

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Thursday, January 25, 2018
TIME: 7:00 – 8:30 p.m.
PLACE: Ellen Bozman Government Center/Courthouse Plaza
2100 Clarendon Boulevard
Lobby Rooms C&D (Cherry and Dogwood)
Arlington, VA 22201

SPRC STAFF COORDINATOR: Matt Ladd

Item 1. 11th & Vermont/1031 N. Vermont Street (SP #447) 7:00pm–8:30 pm
(RPC#s 14-018-001; -002; -005; -006; -018; -070)
Planning Commission and County Board meetings to be determined.
Matthew Pfeiffer (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/CPHDPlanningApplicationsSite_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
11th & Vermont (SP #447)
(RPC#s 14-018-001; -002; -005; -006; -018; -070)

SPRC AGENDA: 1st Meeting – October 19, 2017

- 1) Informational Presentations
 - a) Overview of Requested Site Plan (Staff)
 - i) Review of existing conditions context (urban form, density, and connectivity)
 - ii) Review of existing planning context (GLUP, Sector Plan, Special GLUP Study)
 - b) Presentation of Site Plan Proposal (Applicant)
 - i) Introduction/overview of requested site plan (incl. requested zoning and uses)
 - c) Staff analysis of the Site Plan Proposal (Staff)

- 2) Site Design and Characteristics
 - a) Allocation of uses on the site
 - b) Relationship and orientation of proposed buildings to public space and other buildings
 - c) Streetscape Improvements
 - d) View vistas through site
 - e) Visibility of site or buildings from significant neighboring perspectives
 - f) Compliance with adopted planning documents
 - g) Open Space
 - i) Orientation and use of open spaces
 - ii) Relationship to scenic vistas, natural features and/or adjacent public spaces
 - iii) Compliance with existing planning documents and policies
 - iv) Landscape plan (incl. tree preservation)

SPRC AGENDA: 2nd Meeting – December 11, 2017

- a) Informational Presentations:
 - a. Staff – Follow-up information
 - b. Applicant
 - i. Follow-up information
 - ii. Plan Revisions
 - iii. Agenda material

- 3) 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

- 4) Building 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: 3rd Meeting – January 4, 2018

- a) Informational Presentations:
 - a. Applicant
 - i. Follow-up information
 - ii. Plan Revisions
 - iii. Agenda material
- 5) Transportation
 - a) Infrastructure
 - i) Mass transit facilities and access
 - ii) Street systems (w/existing and proposed cross sections)
 - iii) Vehicular and pedestrian routes
 - iv) Bicycle routes and parking
 - b) Traffic Demand Management Plan
 - c) Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
 - ii) Access (curb cuts, driveway & drive aisle widths)
 - d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks
 - e) Signage (parking, wayfinding, etc.)
- 6) Community Benefits
 - a) Public Art
 - b) Affordable Housing
 - c) Underground Utilities
 - d) Other
- 7) Construction issues
 - a) Phasing
 - b) Vehicle staging, parking, and routing
 - c) Community Liaison

SPRC AGENDA: 4th Meeting – January 25, 2018

- a) Public Open House (7:00 pm – 7:30 pm)
- b) SPRC Meeting (7:30 pm – 8:30 pm)
 - a. Informational Presentations
 - i. Applicant
 - ii. Staff
 - b. Clarifying Questions
 - c. Project Wrap Up
 - d. Audience Time

Site Location: The subject site is identified as 1031 N. Vermont Street. The site is separated into two contiguous blocks separated by 11th Street N, and contains a three-story church building on the south block, and a surface parking lot and playground on the north block. The site is bounded by N. Vermont Street on the west, N. Utah Street on the east, and is bisected by 11th Street N. The site is adjacent to the Westview Condominiums to the south, the Victoria at Ballston townhouses to the east, the Vermont Court townhouses to the north, and the Vermont Place townhouses to the west.

Applicant Information:

Applicant

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BACKGROUND: The site is currently occupied by a three-story church on the south block, and a surface parking lot and tot lot on the north block. The site was the subject of a Special General Land Use Plan (GLUP) Study, for which the County Board advertised a GLUP Amendment in June, 2017. The applicant, NVR, Inc., proposes to amend the GLUP designation on the south block from "Low-Medium" Residential to "Low-Medium" Residential and "High-Medium" Residential Mixed-Use; to rezone the South Block from R-5 to R-C, and a final site plan 12 townhouse units on the North Block, and 73 multifamily units on the South Block including a

seven-story building and four-story townhouse units, with a two-level below-grade parking garage.

The following provides additional information about the site and location:

Site: The site is located at 1031 N. Vermont Street (RPC#s 14-018-001; -002; -005; -006; -018; -070), located within the Ballston Metro Station Area on two separate blocks; the North Block is generally bounded by N. Vermont Street to the west, N. Utah Street to the east, 11th Street N. to the south, and Washington Boulevard to the north; the South Block is generally bound by N. Vermont Street to the west, N. Utah Street to the east, 11th Street N. to the north, and Fairfax Drive to the south. The site is developed with a two-story church, a surface parking lot, and a tot lot (served by the church), and bounded by the following uses:

To the north: Vermont Court Townhouses (SP #334), zoned R15-30T.

To the east: Victoria at Ballston Townhouses (SP #195), zoned R15-30T

To the west: Vermont Place Townhouses (SP #171), zoned R15-30T

To the south: Westview at Ballston Metro Condominiums (SP #232), zoned R-C

Existing Zoning: The North Block is zoned [R15-30T, Townhouse Dwelling District](#). The South Block is zoned [R-5, One Family and Restricted Two Family Dwelling District](#).

