

Site Plan Review Committee (SPRC)
Staff Report for
Walgreen's Site – 3130 Langston Boulevard (SP #481)

There are multiple ways to provide feedback and input on the proposal, County Staff is happy to accept comments in any form. Please use any method listed below.

Mail-in Comments:

Arlington County Planning Division
c/o Matt Pfeiffer
2100 Clarendon Blvd. Suite 700
Arlington, VA 22201

Contact Staff:

Contact the Arlington County Planning Staff reviewing this project either by phone or email

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Contact the SPRC Chair

The SPRC Chair is a member of the Planning Commission and conducts all SPRC meetings

Nia Bagley

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**Walgreen's Langston Boulevard (SP #481)
Public Review Process & Agendas**

- Site Plan Review Committee (SPRC) Online Engagement – January 24 - February 4, 2025
 - Topics:
 - Land Use & Density
 - Site Design
 - Building Form and Architecture
 - Transportation
 - Environmental Impacts
 - Open Space and Landscaping
- **SPRC Meeting #1 (hybrid) – July 24, 2025**
 - Welcome and Introductions (SPRC Chair)
 - Staff Presentation (Staff – 10 min)
 - Background, Site Plan Process Overview and Policy overview
 - Outstanding issues related to discussion topics
 - Online Engagement feedback overview
 - Applicant Presentation (Applicant - 10 min)
 - Introduction to development program
 - Presentation on discussion topics
 - SPRC Discussion:
 - Clarifying questions
 - Use Mix and Density
 - Site Design and Layout
 - Building Height, Form, and Architecture
 - Public Plaza, Landscaping/Tree Canopy and Biophilic Design
 - Public Comments
 - Next Steps
- SPRC Meeting #2 (hybrid) – Fall 2025
 - Welcome and Introductions (SPRC Chair)
 - Staff Presentation (10 min)
 - Outstanding issues related to discussion topics
 - Applicant Presentation (10 min)
 - Changes to project to address feedback
 - Presentation on discussion topics
 - SPRC Discussion:
 - Clarifying Questions
 - Discussion on changes to project
 - Transportation, Parking, and Loading
 - Streetscapes

- Stormwater Management
- Sustainable Design
- Community Benefits
- Construction Issues
- Project Wrap-Up
- Public Comment
- Next Steps

Glossary of Terms:

Area Median Income (AMI): The income at which half of the families of a particular household size have incomes higher and half have incomes lower.

By-Right Development: May be approved administratively in the respective zoning district subject to all other applicable requirements of this zoning ordinance. Is not required to seek approval by the County Board.

Density: The ratio of a particular use given the area of land. Density measures the intensity of a given land use.

Floor Area Ratio (FAR): The gross floor area of all buildings on a lot divided by the lot area.

General Land Use Plan (GLUP): The GLUP is the primary policy guide for future development in the County. The GLUP establishes the overall character, extent and location of various land uses.

Gross Floor Area: Gross floor area is the sum of the area of the horizontal surface of the several floors of a building measured from the exterior faces of exterior walls, to include all floor area not defined as gross parking area.

Phased Development Site Plan (PDSP): A type of Site Plan; to permit the coordinated development of sites of more than twenty (20) acres in area, or a smaller area as authorized and accepted by the County Manager, the County Board may approve a Phased Development Site Plan (PDSP) in the form of a general plan for land uses, public facilities, transportation, and utilities.

Zoning Ordinance (ACZO): County adopted ordinance that regulates the use and development standards of all land located within the County. There are various zoning districts within the zoning ordinance and each district sets the standards for development. Examples of such requirements are: maximum heights, required parking, required setbacks, density, etc.

SUMMARY: The applicant, Rooney Properties, LLC, proposes to redevelop the Walgreen's site located at 3130 Langston Boulevard and construct a new multifamily residential building with ground floor retail space.

Relevant land use applications:

- GLUP amendment to change the site's GLUP designation from Public / Service Commercial to "Medium" Office-Apartment-Hotel
- Rezoning from "C-2" Service Commercial – Community Business District to "C-O-2.5" Mixed Use Zoning District
- New Site Plan (SP #481) to construct a 12-story mixed-use building with 296 residential units and 8,602 square feet of ground floor retail

Additional project details include:

- Site area of 73,254 sq. ft. (1.68 acres)
- Building Height
 - 12-13 stories / 136 feet
- Density
 - 310 dwelling units (du)
 - 8,602 sq. ft. of retail
- Parking
 - 1.05 parking spaces per du (360 total spaces)
- Open Space
 - Approximately 5,172 sq. ft. of open space
- Proposed modifications for:
 - Additional density
 - Density exclusions
 - Required residential parking
 - Required loading spaces
 - Other modifications as may be necessary to achieve the proposed development plan

BACKGROUND: The 1.68-acre site is located on Langston Boulevard in the Lyon Village neighborhood. It is bound by an Interstate 66 exit ramp to the west, Langston Boulevard to the north, a commercial building and associated surface parking lot to the east, and Kirkwood Road to the south. The Lyon Village Shopping Center is located across Langston Boulevard from the site and Kirkwood Road Park is located across Kirkwood Road directly to the south. The site is currently developed with a one-story Walgreen's Pharmacy building and surface parking lot constructed in 1998.

Figure 1: Aerial Map

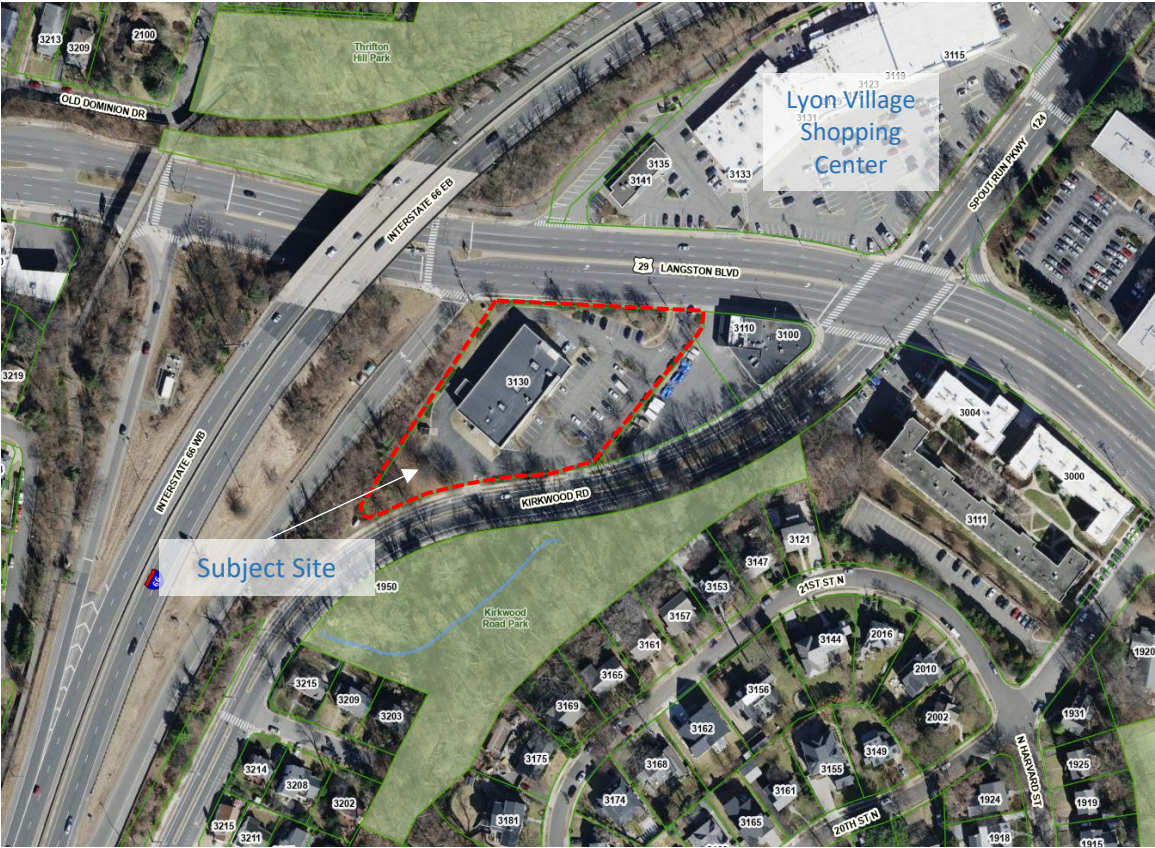


Figure 2: Aerial Map



Pawn shop &
restaurant

Langston Blvd & Kirkwood Rd
intersection

Figure 3: Street View of Existing Walgreen's from Langston Boulevard



The following provides additional information about the site and location:

