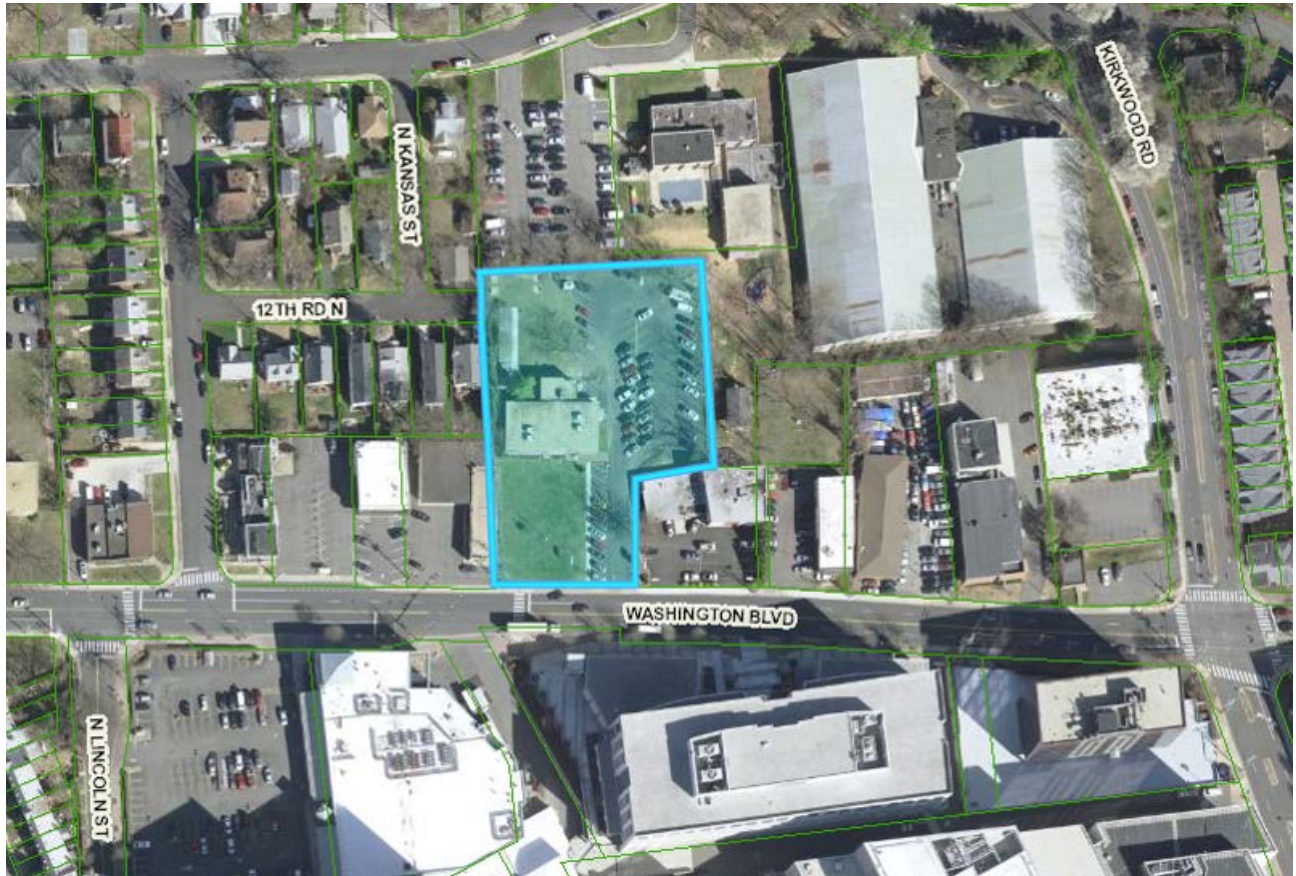


Figure 1--2017 Aerial Photo (Arlington County)

The following provides additional information about the site and location:

Site: The site is 1.33 acres and is located in the middle of the north side of the 3400 block of Washington Boulevard.

