SITE PLAN REVIEW COMMITTEE
MEETING AGENDA

DATE: Monday, March 11, 2019
TIME: 7:00 – 8:25 p.m.
PLACE: 2100 Clarendon Boulevard
        Lobby Rooms C&D (Cherry & Dogwood)
        Arlington, VA 22201

SPRC STAFF COORDINATOR: Nicole Boling
                         703-228-3525

Item 1.  1122 N. Kirkwood Road / Washington and Kirkwood (SP #450)  7:00pm–8:25pm
(RPC#s 15-086-001, -002, -005, -006, -025)
Planning Commission and County Board meetings to be determined.
Michael Cullen (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://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlandApplicationsSite_plansMain.aspx

To view the current Site Plan Review Committee schedule, go to the web site http://commissions.arlingtonva.us/planning-commission/sprc/
ITEM 1
1122 N. Kirkwood Road (SP #450)
(RPC#s 15-086-001, -002, -005, -006, -025)

SPRC AGENDA: 1st Meeting – February 4, 2019
1) Introduction
   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.
   b) Relationship of project to existing zoning
      i) Requested rezoning
      ii) Requested density exclusions

3) Site Design and Characteristics
   a) Circulation and alley characteristics
   b) Allocation of uses on the site
   c) Relationship and orientation of proposed buildings to public space and other buildings
   d) Streetscape Improvements
   e) View vistas through site
   f) Visibility of site or buildings from significant neighboring perspectives
   g) Compliance with adopted planning documents

SPRC AGENDA: 2nd Meeting – March 11, 2019
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/rooftop amenity space
      iv) Street level activism/entrances & exits
      v) Accessibility
      vi) Unit mix
   b) Ground Floor (Retail Equivalent) Spaces
      i) Location, size, ceiling heights
      ii) Facade design 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
   d) Signage
5) Open Space and Landscaping
   a) Compliance with existing planning documents and policies
   b) Orientation and use of open spaces (including pet areas, private patios, and corner area)
   c) Relationship to scenic vistas, natural features and/or adjacent public spaces
   d) Landscape plan
   e) Tree canopy

**SPRC AGENDA: 3rd Meeting – April 22, 2019 (Tentative)**

6) Changes to Design and Comment Response

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

8) Community Benefits and Sustainability
   a) Affordable Housing
   b) Public Art
   c) Underground Utilities
   d) Historic Preservation
   e) Other

9) Construction Issues
   a) Phasing
   b) Vehicle staging, parking, and routing
   c) Community Liaison

10) Wrap-up
Applicant Information:

Applicant
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24 W. Cedar Street
Alexandria, VA 22301
Garrett Erdle
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garrett@eleventhstreetdevelopment

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cpuskar@thelandlawyers.com

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Engineer
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kwhite@wlpinc.com

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Dane Dove, PLA, LEED AP BD+C
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Traffic Engineer
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Tysons, VA 22102
(703) 917-6620
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LEED Consultant
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Abhishek Lal
(703) 459-7579
alal@meridian-consult.net

BACKGROUND: A use permit was approved in 1983 for the Sport & Health Club fitness center. The site is also subject to a special land use study approved in November 2017 as the Washington Boulevard & Kirkwood Road Special GLUP Study “Plus” and Concept Plan. At the time of adoption of the Special GLUP Study the County Board also approved amendments to the General Land Use Plan (GLUP) Map, the Master Transportation Plan (MTP) Map, and authorized advertisement of future GLUP amendments for three areas within the Special GLUP Study area, including a change in the GLUP designation from "Service Commercial" to "Medium" Office-Apartment-Hotel for the subject site.

The following provides additional information about the site and location:

Site: The site is located at 3411, 3415, and 3421 Washington Boulevard, and 1122 N. Kirkwood Road (RPC #15-086-001, -002, -005, -006, -025). The site is defined by the following uses:
To the north: Arlington YMCA (3422 13th Street N.) zoned “R-5”

To the east: Bromptons at Clarendon townhomes (bordered by Washington Boulevard, N. Kirkwood Road, and N. Johnson Street) zoned “R15-30T”

To the west: Baird Automotive (3427 Washington Boulevard) zoned “C-2”

To the south: The 3330 Washington Boulevard office building zoned “C-O”; and the Metropolitan Building at George Mason University (3434 Washington Boulevard) zoned “C-O-2.5”.