[Existing Zoning:](#) "C-2" Service Commercial

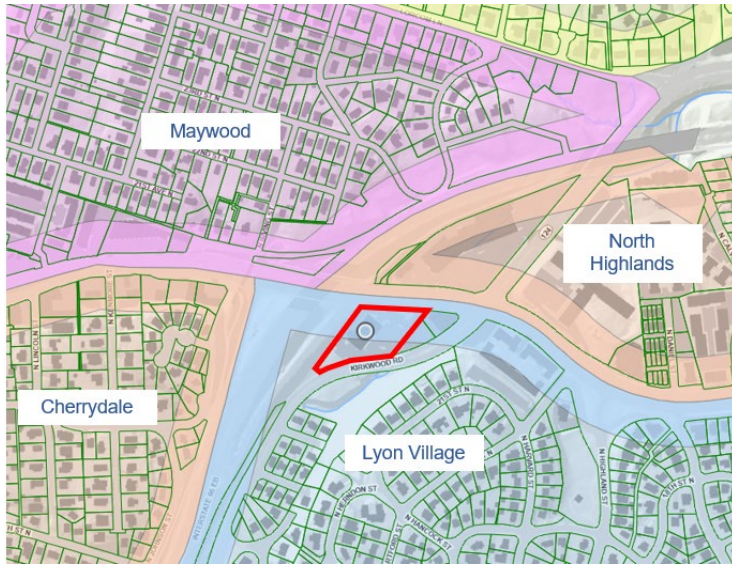
[Proposed Zoning:](#) "C-O-2.5" Mixed Use

[General Land Use Plan \(GLUP\) Designation:](#) ½ "Public", ½ "Service Commercial"

Proposed GLUP Designation Amendment: "Medium" Office-Apartment-Hotel (Up to 115 du/Ac apartment density, up to 2.5 FAR for commercial density)

[Neighborhood:](#) The subject site is within the Lyon Village Citizen's Association boundary.

Figure 4: Civic Association Map



Development Proposal: The applicant, Rooney Properties, proposes to redevelop the Walgreen's site located at 3130 Langston Boulevard and construct a new multifamily residential building with ground floor retail space. The proposed residential parking ratio is 1.05 spaces per unit. The project would deliver a public plaza/park space envisioned in the Langston Boulevard Area. The Applicant proposes LEED Gold certification and is seeking additional density through measures outlined in the Green Building Incentive Program as well as through community benefits. Requested modifications include: additional density, density exclusions, required residential parking, compact parking ratio, and required loading spaces.

Figure 5: Proposed Rendering (from Langston Boulevard)



Figure 6: Proposed Rendering (from east)



SP #481 Walgreen’s Langston Boulevard	
SITE AREA	73,254 sf 1.68 acres
Density	
Proposed Residential GFA	304,086 sf

SP #481 Walgreen's Langston Boulevard	
Proposed Residential Dwelling Units (Total)	310
Proposed Retail GFA (Total)	8,260 sf
Proposed FAR (Total)	4.20 FAR
Proposed Exclusions	4,361 sf
Proposed Density (units per acre)	191 du/ac
Proposed GFA (total)	312,346 sf
Total Proposed GFA (with exclusions)	307,985 sf
Residential Base Density (115 du/Ac)	139,057 sf (185 units)
Retail Density (2.5 FAR)	7,245 sf
Bonus Density Requested	
<i>Green Building Incentive Program</i>	32 units
<i>Community Benefits</i>	93 units
Building Height	
Average Site Elevation Above Sea Level	177.72 ft
Main Roof Height (above average grade)	136 ft
Mechanical Penthouse Height	140.625 ft
Number of Stories	12/13
Maximum Permitted Building Height	136 ft
Maximum Permitted Number of Stories	12
Parking	
Standard Spaces	309 spaces
Compact Spaces	51 spaces
Compact Ratio	14.17%
Overall Residential Spaces	326 spaces
Residential Visitor Spaces	0
Residential Visitor Ratio	0.05 spaces/unit for first 200 units
Retail Spaces	34
Total Parking Spaces	360
Minimum Required Residential Parking Ratio	1.125 spaces/unit per first 200 units + 1 per each additional unit
Minimum Required Retail Parking Ratio	1 space per 250 sf

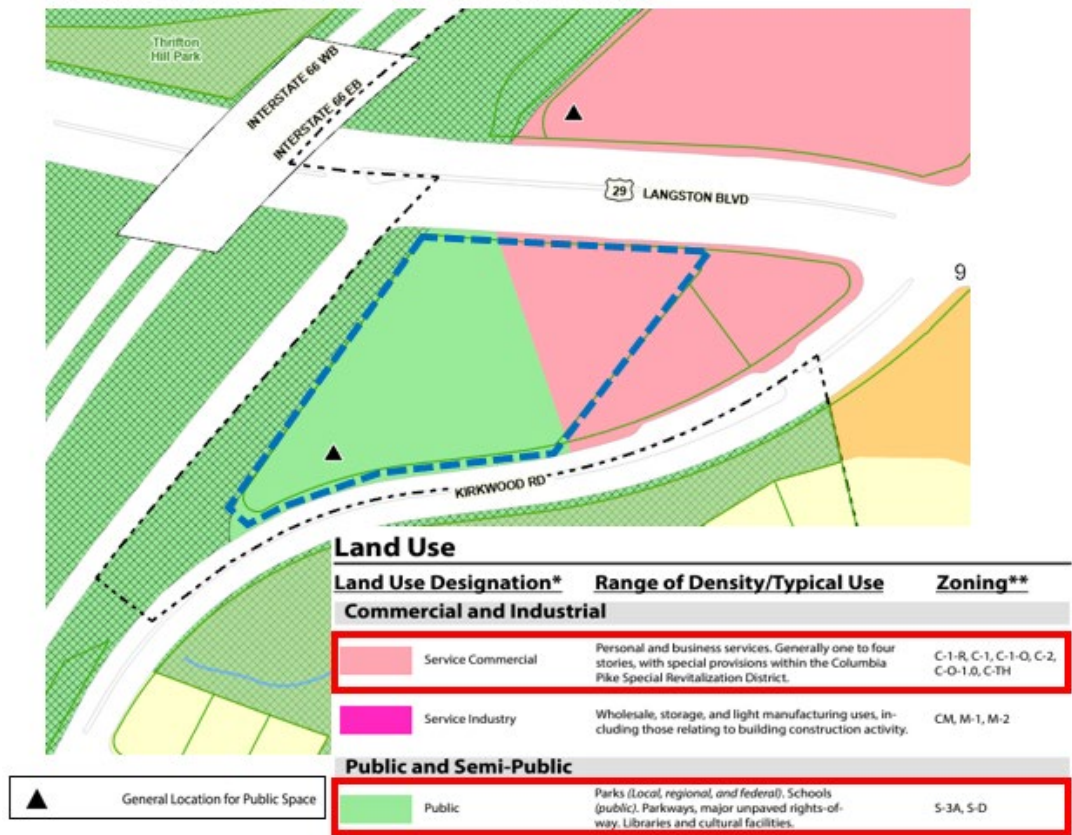
Adopted Plans and Policies: The following regulations, plans, and guiding documents are applicable to development on this site:

- General Land Use Plan (GLUP)
- "C-O-2.5" Zoning Ordinance Regulations
- Master Transportation Plan (MTP) (see Transportation section)
- Langston Boulevard Area Plan

GLUP: The site is designated ½ "Public," ½ "Service Commercial" on the County's General Land Use Plan. The Applicant proposes a GLUP amendment to "Medium" Office-Apartment-Hotel, which outlines a base density of up to 115 units per acre for apartment density and 2.5 FAR for

commercial density. The GLUP amendment to “Medium” Office-Apartment-Hotel is supported by the Langston Boulevard Area Plan’s guidance for future land use mix. The Plan establishes policy expectations for achievement of Plan goals, specifically affordable housing, for the increment of growth above the GLUP designation and for any requested additional density.

Figure 7: GLUP Map



Zoning: The site is zoned “C-2” Service Commercial District, but the Applicant proposes a rezoning of the site to “C-O-2.5” Mixed Use District. The base density range for the C-O-2.5 Zoning District is also 115 units per acre for apartment density and 2.5 FAR for commercial density. The rezoning to C-O-2.5 is supported by the Langston Boulevard Area Plan’s guidance for future land use and density along Langston Boulevard, and is consistent with the site’s future GLUP designation of “Medium” Office-Apartment-Hotel.

Figure 8: Zoning District Map



[Langston Boulevard Area Plan](#): The Walgreen's site is located within the boundaries of the Langston Boulevard Area Plan (LBAP), which was adopted by the County Board in November 2023. This is the first site plan submitted since the Plan's adoption that will be subject to the guidance of the Plan.