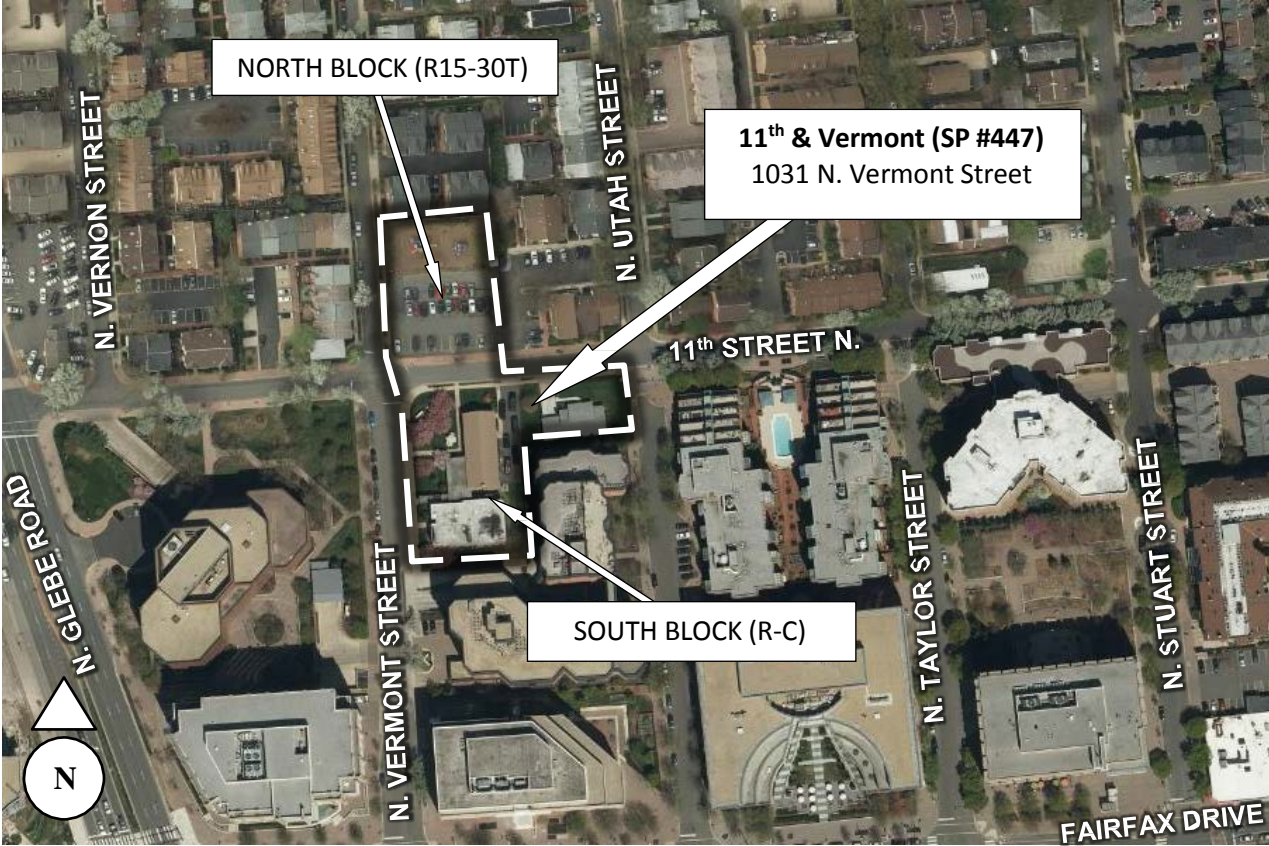
Proposed Zoning: The applicant proposes to rezone the South Block to [R-C, Multiple Family Dwelling and Commercial District](#).

Existing GLUP Designation: The site is designated [“Low-Medium” Residential on the General Land Use Plan](#).

Proposed GLUP Designation: The applicant proposes to amend the General Land Use Plan designation for a portion of the South Block to [“High-Medium” Residential Mixed Use](#).

Neighborhood: The site is located within the Ballston-Virginia Square Civic Association (BVSCA).

Site Location



Existing Development: The South Block is currently developed with a three-story church building that houses a Montessori day care program. The North Block is developed with a surface parking lot and a small playground that serve the church and daycare uses.

Development Potential: The following is a breakdown of the permitted development within the existing and proposed zoning districts:

Site Area: 55,667 sq. ft.	Density Allowed/Typical Use	Maximum Development
R15-30T By-Right (19,250 sq. ft.)	One-family dwellings up to 5,000 sq. ft. per lot.	3 single family detached units
R15-30T Site Plan (19,250 sq. ft.)	Two-family dwellings semi-detached (abutting RA, C, or M districts)	4 semi-detached units
	Two-family dwellings semi-detached (all other)	6 semi-detached units
	Two-family dwellings duplex	4 duplex units
	Townhouse dwellings (15 du/acre)	6 townhouse units
	Mixed Townhouse and other dwellings (30 du/acre)	13 townhouse or mixed units

Site Area: 55,667 sq. ft.	Density Allowed/Typical Use	Maximum Development
R-5 By-Right (36,417 sq. ft.)	One-family dwellings up to 5,000 sq. ft. per lot	7 single-family detached units
R-C By-Right (36,417 sq. ft.)	One-family dwellings Two-family dwellings semi-detached Two-family dwellings duplex Townhouse dwellings Multiple-family dwellings	6 single-family detached units 10 semi-detached units 10 duplex units 20 townhouse units 20 apartment units
R-C Site Plan (36,417 sq. ft.)	Up to 3.24 FAR Apartment The following uses at a rate of .62 sq. ft. for every one sq. ft. apartment uses, provided that total FAR does not exceed 3.24: <ul style="list-style-type: none"> • Retail and service commercial uses restricted to the first floor of any structure; and • Offices, business and professional. 	117,991 sq. ft. apartment project Mixed use: 72,834 sq. ft. (2.0) residential 45,157 sq. ft. (1.24) maximum non-residential

Proposed Development: The following is a statistical summary of the site plan proposal:

	SP #447, 1031 N. Vermont Street
SITE AREA	55,667 sq. ft. (1.28 ac.)
NORTH BLOCK	19,250 sq. ft. (.44 ac.)
SOUTH BLOCK	36,417 sq. ft. (.84 ac.)
Density	
Total Residential Units	86 units
Total Residential GFA	140,132 sq. ft.
NORTH BLOCK	
Residential units	12 units
Residential density	27.15 du/ac.
R15-30T Max. Permitted Density	30 du/ac.
SOUTH BLOCK	
Residential GFA	114,895 <u>104,989</u> sq. ft.
Residential Units	73 units
<i>Exclusions</i>	4,455 sq. ft.
<i>Residential GFA after exclusions</i>	100,534 sq. ft.
<i>Residential density before exclusions</i>	2.88 FAR
Residential density	3.13 <u>2.75</u> FAR
R-C Max. Permitted Density	3.24 FAR
R-C Max. Permitted GFA	117,991 sq. ft.
Building Height	
NORTH BLOCK	
Average Site Elevation	275.74 feet
Number of Stories	4
Main Roof Height	43.4 feet

SP #447, 1031 N. Vermont Street	
R15-30T Max. Permitted Building Height	45 feet
SOUTH BLOCK	
Average Site Elevation	272.74 feet
Number of Stories	7
Main Roof Height	75.9 feet
Penthouse Roof Height	85.9 feet
R-C Max. Permitted Building Height	95 feet
Parking	
Total Parking	153 <u>139</u> spaces
NORTH BLOCK	
Unit Parking Spaces	24
Visitor Spaces	53 ¹
Parking Ratio	2 sp./unit
R15-30T Required Parking Ratio	2 sp./unit
R15-30T Required Parking Spaces	24 spaces
R15-30T Required Visitor Parking	3 spaces
SOUTH BLOCK	
Parking Spaces ²	124 <u>110</u>
Parking Ratio	4.7 <u>1.5</u> sp./unit
Compact Spaces	16
Compact Percentage	12.9%
R-C Required Residential Parking Ratio	1 sp./unit
R-C Required Residential Parking Spaces	73 spaces
LEED	
LEED Score	Silver

Density and Uses: The applicant proposes to rezone the South Block from R-5 to R-C to develop a seven-story multifamily building containing 59 condominium units and a row of 14 townhouse-style condominium units (for density purposes, these are considered multifamily units³) connected through a two-level below grade garage containing ~~124~~ 110 spaces. The proposed South Block density is ~~3.13~~ 2.75 FAR, which is below the base density max of 3.24 FAR for the R-C district. The applicant proposes a site plan for the North Block using the existing R15- 30T zoning to achieve 12 townhouse units at a density of 27.15 units per acre. No bonus density is proposed for the site plan.