Existing Zoning: “C-2” Service Commercial-Community Business District

Proposed Zoning: “C-O-2.5” Mixed Use District

GLUP Designation: Service Commercial

Proposed GLUP Designation: "Medium" Office-Apartment-Hotel

Neighborhood: The site is located within the Ballston-Virginia Square neighborhood and adjacent to the Lyon Village neighborhood. The Bromptons at Clarendon townhomes are located directly across Kirkwood Road from the site, and the Lynnbrook townhomes are located to the north of the block across 13th Street North.
**Existing Development:** The site contains the former Sport & Health Club fitness center, two one-story commercial office buildings, and the Specialty Services auto service building, with surface parking lots for each building. The site is bordered by Arlington YMCA to the north and the Baird Automotive building along the western property line.

**Development Potential:** The following is a breakdown of the permitted development within the existing and proposed zoning districts based on site area allocated for density purposes:

<table>
<thead>
<tr>
<th>District</th>
<th>Density Allowed/Typical Use</th>
<th>Maximum Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>“C-2” By-Right</td>
<td>Commercial and Office Uses: 1.5 FAR</td>
<td>112,781 sf</td>
</tr>
<tr>
<td></td>
<td>One-Family Dwellings: 1 per 6,000 sf of lot area</td>
<td>12 dwellings</td>
</tr>
<tr>
<td>“C-O-2.5” Site Plan</td>
<td>Commercial and Office Uses: 2.5 FAR</td>
<td>187,968 sf</td>
</tr>
<tr>
<td></td>
<td>Multi-Family Residential: 115 units/acre</td>
<td>198 units</td>
</tr>
</tbody>
</table>
Proposed Development:

<table>
<thead>
<tr>
<th>SP #450 1122 N. Kirkwood</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SITE AREA</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Density</strong></td>
</tr>
<tr>
<td>Proposed Residential GFA</td>
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<tr>
<td>Proposed Residential Units/acre</td>
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<tr>
<td>Base Residential Units/acre</td>
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<tr>
<td>Proposed Residential Dwelling Units</td>
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<tr>
<td>Base Maximum Number of units</td>
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<tr>
<td>Proposed Bonus Dwelling Units</td>
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<tr>
<td>Proposed Exclusions</td>
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<tr>
<td>Total FAR$^1$</td>
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<tr>
<td><strong>Green Building</strong></td>
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<tr>
<td>LEED Certification</td>
</tr>
<tr>
<td>Bonus Density</td>
</tr>
<tr>
<td><strong>Affordable Housing</strong></td>
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<tr>
<td>Affordable Housing Bonus</td>
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<tr>
<td>Bonus Density</td>
</tr>
<tr>
<td><strong>Building Height</strong></td>
</tr>
<tr>
<td>Average Site Elevation Above Sea Level</td>
</tr>
<tr>
<td>Main Roof Height (above average grade)</td>
</tr>
<tr>
<td>Main Roof Elevation Above Sea Level</td>
</tr>
<tr>
<td>Penthouse Height</td>
</tr>
<tr>
<td>Penthouse Roof Elevation above sea level</td>
</tr>
<tr>
<td>Number of Stories</td>
</tr>
<tr>
<td>“C-O-2.5” Max. Permitted Bldg. Height$^2$</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
</tr>
<tr>
<td>Total Number of Spaces</td>
</tr>
<tr>
<td>Standard Spaces</td>
</tr>
<tr>
<td>Compact Spaces</td>
</tr>
<tr>
<td>Handicapped spaces</td>
</tr>
<tr>
<td>Compact Ratio</td>
</tr>
<tr>
<td>“C-O-2.5” Minimum Required Residential Parking Ratio</td>
</tr>
<tr>
<td>Proposed Residential Ratio</td>
</tr>
</tbody>
</table>

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$^1$ 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.

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

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;**
- **Washington Boulevard & Kirkwood Road Special GLUP Study “Plus” and Concept Plan**

**GLUP:** The site is designated “Service Commercial” *(Personal and business services. Generally one to four stories, with special provisions within the Columbia Pike Special Revitalization District.)* and includes 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 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 redevelopment of the commercial and institutional uses in the block north of Washington Boulevard and west of Kirkwood Road. The Special Study developed fifteen 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 fifteen “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 address circulation and public space, building height and form, and land use. The concept maps are shown in the figures below:
Figure 3: Circulation and Public Space

Figure 4: Building Height and Form
Density and Uses: The applicant proposes to rezone portions of the property from C-2 to C-O-2.5 and construct a new seven-story multifamily residential building with 255 dwelling units, with residential amenity space occupying the ground floor along Washington Boulevard. Additional project details include:

- Proposed LEED Silver certification
- Affordable housing contribution and on-site units
- Proposed parking includes 190 below-grade parking spaces

The “C-O-2.5” zoning district permits dwelling units at a maximum 115 units per acre, which would result in a total of 198 units for this site. The applicant is requesting bonus density for green building certification (0.3 FAR, consisting of an additional 21 units), and for affordable housing in accordance with Section 15.5.9 of the Zoning Ordinance (18% bonus density, consisting of an additional 36 dwelling units) for either the provision of on-site committed affordable housing or a cash contribution to the Affordable Housing Investment Fund.³

Proposed residential units include studio, one-bedroom, two-bedroom, and three-bedroom units, as shown in the table below.

