

READ-AHEAD MATERIALS FOR RESIDENTIAL PARKING WORKING GROUP MEETING THREE

In preparation for Residential Parking Working Group Meeting Three, staff have assembled a set of texts that provide background on parking requirements and how they influence housing construction.

At Meeting Two, the Chair and Working Group members also requested that we provide staff reports from approved residential site plan projects, as well as Arlington County's Standard Site Plan Conditions. We have included excerpts related to off-street parking from three recently approved site plans as well as the Standard Site Plan Conditions related to bicycle parking, vehicle parking, and transportation demand management.

Click on the following headings to jump to sections of this handout

[Excerpts from "Bending the Cost Curve" \(2014\)](#)

[Excerpt from "Housing Development Toolkit" \(2016\)](#)

["Affordable Housing Master Plan" Appendix D: Glossary \(2015\)](#)

[Standard Site Plan Conditions Related to Vehicle and Bicycle Parking, as well as Transportation Demand Management \(TDM\)](#)

[Excerpts from Various Board Reports for Approved Residential Site Plan Projects](#)

Additional Reading

Additional readings can be found in the "Additional Readings" section of "Meeting Three" on the "[Documents](#)" page of the project web site.

Excerpts from “Bending the Cost Curve” (2014)

Jakabovics, Andrew, Lynn M. Ross, Molly Simpson, and Michael Spotts. 2014. *Bending the Cost Curve: Solutions to Expand the Supply of Affordable Rentals*. Washington, DC: Urban Land Institute.

http://uli.org/wp-content/uploads/ULI-Documents/BendingCostCurve-Solutions_2014_web.pdf

Editor’s Note: Please see the full text at the URL above for the footnotes found in this excerpt.

...While a rich literature on regulatory barriers to affordability exists, much of that literature focuses on specific elements of constraint related to land use and zoning, process delays, and building codes.⁵ However, relatively little work has been done to examine how all of these issues, along with financing, interact with and affect affordable housing development. In response to this gap in the literature, Enterprise Community Partners and the Urban Land Institute’s Terwilliger Center for Housing launched a joint research effort not only to examine the various factors affecting the cost of developing affordable rental housing, but also to explore possible solutions. It is also important to note that while the Low Income Housing Tax Credit (housing credit) is a critical production tool for affordable rental housing, this research effort examines a broader set of cost challenges and solutions for affordable rental housing development and preservation not exclusive to housing credit support....(p. 9)

About This Report

Bending the Cost Curve: Solutions to Expand the Supply of Affordable Rentals represents the culmination of over a year of research.⁷

This report is organized into two main sections addressing the following questions:

1. What drives costs and why?
2. What are the recommended actions?

This report greatly expands on our earlier publication by providing more detail on the cost drivers, including how those drivers vary by market. In addition, this report offers a detailed set of recommended actions to bend the cost curve with the goal of moving toward a more efficient and lower-cost affordable rental housing delivery system.

These recommended actions apply to actors at the federal, state, and local levels of the housing industry landscape. Whether you are a developer (private or nonprofit), public official, housing finance agency, financier, or advocate, this series of recommendations is intended to arm you with actionable ideas and to stimulate dialogue on this important issue.(p. 9)

...

Regulations Affecting Project Type

Aside from direct fees and process-related delays, the state and local regulatory framework can influence building types and design, as well as the number of units built.

Parking minimums were the most noted barrier over the course of our research. In some cases, such as in rural markets or in car-dependent communities, it is appropriate to provide large amounts of parking based on market demand. However, large amounts of parking are not always necessary, particularly in

areas well served by transit.²⁶ At the jurisdictional level, parking minimums can decrease the overall supply of housing, discourage certain development types, and increase rents.²⁷ These effects are also felt by individual developments. Parking requirements increase construction-related hard costs.

In addition, dedication of large amounts of land for parking reduces the number of affordable units that can be built and drives up per-unit costs. The cost of parking is especially high in areas where land values are high. One report estimates that a typical parking space in San Francisco adds \$25,000 to \$50,000 in construction costs for new housing.²⁸ Developers can still accommodate greater density by incorporating structured parking, but such projects have significantly higher construction costs than those with surface parking. This space may be economically unproductive to the developer if parking minimums exceed the amount needed in the market. When the developer assesses optional fees to defray the cost of parking construction, any insufficient demand would hurt the development's financial performance. If parking construction is financed with housing credit equity, the developer may not charge optional fees. Instead, the cost of parking must be included as part of the tenant's rental payment. Since rent levels are restricted, the developer's ability to recoup the cost of construction of extraneous parking spaces required by local parking minimums is limited. (p. 19)

Excerpt from “Housing Development Toolkit” (2016)

The White House. 2016. “Housing Development Toolkit.” September. Washington, DC: The White House.

https://www.whitehouse.gov/sites/whitehouse.gov/files/images/Housing_Development_Toolkit%20f.2.pdf

Editor's Note: In September of this year the White House published the “Housing Development Toolkit” providing recommendations aimed at local governments to enable the production of housing in order to fulfill the nation's housing needs. Eliminating off-street parking requirements figures prominently among the proposed actions.

Parking requirements generally impose an undue burden on housing development, particularly for transit-oriented or affordable housing. When transit-oriented developments are intended to help reduce automobile dependence, parking requirements can undermine that goal by inducing new residents to drive, thereby counteracting city goals for increased use of public transit, walking and biking. Such requirements can also waste developable land, and reduce the potential for other amenities to be included; a recent Urban Land Institute study found that minimum parking requirements were the most noted barrier to housing development in the course of their research.⁴⁵ By reducing parking and designing more connected, walkable developments, cities can reduce pollution, traffic congestion and improve economic development. Businesses that can be accessed without a car can see increased revenue, increased use of alternative modes of transportation, and improved health outcomes for residents.

These requirements have a disproportionate impact on housing for low-income households because these families tend to own fewer vehicles but are nonetheless burdened by the extra cost of parking's inclusion in the development. The significant cost of developing parking – from \$5,000 per surface parking spot to \$60,000 underground – is incorporated at the start of the project, which can impede the viability and affordability of the construction.

In 2012, Seattle's city council voted to relax parking requirements, eliminating requirements in center-city areas with frequent transit services within ¼ mile, and reducing them by 50 percent in neighborhoods outside of those centers given the same minimum level of transit service – sparking a wave of new development, including hundreds of units with no associated parking spaces. The study that accompanied this legislative change found that parking reduced the potential number of units at a site and increased the expected rental costs by 50 percent for a building without parking as compared to that with the mandated level of surface parking.

Cities such as Denver, Minneapolis and New York City have also demonstrated success in taking on minimum parking requirements – Denver lowered parking minimums for low-income housing, Minneapolis reduced requirements near transit stops, and New York City eliminated parking requirements for affordable housing located within ½ mile of a subway entrance. The Association of Bay Area Governments also published a rubric guiding parking requirement reform across the region, which accompanies the Metropolitan Transportation Commission's Smart Parking Toolbox and funds parking plans for transit station areas. And in 2015, the State of California enacted a statewide override of local parking requirements for all residential projects near transit that incorporated affordable units. (p. 16).

“Affordable Housing Master Plan” Appendix D: Glossary (2015)

The Government of Arlington County, Virginia. 2015. “Affordable Housing Master Plan.” September. Arlington, VA. <https://arlingtonva.s3.dualstack.us-east-1.amazonaws.com/wp-content/uploads/sites/15/2015/12/AHMP-Published.pdf>

Editor’s Note: This appendix from the “Affordable Housing Master Plan” provides a concise primer on the terms used in planning, financing, and building affordable housing in Arlington County.

Accessible Unit – Housing units built in conformance to the International Code Council International Building Code specifications for Type A accessible units or meeting the Uniform Federal Accessibility Standards (UFAS). New housing units covered under the Fair Housing Act Amendments Accessibility Guidelines [FHAAG] must meet the following specific accessibility criteria – 1] public and common use areas must be readily accessible to and usable by people with disabilities; 2] all doors "designed to allow passage into and within all premises are sufficiently wide to allow passage by handicapped persons in wheelchairs" [24 CFR 100.205].

Affordable Housing Ordinance – Amendment to the Arlington County Zoning Ordinance adopted December 15, 2005 to implement affordable housing requirements for site plan approved projects. These provisions can be found in the Arlington County Zoning Ordinance §15.6.8. Affordable dwelling units for increased density within General Land Use Plan.

Area Median Income (AMI) for Families – The income at which half of the families of a particular household size have incomes higher and half have incomes lower. The US Department of Housing and Urban Development estimated the median family income for a family of four for the Washington Metropolitan Area for 2013 was \$107,500.

Committed Affordable Units (CAFs) – Units that – 1) are wholly owned by nonprofits, excepting any units planned to serve households with incomes above 80% of median family income; or 2) are guaranteed by agreement with the federal, state, or county government to remain affordable to low and moderate income households for a specified period of time through mechanisms such as site plan requirements, contracts with private owners, or Internal Revenue Service (IRS) regulations governing tax-exempt financing; or 3) received government subsidy to assist with the purchase.

Comprehensive Plan – The Code of Virginia requires all governing bodies in the Commonwealth to have an adopted Comprehensive Plan and for the local planning commission to review the plan at least once every five years. The Comprehensive Plan was established in order that Arlington County may remain a safe, healthy, convenient and prosperous community and an attractive place in which to live, work and play, with stable or expanding values and potentialities for growth and continued economic health. The purpose of the Comprehensive Plan is to guide the coordinated and harmonious development of Arlington County through the provision of high standards of public services and facilities.

Since its original adoption in 1960, Arlington's Comprehensive Plan has been continually updated and expanded and now comprises eleven elements including the General Land Use Plan, the Master Transportation Plan, the Storm Water Master Plan, the Water Distribution System Master Plan, the Sanitary Sewer System Master Plan, the Recycling Program Implementation Plan and Map, the Chesapeake Bay Preservation Ordinance and Plan, the Public Spaces Master Plan, the Historic Preservation Master Plan, the Community Energy Plan, and the Affordable Housing Master Plan.

Condominium – A housing unit in a multi-family building that can be owned individually. Individual ownership of a housing unit is combined with collective ownership of common property that is owned by an association of property owners.