Update 1/25/2018: The applicant is requesting exclusions from density for below-grade storage, electrical, telecom, and fire rooms. Due to reductions in the overall GFA and the request for exclusions, the south block density is 2.75 FAR.

Site and Design: For the North Block, the applicant proposes a row of six townhouses fronting 11th Street N., sited at the back of sidewalk and framing the street. Along N. Vermont Street is

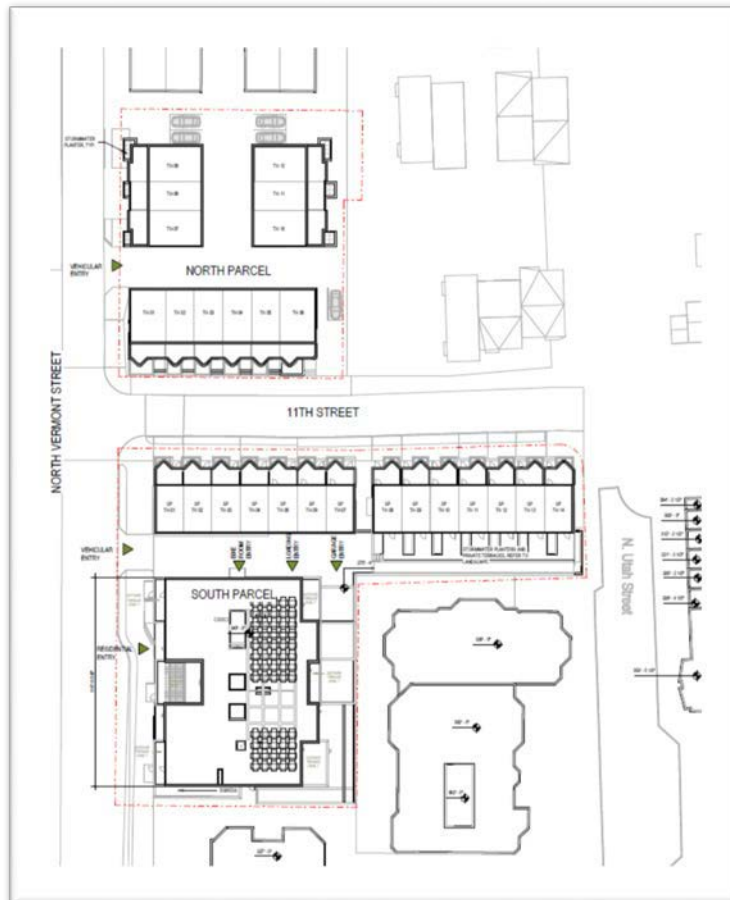
¹ With the reconfiguration of the site layout of the north block, two of the visitor spaces are provided on the north block, and one in the garage on the south block.

² Of the 110 spaces being provided in the south block parking garage, 14 are tandem spaces, meaning two cars can fit at one time

³ Subject to Zoning Administrator determination.

a row of three townhouses sited at the back of sidewalk and framing the street. There is another row of three townhouses in the interior of the site near the eastern property boundary. The eastern portion of the North Block property contains an above-grade transformer and one surface-level visitor parking space. The row of townhouses fronting 11th Street N. is separated from the row fronting N. Vermont Street by an internal alley system by which all of the townhouses are loaded. There are four surface visitor parking spaces at the northern end of the North Block property separating the proposed townhouses from the Vermont Courts development.

11th & Vermont Site Layout updated below



The South Block contains a seven-story multifamily building fronting N. Vermont Street and framing the street. A row of 14 townhouse-style condominium units fronting 11th Street N. are separated from the multifamily building by an internal alley that leads to the parking garage access. The garage entry, as well as the building's loading dock, are located on the north façade of the multifamily building. Landscape planters and the one-story garage entry abuts the eastern property line with the Westview condominiums. The rear of the townhouse-style condominium units contain private patios separated by bioretention planters. A raised landscape planter abuts the property line with the Westview Condominiums.



Top Left: South Block multifamily building view from the northwest
Middle Left: South Block townhouses fronting on 11th Street N.
Bottom Left: Intersection of 11th Street N. and N. Vermont Street
Top Right: South Block multifamily building view from the west
Middle Right: North Block townhouses fronting on N. Vermont Street

Transportation: The proposed site, 11th and Vermont, is in the Ballston area and is located on the north and south sides of 11th Street N. and to the west of N. Vermont Street. The project site is bounded by N. Vermont Street to the west, N. Utah Street to the east, and existing residential developments to the north and south. The Master Transportation Plan (MTP) classifies 11th Street N. and N. Vermont Street as Residential or Commercial Local Neighborhood Streets.

Transportation Analysis and Trip Generation

A Traffic Impact Analysis (TIA) dated September 16, 2016 and prepared by Wells + Associates Transportation Consultants was submitted by the applicant. The analysis assessed the impact of the proposed development on the adjacent street network and found that the proposed development would have a minimal overall vehicular impact on the adjacent street network. The analysis concluded that the project would generate 32 AM peak hour vehicle trips, 44 PM peak hour vehicle, and 424 daily vehicle trips upon project completion in 2019. Compared to the existing site uses today, this equates to 104 fewer AM peak hour vehicle-trips and 31 net new PM peak hour vehicle trips.

The TIA analyzed six (6) intersections within the vicinity of the site, including the two driveway entrances off of N. Vermont Street. The table below summarizes the overall Level of Service (LOS) for each intersection under the existing conditions, future background, and future conditions with the proposed development of the site.