- To the north: The YMCA property with several low-rise recreational buildings, zoned “R-5” and designated “Semi-Public” on the General Land Use Plan (GLUP).
- To the east: The YMCA property zoned “R-5” and designated “Semi-Public” on the GLUP, and an auto repair shop zoned “C-2” and designated “Service Commercial” on the GLUP.
- To the south: Across Washington Boulevard is the 7-story George Mason Foundation building (SP #349), a 208,773 square-foot gross floor area (GFA) office building zoned “C-O-2.5” and designated “Public” and part of the “George Mason University-Virginia Square Shopping Center Special Coordinated Mixed-Use District” on the GLUP.
To the south is also a Giant supermarket driveway from the FDIC site plan (SP #248), zoned “C-O-1.5” and designated “Low” Office-Apartment-Hotel and

part of the “George Mason University-Virginia Square Shopping Center Special Coordinated Mixed-Use District” on the GLUP.

To the west: The site abuts, from south to north: A one-story retail building zoned “C-2” and designated “Service Commercial” on the GLUP and located within the Special Study area (Note 27 on the GLUP); a single-family detached dwelling zoned “R-5” and designated “Low” Residential 1-10 units/acre on the GLUP; the 30-foot wide right of way for 12th Road North, which does not connect to the site); and another single family detached dwelling zoned “R-5” and designated “Low” Residential 1-10 units/acre on the GLUP.

Zoning: The southern half of the American Legion site is currently zoned “C-2” Service Commercial-Community Business District. The northern half of the site is zoned “R-5” One-Family and Restricted Two-Family Dwelling District. The applicant proposes rezoning the site to “C-O-2.5”.

General Land Use Plan Designation: The southern half of the American Legion site is designated “Service Commercial” (*Personal and business services. Generally one to four stories, with special provisions within the Columbia Pike Special Revitalization District.*). The northern half of the site is designated “Semi-Public” (*Country clubs and semi-public recreational facilities. Churches, private schools and private cemeteries [predominant use on block]*). Note 27: “This area is subject to further planning guidance as provided in the “Washington Boulevard and Kirkwood Road Special GLUP Study and Concept Plan,” adopted by the County Board on 11/18/17.”

Neighborhood: The subject site is in the Ballston/Virginia Square Civic Association area.

DISCUSSION: The applicant proposes:

1. A GLUP amendment from “Service Commercial” and “Semi-Public” to “Medium” Office-Apartment-Hotel (the Request to Advertise was approved in November 2017).
2. A rezoning from “C-2” and “R-5” to “C-O-2.5”.
3. A new site plan (SP #449) for a seven-story 160-unit multifamily building.

Proposed Development: The following table provides the development potential and the preliminary statistical summary for the requested site plan:

Site Area: 58,250 s.f. (1.3372 acres) (30,923 s.f. zoned R-5; 27,327 s.f. zoned C-2)	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
“C-2” By-Right	One-family dwellings: one Unit per 6,000 s.f. of lot area;	One-family dwellings: 5 units

Site Area: 58,250 s.f. (1.3372 acres) (30,923 s.f. zoned R-5; 27,327 s.f. zoned C-2)	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
"R-5" By right	Commercial: 1.5 FAR One-Family Dwellings: one Unit per 5,000 s.f. of lot area	Commercial: 40,990 s.f. of g.f.a. One-family dwellings: 6 units
"C-O-2.5" Site Plan	up to 115 units/acre density multifamily residential up to 2.5 FAR commercial/office up to 180 units/acre hotel	153 multifamily units 145,625 FAR comm./office 240 hotel units

	SP #449, 3445 Washington Boulevard
SITE AREA	58,250 s.f. (1.3372 acres)
Site Area Allocations	
Retail/Commercial/Office (American Legion club)	2,700 s.f.
Residential	55,550 s.f.
Density	
Proposed Residential GFA	184,929 s.f.
Proposed Residential Units/acre	125 units/acre
Proposed Residential Dwelling Units	160
<i>Base Maximum Number of units</i>	<i>146</i>
<i>Proposed Bonus Dwelling Units</i>	<i>14</i>
Proposed Commercial GFA	6,750 s.f.
Proposed Commercial FAR	2.5 FAR
Proposed Exclusions	none
Total Proposed Gross GFA	191,679 s.f.
Total Combined FAR¹	3.29 FAR
Max. Permitted Base Density	2.5 FAR Office/Commercial/Retail 115 units/acre Residential
Building Height	
Average Site Elevation Above Sea Level	255.5 feet
Main Roof Elevation Above Sea Level	337.67 feet
Main Roof Height (above average grade)	82.17 feet
Penthouse Roof Elevation above sea level	345.4 feet