Cost Burden (housing cost burden) – A household is designated as cost burdened when it pays more than 30% of its gross income for housing.

Disability – A person has a disability if he or she is unable to independently carry out one or more of the major life activities of walking, ambulating, eating, sleeping, breathing, seeing, hearing or thinking. (Source: Americans with Disabilities Act)

Dwelling Unit – An occupied or vacant house, apartment, or a single room that is intended as separate living quarters. One or more rooms designed, arranged, used or intended for occupancy by one family for living purposes and having separate cooking facilities, and separate entrance either by an exterior door, or common hall way, stair or entry way. (Source: Arlington County Zoning Ordinance)

Family – (a) An individual, or two or more persons related by blood, marriage or adoption, or under approved foster care;(b) A group of not more than four persons (including servants) whether or not related by blood or marriage living together and sharing living areas in a dwelling unit; or (c) A group of up to eight mentally ill, mentally retarded or developmentally disabled persons who are residing with one or more resident counselor(s) or other staff person(s) in a licensed facility. (Source: Arlington County Zoning Ordinance)

Family-sized unit – A housing unit with two or more bedrooms.

First Time Home Buyer – An individual or family who has not owned a home during the three-year period preceding the assisted purchase of a home that must be used as the principal residence of the homebuyer.

Green Building – A structure designed to use resources efficiently and to minimize environmental impacts. There are several certifications, such as Earth Craft and LEED, that verify a building’s environmental performance.

Older Adult – Sometimes also referred to as seniors. Some County programs are designed for the needs of this population, however the minimum age requirements vary according to each program. Minimum age for eligibility range from 55 to 65 years of age.

HUD – U.S. Department of Housing and Urban Development

Homeowner – An owner-occupant of residential property who holds legal title to the property and who uses the property as his/her principal residence.

Housing Affordability – The ability for households to secure housing at a cost commensurate with their income such that they are not cost burdened.

Household – A household consists of all the people who occupy a housing unit. A house, an apartment or other group of rooms, or a single room, is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters; that is, when the occupants do not live with any other persons in the structure and there is direct access from the outside or through a common hall.

A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household. The count of households excludes group quarters. (Source – U.S. Census Bureau)

Housing Choice Vouchers (formerly Section 8 Rent Assistance) – A federally funded rent assistance program for low income households. Households must meet income eligibility criteria. Each pays a minimum of 30% of income for rent. The Housing Choice Vouchers are administered locally by the Arlington County Department of Human Services.

Housing Grants Program – A County-funded rent assistance program serving low income working families, elderly persons and persons with disabilities. Rent subsidies typically reduce participant’s share of the rent to 40% of income.

Housing Unit – Same as dwelling unit. An occupied or vacant house, apartment, or a single room that is intended as separate living quarters. One or more rooms designed, arranged, used or intended for occupancy by one family for living purposes and having separate cooking facilities, and separate entrance either by an exterior door, or common hall way, stair or entry way. (Source – Arlington County Zoning Ordinance)

Income/Household Income (Extremely Low, Lower, Very low, Low, Moderate, Middle) – The amount of money that a household receives from all sources in a given year. Income thresholds are adjusted for household size and are revised annually based on the area median income.

| | | |
|----------------------|-----------------------------|-----------|
| Extremely Low-income | Below 30% AMI | \$32,760* |
| Lower-income | Below 40% AMI | \$43,680 |
| Very Low-income | Between 30% AMI and 50% AMI | \$54,600 |
| Low-income | Between 50% and 60% AMI | \$65,520 |
| Moderate-income | Between 60% and 80% AMI | \$87,360 |
| Middle-income | Between 80% and 120% AMI | \$131,040 |

* Incomes in 2014 for a family of four

Market Affordable Units (MARKS) – Housing units that have market rents that are affordable to low- and moderate-income households by virtue of the age, location, condition and/or amenities of the property. These units are not regulated by the County or any other public agency, so there is no assurance that lower-income households live in these lower-rent housing units. In addition, there is no guarantee that these homes will remain affordable to lower-income households.

Median Home Sale Price – The midpoint price for all home sales, or all home sales of a specific type of housing (single family, townhome, condominium); such that half of homes sold have a higher price and half have a lower sales price.

Ownership Unit – A housing unit that can be sold as a single unit of housing allowing for the owner of the unit to also be the occupant.

Permanent Supportive Housing – Integrated permanent (rental) housing linked with support services for persons with special needs.

Preservation – Any means used to maintain affordability of an existing housing unit that has an affordable rent. For example, the acquisition of a building that is Market affordable in order to place affordability restrictions to guarantee that rents remain affordable in the future.

Rental Assistance – Financial subsidies provided by government to assist households in paying their monthly rent. Rent assistance programs in Arlington include the locally-funded Housing Grants program and the federally-funded Housing Choice Voucher program (formerly Section 8) and Housing Opportunities for Persons with AIDS (HOPWA).

Renter Unit – An occupied housing unit that is not owner occupied, including units rented for cash, and those occupied without payment of cash rent.

Replacement – The construction of new committed affordable housing units on a site or in an area (neighborhood or census tract) to replace affordable housing units (MARKs or CAFs) lost in that same site or area.

Sector Plan – A planning document resulting from a detailed planning process which examines a Metro Station area, usually within a larger County planning area such as the Rosslyn-Ballston Corridor or Jefferson-Davis Corridor. The plan makes specific recommendations on land use, zoning, transportation, utilities, urban design and community facilities. Such plans serve to guide development in the area under consideration and are used by citizens, property owners, the development community, staff, advisory groups and elected officials in the review of specific projects.

Site Plan Projects – In certain districts within the County’s Zoning Ordinance, a site plan option is available. This form of Special Exception allows more flexibility in development form, use, and density than that permitted By-right in a zoning district. Site plan districts are written to give the County Board flexibility to approve modifications based on the individual characteristics of each site. In each site plan district, there are standards set forth. Unless otherwise stated within the site plan district, all standards within site plan districts can be modified using Zoning Ordinance Section 15.6.7.A. The majority of site plan review proposals are for hotel, residential, office and mixed-use development in certain high density zoning districts and typically within the Metro Station corridors.

Transit – Any type of local public transportation (i.e., bus system, passenger rail, shuttle services, etc.)

Transit Corridor – A geographic band that follows a general directional flow or connects major sources of trips served by public transportation.

Transit-oriented development – An approach to physical development that maximizes access to public transportation by permitting greater residential and commercial density in proximity to transit infrastructure.

Universal design – The design of buildings and spaces so that they can be used by the widest range of people possible.

Zoning or zoning code – The Arlington County Zoning ordinance establishes and defines the land use regulations for all land in Arlington County. The Code of Virginia Title 15.2 Chapter 22 provides the basis for these land use regulation

Standard Site Plan Conditions Related to Vehicle and Bicycle Parking, as well as Transportation Demand Management (TDM)

Editor's Note: Here we have extracted certain sections of Arlington County's Standard Site Plan conditions. This standard language includes references to uses other than residential uses and is altered to fit the specific conditions of a proposed site plan when an application goes to the County Board for approval.

See

- "Visitor Bicycle Parking" (p. 28)
- "Secure Bicycle Parking, Shower and Locker Facilities" (p. 40-42)
- "Parking" (p. 47-54)
- "Transportation Demand Management Plan" (p. 54-57).

From the "Standard Site Plan Conditions" web page (<https://projects.arlingtonva.us/standard-site-plan-conditions/>):

Site plan conditions are typically necessary for high-density office, residential or mixed-use developments that are approved at or near the allowable maximum height or density. Increased density, height or other modifications can have an impact on the surrounding community and site plan conditions help to mitigate these impacts.

Site plan conditions:

- Ameliorate a project's impacts on surrounding property, as well as any additional height and/or density or other bonuses that may be approved or modifications to Zoning Ordinance standards proposed by a developer;
- Ensure that a project substantially complies with County plans and policies and Zoning Ordinance regulations for a particular area; or
- Are in exchange for bonuses and other benefits approved as part of the project.
- The Standard Site Plan conditions are used as the basis for consideration with the acceptance and approval by the County Board of special exception site plans as provided in Zoning Ordinance Article 15.5.6. Changes or additional site plan conditions may be recommended to reflect the impacts of a specific project or the County's plans and policies for a particular area.

The full Standard Site Plan conditions can be found at <https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2015/05/Standard-Site-Plan-Conditions-03-15.pdf>

- *Minimum streetscape width measured from the back of curb: _____*
 - *Minimum clear sidewalk width: _____*
 - *Tree pits/planting strip dimensions: _____ and distance from back of curb: minimum eight (8) inches*
 - *Tree spacing: 28-32 feet apart on center, or as approved by the County Manager per the Arlington County Landscape Standards and the Standards for Planting and Preservation of Trees in Site Plan Projects*
- b. Public sidewalks designed in conformance with the Department of Environmental Services Construction Standards and Specifications Manual or subsequent standards as amended and as required to be shown on the Final Landscape Plan per Condition #20.B.8.
- c. The clear sidewalk along all street frontages of the site shall be in compliance with applicable streetscape guidelines or standards, and shall be not less than six (6) feet wide at any point, including across all driveways, with no obstructions to impede the passage or flow of pedestrian traffic (clear sidewalk). However, pinch points may be permitted in conformance with the Master Transportation Plan and/or other applicable plans.
- d. The location and planting details for street trees shall be in compliance with the Arlington County Landscape Standards; the Standards for Planting and Preservation of Trees on Site Plan Projects; and other applicable streetscape guidelines or standards, or urban design standards approved by the County Board.

9) Visitor Bicycle Parking

Visitor bicycle parking spaces in the following amounts:

- a. Office uses: one (1) visitor space for every 20,000 square feet, or portion thereof, of office floor area.
- b. Residential uses: one (1) visitor space for every 50 residential units, or portion thereof.
- c. Retail uses: two (2) visitor spaces for every 10,000 square feet, or portion thereof, of the first 50,000 square feet of retail floor area; and one (1) additional visitor space for every 12,500 square feet, or portion thereof, of additional retail floor area.
- d. Hotel uses: one (1) visitor space for every 50 hotel room units, or portion thereof.