Intersection	2016 Existing Conditions		2019 Background Future		2019 Total Future	
	AM	PM	AM	PM	AM	PM
N. Glebe Road/ 11 th Street N. (Signalized)	A	B	B	C	A	C
N. Vermont Street/ 11 th Street N. (All-Way Stop)	A	A	A	A	A	A
N. Utah Street/ 11 th Street N. (Stop)	A	A	A	A	A	A
N. Vermont Street/ Fairfax Drive (Stop)	A (E/W) F (N/S)	A (E/W) F (N/S)	A (E/W) F (N/S)	A (E/W) F (N/S)	A (E/W) F (N/S)	A (E/W) F (N/S)
N. Vermont Street/ North Site Driveway	--	--	--	--	A	A
N. Vermont Street South Site Driveway	--	--	--	--	A	A

The proposed development would reduce the overall AM peak hour delay at the N. Glebe Road and 11th Street N. intersection due to the elimination of the current school use. The stop-controlled approaches (East- and West-Bound) at Fairfax Drive would continue to operate at LOS F due to the traffic volumes on Fairfax Drive. Vehicles turning from N. Vermont Street could utilize the gaps in traffic on Fairfax Drive or could use the existing street grid to turn at a traffic signal (i.e. at Glebe Road). All other approaches, including the two site driveways, and turning movements at the remaining stop-controlled intersections would operate at acceptable LOS during both the AM and PM peak hours without any further improvements.

Streets

Access to the proposed project site will be from two curb-cuts on N. Vermont Street, one

servicing each side of the development on either side of 11th Street N. The proposed project removes three existing curb-cuts on 11th Street N. currently serving the project site.

The project proposes to maintain the existing 11th Street N curb alignment with a curb-to-curb cross-section of approximately 23 feet. The existing N. Vermont Street curb alignment for the north site will remain, with a curb-to-curb cross-section of approximately 22.5 feet. For the south site, the N. Vermont Street curb alignment closest to the intersection with 11th Street N. will shift to the west by approximately 6 feet for a curb-to-curb cross-section of approximately 30 feet for half of the proposed frontage. The remaining curb along the southwestern site frontage will remain as existing, with an approximate curb-to-curb cross-section of 36.5 feet. This wider portion of N. Vermont street will include some on-street parking spaces along the south site frontage.

Parking and Loading Access and Site Circulation

Parking and Loading access to the existing north site is via two curb cuts: one each on N. Vermont Street and 11th Street N. The existing south site is served by two curb cuts on 11th Street N. The proposed development eliminates the three curb cuts 11th Street N. All vehicular access to the proposed development will be from N. Vermont Street with a single driveway entrance servicing each of the proposed sites (north and south).

The proposed development includes 12 townhouse units with 2 vehicle parking spaces provide for each dwelling unit on the north site. These spaces will be provided in 2-car garages for each of the units, for a total of 24 garage spaces. Two (2) surface lot visitor parking spaces on the north site are also proposed to serve the townhouse portion of the development. An additional visitor parking space will be accommodated in the underground parking garage in the south lot. The south site multifamily development will have 73 units with ~~124~~ 110 underground garage parking spaces including ~~28~~ 14 tandem spaces in private garages, which can fit two cars each.

Sidewalks and Pedestrian Connections

Sidewalks currently exist on the N. Vermont Street and 11th Street N. frontages. The project proposes to provide 6' clear sidewalks on both frontages of the north site and 8' clear sidewalks on the south site. Also proposed is a 4' wide landscape between the proposed sidewalk and curb for all of the site frontages. Appropriate ADA ramps and crossing will be provided on the project side of the 11th Street N. and N. Vermont Street intersection.

Public Transit

The existing site is well served by numerous public transit options. The site is located approximately ¼ mile from the Ballston-MU Metro station which serves the Orange and Silver Lines. The site is well served by both Metrobus and ART bus service, with stops available on N. Glebe Road and Fairfax Drive (0.1 miles) as well as at the Ballston Metro station.

Bicycle Access

Capital Bikeshare stations are located in the site vicinity including one on 11th Street N. at N. Utah Street and one on N. Glebe Road to the north of 11th Street N. Bicycle connectivity is

provided via on-street bike lanes on Fairfax Drive as well as on-street bike routes on 11th Street N., N. Utah Street, Wakefield Street, N. Taylor Street, and N. Stuart Street.

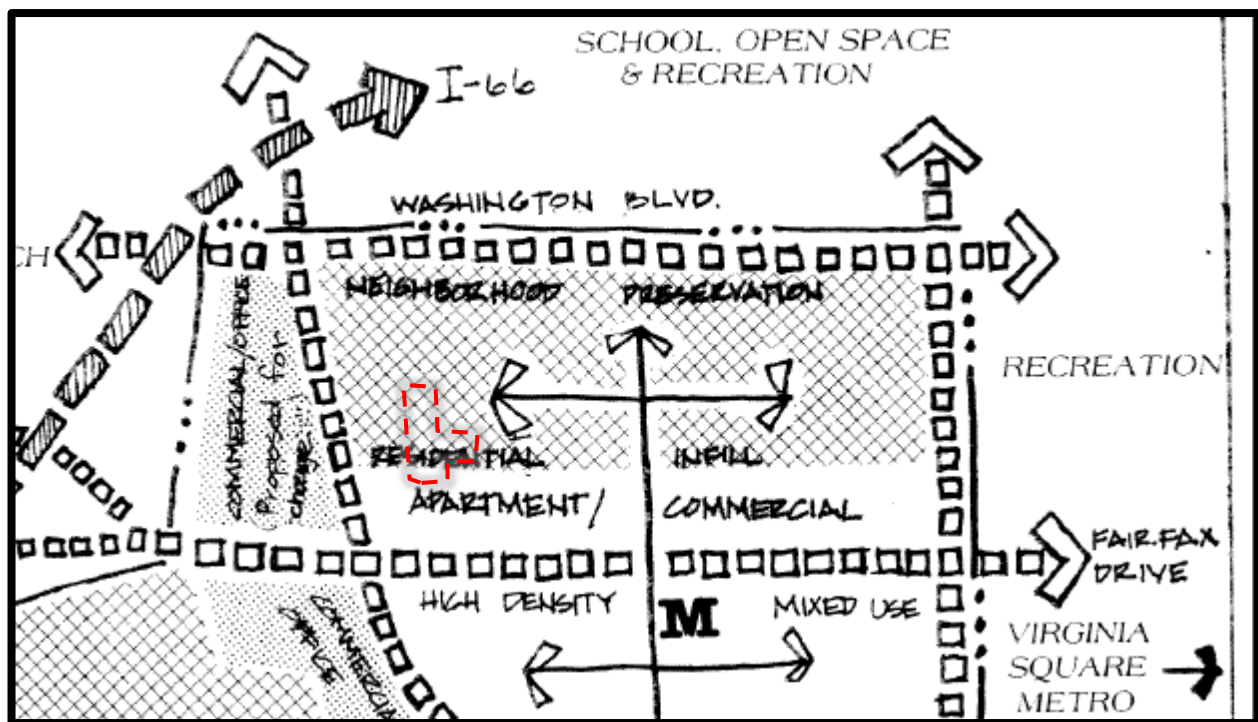
Utilities

The applicant is proposing sanitary sewer and water connections from N. Vermont Street. Public storm sewer connections are proposed on N. Vermont Street on the north site as well as on 11th Street North serving both the north and south project sites.