Figure 9: Area 5 (West) Concept Plan (LBAP)

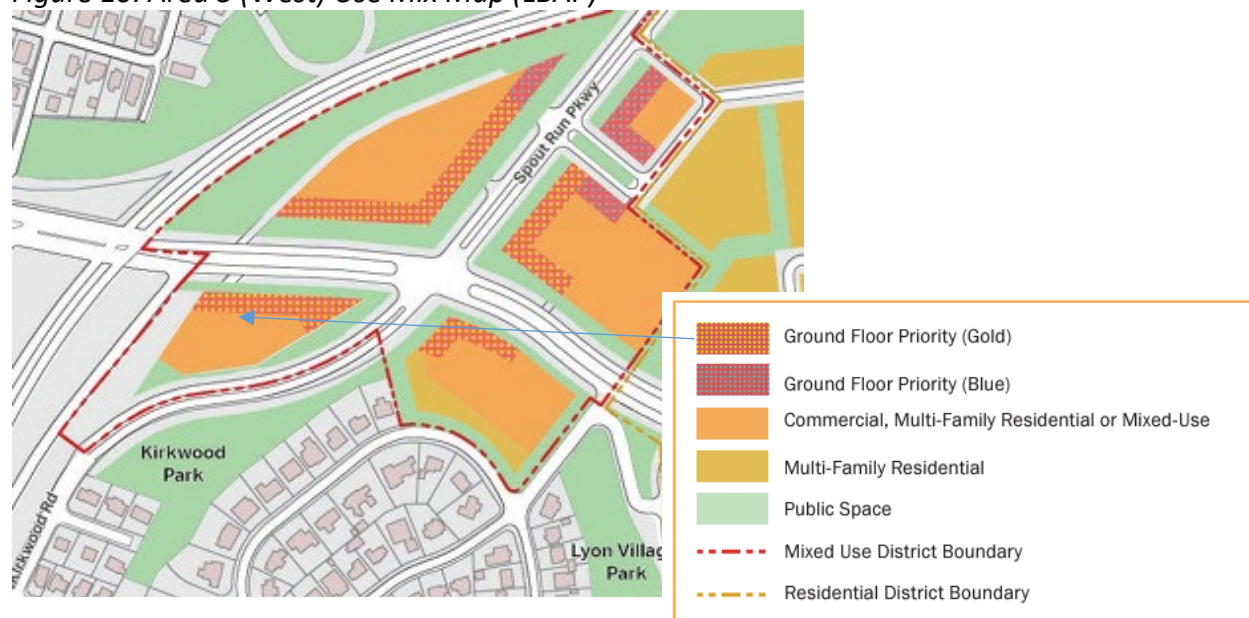


The Plan recognizes that Area 5 is the closest area to the Metro along Langston Boulevard and will experience the greatest increase in residents living in a range of building types - including both mid- and high-rise - with ground level shops, services, and other amenities. The Spout Run Parkway intersection and Activity Hub will become a stronger social and economic center to live, work, and play with the creation of landmark buildings that establish it as a distinct and special place. The placement and design of buildings here will mark the importance of this unique commercial and ecological destination by connecting people with key natural resources like Kirkwood Park, the Custis Trail, and Spout Run Parkway through a series of public spaces with green infrastructure and off-street trails. The Plan also recognizes the need for stormwater overland relief paths and facilities to reduce flood risk in and around the Spout Run/Langston Boulevard intersection. The Plan envisions protected bike lanes on the north and south side of Langston Boulevard that better connect cyclists and scooter riders to the Custis Trail, and there will be wide sidewalks to allow comfortable access to the area's amenities.

DISCUSSION:

Density and Uses: As described in the table above, the Applicant is proposing a new 12/13-story residential building with ground floor retail, totaling 307,985 square feet with 310 dwelling units and 8,260 square feet of retail. With a future GLUP designation of "Medium" Office-Apartment-Hotel and future Rezoning to C-O-2.5, the site's base density is 115 units per acre for multifamily development and 2.5 FAR for commercial development, which the development proposal exceeds. The Applicant must achieve the additional density proposed above the base density by means of community benefits (approx. 93 units) and through conformance with the County's voluntary Green Building Incentive Policy (approx. 32 units).

Figure 10: Area 5 (West) Use Mix Map (LBAP)



The proposed mixed-use building with residential units and ground floor retail and retail-equivalent uses along Langston Boulevard is consistent with the Area Plan's land use guidance

for this site. The Area Plan designates the Langston Boulevard frontage as a ground floor priority area with a Gold street standard, which the Arlington County Retail Plan (Retail Plan) identifies as a street that should have ground floor spaces designed with interior and exterior features that support retail or retail-equivalent uses. The Plan recommends that, to the greatest extent possible, frontages designated Gold and Blue should offer designs and corresponding retail and retail-equivalent uses that attract broad customers and clients and maximize vibrancy and activity along these priority frontages. Other retail-equivalent uses for building occupants, such as lobby and amenity spaces, should be provided in limited locations on frontages designated Gold and Blue and are preferred along other frontages.

Site Design: The site has been designed so that the building footprint of the 3-level podium takes up most of the site area. An approximately 5,000 square-foot public space area is proposed in the southwest corner of the site and a secondary lobby entrance is located adjacent to this space. A layby lane for pick-up and drop-off is located along Kirkwood Road adjacent to the public space. Further to the east on Kirkwood Road is the parking garage and loading access as well as a row of “maisonette” walk-up units. A sidewalk along the building’s eastern frontage provides access between Kirkwood Road and Langston Boulevard. Along the Langston Boulevard frontage, the Applicant proposes retail and retail-equivalent units as well as the main lobby entrance on the northwest corner of the building. A five-foot sidewalk is shown on the plans along the western frontage of the site that could provide for pedestrian connection to the dog run and plaza.

Building Height, Form, and Architecture: The Area Plan calls for a maximum building height of 12/13 stories (or approximately 136 feet) in this location, as demonstrated in the Building Height and Form map below.

The Applicant proposes a 12/13-story building, with a 3-story podium base, and an L-shaped tower that engages both the I-66 and Langston Boulevard frontages that includes 10 stories. As shown in the plan section below, a portion of Level P2 within the podium is a ‘mezzanine’ and open to below for a portion of the retail and lobby space. The overall building height in feet is 136 feet, which is consistent with the overall height in feet prescribed by the Area Plan.

Figure 12: Area 5 (West) Building Height & Form Guidance (LBAP)