¹ For reference purposes only. The C-O-2.5 zoning district regulates only commercial density in terms of Floor Area Ratio (FAR). Residential density is regulated in units per acre.

SP #449, 3445 Washington Boulevard	
Penthouse Height	7.75 feet
Number of Stories	7
“C-O-2.5” Max. Permitted Bldg. Height	16 stories²
Parking	
Residential Spaces	76
Retail/Commercial/Office (American Legion) Spaces	20
Total Number of Spaces	96
Standard Spaces	81
Compact Spaces	10
Handicapped spaces	5
Compact Ratio	10%
“C-O-2.5” Minimum Required Residential Parking Ratio	1.125 spaces/unit
Proposed Residential Ratio	.475 sp/unit
Proposed Retail Parking Ratio	1 sp/338 s.f.
“C-O-2.5” Minimum Required Retail Parking Ratio	1 Sp for every 250 s.f. of GFA (27 spaces)
Green Building	
Earthcraft Level	Gold

Adopted Plans and Policies: The following regulations, plans, and guiding documents are applicable to development on this site (in order of most general guidance to the most specific):

- *General Land Use Plan (GLUP);*
- *“C-O-2.5” Zoning Ordinance Regulations;*
- *Affordable Housing Master Plan*
- *Washington Boulevard & Kirkwood Road Special GLUP Study “Plus” and Concept Plan*

GLUP: The southern half of the American Legion site is designated “Service Commercial” (*Personal and business services. Generally one to four stories, with special provisions within the Columbia Pike Special Revitalization District.*). The northern half of the site is designated “Semi-Public” (*Country clubs and semi-public recreational facilities. Churches, private schools and private cemeteries [predominant use on block]*). Note 27: “This area is subject to further planning guidance as provided in the “Washington Boulevard and Kirkwood Road Special GLUP Study and Concept Plan,” adopted by the County Board on 11/18/17.”

Following the recommendation of the Special GLUP Study, the County Board at their November 2017 public hearing authorized an advertisement to amend the GLUP for this site to “Medium” Office-Apartment-Hotel. “Medium” Office-Apartment-Hotel is defined in the GLUP as having densities of up to 2.5 FAR for commercial, retail, and office uses; up to 115 dwelling units per

² The Washington Boulevard & Kirkwood Road Special GLUP Study “Plus” has additional building height guidance, discussed below.

acre for multifamily residential uses; and up to 180 units per acre for hotel units.

The proposed development is consistent with the proposed “Medium” Office-Apartment-Hotel GLUP designation, with the permissible bonus density for on-site affordable housing.

Zoning: The applicant proposes to rezone the site to “C-O-2.5”. The proposed building would be compliant with the regulations of the C-O-2.5 zoning district, with the permissible bonus density for on-site affordable housing.

Washington Boulevard & Kirkwood Road Special GLUP Study “Plus” and Concept Plan (“Special Study”): The Special Study was adopted by the County Board in November 2017 and provides guidance for development for the commercial and institutional uses in the block north of Washington Boulevard and west of Kirkwood Road. The Special Study developed 15 guiding principles, three (3) concept maps, and recommended changes to the General Land Use Plan and Master Transportation Plan Map.

Guiding Principles: The plan has 15 “Guiding Principles”, which

“are essentially aspirational goals for the area that should be achieved through future redevelopment and improvement projects. They can equally be understood as a set of guidelines that should inform and influence future projects in the area, to most effectively advance the vision and recommendations of this Study “Plus” and Concept Plan. Recognizing that future development proposals and other projects will include details that invariably vary from the form and massing models and illustrative plans and exhibits included herein, these Guiding Principles will play an important role in the evaluation of future projects for consistency with the goals and intent of the Study...”