DISCUSSION:

Adopted Plans and Policies: The site plan is located in North Ballston on the blocks between Fairfax Drive and Washington Boulevard. The following policy documents contain guidance for the site plan project:

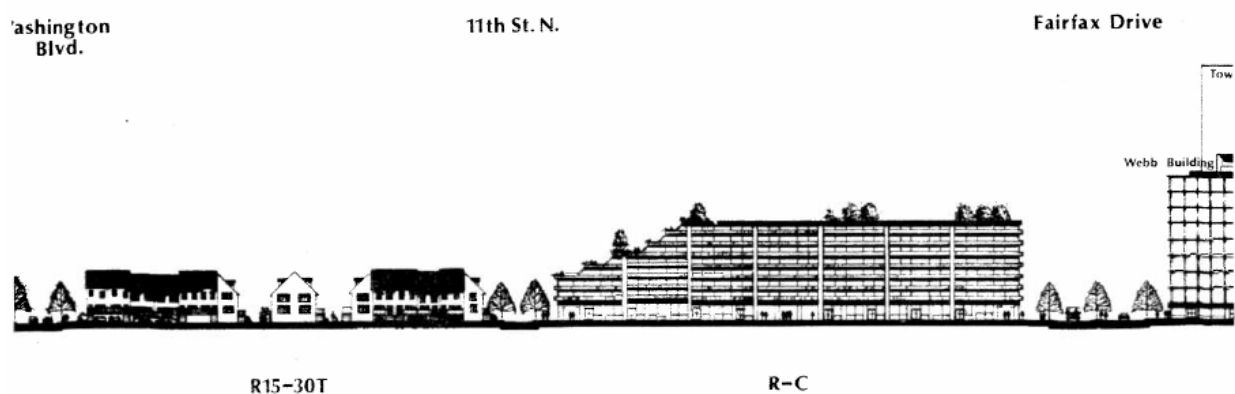
Ballston Sector Plan (1980): The site is located within the North Ballston section of the Ballston Sector Plan. The Concept Plan Map in the sector plan depicts the area of the subject site plan amendment as “Residential Infill,” in the location approximately between the “Apartment/Commercial” area fronting N. Fairfax Drive and the “Neighborhood Preservation” area between 11th Street N. and Washington Boulevard.



- In the sector plan’s Urban Design section, infill projects in North Ballston are specifically mentioned as being encouraged to “include architectural detailing and layout designs compatible with existing housing styles.” Written in 1980, many of the subsequent

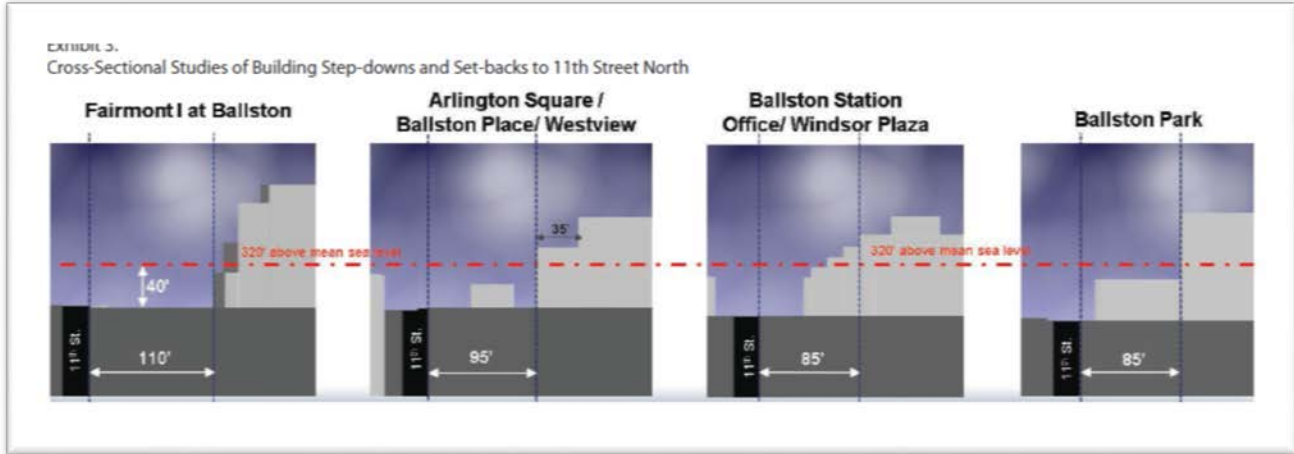
townhouse infill site plans in the vicinity nonetheless adopted suburban elements such as private interior streets, isolated townhouse rows, curb cuts, surface parking lots, and poor building orientation, which is in contrast to the site layouts and architectural styles pre-1980.

- The sector plan also recommends that higher density commercial and residential development adjacent to low-rise residential development incorporate an effective transition “through the use of plant materials, tapering of building heights, balconies, open spaces, topography, walls, and fencing.”
- The sector plan also recommends that “at grade parking facilities should be screened from adjacent residential areas by use of dense plant materials, topography, and walls.”
- The Land Use section of the sector plan contains several recommendations and analyses pertinent to North Ballston: The most important recommendation is that the boundary between the recommended “High-Medium” and the recommended “Low-Medium” development on the blocks in between Fairfax Drive and 11th Street N. are left intentionally vague in the expectation that those areas would utilize the R-C zoning district to achieve proper building siting and transition between the high-density commercial areas along Fairfax Drive and the medium-density residential areas along 11th Street N. This building section below outlines the plan’s intent:



11th & Vermont Special GLUP Study Booklet: During 2016 and 2017, as a result of the applicant requesting a change in the GLUP designation for the South Block to “High-Medium” Residential Mixed-Use, staff undertook a Special GLUP Study for the subject site. It was determined that a GLUP amendment was required because a 2013 Zoning Ordinance Amendment to the R-C district included a requirement that R-C be permitted only within areas corresponding to the “High-Medium” Residential Mixed-Use GLUP designation. This negated the Ballston Sector Plan recommendations described above, which purposely did not establish a clear line between GLUP categories on the blocks between Fairfax Drive and 11th Street N., and which allowed R-C zoning for the entirety of these blocks. As a result, staff took the opportunity study the GLUP designations on these blocks to determine whether it should be altered to reflect existing and anticipated zoning patterns.