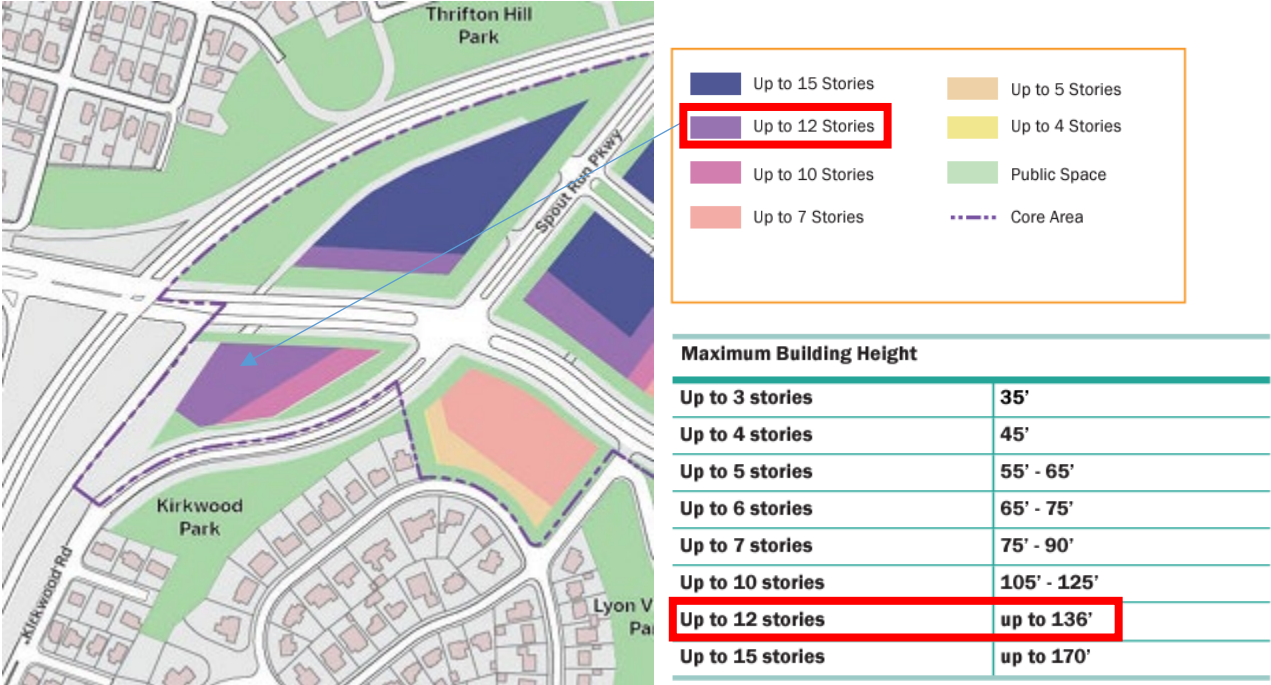
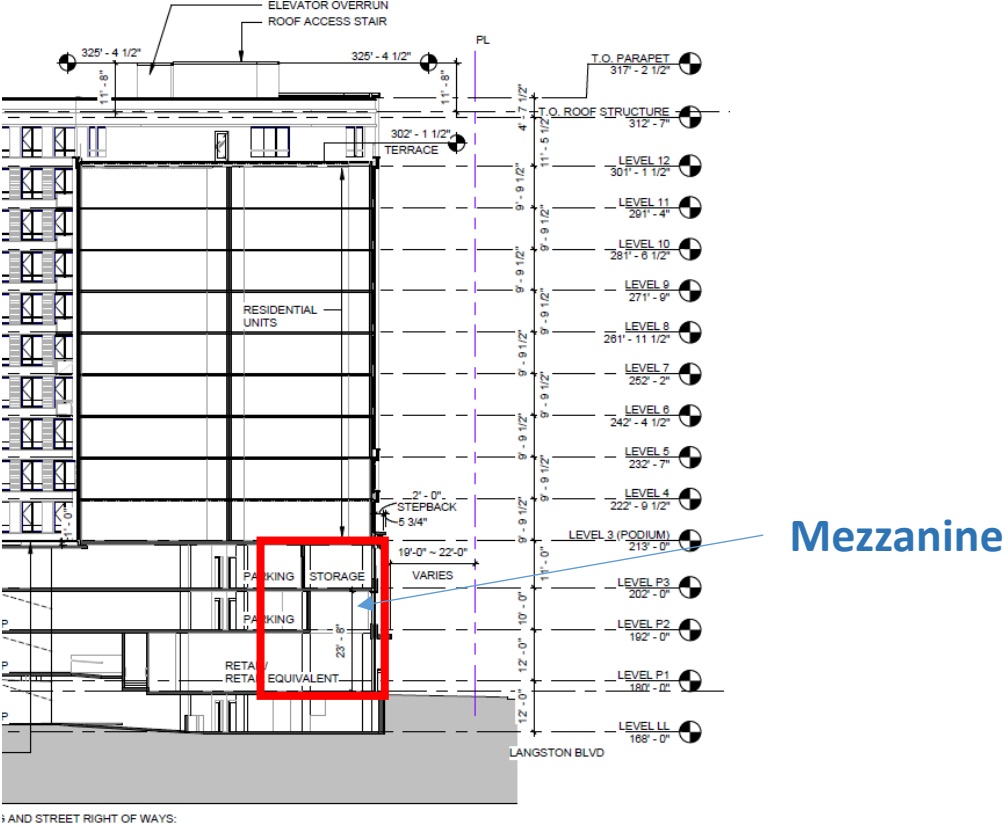
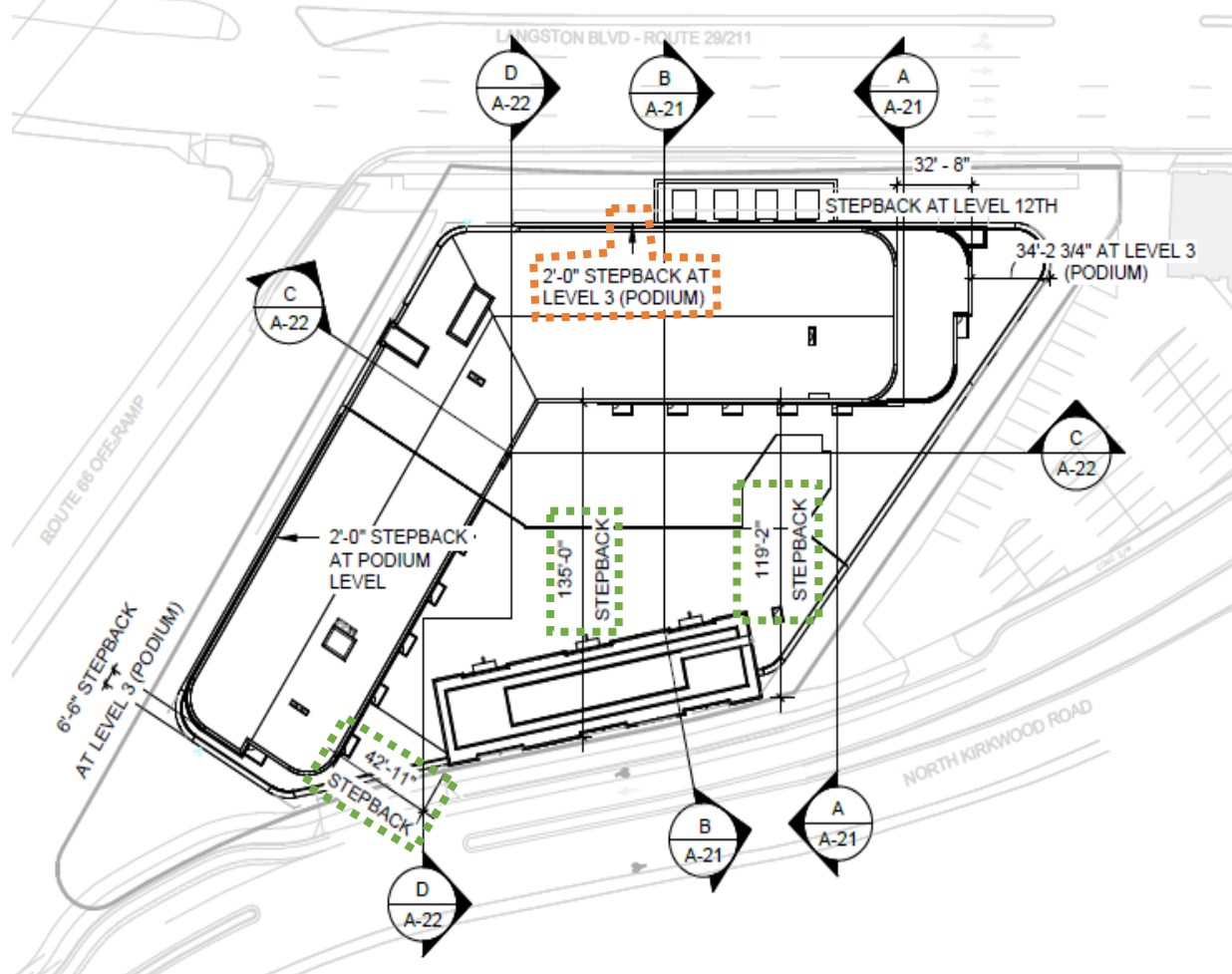


Figure 13: Building Section (proposed mezzanine outlined in red)



For building form, the Area Plan calls for upper story stepbacks from the podium in order to allow daylight to the streetscape and public spaces and to offer terraces for vegetation, green roofs, and outdoor occupiable space. Specifically for this site, a 10-foot stepback above the podium is called for on the façade adjacent to Langston Boulevard and a 35-foot stepback is called for on the façade adjacent to Kirkwood Road. While the Applicant does propose two significant stepbacks on the third and 12th levels on the northeast corner of the building for vegetated terraces, the remainder of the Langston Boulevard façade steps back only 2 feet on level 3 between the podium and tower. On Kirkwood Road, the tower steps back significantly from the podium in excess of the minimum stepback of 35 feet, which is in conformance with the Area Plan and helps to create a human and pedestrian scale along the Kirkwood Road frontage.