Visitor bicycle parking shall conform to Class III Arlington County bicycle parking standards in effect on the date of site plan approval, or as approved in the Civil Engineering Plan as substantially equal to, that shown in the standards.

that the project is not a hazard to air navigation, or that the project does not require notice to or approval by the FAA, prior to the issuance of the Excavation, Sheet piling and Shoring Permit.

23. Recordation of Deeds of Public Easements and Deeds of Dedications (Footing to Grade Permit)

- A. The Developer agrees to convey real estate interests called for by this Site Plan approval to the County, for public street or public right-of-way purposes, in fee simple, free and clear of all liens and encumbrances. Real estate interests conveyed by the Developer to the County for Public Improvements or public uses, including, but not limited to, sidewalk, street trees, other streetscape planting, water mains, storm sewers, sanitary sewers, and other public utilities and facilities, which other Public Improvements are not located, or to be located, in the public street or public right-of-way, may be granted to the County by deed(s) of easement, provided, however that, in the deed(s) conveying such real estate interests to the County, all liens and encumbrances shall be subordinated to the easement rights of the County.
- B. Unless otherwise specifically provided elsewhere in these Site Plan conditions, the Developer agrees that for each Phase of the project, pursuant to the approved Phasing Plan required in Condition #5 above, all required plats, deeds of conveyance, deeds of dedication, and deeds of easement associated with, and/or required by the final approved Civil Engineering Plan, for the construction of any public street, public infrastructure, public utility, public facility or public improvement (jointly “Public Improvements”), to:
 - 1) **Submission for Review (Footing to Grade Permit)** Submit for review by the County Manager all required plats, deeds of conveyance, deeds of dedication, and deeds of easement associated with, and/or required by the final approved Civil Engineering Plan, prior to the issuance of the Footing to Grade Permit for such phase; and
 - 2) **Approval and Recordation (First Partial Certificate of Occupancy)** Obtain approval and record such plats, deeds of conveyance, deeds of dedication, and deeds of easement associated with, and/or required by the final approved Civil Engineering Plan, among the land records of the Circuit Court of Arlington County prior to issuance of the First Partial Certificate of Occupancy for Tenant Occupancy of the building(s) or any portion thereof for such phase.

24. Secure Bicycle Parking, Shower and Locker Facilities (Footing to Grade Permit)

The Developer agrees to provide, as a part of the project and at no charge to the user, secure bicycle parking, shower and locker facilities for each building as described below:

A. Design of Class I Secure Bicycle Parking, Shower and Locker Facilities (Footing to Grade)

- 1) The Developer agrees to obtain approval by the County Manager of the secure bicycle parking, shower and locker facilities for each building that comply with the standards below as part of the applicable architectural floor plans, prior to issuance of the Footing to Grade Permit for that building. If no secure bicycle facilities for a building are located below grade, then approval shall be obtained prior to the issuance of the Final Building Permit for that building.
- 2) The Developer agrees that all Class I (secure) bicycle parking shall meet Arlington County Bicycle Parking Standards, 2016 Update, or subsequent revision in effect on the date of site plan approval, or be approved as equal to that shown in the Standards.

Hotel bicycle parking shall be located in a minimum of two locations; half of the spaces shall be reserved and designated for employee only access and located convenient to the employee changing area, and half for guest access. Spill over bike parking from guests or employees may be accommodated, as space permits, in either location.

- 3) The Developer agrees to provide the following Class I bicycle parking spaces:
 - a. Office uses: One (1) employee bicycle parking space for every 6,000 square feet, or portion thereof, of office floor area.
 - b. Residential uses: One (1) resident bicycle parking space for every 2.5 residential units, or portion thereof.
 - c. Retail uses: One (1) employee bicycle parking space for every 25,000 square feet, or portion thereof.
 - d. Hotel uses: One (1) space for every 10 hotel room units, or portion thereof. In addition, the hotel shall provide adequate space in a locked luggage storage facility, controlled by the hotel staff, inside the hotel, to accommodate guest's bicycles along with guest's luggage.
- 4) The Developer agrees to provide the following shower and locker facilities:
 - a. For office/retail/hotel buildings of up to 100,000 square feet of Gross Floor Area (GFA), one (1) shower per gender, for every 50,000 square feet or fraction thereof:
 - b. For office/retail/hotel buildings between 100,001 square feet of GFA and 300,000 square feet of GFA, three (3) showers per gender;
 - c. For office/retail/hotel buildings greater than 300,000 square feet of GFA, three (3) showers per gender, plus one (1) shower per gender for each additional

100,000 square feet of GFA or portion thereof above the first 300,000 square feet of building GFA.

- d. If employees of retail establishments will not have access to shower facilities required for office or hotel employees, restrooms for retail employees shall be provided, one for each gender, and each restroom shall have at least one shower with a changing area.
- e. For every required employee bicycle parking space, either 1) a minimum of one (1) clothes storage locker per gender shall be installed in gender-specific changing rooms, or 2) a minimum of one (1) clothes locker shall be installed adjacent to, but outside of changing rooms. The lockers shall be a minimum size of 12 inches in width, 18 inches in depth, and 36 inches in height.

The showers and lockers shall be located adjacent to one another in a safe and secure area.

The showers and lockers may be provided as an element of an exercise/health facility, which facility shall be made available to users of the bicycle parking spaces according to minimum standards stated above.

B. Installation of Secure Bicycle Parking, Shower and Locker Facilities (First Partial Certificate of Occupancy for Tenant Occupancy)

The Developer agrees that all secure bicycle parking, shower and locker facilities on the site, as described above, shall be fully installed and operational prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for the applicable building.

25. Interior Exercise/Health Facilities (Footing to Grade Permit)

The Developer agrees that the Site Plan may include an exercise/health facility for office buildings, which _____ square feet of GFA as approved by the County Board shall not be calculated as density (FAR) if this facility meets all of the following criteria:

- A. The facility shall be located in the interior of the building and shall not add to the bulk or height of the project.
- B. The exercise facility shall be open only to tenants of the project. The exercise facility, including the showers and lockers, shall be open during normal working hours.

The Developer agrees that conversion of this exercise/health facility space to other uses shall not be permitted without a Site Plan amendment.

26. Façade Treatment of Buildings (Footing to Grade)

- A. The Developer agrees that the design of the facade treatment for the buildings and the materials to be used on the facades shall be consistent, in terms of massing, materials,

Services Division for the Footing to Grade Permit. The Footing to Grade Permit shall not be issued until evidence has been provided to the Zoning Administrator that the terms of this condition have been met.

- A. The Developer agrees that all plaza areas used for vehicular access and all surface parking areas shall be constructed to support the live load of any fire apparatus, and agrees to construct these elements in accordance with the approved drawings.
- B. Architecturally designed bollards or curbs shall be used on pedestrian plazas to separate the areas intended for emergency vehicle use from areas intended for pedestrian use.
- C. No above-grade structure shall be allowed to obstruct fire lanes.

32. Parking (Footing to Grade Permit)

A. Site Plan Requirements

1) Site Plan Parking Requirements

- a. The Developer agrees that, unless specifically identified in this condition, parking shall be provided consistent with Section 14.3 of the Zoning Ordinance. The Developer agrees to submit to, and obtain review and approval from the Zoning Administrator, of drawings showing all parking spaces and drive aisles comply with the requirements of 14.3 of the Zoning Ordinance prior to the issuance of the Footing to Grade Permit.
- b. The Developer agrees that the required minimum number of parking spaces for the project, “Required Spaces”, equals the sum of the project/building’s uses times the parking ratio for each use type. The approved parking ratios, by use type, are presented below.

| <u>Use Type</u> | <u>Approved Parking Ratio</u> |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Residential - | ___ spaces per unit (to include residents, residential visitors, accessible spaces & residential building employees) |
| Office - | 1 space per ___ square feet of GFA (to include office employees, office visitors, building management employees, and accessible spaces) |
| Commercial/Retail - | 1 space per ___ square feet of GFA, after approved exclusion for proximity to Metro Station (to include retail customers, retail employees and accessible spaces) |
| Hotel - | ___ spaces per guest room (to include hotel employees, guests, visitors, and accessible spaces) |
| Other - | _____ |

- c. The Developer agrees that the number of compact spaces counted toward the total number of “Required Spaces”, exclusive of those spaces required for retail, shall not exceed 15% of the total number of “Required Spaces”. “Required Spaces” for retail and guest or visitor parking shall not be compact. Spaces provided in excess of the “Required Spaces” total may be either standard or compact spaces.
- d. The Developer may use spaces not designated as retail or visitor for carshare, which shall count toward the required parking ratio for the applicable use.
- e. The Developer agrees that the “Required Spaces” shall not be converted to storage or other non-parking use without approval of a Site Plan amendment. Parking spaces constructed in excess of the “Required Spaces” may be converted from automobile parking to parking for other modes of transportation (i.e., motorcycles, scooters, bicycles, etc.) at the discretion of the Developer.

B. Operation and Management-Related Requirements

1) Residential Parking

- a. The Developer agrees that for projects that include rental residential units, the rental agreement shall not require rental of a parking space and the cost of parking shall be shown in such agreement separately from the cost of renting the residential unit.
- b. For both rental and condominium buildings, the Developer agrees that the use of the residential parking spaces shall be limited to parking use by the residents of the building and their guests.
- c. The Developer agrees to inform all potential tenants and/or purchasers of the County’s Residential Permit Parking policy.

2) Office Parking

- a. The Developer agrees that new office-serving parking garages shall be designed to allow access, parking and use by commuter vanpools. At least ____% of office use or ____ spaces [*choose either % or number of spaces*], shall be accessible to vanpool vehicles designed to hold up to 15 passengers. These spaces shall be conveniently located on the level of the garage closest to street level, shall be standard size, and shall have a minimum height clearance of 98 inches. The Developer agrees to demonstrate compliance with this Condition on the garage level of the architectural plans, prior to issuance of the Footing to Grade Permit.

3) Shared Parking

- a. The Developer agrees to designate and make available a minimum of ____ short-term (two hours maximum) parking spaces on the _____ level of the parking garage for use by customers of the retail establishments or visitors to

office establishments during the hours of operation of the retail or office establishments. The designated short-term parking spaces shall be shown on, and approved as a part of, the Garage Plan. Short-term parking spaces shall not be reserved for specific businesses.