One of the analyses completed in the study was a careful examination of existing development on surrounding blocks, and the urban form by which those developments completed the transition from high density mixed use along Fairfax Drive to medium residential along 11th Street N. All of the blocks that contained R-C developments contained tapering to 3-4 stories along 11th Street N., some transitions more deliberate than others.



Another key element of the Special GLUP Study was the creation of massing models for potential development scenarios on the subject site's South Block. These models were generally informed by the applicant's proposal but took into account scenarios not envisioned by the applicant. The modelling first examined three assumptions: a "Low-Medium" Residential scenario that took the form of townhouses only; a "High-Medium" Residential Mixed-Use scenario that assumed a base density of 3.24 FAR, and a "High-Medium" Residential Mixed-Use scenario that assumed a bonus density project with densities above 3.24 FAR. Subsequent

modelling provided assumptions about building setbacks in line with the average setbacks on surrounding blocks, the addition of open space to meet R-C requirements, and building sculpting to achieve light and air in the context of existing adjacent properties.

Northeast Axonometric Model Views for Planning Commission

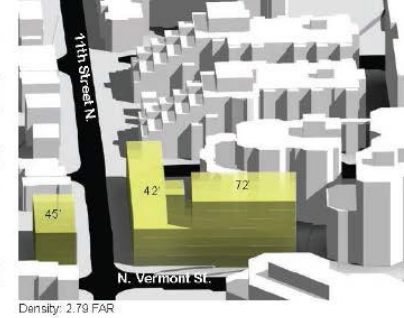
“High-Medium Residential Mixed-Use”
9-Stories, sculpted



“High-Medium Residential Mixed-Use”
6-Stories



“High-Medium Residential Mixed-Use”
7-Stories



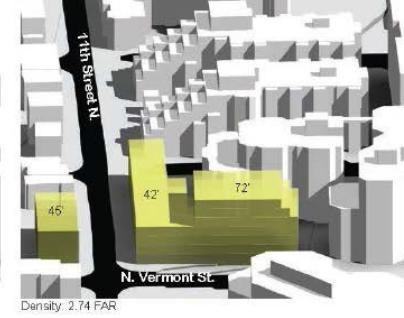
“High-Medium Residential Mixed-Use”
5-Stories



“High-Medium Residential Mixed-Use”
6-Stories, sculpted

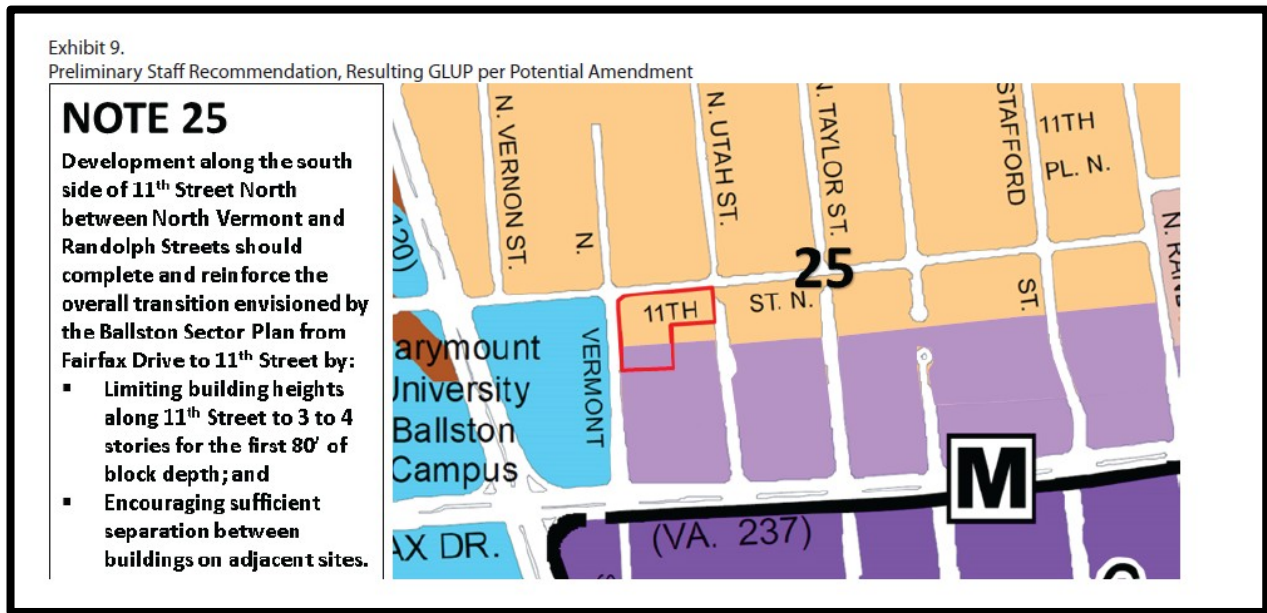


“High-Medium Residential Mixed-Use”
7-Stories, sculpted



Informed by the modelling studies, staff brought forth a set of recommendations for changing the GLUP on the subject site (and surrounding sites). The following GLUP amendment with new GLUP Note #25 was advertised by the County Board in June 2017. While the Board advertised the GLUP amendment and note, these have not yet been adopted; the Board will consider these amendments concurrent with the subject site plan request.

- Amend the GLUP to depict “High-Medium” Residential Mixed-Use conforming to existing development and zoning patterns for the blocks north of Fairfax Drive.
- GLUP Note 25 provides for development on these blocks that:
 - Completes and reinforces the overall transition envisioned by the Ballston Sector Plan between 11th Street N. and Fairfax Drive.
 - Building heights are limited to 3-4 stories along 11th Street N. for the first 80 feet of block depth.
 - Sufficient separation between buildings on adjacent sites are encouraged.