Figure 14: Proposed Building Stepbacks

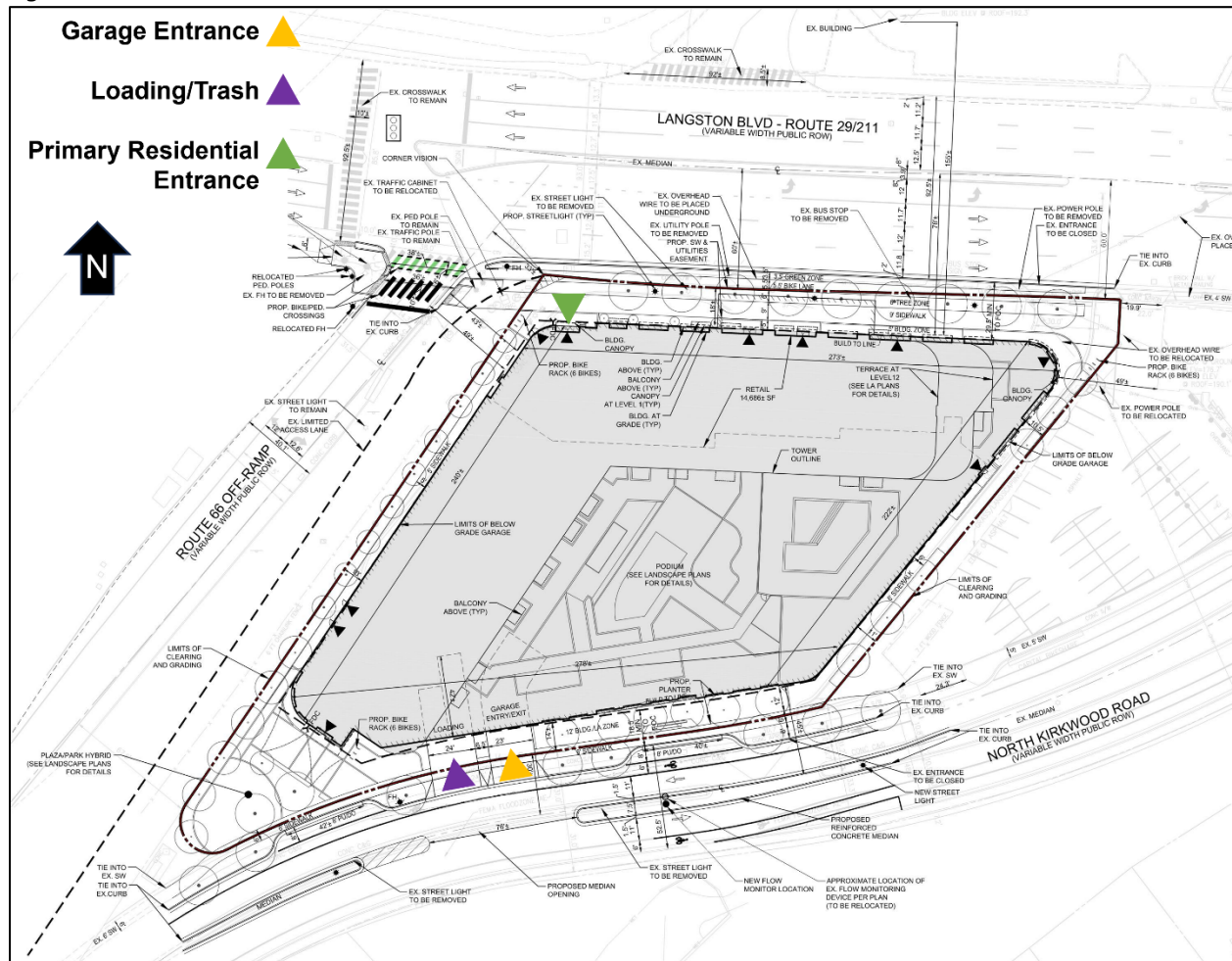


Transportation:

Parking and Loading: The LBAP recommends that parking and loading access be located on side streets rather than Langston Boulevard, located away from intersections, not visible from public

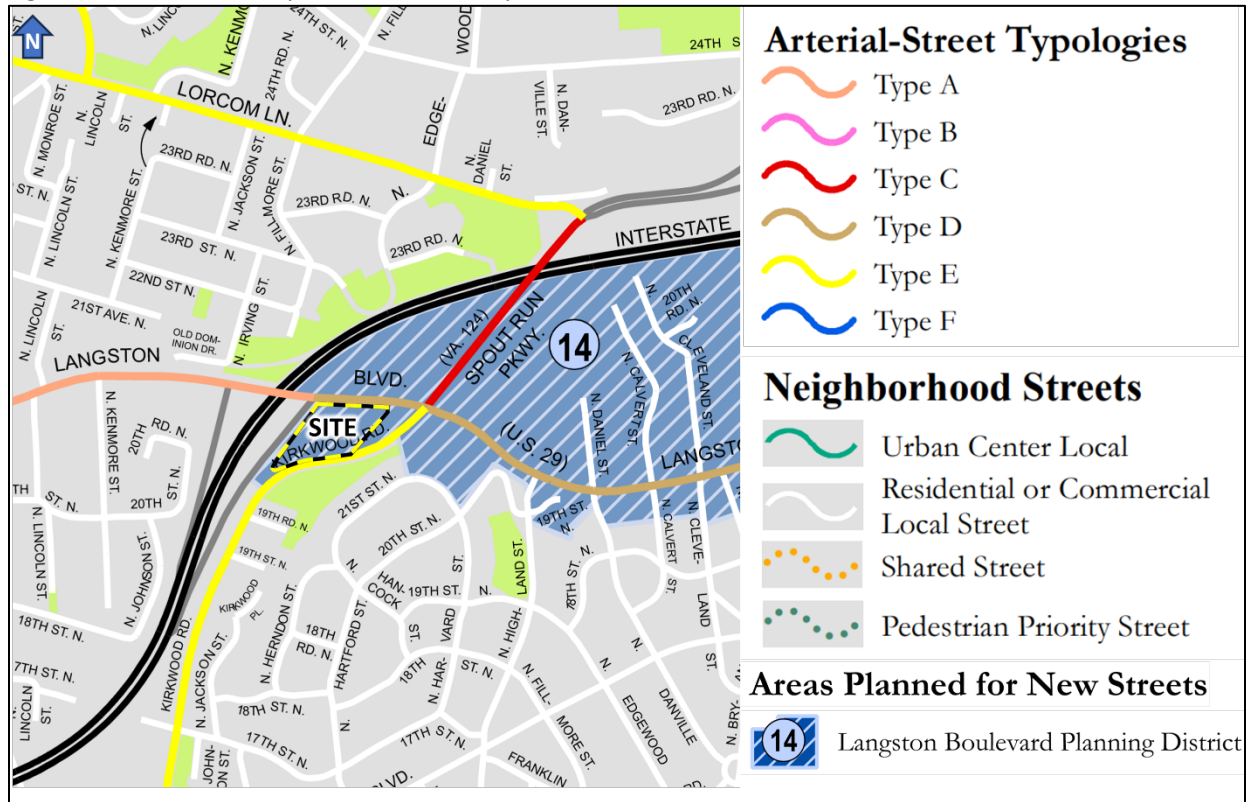
spaces, and utilize screening to minimize visual and noise impacts. The applicant proposes 360 total parking spaces, located in a partially below-grade garage with access from North Kirkwood Road. The garage includes four floors: one below-grade parking level, an at-grade parking level, and two above-grade parking levels. The applicant allocates the parking spaces as 326 residential parking spaces at a parking ratio of 1.05 spaces per unit, and 34 retail parking spaces at the required ratio of 1 space per 250 square feet of retail space. The applicant proposes two loading bays, which will be shared between the residential and retail uses, and be located adjacent to the garage entrance from North Kirkwood Road.

Figure 15: Site Access



The site is bounded by Langston Boulevard, North Kirkwood Road, and the Interstate 66 off-ramp. The existing and proposed transportation facilities are further discussed in detail below. Staff continues to assess the proposal for consistency with County policies and guidelines.

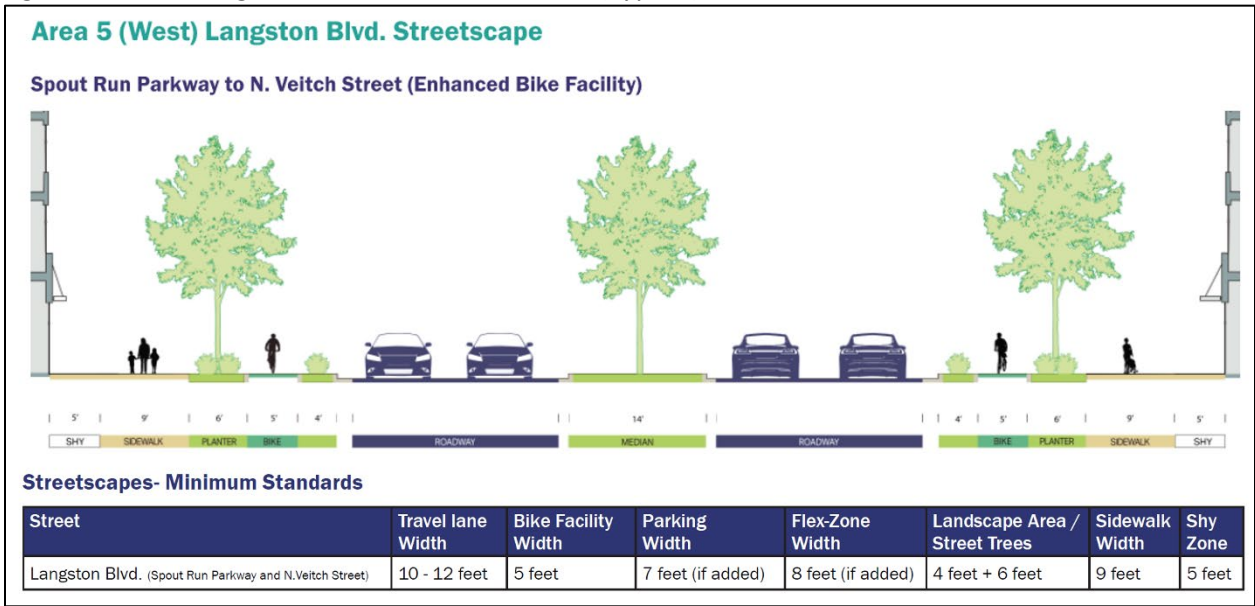
Figure 16: Master Transportation Plan Map