- b. The Developer agrees that in office buildings, no more than 20% of the total parking supply shall be reserved for individual persons.
- c. In addition, for projects with office space the Developer agrees to make at a minimum ____ (describe number and location of spaces) in the garage available to the public for parking after standard office hours (weekday evenings after 6:00 p.m., weekends, and all legal holidays) until 12:00 midnight or until thirty minutes after the close of business of retail operations, whichever is later.
- d. The Developer also agrees to make __ office spaces available to the general public for overnight parking.

4) External Signs

- a. The Developer agrees to install “P” parking sign(s) per County standards on the outside of the building in those cases where parking is available for retail or the general public. The “P” sign(s) shall be visible from every vehicular approach as appropriate except where building design obstructs their visibility.
- b. In cases where parking is available to the public, the Developer agrees to install rate and hour signs on the interior entrance wall of the garage, visible from the street.

5) Garage and Parking Management Plans (Footing to Grade Permit)

a. Garage Plan (Footing to Grade Permit)

The Developer agrees to submit to, and obtain approval from, the County Manager of a Garage Plan prior to the issuance of the Footing to Grade Permit. The Garage Plan shall show where parking for the different user groups, including, when applicable, residents, visitors, employees, retail patrons, and the general public, including overnight public parking, will be located. The Garage Plan shall also show the location(s) of any parking control equipment, locations of queueing, and a queueing analysis that demonstrates vehicle queueing will be accommodated entirely within the garage or other privately controlled areas of the site plan. The Garage Plan shall incorporate all elements for such plan listed in the *Department of Environmental Services Minimum Acceptance Criteria for Garage Plans* dated February 15, 2016 or subsequent version.

- b. **Parking Management Plan (First Partial Certificate of Occupancy for Tenant Occupancy)** The Developer agrees to submit to, and obtain approval

elements of the retail space as described in this Condition #39. All other changes to the approved retail will require a Site Plan amendment.

- 2) Any change in the use of the retail space from retail to office or other uses inconsistent with this Condition #39 shall require a Site Plan amendment.

40. Safety Measures at Garage Exit Ramps (Final Building Permit)

The Developer agrees to install safety measures, which may include but shall not be limited to speed bumps, at garage exit ramps at locations where ramps abut the pedestrian sidewalk, in order to slow vehicular traffic prior to vehicles crossing the sidewalk. The Developer agrees to show the locations of the safety measures on the ground level final building floor plans and shall obtain review and approval by the Zoning Administrator of the safety measures as meeting this condition prior to the issuance of the Final Building Permit.

41. Transportation Management Plan (First Partial Certificate of Occupancy for Tenant Occupancy)

The Developer agrees to obtain approval from the County Manager of, a Transportation Management Plan (TMP) prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for each respective building or phase of construction per Condition #5. Such approval shall be given if the County Manager finds that the TMP for each building includes a schedule and description of implementation and continued operation, throughout the life of the Site Plan, of all elements outlined below under subsections A (Participation and Funding), B (Facilities and Improvements), C (Carpool and Vanpool Parking), D (Promotions, Services, and Policies), and E (Performance and Monitoring).

The Developer agrees to ensure consistency between this TMP and the Parking Management Plan, to the extent TMP provisions are applicable to the operation and management of parking facilities.

Upon approval of the TMP by the County Manager, the Developer agrees to implement all elements of the plan with assistance, when appropriate, by agencies of the County. Unless otherwise specified, the Developer agrees that all individual elements of this TMP shall be operational prior to issuance of the First Partial Certificate of Occupancy for Tenant Occupancy.

Unless otherwise specified, all dollar denominated rates shall be adjusted for inflation by the U.S. Department of Labor, Bureau of Labor Statistics Consumer Price Index (CPI) Inflation Calculator from the date of first approval of this condition.

A. Participation and Funding

- 1) Establish and maintain an active, ongoing relationship with Arlington Transportation Partners (ATP), or successor entity, on behalf of the property owner.

- 2) Designate and keep current a member of building management as Property Transportation Coordinator (PTC) to be primary point of contact with the county and undertake the responsibility for coordinating and completing all Transportation Management Plan (TMP) obligations. The PTC shall be trained, to the satisfaction of ACCS, to provide rideshare, transit, and other information provided by Arlington County intended to assist with transportation to and from the site.
- 3) Contribute annually to ACCS, or successor, to sustain direct and indirect on-site and off-site services in support of TMP activities. Annual contribution shall be calculated based on a rate \$0.06 per square foot of GFA for commercial (office, retail, hotel) use and \$0.035 per square foot of GFA for residential use, escalated by CPI from the year 2008, per year for 30 years. Payment on this commitment shall begin as a condition of issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for each respective building or phase of construction. Subsequent payments shall be made annually.

B. Facilities and Improvements

- 1) Provide in the lobby or lobbies, a transportation information display(s), the number/content/design/location of which will be approved by ACCS. The PTC shall keep display(s) stocked with approved materials at all times.
- 2) Provide an ADA-compliant hotel van (with lift) to provide shuttle service to and from designated Metro station(s) for employees and guests. The van shall be staffed by a full-time employee, with a dedicated van-accessible parking space provided on the ground level of the mixed-use parking garage. The van shall be parked in this space when not in service. A communication device shall be provided with the hotel for on-call service (hotel only).
- 3) Provide a Bicycle Facilities Management Plan to support Condition #19 and #24. This plan shall include:
 - a. Identification of party(s) (person, agency, organization) responsible for managing the facilities and access to showers and lockers.
 - b. A description of how the facilities will be managed and operated, including:
 - i. Hours of operation or availability to users. Showers and lockers for office/hotel/retail uses shall be available to employees during all hours in which employees may access the building. Bicycle commuters shall be permitted to use the lockers for storage 24 hours per day, 7 days per week, to facilitate bicycle commuting.
 - ii. Management of registration and access of persons and bicycles to use the facilities.

- iii. Management of locker assignments, and re-assignments, to bicycle commuters.
 - iv. Methods to notify building occupants of the amenities, and the frequency of the notifications.
- c. Policy for abandoned bicycles.

C. Carpool and Vanpool Parking

Carpools and Vanpools (for non-residential uses only)

- 1) Operate a carpool/vanpool program with required elements including, at minimum:
 - a. Provide reserved, signed, spaces for carpools and vanpools conveniently located with respect to main entrances/elevators serving the building.
 - b. Provide two-person carpools with a parking subsidy equal to one-third the single-occupant vehicle monthly rate.
 - c. Provide three-person (or more) carpools with a parking subsidy equal to two-thirds the single-occupant vehicle monthly rate.
 - d. Provide vanpools, as recognized by the Internal Revenue Service (IRS), with free parking.

D. Promotions, Services, and Policies

- 1) Prepare, reproduce and distribute a welcome package, digital or hard copy, consisting of informational materials provided by Arlington County, which includes site-specific ridesharing and transit-related information, to each new residential lessee or purchaser, and office, retail, hotel, property management, or maintenance employee, who moves into or begins employment in the building, from initial occupancy through the life of the site plan.
- 2) Provide one time, per person, to each new residential lessee or purchaser, and each new office, retail, hotel, property management, or maintenance employee, whether employed part-time or full-time, directly employed or contracted, who moves into or begins employment in the building throughout initial occupancy, the choice of one of the following:
 - a. \$65.00 Metro fare on a SmarTrip card or successor fare medium
 - b. A one year bikeshare membership
 - c. A one year carshare membership

Purchase 50% of the anticipated need for such fare medium options prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy, and maintain stock on hand thereafter.

The County Manager may approve additions to, or substitution of one or more of these choices with a comparable transportation program incentive, as technology and service options change, if he/she finds that an incentive shall be designed to provide the individual with an option other than driving alone in a personal vehicle, either by removing a barrier to program entry, such as a membership cost, or by providing a similar level of subsidized access to a public or shared transportation system, program or service.

- 3) Provide, administer, or cause the provision of a sustainable commute benefit program for each on-site property management, maintenance, and hotel employee, whether employed part-time or full-time, directly employed or contracted, which program shall include, at a minimum, a pre-tax transportation benefit, as defined by the IRS, or a subsidized/direct transportation benefit, as defined by the IRS.
- 4) Provide, under a “transportation information” heading on the Developer and property manager’s websites regarding this development:
 - a. Website hotlinks to the most appropriate Arlington County Commuter Services web page(s). Obtain confirmation of most appropriate link from ACCS.
 - b. A description of key transportation benefits and services provided at the building, pursuant to the TMP.

E. Performance and Monitoring

- 1) During the first year of start-up of the TMP and on an annual basis thereafter, the Developer shall submit an annual report, which may be of an online, or e-mail variety, to the County Manager, describing completely and correctly, the TDM related activities of the site and changes in commercial tenants during each year.
- 2) The Developer agrees to reimburse the County the full cost up to a maximum of \$ _____ (\$7,000 per land use type) for, and participate in, a transportation and parking performance monitoring study at two years, five years, and each subsequent five years (at the County’s option), after issuance of the First Partial Certificate of Occupancy for Tenant Occupancy, for the life of the site plan. The County may conduct the study or ask the owner to conduct the study (in the latter case, no reimbursement payment shall be required). As part of the study, a report shall be produced as specified below by the County. The study may include:
 - a. building occupancy rates,

Excerpts from Various Board Reports for Approved Residential Site Plan Projects

Editor's Note: The following excerpts are from Arlington County staff reports to the Arlington County Board to accompany Board action on Site Plan requests.

SP#413 Site Plan Amendment (aka Shooshan Project)

Full report available at

http://arlington.granicus.com/MetaViewer.php?view_id=2&clip_id=3167&meta_id=146989

Editor's Note: This is an amendment to change an intended development from an office building to a building with a mix of office and residential uses. In the report, the original office building is referred to as "North Office Building" while the newly proposed mixed-use building is referred to as "Northwest Mixed-Use Building."



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item Meeting of July 16, 2016

DATE: July 8, 2016

SUBJECT: SP #413 SITE PLAN AMENDMENT to permit the change in use of an approved un-built commercial office building to a vertical mixed-use building (Founders Square), with modification of use regulations for density, height, parking and other modifications as necessary to achieve the proposed development plan; located at 4040 Wilson Boulevard (RPC# 14-060-079).