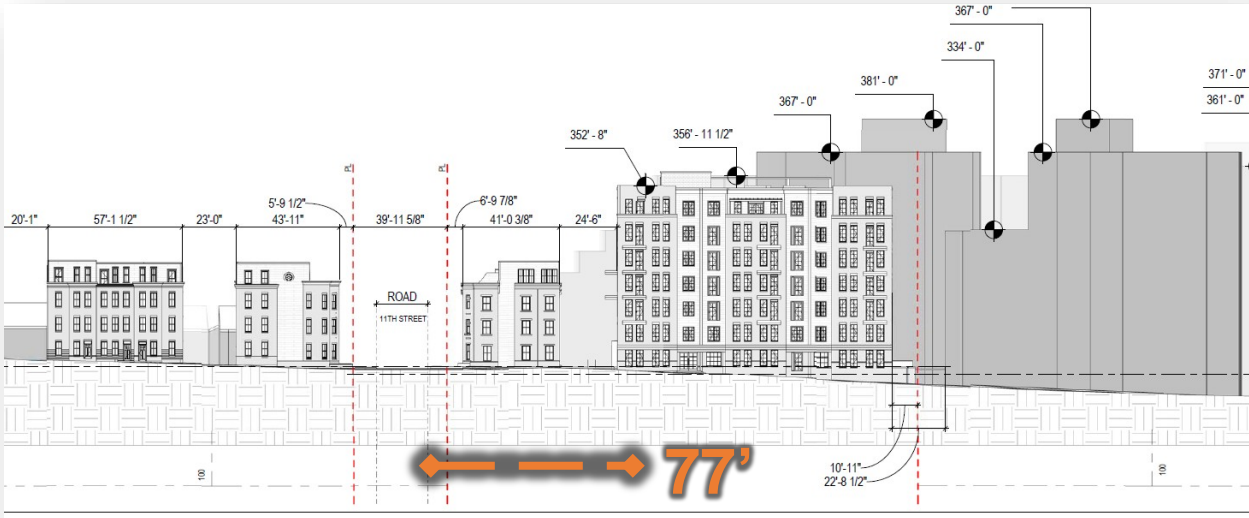


Several details were not resolved during the Special GLUP Study process and were thought to be better served being examined as part of the site plan review process:

- Exact building heights for the multifamily building
- Exact dimensions for separation between buildings
- Building massing, sculpting, and architecture
- Inclusion of and location of open space within the project

Preliminary Policy Issues: Some issues have been identified within the proposal, which are detailed below.

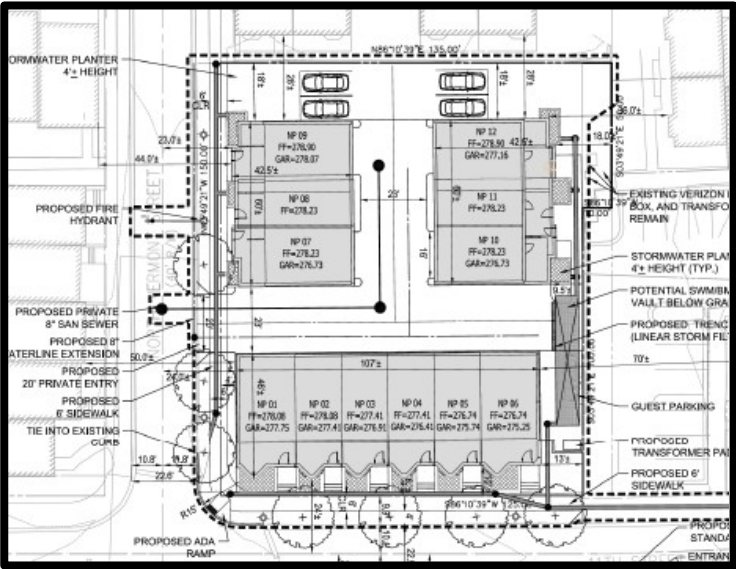
GLUP Study Recommendations and Guidance: As mentioned above, the Special GLUP Study recommendations for the site included guidance that the height of the structures for the first 80 feet of block depth on the South Block be limited to 3-4 stories. The applicant proposes four-story townhouse-style units that encompass the majority of this area, however the 7-story multifamily building is placed 77 feet from the back of curb along 11th Street N. While this is very close to the 80-foot standard, this should be examined in the context of the transitions on surrounding blocks to ensure an appropriate transition.



In addition to the multifamily building siting with respect to block depth, building sculpting was a tool discussed during the process to achieve both a deliberate height taper to 11th Street N. The applicant has not provided sculpting on the proposed building.

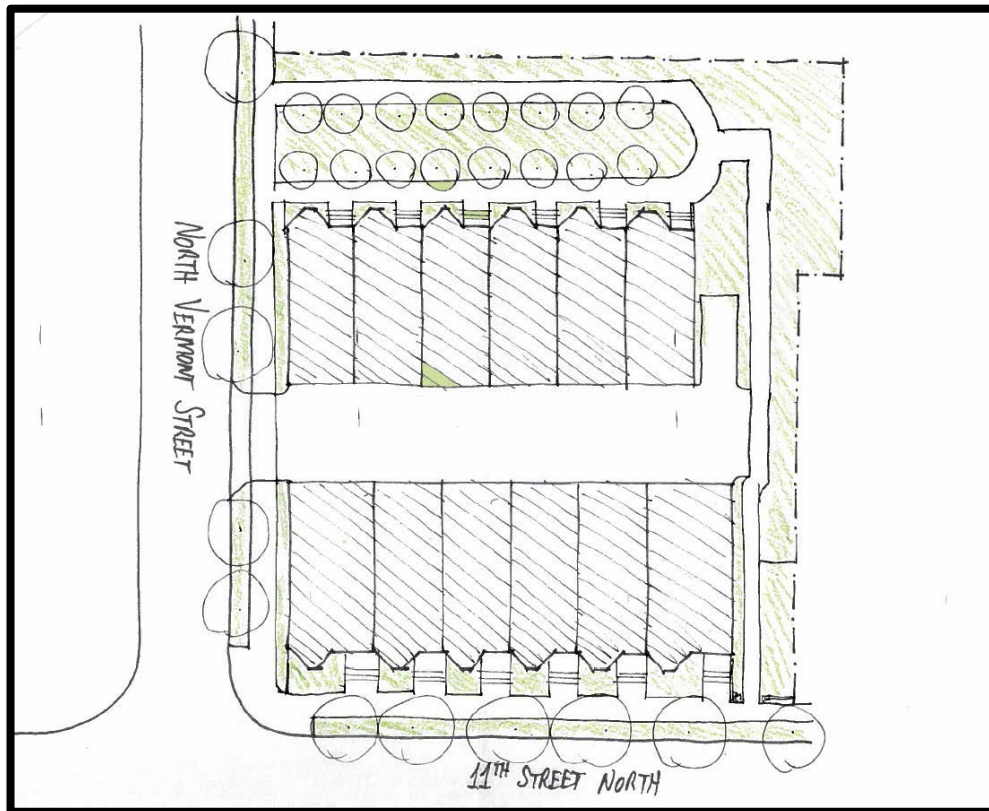
12/11/2017 UPDATE: The prior reading of this measurement failed to account for a four-foot landscape planter between the sidewalk and the face of building for the townhouses fronting 11th Street N. When this planter is taken into account, the true dimension for the placement of the multifamily building is **81 feet** from the face of curb. This placement meets the GLUP Study standard of 3-4 stories for the first 80-feet from the face of curb.

North Block Site Layout and Open Space: One item discussed during the GLUP Study process was whether and where to include open space within the project site. Ultimately this question was left up to the site plan review process to decide. Staff believes that open space provided on the North Block would be a useful element in order to provide relief from the height and density proposed, and to achieve neighborhood desires for light and air in the subject project.