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³ The maximum permissible affordable housing bonus density is 25%.
**Unit Mix**

<table>
<thead>
<tr>
<th>Type</th>
<th>Studio</th>
<th>1-Bedroom</th>
<th>2-Bedroom</th>
<th>3-Bedroom</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Units</td>
<td>11</td>
<td>124</td>
<td>114</td>
<td>6</td>
<td>255</td>
</tr>
</tbody>
</table>

**Site Design and Building Architecture:** The proposed building will have frontage on public rights-of-way on all sides of the building: 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), a future east-west public right-of-way on the north side of the site, and N. Kirkwood Road to the east. The proposed north-south right-of-way is labeled on plans as a “Shared Use Alley” or “West Alley” but is designed as a permanent condition with a decorative treatment that includes vehicular concrete and brick coursing. On the north side of the building, a “North Alley” is proposed as a 20-foot wide vehicular travel way, which does not represent the public east-west connection envisioned in the Special GLUP Study. This would likely be an interim condition, and further discussion is necessary to determine how this alley would be converted with development of the YMCA site to a permanent east-west public right-of-way.

The main entrance to the residential lobby will be on Washington Boulevard. Residential amenities and dwelling units will occupy the ground floor, with amenity spaces oriented toward Washington Boulevard consistent with the Arlington Retail Plan guidance for retail equivalent uses. All units are accessed from inside, including ground floor units along Kirkwood Road which have a secondary entrance into a patio space. A proposed rooftop amenity deck is proposed at the southeast corner of the building, set back approximately 23 feet from the parapet wall along Kirkwood Road, and 12.75 feet from the parapet wall along Washington Boulevard.

A private patio space is located along Kirkwood Road, 20 feet wide from the sidewalk to the face of the building. This open space is located above proposed stormwater infrastructure and within a proposed storm sewer easement, and is designed to accommodate water detention during significant flood events. The space varies in depth with a retaining wall along the sidewalk, ranging in height from 4.2’ at the corner of Washington and Kirkwood, to 0’ at the entrance to the north alley. This condition results in sidewalk clear width constraints along Washington Boulevard and at the corner of Kirkwood Road, and further design analysis is needed to evaluate how the functional stormwater design can be achieved within a pedestrian streetscape.
Figure 6: Washington Boulevard at Kirkwood – view looking northeast

Figure 7: Proposed West “Alley” Connection – view looking north
**Sustainable Design:** The building is proposed to be designed to achieve a LEED “Silver” certification.

**Open Space and Landscaping:** The Special GLUP Study identifies several areas planned for public open space, but those spaces are located primarily on the YMCA site and the subject site accordingly does not contain any public open space. The patio space along N. Kirkwood and the central courtyard in the middle of the building are both private amenity areas for residents.

The Special GLUP Study does call for maintaining the approximately 25% tree canopy coverage that exists in the study area today (shown in Figure 9 below). This recommendation is an average that does not prescribe coverage to any one site, and the applicant’s proposed tree canopy for the subject site is approximately 14%. The applicant is replacing all trees on-site and the proposed coverage meets or exceeds tree canopy coverage necessary with redevelopment, consistent with the Arlington County Landscape Standards. The applicant also responded to comments from the Urban Forester, including reorientation of trees located in the central courtyard to improve survivability, and no issues have been identified.
Transportation: The site is located just over 1/4 mile from, and between, the Clarendon and Virginia Square Metrorail stations. The Master Transportation Plan (MTP) classifies this segment of Washington Boulevard as at Type B-Primarily Urban Mixed-Use arterial. North Kirkwood Road is classified in the MTP as a Type D-Primary Garden Apartment & Townhouse Neighborhoods arterial street. The MTP also identifies the site within the Washington Boulevard/Kirkwood Road area planned for new streets (area #13). Located 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 North Kirkwood Road, 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 cur, 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.
The curb-to-curb width of North Kirkwood Road is proposed remain at approximately 52-feet. The typical street section for North Kirkwood Road includes a travel lane, bike lane, and parking lane in each direction separated by a median. At Washington Boulevard a southbound left-turn lane is provided today by removing on street parking and the bike lane. The project proposes removing the existing median such that the south bound bike lane may be extended to Washington Boulevard. Along the site frontage the project proposes widening the sidewalk from 4.5-feet to an approximate 16-foot streetscape. The new streetscape will provide an approximately 5.67-foot wide planting strip with street trees, a 6-foot clear sidewalk, and 5-foot planting buffer.