Applicant:

4040 Wilson Sub-I, LLC
c/o The Shooshan Company
4075 Wilson Boulevard, #440
Arlington, Virginia 22203

By:

Bean, Kinney & Korman, PC
2300 Wilson Boulevard, 7th Floor
Arlington, Virginia 22201

C.M. RECOMMENDATION:

Adopt the attached ordinance to approve the subject site plan amendment, subject to all previously approved conditions and the revised and conditions of the ordinance.

ISSUES: This is a site plan amendment request to permit an approved un-built commercial office building to be constructed as a vertical mixed-use building; no issues have been identified.

SUMMARY: In 2008, the County Board approved a site plan as further amended in 2011, Founders Square (SP #413). Although not an approved Phased Development Site Plan, Founders Square is a multiple building site plan comprised of five mixed-use buildings each representing a phase of construction. The Applicant proposes to amend the site plan to allow the

County Manager:

MJS/GA

County Attorney:

[Signature]

Staff: Samia Byrd, CPHD, Planning Division
Robert Gibson, DES, Transportation Division

54.

PLA-7285

Proposed Development: The following tables sets forth the preliminary statistical summary for the proposed Northwest Mixed-Use Building as compared to the approved North Office Building.

| | North Office Building | Northwest Mixed Use Building |
|--------------------------------------------------------------------|---------------------------------|-------------------------------------|
| Site Area | 233,151 sf (5.35 Ac) | 233,151 sf (5.35 Ac) |
| Site Area Allocations ² | | |
| Commercial (Office/Retail) | 95,824 sf | 14,942 sf |
| Residential | 92,802 sf | 173,684 sf |
| Hotel | 44,525 sf | 44,525 sf |
| Density | | |
| Office Commercial GFA | 427,500 sf | 225,295 sf |
| Office | 419,830 sf | 192,095 sf |
| Retail | 7,670 sf | 33,200 sf |
| Residential Units (GFA) | --- | 244 Units (213,205 sf) |
| “C-O-2.5” Max. Permitted Office/Commercial GFA | 239,560 sf | 37,355 sf |
| “C-O-2.5” Max. Permitted Office/Commercial Density | 2.5 FAR | 2.5 FAR |
| “C-O-2.5” Max. Permitted Residential Units | 245 Units | 458 Units |
| “C-O-2.5” Max. Permitted Residential Density | 115 DU/Acre | 115 DU/Acre |
| Height | | |
| Average Site Elevation | 274.08 ft | 274.06 ft |
| Office Building Vertical Mixed Use Building | | |
| Main Roof Elevation | 523.02 ft | 529.30 ft |
| Main Roof Height | 248.94 ft | 255.22 ft |
| Penthouse Roof Elevation | 544.02 ft | 552.30 ft |
| Penthouse Roof Height | 269.94 ft | 278.22 ft |
| Penthouse Height | 21 ft | 23.00 ft |
| Stories | 20 | 22 |
| “C-O-2.5” Max. Permitted Office or Residential/Hotel Height | 12 Stories | 16 Stories |
| Parking | | |
| Total Parking Spaces | 544 | 483 |
| Office | 471 | 229 |
| Retail | 14 | 58 |
| Office/Retail Overage | 59 | --- |
| Residential Parking Spaces | --- | 196 |
| Office Parking Ratio | 1 sp Per 891 sf | 1 sp Per 838 sf |
| Retail Parking Ratio | 1 sp Per 580 sf | 1 sp Per 572 sf |
| Residential Parking Ratio | --- | 0.8 sp Per Unit |
| Required Office Parking Ratio – Site Plan Standard | 1 sp Per 580 sf (724 sp) | 1 sp Per 580 sf (331 sp) |
| Required Retail Parking Ratio – Site Plan Standard | 1 sp Per 580 sf (13 sp) | 1 sp Per 580 sf (57 sp) |
| Required Residential Parking Ratio – Site Plan Standard | --- | 1 sp Per Unit (244 sp) |
| LEED | | |
| Office Building Mixed Use Building – LEED | 34 Points (Gold C&S 2009) | 60 Points (Gold C&S Version 4) |

² These numbers reflect the site area allocation for the entire site plan site and not just the parcel associated with the subject amendment. They have been derived based on discounting from available site area, density granted for bonus for the DARPA building, LEED Gold and Transfer of Development Rights.

Parking: The Applicant proposes parking for the residential use in the Northwest Mixed-Use Building at .80 spaces per dwelling unit (196 spaces). The site plan standard for residential parking use is one space per unit (244 spaces). The proposed residential parking ratio at the Northwest Mixed-Use Building furthers the following policy of the *Master Transportation Plan, Parking and Curb Space Management Elements*:

- *Policy 8: Allow reduced parking space requirements for new development in close proximity to frequent transit service and exemplary access by non-motorized travel modes and carsharing vehicles. Require enhanced TDM measures for developments with reduced quantities of parking. Allow site plan and use permit developments to cooperate with each other to meet off-street parking requirements.*

Several implementation actions set forth in the *Master Transportation Plan, Parking and Curb Space Management Elements* in support of this policy are being achieved with the subject site plan as proposed to be amended.

“Ensure that parking levels approved below those amounts set forth in the Zoning Ordinance are ameliorated by shared parking agreements, increased TDM contributions, and/or similar alternative mitigations and community benefits.”

“Ensure that, with special exception projects, adequate and appropriate parking is provided for the anticipated drivers of single occupant vehicles (SOV), carpools and vanpools, and use conditions and measures that support and encourage the use of alternative modes of transportation. Approve special exception projects with reduced quantities of parking only where TDM measures are provided in keeping with County Board approved guidelines and where the specific circumstances make reduced parking appropriate. TDM strategies should ensure that increased use of alternative modes of transportation and decreased use of private vehicles is consistent with the magnitude of reduction from the by-right parking requirement in the Zoning Ordinance.”

Site Plan Condition #51 provides for the following enhanced TDM measures for the project:

- Free parking for carshare vehicles;
- Carshare memberships;
- \$40,000 contribution to capital bikeshare
- \$30,000 ACCS contribution for outreach efforts on-site and in Ballston

With the proposed reduced residential parking ratio, the Applicant would be required to provide enhanced TDM for residents with a choice of either: 1) a SmarTrip card or successor fare medium plus \$65.00 Metro fare media, 2) a one year bikeshare membership or 3) a one year carshare membership, to a minimum of one tenant for each of 48 units in the Northwest Mixed Use Building for 30 years. Implementation of these TDM strategies will help support each of the 48 units that may not have parking with 0.80 parking spaces per unit being built as proposed. Finally, the proposed project is located within approximately one-quarter mile of the Ballston-MU Metro Station and is served by several transit facilities as noted in the Transportation section of this report. The ratio and justification for reduced parking for residential use is consistent with

SP#105 Phased Development Site Plan Amendment (aka Met Park 6)

Full report available at

http://arlington.granicus.com/MetaViewer.php?view_id=2&clip_id=3167&meta_id=146976



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item Meeting of July 16, 2016

DATE: July 13, 2016

- SUBJECTS:**
- A. Accept the County Manager's recommendations regarding the design of the South Eads Street streetscape and building orientation issues of the Metropolitan Park Design Guidelines for Phases 6-8 of the Metropolitan Park Development.
 - B. SP# 105 PHASED DEVELOPMENT SITE PLAN AMENDMENT for the purpose of revising Condition #54 of the Pentagon City Phased Development Site Plan to allow consideration of building heights up to 22 stories within the Metropolitan Park development located on the eastern half of the block defined by 13th Street South, South Eads Street, 14th Street South, and the Central Open Space associated with Metropolitan Park Phase 3 to the west, at 1232, 1400, 1410, and 1420 S. Eads St. (RPC# 35-003-015, -016, -017, -018, -023).
 - C. SP# 105; SP-9 SITE PLAN for the construction of a 574,947square foot building containing 577 residential dwelling units and 9,665 square feet of retail space (Metropolitan Park 6), with modifications of zoning ordinance regulations for density exclusions for below-grade building amenities and mechanical spaces and vertical shafts, setbacks, parking, and other modifications as necessary to achieve the proposed development plan; located between 13th Street South, South Eads Street, 14th Street South, and the Central Open Space associated with Metropolitan Park Phase 3 to the west, at 1232, 1400, 1410, and 1420 S. Eads St. (RPC# 35-003-015, -016, -017, -018, -023).

County Manager: *MJS/GA*

County Attorney: *[Signature]*

Staff: Michael Cullen, DCPHD, Planning Division
Joanne Gabor, DES, Transportation Division
Diane Probus, DPR, Planning and Development Division

53.

The Metropolitan Park development (Parcel 3) is allocated a density of 3,212 dwelling units and 100,000 square feet of retail. The most recent amendment to the Pentagon City PDSP involving a reallocation of density was approved by the County Board on September 16, 2013, which occurred with the creation of the PenPlace development. This action also finalized the reallocation of 930 dwelling units from the PenPlace parcel (Parcel 1D) to the Metropolitan Park parcel (Parcel 3) and 300 hotel rooms from the Metropolitan Park parcel to the PenPlace parcel. Prior to this action by the County Board, these dwelling units and hotel rooms could be used on either the Metropolitan Park or PenPlace parcel, which is no longer the situation. As exhibited in the tables above, the overall density of the Pentagon City PDSP remains within the maximum amount permitted by the Zoning Ordinance (2.5 FAR), with assumptions of conversion rates of 725 square feet per hotel room and 1,100 square feet per residential units, as hotel and residential uses in the C-O-2.5 Zoning District are calculated separately.

Existing Development: The site is identified as Phase 6 of the Metropolitan Park development, which is a section of the Pentagon City PDSP (SP #105). Currently, the site contains a portion of the Pentagon Industrial Center warehouse, which is a complex of industrial warehouse buildings that occupy the eastern side of the Metropolitan Park development between 12th Street S. and 15th Street S.