Streets and Sidewalks:

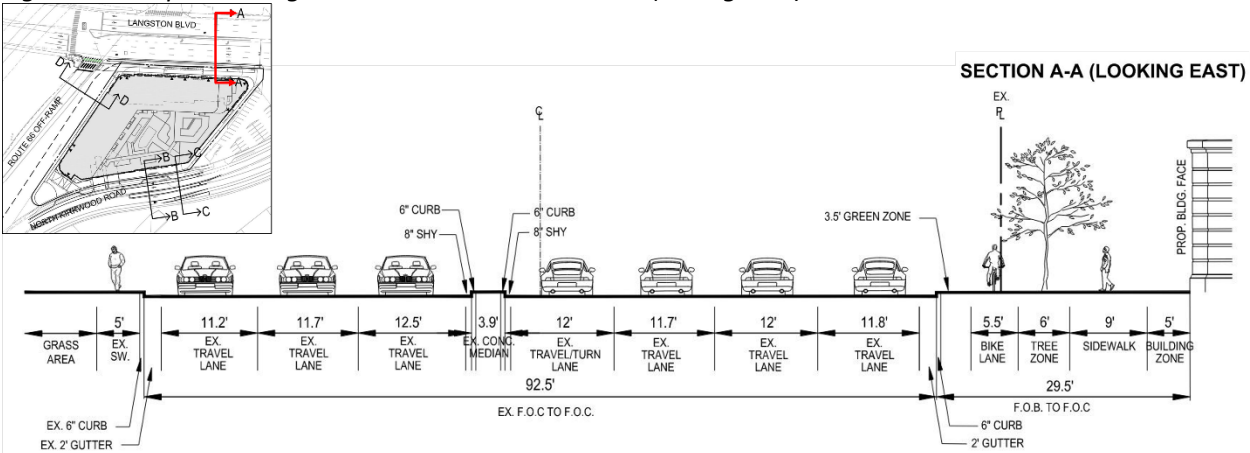
Langston Boulevard: The Master Transportation Plan (MTP) identifies the adjacent segment of Langston Boulevard as a Type D – Primarily Garden Apartments & Townhouses Neighborhoods arterial road. The MTP plans for a Type D arterial to contain two-to-four-travel lanes, turn lanes, no restrictions on driveway access, and high on-street parking priority. The LBAP specifies that the segment of Langston Boulevard located to the immediate east shall ultimately consist of a 54-to-62-foot-wide section including four 10-to-12-foot-wide travel lanes (two in either direction) separated by a 14-foot-wide landscaped median. At a minimum, the LBAP plans for the streetscape to consist of a 29-foot-wide section including a 4-foot-wide landscape zone, 5-foot-wide bike lane, 6-foot-wide planter/tree zone, a 9-foot-wide sidewalk, and a 5-foot-wide shy zone. The adjacent segment currently consists of an approximately 93-foot-wide street section, consisting of six 11.7-foot-wide to 12.7-foot-wide travel lanes (three in either direction), a 12.2-foot-wide left-turn lane for traffic turning north onto Spout Run Parkway, and a 3.9-foot-wide median. The streetscape along the site's frontage consists of a minimum 13-foot-wide section, including a 2-foot-wide grass strip, 5-foot-wide sidewalk, and a minimum 6-foot-wide landscape area. The site currently has one driveway entrance onto Langston Boulevard. The Virginia Department of Transportation (VDOT) owns and maintains Langston Boulevard and the Interstate 66 off-ramp, and will therefore need to approve any improvements affecting their right-of-way.

Figure 17: LBAP Langston Boulevard Cross-Section (Typical)



The applicant proposes to generally retain the existing Langston Boulevard street section, but to modify the streetscape along the site's frontage. For the street, the applicant proposes to reduce the outermost eastbound travel lane by approximately 1 foot to a 11.8-foot-width. The applicant proposes the reduced travel lane in order to increase the gutter pan from being 1.5-foot-wide to a 2-foot-wide VDOT-compliant width and to increase the streetscape width by 0.5 feet. For the streetscape, the applicant proposes an approximately 29.5-foot-wide streetscape consisting of a 3.5-foot-wide green zone for landscaping, a sidewalk-level 5.5-foot-wide bike lane, a 6-foot-wide tree zone, a 9-foot-wide sidewalk, and a 5-foot-wide shy zone. The applicant proposes to remove an existing driveway entrance from Langston Boulevard so that the site no longer has direct vehicle access to this street.

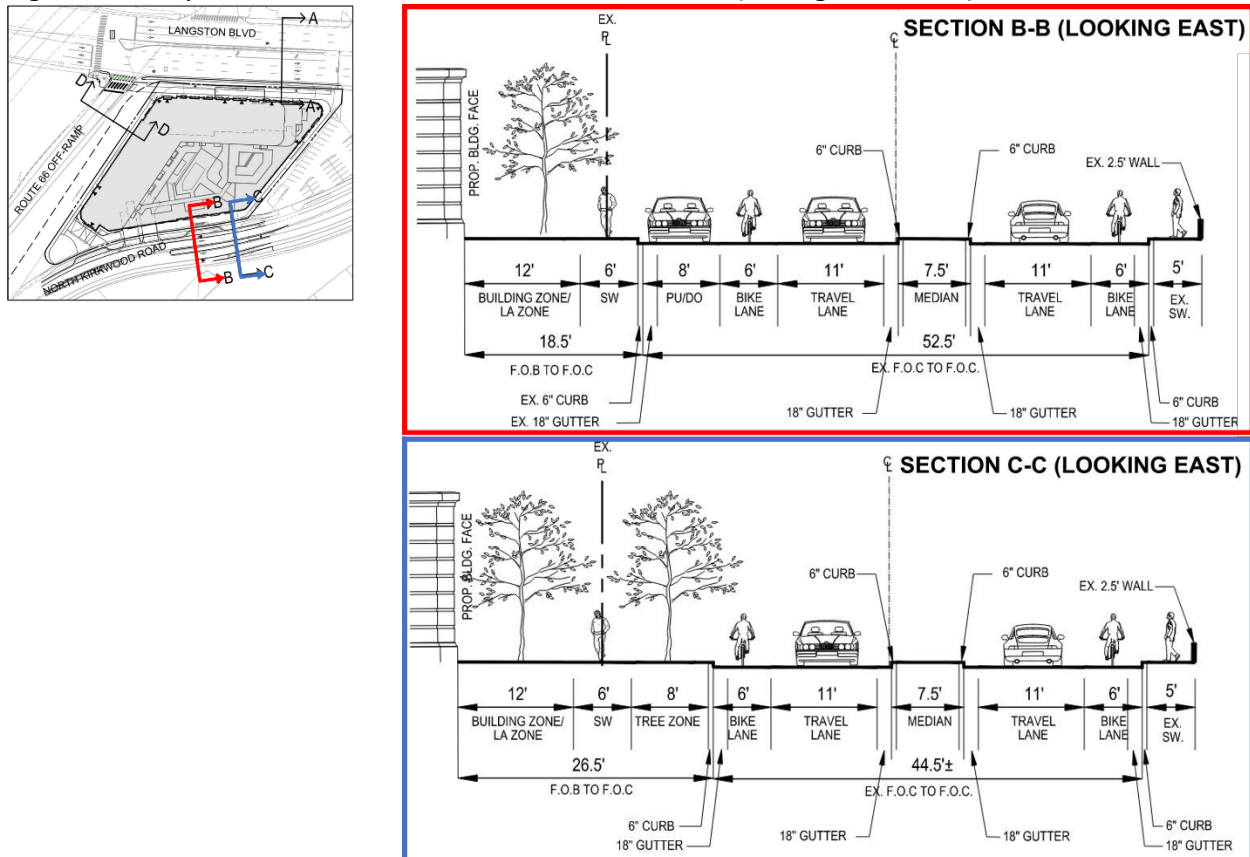
Figure 18: Proposed Langston Boulevard Cross-Section (Facing East)



Kirkwood Road: The MTP identifies the adjacent segment of North Kirkwood Road to be a Type E – Primarily Single-Family Residential Neighborhoods arterial road. The MTP plans for a Type E arterial road to ultimately consist of two to four travel lanes, no driveway or access restrictions, medium on-street parking priority, 5-to-6-foot-wide sidewalks, and 4-to-6-foot-wide landscape strips. The LBAP identifies North Kirkwood Road as an existing primary street with existing bike lanes. The LBAP recommends a greenway along North Kirkwood Road for overland relief (see Stormwater Management and Flood Resiliency below), but notes the design will be dependent on site-specific conditions affecting stormwater flow. The adjacent segment of North Kirkwood Road currently consists of an approximately 43.7-foot-wide street section containing a 5.7-foot-wide southbound bike lane, 9.8-foot-wide southbound vehicle travel lane, 4.1-foot-wide median, an up to 16.5-foot-wide northbound vehicle travel lane, and a 4.6-foot-wide northbound bike lane. The northbound travel lane narrows to approximately 10-foot-wide to the east of the property where there is on-street parking. The streetscape consists of an approximately 16.1-foot-wide streetscape section containing a 2.6-foot-wide grass strip, 4.9-foot-wide sidewalk, and 8.6-foot-wide tree zone. The site currently has two driveway entrances onto North Kirkwood Road, one of which is aligned with a median break for access to/from the northbound travel lane.