The project proposes a new north/south alley ("West Alley") along the western edge of the site extending from Washington Boulevard to the northern property line. The new ally will provide vehicle access and circulation for the site as well as pedestrian connection to the interior of the block. The alley is proposed to have a 33-foot section from the face of the building to the property line. Within this section a 20-foot vehicle way is proposed providing a travel lane in each direction. A five-foot wide sidewalk is proposed along the building edge and a 4.5-foot planting and bioretention strip is proposed buffering the street and sidewalk.

The alley is proposed to continue around the building along the northern edge of the property, providing an east-west connection. The proposed east-west alley ("North Alley") will be separated from the building by approximately 6.5-feet. Until the full east-west connection is built in conjunction with the development of the YMCA property to the north pedestrian access is not proposed. Both have been designed to generally meet the elevation of the Ball Cemetery located along the western property line of the project, requiring the northwest corner of the site to be filled in significantly.

**Trip Generation:** A Multimodal Traffic Impact Analysis was submitted by the applicant, prepared Wells + Associates dated December 19, 2018. The analysis looked at four (4) driveways and five (5) intersections along Washington Boulevard and North Kirkwood Road 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 72 auto and 56 non-auto trips and during the PM peak hour approximately 88 auto and 69 non-auto trips will be generated by this site. Considering the existing uses on the site the project is estimated to generate only 37 AM peak hour and 7 PM peak hour net new vehicle trips.

**Parking and Loading:** The project proposes locating both loading and parking garage access off the new North Alley on the north side of the building. This location is consistent with illustrations exhibited in the Special GLUP Study that identify potential loading access points for all potential site in the study area. The parking garage contains 190 total spaces for a parking ratio of 0.745 spaces per unit, a reduction from the approximately 1.125 spaces per unit that are required for development in the C-O-2.5 Zoning District.
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 (“Residential Parking Guidelines”) approved in 2017. The guidelines do, however, apply to sites directly south of the site along Washington Boulevard. The guidelines and 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.

The specific requirements recommended in the Residential Parking Guidelines are provided below, for reference and comparison purposes with the proposed 0.745 spaces per unit ratio for this project. 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.

**Minimum Parking Requirement (Spaces per Unit)**

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

**Range for sites within a comparable distance (0.25 – 0.5 miles) to Metro**

APS Student Generation Estimates: *Full student generation estimates, based on analysis prepared by Arlington Public Schools, will be available for a future meeting.*

Modification of Use Regulations: The applicant requests the County Board modify the following use regulations:

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 0.745 spaces per unit. This ratio is marginally less than recent site plan projects approved near Metro stations and transit access, but it is well above ratios supported under the Residential Parking Guidelines for projects across Washington Boulevard, and staff believes the parking ratio is appropriate for the site. In addition, the applicant has provided a multi-modal traffic impact analysis that is also consistent with the provisions of the Residential Parking Guidelines.
Additional Density: The applicant is requesting 18% (out of a maximum possible 25%) additional density, or 36 units, for the provision of affordable housing in accordance with Section 15.5.9 of the Zoning Ordinance, in addition to the standard contribution (either as a cash contribution to the Affordable Housing Investment Fund, or the provision of on-site committed affordable housing units) required for site plan projects.

Green Building Density Incentive Program: Arlington County’s Green Building Density Incentive Policy for Site Plans contains bonus density provisions for site plan projects that meet the objectives of the County’s green building program. The applicant is proposing to commit to a certification of LEED Silver. The applicant is therefore requesting, consistent with the County’s policy, bonus density of 0.30 FAR for the project, or 21 units.

Preliminary Issues: Staff has identified some policy issues with the proposal, which are detailed below.

Special GLUP Study Circulation: The final orientation and design of the east-west connection envisioned in the GLUP Study will be determined with a redevelopment proposal for the YMCA site. The applicant must demonstrate how the subject site and proposed project will facilitate completion of this connection, or otherwise will not hinder implementation of the shared/pedestrian-priority street typology referenced in the GLUP Study.

Utility Undergrounding: The applicant is proposing to underground utility poles located along the site’s frontage on Washington Boulevard and N. Kirkwood Road, except for one pole located at the corner with wires spanning across Washington Boulevard. Staff does not support this proposal, and expects all utilities along the building frontage to be undergrounded. Staff will continue to discuss alternatives for achieving this goal.

On-Site Affordable Units: The Zoning Ordinance provides that “Site plan applications that include an application to change the GLUP designation of the site may be subject to an affordable housing requirement in addition to the above ADU requirement.” Staff continues to negotiate the appropriate amount of on-site affordable units to be provided in exchange for the additional density associated with the change in GLUP designation.
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