Development Potential: The following table is a summary of by-right and site plan maximum development potential under the C-O-2.5 District:

Figure 7: Development Potential

| Site Area: 122,368 sf (2.81) | DENSITY ALLOWED/ TYPICAL USE | MAXIMUM DEVELOPMENT |
|-----------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------|
| Existing/Proposed Zoning | | |
| “C-O-2.5” By-Right | One-Family Dwellings: 6,000 sf/lot; or Non-Retail Commercial Use: 0.6 FAR | 20 lots; or 73,420 sf |
| “C-O-2.5” Site Plan | Commercial Uses: 2.5 FAR; Apartment Use: 115 du/ac; or Hotel Use: 180 units/ac | 305,920 sf; 322 du; or 505 hotel units |

Proposed Development: The following table is a statistical summary of the proposed development:

Figure 8: Development Summary

| | Proposed |
|----------------------------------|------------------------|
| Site Area | 122,368 sf (2.81 ac) |
| Residential Site Area Allocation | 120,287 sf (98%) |
| Commercial Site Area Allocation | 2,080 sf (2%) |
| Density | 574,947GSF 4.69 FAR |
| Residential GFA | 565,309 sf |
| Residential Units | 577 units |
| Residential Density | 205 du/ac |

| | |
|-----------------------------------------------------------------------|------------------|
| Retail GFA | 9,665 sf |
| Retail Density | 4.64 FAR |
| “C-O-2.5” Max. Permitted Density | |
| Residential | 110 du/ac |
| Retail | 2.5 FAR |
| Metropolitan Park Design Guidelines Recommendation¹ | |
| Residential | 520 units |
| Retail | N/A |
| Average Site Elevation | 38.54 ft. |
| Height | |
| Total Height | 257.61 ft. |
| AMSL | 296.15 ft. |
| Upper Roof (22-stories) | 234.5 ft. |
| AMSL | 273.04 ft. |
| Penthouse (Upper Roof) | 23 ft. |
| AMSL | 296.15 ft. |
| “C-O-2.5” Max. Permitted | 16 stories |
| Metropolitan Park Design Guidelines Recommendation ² | 22 stories |
| Parking | |
| Total Proposed | 483 spaces |
| “C-O-2.5” Total Required | 641 spaces |
| Pentagon City PDSP Required ³ | 651 spaces |
| Residential | 483 spaces |
| Standard | 389 spaces |
| Compact | 85 spaces |
| Accessible | 7 spaces |
| Van | 2 spaces |
| “C-O-2.5” Required | 602 spaces |
| Pentagon City PDSP/Metropolitan Park Required ³ | 602 spaces |
| Retail | 0 spaces |
| Standard | 0 spaces |
| Compact | 0 spaces |
| Accessible | 0 spaces |
| Van | 0 spaces |
| “C-O-2.5” Required | 39 spaces |
| Pentagon City PDSP/Metropolitan Park Required ³ | 49 spaces |
| LEED Rating | Certified Silver |

¹ The Pentagon City PDSP (Condition #2), as amended, allocates up to 3,212 units and 100,000 square feet of retail space to Parcel 3 (Metropolitan Park). The Metropolitan Park Design Guidelines recommended 520 units for Phase 6; however, 35 units remain unutilized from Phases 4 and 5, so the request includes a total reallocation of 22 unutilized units from Phases 7 and 8.

² The amended Pentagon City PDSP (Condition #54) allows up to five residential or hotel buildings to be a maximum of 22-stories, which have all been approved with final site plans, and the Metropolitan Park Design Guidelines identify that three buildings within the Metropolitan Park development could be up to 22-stories (Phases 4/5, 6 and 7). Additional building heights up to 22-stories are also permitted by this condition for PenPlace (PDSP Parcel 1D), however none of these buildings are subject to an approved final site plan. An amendment to the Pentagon City PDSP (Condition #54) is necessary to support the 22-story building height proposed by the applicant with the Metropolitan Park Phase 6 Final Site Plan.

³ The Pentagon City PDSP (Condition #37) requires these minimum ratios be provided unless otherwise approved with an individual final site plan.

- Building setbacks less than 50 feet from the centerline of adjacent streets and 25 feet from the right-of-way of adjacent streets (Zoning Ordinance Section 3.2.6.A)
- Parking:
 - Compact ratio increase from 15% to 17.6% (Zoning Ordinance Section 14.3.3.F)
 - Residential parking ratio reduction from 1.125 spaces per unit to 0.83 spaces per unit (Zoning Ordinance Section 14.3.7.A)
 - Retail parking reduction to require no retail parking spaces (Zoning Ordinance Section 14.3.7.A)
- Density exclusions for mechanical shafts and below-grade mechanical, utility room, and storage spaces (Zoning Ordinance Section 15.5.7.A)

Building Setbacks: The applicant requests that the building be permitted to be sited with a setback of less than 50 feet from the centerline of adjacent streets and less than 25 feet from the right-of-way of adjacent streets as is required by Zoning Ordinance Section 3.2.6.A. Staff supports this modification as the site layout proposes to locate the building in accordance with the building placement recommendations of the Metropolitan Park Design Guidelines, which would not result in a building location that would be injurious to the public realm.

Parking: The applicant is requesting a modification from the residential by-right requirement of 1.125 parking spaces per unit, and less than the site plan standard of one space per unit, to 0.83 spaces per unit. The applicant is also requesting a modification from the retail parking requirement of one space per 250 square feet of retail floor area, which would require a minimum 39 retail parking spaces in the “C-O-2.5” Zoning District. The proposal does not include retail parking spaces, and the modification would be to remove the retail parking requirement. However, given the site’s proximity to transit, including Metrorail and bus service, bicycle access, and enhanced TDM measures, staff believes the parking provided with the project is adequate. Staff supports this modification as in keeping with long-standing policy for site plan projects.

The Zoning Ordinance permits up to 15% of a building’s parking space requirement for residential use to be comprised of compact parking spaces. The applicant proposes to provide 483 parking spaces for the residential portion of the building. Of these 483 parking spaces, 85 parking spaces are proposed as compact parking spaces. The applicant’s proposal consists of a compact parking ratio of 17.6%, which exceeds that permitted by the Zoning Ordinance. The compact parking spaces are provided solely for private residential use and are grouped together. Further, these compact parking spaces are provided access by way of a full sized travel aisle (23 feet wide). Therefore, staff supports this modification of use to allow the compact parking ratio to exceed 15% for the residential component of the proposed building.

The “C-O-2.5” Zoning District and the Pentagon City PDSP requires that 641 parking spaces be provided to accommodate the 577 proposed residential units. Both the Zoning Ordinance and the Pentagon City PDSP allow parking ratios to be determined by a Final Site Plan application. The applicant proposes to provide 483 parking spaces for the residential component of the building, which results in a parking ratio of 0.83 spaces per unit. Under the Pentagon City PDSP, ten (10) additional parking spaces are required for proposed retail space within the project. The applicant does not propose any retail spaces to be located on-site. Considering the

site's proximity to nearby transit services including Metro rail, Virginia Railway Express (VRE), and bus, staff believes that the applicant's parking ratio will adequately service the residential and retail components of the proposed building.

Exclusions: The applicant is requesting that a total 19,936 square feet of gross floor area (GFA) be excluded from density calculations for above-grade vertical shafts that vent to the roof, and below-grade building elements.

- Above-grade vertical shafts compose 9,035 square feet of area from the first floor to the penthouse mezzanine level.
- A total 10,901 square feet of below-grade floor area includes storage areas, Storm Water Management vaults, and mechanical/electrical vaults.

In accordance with Zoning Administrator advice, dated April 11, 2016, bicycle parking and storage areas are considered gross parking area and do not count towards the calculation of floor area for density purposes. Garage entrances are considered maneuvering space and also do not count toward gross floor area. The corner-located below-grade storage areas on the G1 and G2 levels are not able to be used for parking, while utility rooms and vaults are incidental to the building use. Staff supports the exclusion of these areas because they do not contribute to bulk, mass, or height of the building. Staff does not support the requested density exclusion for above-grade vertical shafts, however, as they do not serve to eliminate vents on the building façade in support of the County's goal of providing for better quality building design.

Affordable Housing: In accordance with Zoning Ordinance Section 15.5.8, the applicant will have the option of making a cash contribution of approximately \$3,507,033 to the Affordable Housing Investment Fund or providing approximately 23 on-site affordable units prior to issuance of the first Certificate of Occupancy for the project.

Community Benefits: The following summarizes the standard conditions to which the applicant has agreed in order to ameliorate the impacts of the proposed development on the surrounding neighborhood and comply with County plans, policies, and practices:

- Commissioned public art on-site or a \$75,000 Public Art Fund contribution (Condition #17)
- LEED Silver, LEED Version 2009, and a commitment to four (4) points from LEED EA Credit 1 "Optimize Energy Performance," and energy reporting and installation of monitoring equipment capable of tracking whole building energy use data (Condition #18)
- Sidewalk, curb, gutter, and streetscape improvements, water, sewer, and sanitary improvements, and undergrounding of aerial utilities (Conditions #19 & #20)
- \$147,867 Utility Underground Fund contribution (Condition #34)
- In-Building Wireless infrastructure (Condition #38)
- \$14,000 towards reimbursement of the County for transportation and parking performance monitoring studies (Condition #42)
- Enhanced Transportation Demand Management package (Condition #42)

to perform maintenance, construction or repairs in the street, sidewalk or improvements and Facilities therein, if the County deems such maintenance, construction and repair necessary to protect or safeguard the public health and safety, and shall permit the County to charge the developer for the cost of such maintenance, construction or repairs.

5. All design, construction, installation, care, cleaning, maintenance and repair of the South Elm Street Easement area by the developer shall be in accordance with the County Department of Environmental Services design, construction, repair, and maintenance standards.

42. Transportation Management Plan (First Partial Certificate of Occupancy for Tenant Occupancy)

The Developer agrees to obtain approval from the County Manager of, a Transportation Management Plan (TMP) prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for each respective building or phase of construction per Condition #5. Such approval shall be given if the County Manager finds that the TMP for each building includes a schedule and description of implementation and continued operation, throughout the life of the Site Plan, of all elements outlined below under subsections A (Participation and Funding), B (Facilities and Improvements), C (Carpool and Vanpool Parking), D (Promotions, Services, and Policies), and E (Performance and Monitoring).

The Developer agrees to ensure consistency between this TMP and the Parking Management Plan, to the extent TMP provisions are applicable to the operation and management of parking facilities.

Upon approval of the TMP by the County Manager, the Developer agrees to implement all elements of the plan with assistance, when appropriate, by agencies of the County. Unless otherwise specified, the Developer agrees that all individual elements of this TMP shall be operational prior to issuance of the First Partial Certificate of Occupancy for Tenant Occupancy.