The applicant proposes changes to North Kirkwood Road to accommodate the new site access, but generally proposes to retain the existing street condition. The applicant proposes to close the eastern-most driveway entrance and the associated median break, reconfigure and widen the remaining driveway entrance to serve the proposed garage and loading/trash bay entrance, provide a new median break for this entrance, and widen a portion of the street to include an 8-foot-wide on-street parking lane for pick-up/drop-off activities on either side of the garage entrance. For the streetscape, the applicant proposes an approximately 26.5-foot-wide streetscape section consisting of an 8-foot-wide tree zone, 6-foot-wide sidewalk, and 12-foot-wide shy and landscaping zone. For the sections with the above-mentioned parking, the applicant proposes to remove the 8-foot-wide tree zone to allow space for the parking.

Figure 19: Proposed North Kirkwood Road Cross-Section (Facing Northeast)



Transit Service: The MTP identifies the adjacent segment of Langston Boulevard to serve the primary transit network, which offers all-day transit service every 15 minutes. Arlington Transit (ART) route 55 directly serves the site with an existing bus stop located on the site's frontage with Langston Boulevard. ART route 55 operates daily with service every 15 minutes during weekdays and every 20 minutes on weekends. ART route 55 connects the site to the East Falls Church Metro Station to the west, and to the Rosslyn Metro Station to the east. The existing bus stop is currently improved with a bench. The applicant currently proposes to remove the bus stop bench. Staff is working with the applicant to retain and incorporate the existing bus stop into the proposed Langston Boulevard streetscape.

Bicycle Facilities: The MTP and LBAP plan for the adjacent segment of Langston Boulevard to ultimately contain bike lanes in either direction, and to retain the existing bike lanes along the adjacent segment of North Kirkwood Road. The LBAP further specifies that Langston Boulevard bike lanes be enhanced 5-foot-wide bike lanes, consisting of the landscape buffering shown in the cross-section above under the Langston Boulevard text. The adjacent segment of Langston Boulevard does not have existing bike lanes. A Capital BikeShare station is located less than 100 feet east on the north side of North Kirkwood Road.

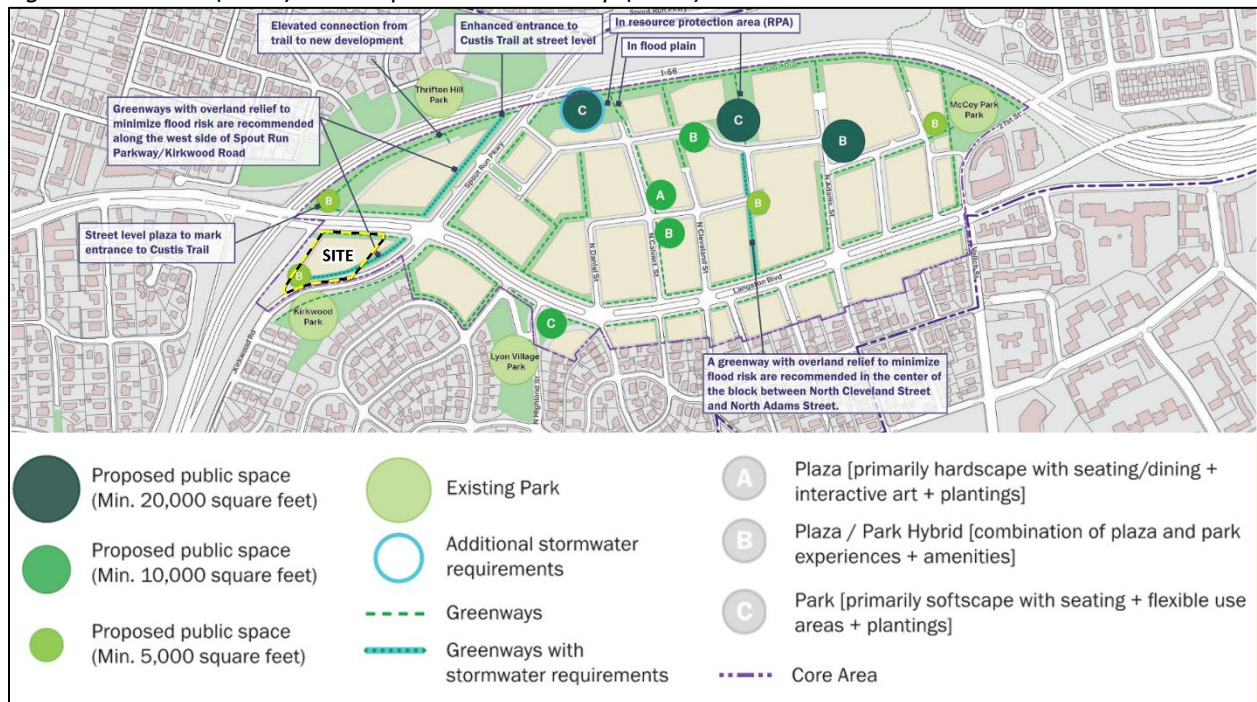
As mentioned under the Langston Boulevard text above, the applicant proposes to construct a buffered sidewalk-level 5.5-foot-wide bike lane along the Langston Boulevard frontage. To accommodate bicycle parking by residents and retail staff, the applicant proposes 134 Class I (long-term, secured) bicycle parking spaces. The applicant proposes 130 of the Class I bicycle parking spaces be for residents located in a secure room in the below-grade level of the garage, and 4 of the spaces be for retail staff located on the ground level of the parking garage. To accommodate visitors, the applicant proposes 18 Class III (short-term, unsecured) bicycle parking spaces as bicycle racks, including 6 spaces at the northeast corner of the site along Langston Boulevard, 6 spaces at the northwest corner of the site along Langston Boulevard, and 6 spaces at the southwest corner of the site within the proposed plaza.

Multimodal Transportation Analysis and Trip Generation: The applicant submitted a Multimodal Transportation Assessment (MMTA) which was prepared by VIKA Virginia LLC, dated October 29, 2024. The analysis assumes that approximately 48 percent of the trips will not use a personal vehicle. During the AM peak period, the analysis anticipates 42 vehicle trips, 33 transit trips, and 6 bicycle or pedestrian trips. When compared to the approved pharmacy use, the analysis anticipates 4 new vehicle trips, 29 new transit trips, and 3 new bicycle or pedestrian trips in the AM peak period. During the PM peak period, the analysis anticipates 49 vehicle trips, 39 transit trips, and 7 bicycle or pedestrian trips. Compared to the approved pharmacy use, the analysis anticipates 55 less vehicle trips, 28 new transit trips, and 2 new bicycle or pedestrian trips in the PM peak period. The analysis assessed six intersections within the vicinity of the site. The analysis concluded that all intersections operate at overall acceptable levels of service, and will continue to do so with or without the proposed development.

Table X. Anticipated Transportation Trips		
Mode of Travel	AM Peak Trips	PM Peak Trips
Private Automobile	42	49
Transit	33	39
Bicycle/Pedestrian	6	7
Net New Trips (Proposed Trips Minus Existing Pharmacy Use Trips)		
Private Automobile	+4	-55
Transit	+29	+28
Bicycle/Pedestrian	+3	+2

Stormwater Management and Flood Resiliency: The LBAP recommends maximizing overland relief in flood prone areas, such as the subject site. To do so, the LBAP further recommends an approximately 50-foot-wide greenway be developed along the west side of North Kirkwood Road, including along the site's frontage, and that the greenway be designed to accommodate overland relief. The LBAP also notes the greenway's width and design will be determined by site-specific conditions including topography, stormwater flow paths, and building entrances and access points. To address on-site stormwater management, the applicant proposes vegetated roofs and stormwater planters. Staff continues to work with the applicant to address the plan recommendations based on the site-specific conditions.