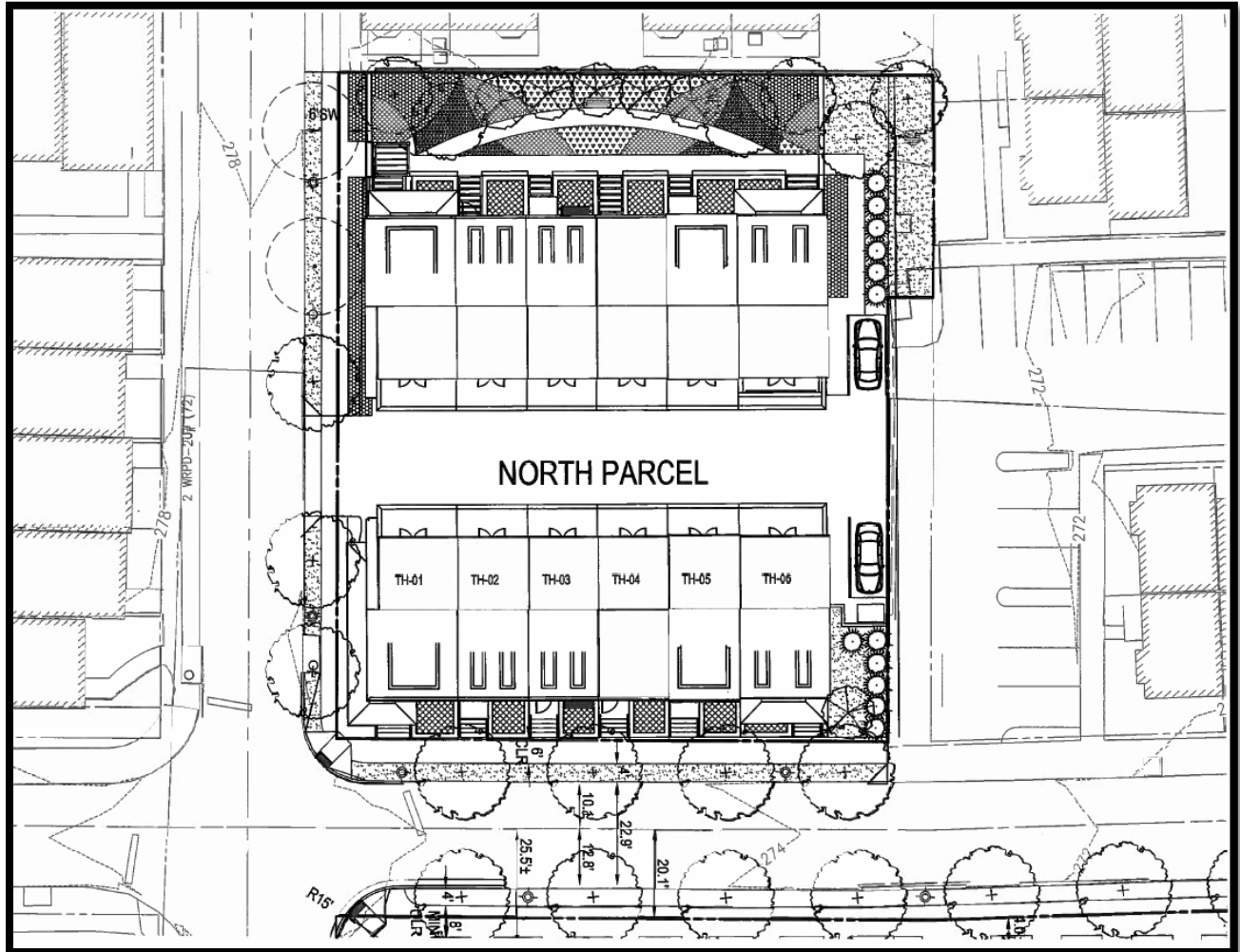


Staff has also identified several issues with the proposed site layout for the townhouses in the North Block. While the sticks of townhouses along 11th Street N. and N. Vermont Street adequately frame the public realm, there is a stick of three townhouses in the interior of the site that do not contain fronts or backs and are in practical terms isolated from a public street frontage. In addition, a large proportion of the site is taken up with internal drives and surface parking for visitor spaces. Finally, the eastern portion of the site does not address the abutting development; staff is recommending that green space and pedestrian access be provided in this area. The applicant's proposal furthers many of the undesirable traits of townhouse developments approved in the vicinity during the 1980's.

Staff has developed a sketch of what an alternative site layout that for the North Block, which incorporates a small private open space, could look like:



UPDATE 12/11/2017: Since the October 19, 2017 meeting, the applicant has worked with staff on the design of the North Block to eliminate the stick of three townhouses in the interior of the site that did not front on a public street. The applicant was also able to introduce an approximately 40-foot wide private open space along the rear property line that will act as a mews for the stick of townhouses fronting on it. Staff supports the applicant's new layout because it reduces impervious surface, orients the units toward a shared space connected to the public realm, and introduces open space into the project.



Preliminary Community Issues:

Building Separation on the South Block – Participants expressed concerns about the building separation between the existing six-story wing of the Westview adjacent to the site’s southern property line, and the proposed seven-story multifamily building, which will be sited 20 feet apart. Residents are specifically concerned about the impacts of the new building in relation to the amount of light and air afforded to the narrow space created between the buildings. It should be noted that the R-C District does not have side yard setback requirements, and the applicant’s proposed placement does not require any modification of Zoning Ordinance standards.

UPDATE 1/4/2018: Since the last SPRC meeting, the applicant has revised the architecture of the multifamily building on its south façade to address concerns about building separation between that proposed building and the six-story Westview wing. In order to specifically address concerns about light and air, the applicant has recessed the facades at the corners of the buildings on Floors 5 – 7. See graphics on the following page:





South Block Garage Access Impact on Westview – Participants expressed concerns about the location of the garage entrance on the south block in relation to the adjacent Westview building.

Scale of Development on the North Block – Participants expressed concerns about the proposed four-story townhouses in relation to the adjacent two-story Victoria at Ballston, and whether the scale of the proposed development was compatible with the existing townhouse communities. Participants also cited concerns about a “walling” effect on 11th Street N. as part of the proposal. It should be noted that the applicant’s proposal for the north block is consistent with the R15-30T District height standards of 45 feet.

Location of Guest Parking on North Block – Some participants expressed concern with the applicant’s proposed location for guest parking spaces on the north block adjacent to the rear property line and the Vermont Court development. This location has been revised with the applicant’s new proposed North Block layout.

Concern about Lack of Open Space in the Vicinity – Participants cited the lack of open space in the area for relief from building mass and for recreational use.

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