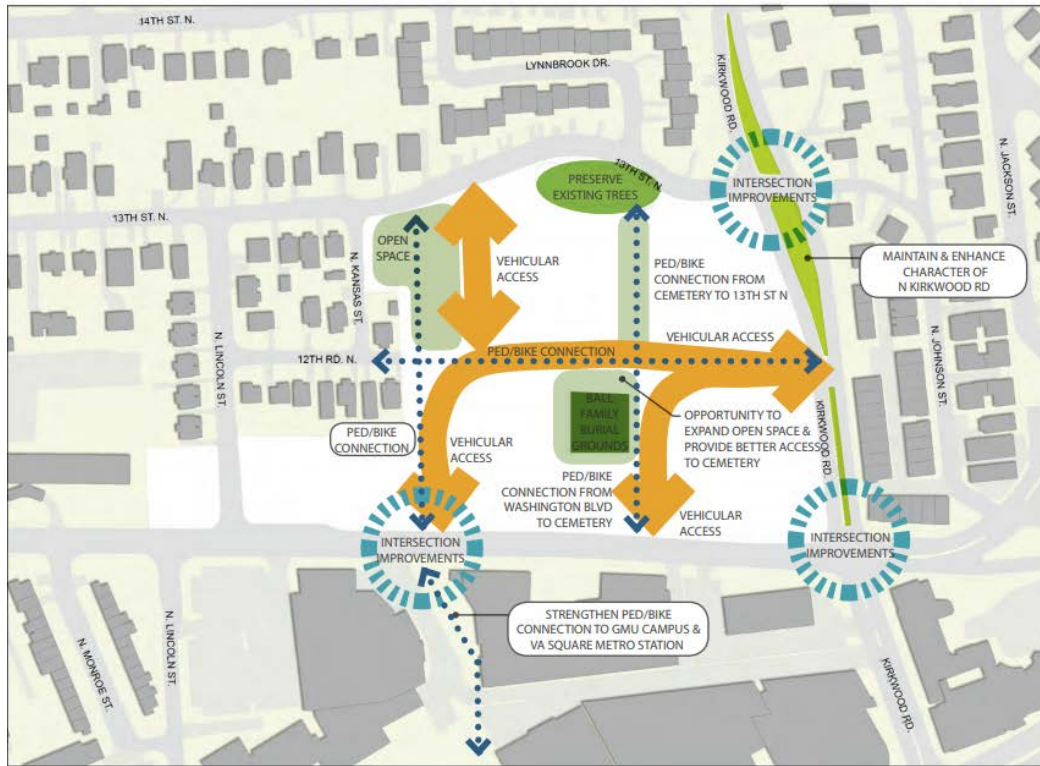
The principles are:

1. Evolve the area’s automobile oriented development pattern into a pedestrian-oriented mixed-use place through high-quality redevelopment that contributes positively to its surroundings.
2. Locate, design and sculpt new buildings to achieve deliberate and harmonious transitions between potential mid-rise, mixed-use development and adjoining single family residences, and reinforce these transitions through strategies such as building step backs, green buffers, and rights of way.
3. Preserve and reinforce the primarily residential character of the neighborhood and neighborhood streets west and north of the site.
4. Enhance the pedestrian streetscape and experience along Washington Boulevard with ground floor retail and other activating uses, including potential retention of existing neighborhood businesses, amenities, and civic institutions, without exclusively requiring retail in development projects.
5. Provide the appropriate amount of on-site parking for the density and programs associated with new development projects (consistent with Master Transportation Plan policies), and strongly encourage any structured parking to be below grade.
6. Balance the creation of new streets and/or alleys to add connectivity and circulation across the block, mitigate against adverse traffic impacts, respect the area’s overall topography, and avoid creating excessive asphalt and impermeable surfaces at grade.