Unless otherwise specified, all dollar denominated rates shall be adjusted for inflation by the U.S. Department of Labor, Bureau of Labor Statistics Consumer Price Index (CPI) Inflation Calculator from the date of first approval of this condition.

A. Participation and Funding

- 1) Establish and maintain an active, ongoing relationship with Arlington Transportation Partners (ATP), or successor entity, on behalf of the property owner.
- 2) Designate and keep current a member of building management as Property Transportation Coordinator (PTC) to be primary point of contact with the county and undertake the responsibility for coordinating and completing all Transportation Management Plan (TMP) obligations. The PTC shall be trained,

to the satisfaction of ACCS, to provide rideshare, transit, and other information provided by Arlington County intended to assist with transportation to and from the site.

- 3) Contribute annually to ACCS, or successor, to sustain direct and indirect on-site and off-site services in support of TMP activities. Annual contribution shall be calculated based on a rate \$0.06 per square foot of GFA for commercial (office, retail, hotel) use and \$0.035 per square foot of GFA for residential use, escalated by CPI from the year 2008, per year for 30 years. Payment on this commitment shall begin as a condition of issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for each respective building or phase of construction. Subsequent payments shall be made annually.

B. Facilities and Improvements

- 1) Provide in the lobby or lobbies, a transportation information display(s), the number/content/design/location of which will be approved by ACCS. The PTC shall keep display(s) stocked with approved materials at all times.
- ~~2) Provide an ADA-compliant hotel van (with lift) to provide shuttle service to and from designated Metro station(s) for employees and guests. The van shall be staffed by a full time employee, with a dedicated van accessible parking space provided on the ground level of the mixed use parking garage. The van shall be parked in this space when not in service. A communication device shall be provided with the hotel for on-call service (hotel only).~~
- 3) Provide a Bicycle Facilities Management Plan to support Condition #19 and #24. This plan shall include:
 - a. Identification of party(s) (person, agency, organization) responsible for managing the facilities and access to showers and lockers.
 - b. A description of how the facilities will be managed and operated, including:
 - i. Hours of operation or availability to users. Showers and lockers for ~~office/hotel~~/retail uses shall be available to employees during all hours in which employees may access the building. Bicycle commuters shall be permitted to use the lockers for storage 24 hours per day, 7 days per week, to facilitate bicycle commuting.
 - ii. Management of registration and access of persons and bicycles to use the facilities.
 - iii. Management of locker assignments, and re-assignments, to bicycle commuters.

iv. Methods to notify building occupants of the amenities, and the frequency of the notifications.

c. Policy for abandoned bicycles.

C. ~~Carpool and Vanpool Parking~~

~~Carpools and Vanpools (for non-residential uses only)~~

- ~~1) Operate a carpool/vanpool program with required elements including, at minimum:~~
 - ~~a. Provide reserved, signed, spaces for carpools and vanpools conveniently located with respect to main entrances/elevators serving the building.~~
 - ~~b. Provide two person carpools with a parking subsidy equal to one third the single occupant vehicle monthly rate.~~
 - ~~c. Provide three person (or more) carpools with a parking subsidy equal to two thirds the single occupant vehicle monthly rate.~~
 - d. Provide vanpools, as recognized by the Internal Revenue Service (IRS), with free parking.

D. Promotions, Services, and Policies

- 1) Prepare, reproduce and distribute a welcome package, digital or hard copy, consisting of informational materials provided by Arlington County, which includes site-specific ridesharing and transit-related information, to each new residential lessee or purchaser, and ~~office, retail, hotel,~~ property management, or maintenance employee, who moves into or begins employment in the building, from initial occupancy through the life of the site plan.
- 2) Provide one time, per person, to each new residential lessee or purchaser, and each new ~~office, retail, hotel,~~ property management, or maintenance employee, whether employed part-time or full-time, directly employed or contracted, who moves into or begins employment in the building throughout initial occupancy, the choice of one of the following:
 - a. \$65.00 Metro fare on a SmarTrip card or successor fare medium
 - b. A one year bikeshare membership
 - c. A one year carshare membership

Purchase 50% of the anticipated need for such fare medium options prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy, and maintain stock on hand thereafter.

In addition, provide a choice of either 1) a SmarTrip card or successor fare medium plus \$65.00 Metro fare media, 2) a one year bikeshare membership or 3) a one year carshare membership, to a minimum of one tenant for each of 94 units for 30 years. Each year, this benefit shall be offered first to the tenants of who do not contract for a parking space in the garage, after which the balance shall be made available to any tenant.

The County Manager may approve additions to, or substitution of one or more of these choices with a comparable transportation program incentive, as technology and service options change, if he/she finds that an incentive shall be designed to provide the individual with an option other than driving alone in a personal vehicle, either by removing a barrier to program entry, such as a membership cost, or by providing a similar level of subsidized access to a public or shared transportation system, program or service.

- 3) Provide, administer, or cause the provision of a sustainable commute benefit program for each on-site property management, and maintenance, ~~and hotel~~ employee, whether employed part-time or full-time, directly employed or contracted, which program shall include, at a minimum, a pre-tax transportation benefit, as defined by the IRS, or a subsidized/direct transportation benefit, as defined by the IRS.
- 4) Provide, under a “transportation information” heading on the Developer and property manager’s websites regarding this development:
 - a. Website hotlinks to the most appropriate Arlington County Commuter Services web page(s). Obtain confirmation of most appropriate link from ACCS.
 - b. A description of key transportation benefits and services provided at the building, pursuant to the TMP.

E. Performance and Monitoring

- 1) During the first year of start-up of the TMP and on an annual basis thereafter, the Developer shall submit an annual report, which may be of an online, or e-mail variety, to the County Manager, describing completely and correctly, the TDM related activities of the site and changes in commercial tenants during each year.
- 2) The Developer agrees to reimburse the County the full cost up to a maximum of \$14,000 (\$7,000 per land use type) for, and participate in, a transportation and parking performance monitoring study at two years, five years, and each

subsequent five years (at the County's option), after issuance of the First Partial Certificate of Occupancy for Tenant Occupancy, for the life of the site plan. The County may conduct the study or ask the owner to conduct the study (in the latter case, no reimbursement payment shall be required). As part of the study, a report shall be produced as specified below by the County. The study may include:

- a. building occupancy rates,
- b. average vehicle occupancy,
- c. average garage occupancy for various day of the week and times of day,
- d. parking availability by time of day,
- e. average duration of stay for short term parkers on various days of the week and times of day,
- f. pedestrian traffic,
- g. a seven-day count of site-generated vehicle traffic,
- h. a voluntary mode-split survey,
- i. Hourly, monthly, and special event parking rates.

The building owner and/or operator shall notify, assist, and encourage building occupants and visitors on site to participate in mode-split surveys which may be of an on-line or email variety.

43. Affordable Housing Contribution (Shell and Core Certificate of Occupancy)

A. For Affordable Housing Per the Ordinance – (Shell and Core Certificate of Occupancy) The Developer agrees to submit to and obtain from the County Manager confirmation or approval of the finalized plan for meeting the requirements of the affordable housing ordinance prior to the issuance of the Shell and Core Certificate of Occupancy. If the Developer fulfills the requirements through a monetary contribution, the Developer shall make the check payable to the Arlington County Treasurer and deliver the check to the Arlington County Housing Division prior to issuance of the Shell and Core Certificate of Occupancy. If the Developer fulfills the requirements through on-site or off-site units, the Developer shall execute all necessary documents to implement the approved or confirmed plan prior to the First Partial Certificate for Tenant Occupancy. The finalized plan shall comply with Subsection 15.6.8 of the Zoning Ordinance, "Affordable Dwelling Units for Increased Density Within General Land Use Plan."

~~**B. For Development with Bonus Density for Affordable Housing (First Partial Certificate of Occupancy for Tenant Occupancy)** [When there is on-site affordable housing] The Developer agrees to execute documents requested by the County to evidence agreement to all of the terms and conditions outlined in the Developer's approved final Affordable Housing Plan, as set forth below, prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for the project:~~

- ~~1) **Affordable Rents:** The Developer agrees to provide _____ units, consisting of _____ one-bedroom units, _____ two-bedroom units and _____ three-~~

SP#440 Site Plan (aka, Mazda Site)

Full report available at

http://arlington.granicus.com/MetaViewer.php?view_id=2&event_id=911&meta_id=145037



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item Meeting of June 18, 2016

DATE: June 15, 2016

SUBJECTS:

- A. Z-2590-16-1 REZONING from C-2, Service Commercial--Community Business District, R-5, One-Family and Restricted Two-Family Dwelling District, and RA8-18, Multiple-Family Dwelling District, to RA4.8, Multiple-Family Dwelling District, and related updates to ACZO Map 13-1 to indicate the zoning district and extend Line A around the property where necessary; located at 750 N. Glebe Road (RPC# 13-017-001; -002; -003; -009; -010; -012; -014; -015; -016; -017).
- B. SP #440 SITE PLAN 750 N. Glebe LLC c/o BF Saul Company and Affiliates (Rosenthal Mazda site) for a mixed-use development containing 547,083 square feet of gross floor area; with modification of use regulation for bonus density, bonus height, retail density exceeding maximum for district, and exclusion from density calculations for below-grade building amenities and vertical shafts, and other modifications as necessary to achieve the proposed development; located at 750 N. Glebe Road (RPC# 13-017-001, -002, -003, -009, -010, -012, -014, -015, -016, and -017).
- C. SP440-U-16-1 USE PERMIT ASSOCIATED WITH A SITE PLAN for a car rental agency (Enterprise); located at 750 N. Glebe Road (RPC# 13-017-001, -002, -003, -009, -010, -012, -014, -015, -016, and -017).