7. Incorporate attractive and safe pedestrian circulation across the block, preserve existing stands of mature trees, support and complement indoor recreational activities, and provide opportunities to address public open space needs of the surrounding community.
8. Capitalize on opportunities to achieve a diverse mix of market rate and committed affordable housing units near the Virginia Square and Clarendon areas.
9. Support the modernization of important civic and community institution facilities that continue their long-established presence in the area, recognizing that this may include joint-venture redevelopment projects with outside partners.
10. Preserve, respect and enhance the historic integrity and site conditions of the Ball Family Burial Grounds, while improving public visibility and access to the site.
11. Design projects that leverage the area's existing topography and organize building height and density to continue a development pattern where density and height transition down towards the low residential neighborhood in a sensible way.
12. Explore how vertically mixing residential space above institutional uses can most efficiently use limited available space while providing benefits that come with co-location.
13. Take effective measures to manage additional transportation demands generated by future redevelopment that do not excessively burden local residential streets.
14. Encourage consolidation of smaller parcels with redevelopment when doing so would more effectively advance desired urban design principles and provide for better coordinated development in the area.
15. Design all sides of buildings thoughtfully so that they enhance the pedestrian experience while still accommodating parking and loading access points where needed.

The three (3) concept maps are the following:

CIRCULATION AND PUBLIC SPACE CONCEPT MAP



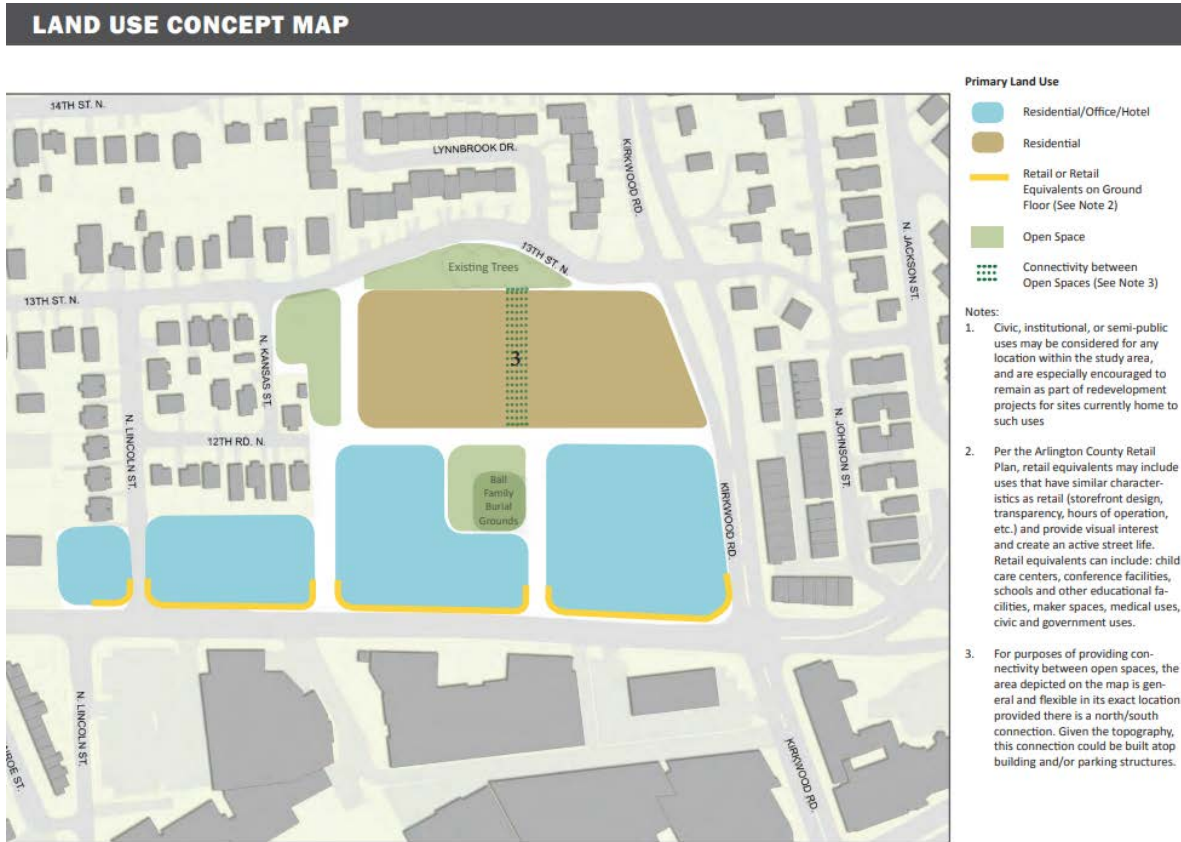
- NOTES:
- 1) The map depicted here is conceptual only and final locations of all elements will be determined with final site plan approval with the exception of preserved open spaces and trees.
 - 2) Creation of new streets providing vehicular access may need to be phased over time, and segments located along shared property lines may be achieved one-half at a time, concurrent with respective development projects.
 - 3) Areas of Vehicular Access should be limited to Master Transportation Plan typologies of Alleys, Shared Streets, and Pedestrian-Priority Streets.

BUILDING HEIGHT AND FORM CONCEPT MAP



- Building Height Maximums**
- 6- to 7- stories, up to 70 to 80 ft, respectively
 - 5- stories up to 60 ft
 - 4- stories up to 45 ft
 - 3- stories up to 35 ft

- NOTES:
1. Delimitations of height zones depicted on this map are general.
 2. Recommended height maximums are inclusive of any potential bonus density.
 3. For planning purposes, these recommended building heights should generally be measured in stories/feet vertically from the average elevation of the sidewalk directly in front of the building to the main roof for each facade.



Density and Uses: The applicant proposes 160 multifamily dwelling units with a new American Legion post proposed for the ground floor. All the proposed residential units are planned to be affordable to residents between 40%-80% Area Median Income, with priority given to veterans.

The “C-O-2.5” zoning district permits dwelling units at a maximum 115 units per acre, which would result in a total of 146 units for this site. The applicant is requesting 10% bonus density, consisting of an additional 14 dwelling units, for the provision of on-site committed affordable housing, under section 15.5.9.A of the Zoning ordinance.³

³ The maximum permissible bonus density is 25%.

Site and Design/Building Architecture:

Figure 2--View from Southeast

The proposed building will have frontage on three (3) public rights-of-way: Washington Boulevard to the south, a new north-south vehicular and pedestrian right-of-way to the west (to be built with this site plan application), and a future east-west public right-of-way on the north side of the site. The main entrances to the residential lobby and the American Legion will be on the west façade of the building off the new north-south right of way. There is an additional entrance to the American Legion from Washington Boulevard. A new American Legion post will occupy approximately 6,700 square feet of the portion of the ground floor that fronts on Washington Boulevard. Residential amenities and dwelling units will occupy the remainder of the ground floor. Dwellings will occupy all the upper floors. All units are accessed from inside, including those on the ground floor.



Figure 3—View from Northwest along new North/south connection

There is proposed to be one level of underground parking. The parking garage will be accessed at the northwest rear of the property, near the end of the proposed new north-south right-of-way. Two standard size loading Spaces are proposed to be located roughly in the middle of the west side of the building, also off the new north-south public access.

The building will be roughly in an “F” shape, with a private courtyard and recreational area including playground on the east side of the building. This recreational area will be fenced in for residents’ privacy.

The proposed building is a maximum of seven stories (82 feet above average site grade). The roof is non-occupiable and has parapet walls and screening for mechanical equipment. Above the main building entrance in the middle of the west elevation, the building has a “notch” of 40 feet deep and 50 feet wide. At the northwestern corner of the building the building steps back 14 feet at the fourth story, and steps back by an additional 13 feet again at the fifth level.

The building’s architecture is roughly similar to other contemporary apartment buildings. Materials consist of a dark brick ground level (with storefront system for the proposed American Legion Post), lighter brick on the second through fifth stories, and dark fiber cement panel on the upper two stories. Mechanical units on the roof will be screened by fiber cement panel. Some windows on the seventh floor have sunshades above.