Applicant:

750 N. Glebe LLC c/o BF Saul Company and Affiliates
7501 Wisconsin Avenue, #1500E
Bethesda, Maryland 20814

County Manager:

MJS/GA

County Attorney:

[Handwritten Signature]

Staff: Matthew W. Pfeiffer, DCPHD, Planning Division
Dennis Sellin, DES, Development Services Bureau

42. A., B., C.

PLA-7255

| Site Area: 121,574 sq. ft. | Density Allowed/Typical Use | Maximum Development |
|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RA8-18 By-Right (2,566 sq. ft.) | <p>One-family dwellings up to 6,000 square feet per lot</p> <p>Duplex dwellings up to 7,000 square feet per lot</p> <p>Semi-detached dwellings up to 3,500 square feet per lot</p> <p>Multi-family dwellings up to 1,200 square feet per dwelling unit</p> <p>Townhouse dwellings up to 1,200 square feet per lot</p> | <p>0 single-family detached units</p> <p>0 duplex units</p> <p>0 semi-detached units</p> <p>2 multifamily units</p> <p>2 townhouse units</p> |
| R-C Site Plan | <p>Up to 3.5 FAR Apartment</p> <p>The following uses at a rate of one sq. ft. for every one sq. ft. apartment uses, provided that total FAR does not exceed 3.5:</p> <ul style="list-style-type: none"> • Retail and service commercial uses restricted to the first floor of any structure; and • Offices, business and professional. | <p>425,509 sq. ft. apartment project</p> <p>Mixed use: 212,755 sq. ft. (1.75) residential 212,755 sq. ft. (1.75) maximum non-residential</p> |
| RA4.8 Site Plan | <p>Semi-detached dwellings up to 3,500 square feet per lot</p> <p>Duplex dwellings up to 7,000 square feet per lot</p> <p>Mixed-use: 3.24 FAR, including up to .5 FAR street-level sales and service</p> | <p>34 semi-detached units</p> <p>34 duplex units</p> <p>393,900 sq. ft. apartment project, including: 60,787 sq. ft. maximum street-level sales and service.</p> |

Proposed Development: Following is a statistical summary of the proposed development:

| | SP #440, 750 N. Glebe Road |
|----------------------------------|-----------------------------------|
| SITE AREA | 121,574 sq. ft. |
| Site Area post dedication | 112,404 sq. ft. |
| Residential Site Area Allocation | 104,687.37 sq. ft. (86.11%) |
| Commercial Site Area Allocation | 16,886.63 sq. ft. (13.89%) |

| Density | |
|------------------------------------------------------------------|------------------------------------------------------|
| Residential GFA | 484,785 sq. ft. |
| Residential units | 491 units |
| Residential FAR | 3.99 FAR |
| Office/Commercial GFA | 62,298 sq. ft. |
| Office/Commercial FAR | .51 FAR |
| Total GFA | 547,083 sq. ft. |
| Total FAR | 4.5 FAR |
| Base Density | 393,900 sq. ft. (3.24 FAR) |
| Total Bonus Density | 153,183 sq. ft. (1.26 FAR) |
| LEED Gold Certification + Energy Star Bonus (Res-.5 FAR) | 52,344 sq. ft. (.43 FAR) |
| LEED Gold Certification + Energy Star Bonus (Com-.45 FAR) | 7,597 sq. ft. (.06 FAR) |
| Affordable Dwelling Unit Bonus (23.67%) | 93,241 sq. ft. (.77 FAR) |
| RA4.8 Max. Permitted Density | 3.24 FAR (393,900 sq. ft.) |
| RA4.8 Max. Permitted Retail Sales & Service Density | .5 FAR (60,787 sq. ft.) |
| Building Height | |
| Average Site Elevation | 266.4 feet |
| Building Elevation | 422.2 feet |
| Building Height ² | 155.8 feet |
| Number of Stories | 12 |
| RA4.8 Max. Permitted Bldg. Height (Site Plan)³ | 136 feet |
| Parking | |
| Residential | 491 spaces |
| Retail/Office | 242 spaces |
| Total | 733 spaces |
| Residential Parking Ratio | 1 sp./unit |
| RA4.8 Required Residential Parking Ratio (site plan) | 1 sp./unit (491 spaces) |
| Office/Retail Parking Ratio | 1 sp. /282 sq. ft. |
| RA4.8 Required Office/Retail Parking Ratio (site plan) | 1 sp./580 sq. ft. commercial GFA (108 spaces) |
| LEED | |
| | Gold Certification |
| LEED Score | 59 Points |

Density and Uses: The applicant is proposing to vacate an existing 3,300 square foot public alley right of way and a 1,418 square foot public alley easement, as well as several other existing easements and encumbrances. The applicant proposes to dedicate a future right of way easement along the Wilson Boulevard and N. Glebe Road frontages, as well as a portion of the streetscape along the N. Tazewell Street frontage. Total property dedicated is 8,802 square feet, for which the applicant will receive a one-time density credit. Post-dedicated site area is 112,404 sq. ft. The site area used for density calculations includes the property plus the vacated alley, including the area of dedication.

² Penthouse height is included in building height within RA4.8.

³ Applicant proposes bonus height for inclusion of an architectural embellishment

Two parking entries and exits, for all users, would be provided. The first would be located off Seventh Street North, approximately 170 feet from its intersection with N. Glebe Road. The second would be located on N. Glebe Road, approximately 150 feet north of the intersection with Seventh Street North as further detailed in the Discussion section of this report..

Parking:

Parking would be located on three (3) underground levels. A total of 760 parking spaces would be provided. Two hundred and seventy-seven (277) parking spaces would be provided for retail use, of which four would be accessible, and one would be van accessible. The remaining retail parking spaces are all standard, with no compact retail parking spaces. The overall parking ratio for the retail uses (including the car rental agency) would equal 1 space per 246 s.f., significantly more parking than required by zoning (1 space per 580 s.f.). The Applicant proposes 491 spaces would be provided for 491 residential units. Fifteen (15) of these spaces would be compact. The parking ratio of 1 parking space per residential unit meets zoning standard for this land use type.

Transit:

The site area is served by several bus transit routes and is within walking distance of the Ballston–MU Metrorail station. The Ballston–MU station is located approximately 0.3 miles northeast of the site, on Fairfax Drive between N. Stafford Street and N. Stuart Street, where the Metro orange and silver lines provide continuous all-day and weekend service to New Carrollton, MD and Largo, MD via downtown Washington and westbound to Vienna, VA, and Wiehle Avenue in Reston via Tysons Corner. Approximately one train every three minutes serves the station during the peak periods, while off-peak service is approximately one train every seven minutes. Metrorail service runs from approximately 5:20 am until 11:55 pm Monday through Friday, and from 7:20 am until 11:55 pm on Saturdays and Sundays.

Weekday Metrobus and Arlington County ART bus service operates from approximately 5:50 am until approximately 11:30 pm. The nearest bus stop is on N. Glebe Road, at the site, where Metrobus 25B (southbound) provides service from the Ballston Metro station to Alexandria and the Van Dorn Street Metro station, every fifteen minutes during the peak periods, and every half-hour during the off-peak. A bus stop existing on the project's N. Glebe Road frontage is proposed to be relocated one block south on N. Glebe Road, on the south side of the intersection of Seventh Street North, as part of the adjacent 672 Flats redevelopment.

One block from the site, on Wilson Boulevard, Metrobus 1A, 1B, and 1E serves destinations such as Seven Corners, Dunn Loring Metro, and the Vienna Metro station. Metrobus 2A serves East Falls Church and Dunn Loring, and Metrobus 38B travels a similar route of the orange and silver lines on the surface streets of Arlington, stopping at Virginia Square, Clarendon, Court House, and Rosslyn en route to Foggy Bottom and Farragut Square in downtown Washington. One Arlington County ART route—75—also stops on this segment of Wilson Boulevard, heading toward Virginia Square and Shirlington. More bus stops serving additional routes can be found closer to the Ballston Metro station.

Car Sharing:

Although there are no carsharing spaces at the site today, there are seven Zipcar spaces in the immediate vicinity of the Ballston Metro station, .25 to .3 miles from the site. Additionally, as

part of the proposed project, the applicant would expand the existing Enterprise car rental office to include an onsite carsharing program.

Bicycling:

Of all the streets in the vicinity of the site, only N. Fairfax Drive provides continuous, separated bicycle lanes. According to the *Arlington County Bicycle Comfort Level Map (2015)*, N. Vermont Street and Wilson Boulevard are both identified as bicycle routes, with Vermont Street being labeled as “easy” and Wilson Boulevard “difficult.” On N. Glebe Road, bicycle travel is “strongly discouraged”.

The applicant proposes to provide storage for 222 bicycles (194 for residents, 10 for their visitors, 12 for retail visitors, and 6 for retail employees). Visitor spaces (residential and retail) will be provided on the ground floor, and the remainder on the first parking level, meeting the County’s standard for providing bicycle parking within site plan projects. Further the applicant has agreed to provide additional parking for cargo bicycles on the first floor of the garage, with informational signage in the grocery store of the availability of these spaces.

Bike Sharing:

The nearest Capital Bikeshare station to the site is on Ninth Street North and N. Stuart Street, three blocks (approximately 1000’) from the site. Within a half-mile radius of the site are a total of five Capital Bikeshare stations. However, only one of these is on the west side of Glebe Road, along the Bluemont Trail where it meets Wilson Boulevard. The applicant proposes to add a Capital Bikeshare station on the site as part of the proposed project.

Transportation Demand Management (TDM):

The applicant has agreed to implement a standard Transportation Management Plan (TMP) to provide a program oriented towards decreasing single-occupancy vehicle (SOV) trips to and from the site. The TMP program includes the elements summarized below:

- Designation of a transportation coordinator to oversee the TMP program.
- Contribute to Arlington County Commuter Services (ACCS) to support TMP activities.
- Provision of a \$65 SmarTrip® card, or a one-year Capital Bikeshare membership, or a one-year carshare membership to each new residential lessee and on-site management employee, at initial occupancy.
- Display and distribute transit-related information.
- Reimburse the County for and participate in periodic transportation performance monitoring studies, to determine average vehicle occupancy and mode choice.
- Submission of an annual report to the County regarding TDM activities on the site.

In addition, the applicant has agreed to enhance its TDM program to attempt to further reduce the number of SOV trips at the site, and to offer transportation alternatives to residents, employees, and shoppers using the site. The “enhanced” TDM measures include: hiring a TDM coordinator specifically for the grocery store; providing information and promotional signage for the availability of carshare, and rideshare or taxi designated pick-up areas; providing real-time transportation informational displays visible from within and outside the grocery store, at building entrances on N. Glebe Road and N. Tazewell Street; providing carshare parking spaces