Transportation: The site is located approximately 1/4 mile north of the Virginia Square Metrorail station, on the north side of Washington Boulevard at 3445 Washington Boulevard. The Master Transportation Plan (MTP) classifies this segment of Washington Boulevard as at Type B-Primarily Urban Mixed-Use arterial. The MTP also identifies the site within the Washington Boulevard/Kirkwood Road area planned for new streets (area #13). A short distance from the Virginia Square Metrorail station, along Washington Boulevard that is identified in the MTP as part of Arlington's Primary Transit Network, the site is well served by transit and multimodal services.

Streets and Sidewalks: The project proposed to make improvements along Washington Boulevard and as recommended in the Special Study Plus provide new vehicle and pedestrian connections across the site to support the creation of new mid-block connections between Washington Boulevard, Kirkwood Road, and 13th Street North.

Washington Boulevard is proposed to be widened to approximately 48 feet from curb to curb, adding a parking lane along the north side of the street. The existing two travel lanes in each direction are proposed to be maintained. The project will significantly improve the sidewalk along the north side of Washington Boulevard widening it to approximately 16-feet 8 inches wide, including a minimum 10-foot clear sidewalk and a 6-foot planting strip with street trees. A portion of the building is proposed to overhang the clear sidewalk with 14.5 feet of vertical clearance.

The project proposes a new north/south vehicle and pedestrian connection along the western edge of the site extending from Washington Boulevard to the northern property line. The proposed connection is required to have a minimum 26-foot wide clear section in order to provide the primary fire access to the building. To accommodate this width, the project proposes a 35-foot wide street including a 6-foot concrete and grass strip (west side), two 11-foot travel lanes and a 7-foot wide parking lane. An 11.5-foot sidewalk is proposed along the building with a 6-foot wide clear sidewalk and 5.5-foot wide planting/tree strip. This new street is recommended in the Special GLUP Study Plus to be dedicated as public. Staff recommends this be provided as a fee dedication rather than dedicated as an easement. In addition to supporting fire access the new street will provide access to the garage and loading for the project. With future redevelopment of the site to the west, this new street will likely support garage and loading access for that site too. The project is proposing limiting access to 12th Road North to emergency vehicles, pedestrians, and bicycles. Limiting this access is consistent with the recommendations of the Special GLUP Study Plus.

To support a future east/west connection the project sets the northern building edge approximately 25-feet from the property line. With a similar set back provided on the YMCA site the resulting 50-foot area could provide a new east/west connection in any number of configurations to support a range of pedestrian and vehicle ways. The configuration for this connection was not specifically identified in the Special GLUP Study Plus. Considering that most of the right-of-way or land need to complete the east/west connection must be provided as

part of the YMCA development, staff recognizes that details for this connection can't be finalized as part of American Legion site plan review. Staff finds that the amount of space being provided by the project is sufficient to meet the connectivity and access goals set out in the Special GLUP Study Plus. Until development occurs on the YMCA site the north, this area provides secondary fire access for the project. Staff and the applicant continue to work to refine the design of this area.

Trip Generation: A Traffic Impact Analysis (TIA) was submitted by the applicant, prepared by Gorove/Slade dated October 12, 2018. The analysis looked at five (5) driveways and intersections along Washington Boulevard and evaluated them in the existing conditions, future conditions without the proposed development, and future conditions with the proposed development. The analysis showed all the signalized intersections overall operation is at an acceptable Level of Service (LOS) in all three scenarios. The analysis also assessed the impact of the development on the adjacent street, sidewalk, transit, and bicycle network and considered additional traffic generated by approved unbuilt projects within the study area. The analysis concludes that during the AM peak hour approximately 27 auto and 36 non-auto additional trips and during the PM peak hour approximately 32 auto and 44 non-auto additional trips will be generated by this site.

Parking and Loading: The project proposes locating both loading and driveway access off the new north/south connection. The applicant and staff continue to work on how best to locate these within the building to best address staff and community concerns. The applicant is proposing a total of 96 parking spaces. The applicant has requested a modification to provide reduced parking for the proposed affordable residential units.

Reduced Parking Guidance: The project is located just outside of the Rosslyn-Ballston Metro Corridor and is not covered within the Off-Street Parking Guidelines for Multi-Family Residential Projects Approved by Special Exception in the Rosslyn-Ballston and Jefferson Davis Metro Corridors approved in 2017. The guidelines do however apply to sites directly to the south of the site along Washington Boulevard. The guidelines and its associated maps are generally based on a project's distance from a Metro station and the range and amount of affordable housing provided as part of projects.

Minimum Parking Requirement (Spaces per Unit)

	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>	<u>Tier 5</u>
Market-Rate Units	0.20	0.30	0.40	0.50	0.60
Committed Affordable Units @ 60% AMI (70% of market-rate minimum)	0.14	0.21	0.28	0.35	0.42
Committed Affordable Units @ 50% AMI (50% of market-rate minimum)	0.10	0.15	0.20	0.25	0.30

Range for sites within a comparable distance to Metro as American Legion Site

When applying the guidelines, three parking calculations are added together to come up with the minimum appropriated parking for a project including 1) a minimum parking requirement per unit based on the project unit count and affordability 2) a minimum visitor parking supply of 0.05 spaces per unit and 3) parking for each “Type A” accessible dwelling units as called for in the Virginia Uniform Statewide Building Code.

Modification of Use Regulations:

Modification for bonus density: The applicant is requesting 10% (out of a maximum possible 25%) bonus density, or 14 units, for the provision of on-site committed affordable housing. The applicant is not requesting bonus height.

Modification of required parking ratio: The applicant requests a Zoning modification for the residential parking ratio. The Zoning Ordinance requires 1 1/8 parking spaces per dwelling unit; the traditional standard for site plan properties is one parking space per dwelling unit. In this case, the applicant is requesting a parking ratio of .475 spaces per unit. The applicant is also requesting a parking modification from the required commercial parking ratio of one space for every 250 square feet of gross floor area.

Site Plan Mitigation: Include:

- Washington Boulevard streetscape per Special Study;
- First portions of new public right-of-way network;
- Transportation Demand Management;
- On-site Committed affordable housing
- Reuse of site for community organization (American Legion).

The following Points of Discussion are identified by staff:

Architecture: Staff recommends:

- ~~Direct entrances with dooryards to the ground level dwelling units, similar to the APAH’s Springs building on Carlin Springs Road. Ground level units are planned for supportive housing, and separate entrances are not preferred. Other design solutions should be pursued.~~
- Balconies or other urban design possibilities, especially facing east to the future expanded open space at the Ball Cemetery.
- Raising the dark brick base material beyond the ground level, and raising the light-colored brick to the sixth story.
- ~~A possible stepback at the seventh story.~~
- Removing the sunshades at the seventh story.
- Color accents to contrast with the prevailing gray.
- Move above ground transformer, or better blend it in with its surroundings. Proposed synthetic foliage makes it stand out.

Transportation:

- The Fire Marshal requires access for emergency vehicles to 12th Road North. The applicant needs to show how the connection to 12th Road will permit bicycles, pedestrians, and emergency vehicles, but forbid all other vehicles. Staff is still working with the applicant on this.
- ~~How and when will the east-west connection be built out? How will the applicant cooperate with the YMCA to construct the connection, if/when the time comes for the YMCA to redevelop? The proposed plan does not impede the proposed east-west connection, and there is sufficient space for the ultimate nature of the connection to be one of the three preferred types. East-west connection will be responsibility of County/YMCA developer.~~
- ~~Please provide justification for reduced parking ratio. Applicant has provided information. As of this writing, staff is still analyzing the information.~~

Landscaping:

- ~~The applicant should screen the property from the single family dwellings to the west with an opaque fence/wall, or landscaping.~~
- Proposed tree planting may not meet Special Study goal for 25% tree canopy. Other areas should be explored for tree planting. Options could include the courtyard, planters on the 2nd level, or offsite locations (YMCA property to the north, other properties within the Washington Blvd/Kirkwood GLUP Study.)

SPRC Neighborhood Members:

Henry Staples	Ballston Virginia Square Civic Association
Derek Huetnick	Lyon Village CA
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