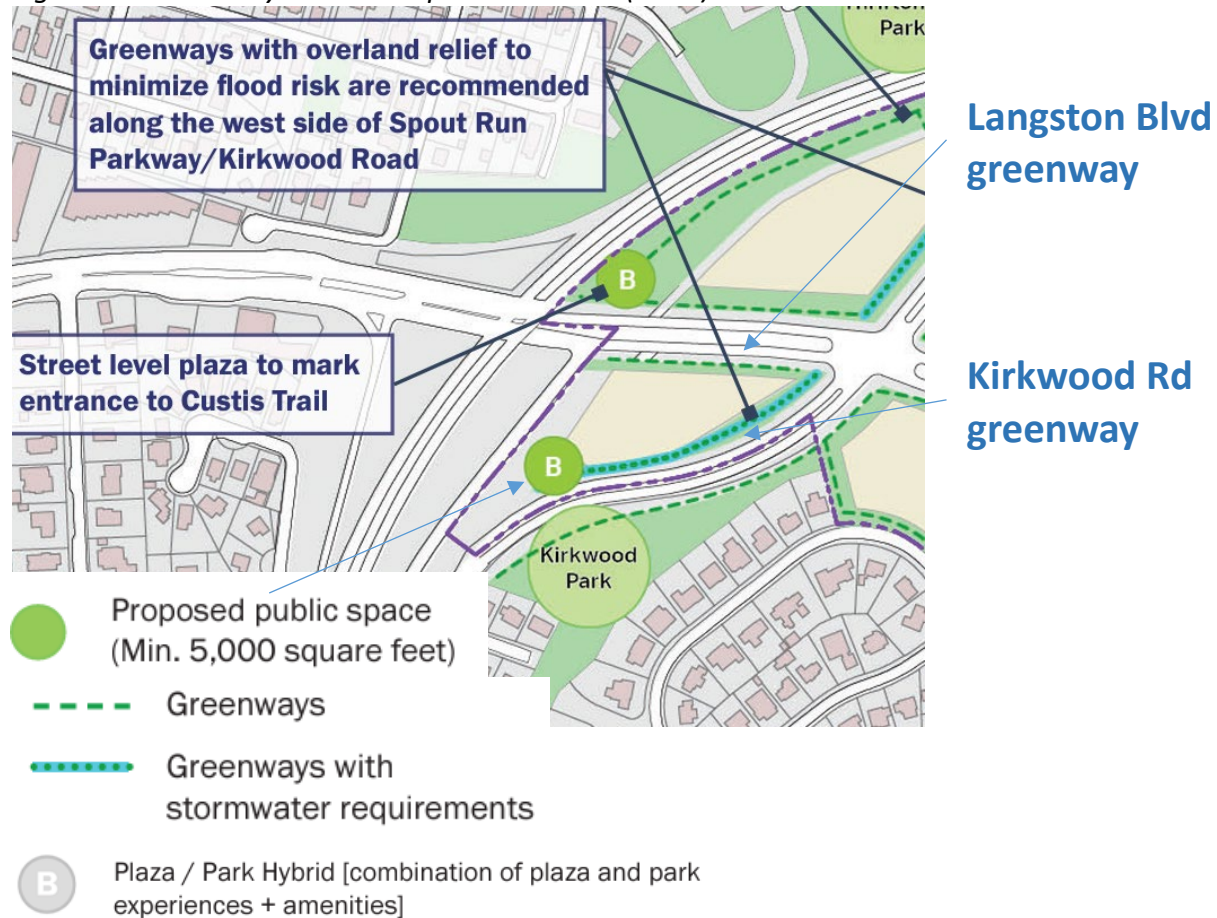
Figure 20: Area 5 (West) Public Space Network Map (LBAP)



Utilities: The Applicant proposes sanitary sewer and water main improvements to support the proposed development.

Open Space & Landscaping: The Area Plan calls for greenways along the Langston Boulevard frontage and the Kirkwood Road frontage. On Langston Boulevard, the greenway should be designed to account for site-specific conditions, such as retail uses, building access points, and outdoor café seating. On Kirkwood Road, the greenway should be designed mainly for stormwater mitigation and should be approximately 50 feet wide.

Figure 21: Greenways & Public Space Guidance (LBAP)



For residential open space and courtyards, the Applicant proposes a courtyard on the top of the 3-story podium with residential amenities and plantings, as well as terraces on the third and 12th stories that will also include plantings. The Area Plan calls for the provision of courtyards and residential amenity spaces in order to provide biophilic design opportunities and to allow light and air into dwellings. The Plan further prescribes that private open spaces shall be designed with tree canopy, vegetation, and stormwater mitigation elements in mind. Specific to this site, the Plan calls for private open areas to cover at least 25% of the buildable area. The proposed private open area on the site is 42%. Along the streetscapes, the Applicant will provide street trees that are in conformance with County standards.

Figure 22: Proposed Site Plan with Open Space & Landscaping



The Area Plan also calls for a minimum 5,000 square-foot public park and plaza hybrid space in the southwest corner of the site. The bullets below provide an overview of general guidance for the space's design and function. The Applicant is providing that public space, which is approximately 5,208 square feet.

Figure 23: Proposed Public Plaza/Park

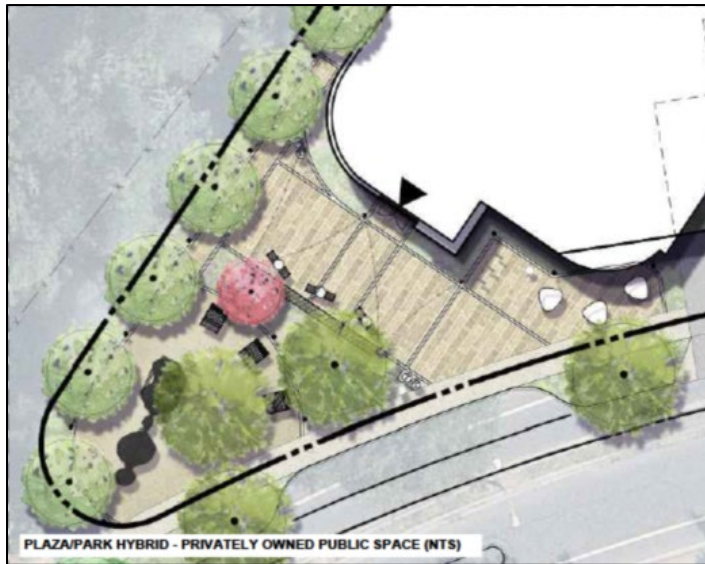


Figure 24: Public Space Guidance (LBAP)

- All planned privately owned public spaces should be designed, coordinated and multi-functional to allow activities and recreational uses, environmental protection, casual use, and community gatherings and special events.
- Plaza-Park Hybrid Spaces should provide a combination of hardscape surfaces, pervious where possible, and planting areas that blend plaza functions with a park-like setting. Plaza-Park Hybrid Spaces should have trees and planters integrated in the center and/or along the edges of the space.
- In broad terms, spaces in the Mixed-Use District and Activity Hubs should include areas for casual use, movable seating, pop up events, and social interaction where adjacent buildings are occupied with restaurants, cafes/outdoor dining, and retail shops on the ground floor and generate pedestrian activity.
- Privately-owned public spaces offer opportunities to incorporate productive landscapes that provide stormwater mitigation, promote biophilia, reduce impervious coverage and provide natural, native species planting to support flora and fauna habitats.
- To the extent practicable, native plants should be used to maximize hardiness and habitat value and to reduce potential for invasive species.
- Existing mature trees should be protected and conserved whenever feasible.
- Where there is an opportunity to detain stormwater, within or below the space, and/or provide overland relief to reduce downstream flooding and flood risk, the landscape in these spaces should include native species.

Sustainable Design: The building is proposed to be designed to achieve an LEED “Gold” certification, and is seeking additional density under the [Green Building Density Incentive Program](#). The Applicant has noted inclusion of the following additional elements from the Program: energy optimization, energy star appliances, electric vehicle charging and infrastructure, use of bird-friendly materials, light pollution reduction, and energy benchmarking, commissioning, and metering.

Community Benefits

Community benefits for additional density have yet to be determined as of the date of this report. However, site plan projects also deliver a number of standard benefits that are required by conditions of approval, including a Public Art contribution, Utility Fund contribution, and streetscape improvements, including undergrounding of existing utilities around the site.

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

Additional Density: The Applicant is requesting 165,028 square feet of total additional density above the total base density of 139,057 square feet. The community benefits associated with additional density are under review by staff.

Density Exclusions: The Applicant is requesting density exclusions for below-grade mechanical/service space and vertical shafts. Proposed density exclusions are under review by staff.

Required Parking Ratio: The Applicant is requesting to reduce the residential parking ratio from 1.08 spaces per unit (321 spaces total) to 1.07 spaces per unit (318 spaces total). This parking modification is under review by staff.

Required Loading Spaces: The Zoning Ordinance requires at least one off-street loading space to be provided for each use classification, but for multi-family uses over 50 units, a loading space is required for each additional 200 units or fraction thereof. The project proposes two individual loading spaces that serve residential and retail uses. Under the loading space requirements, a total of two residential loading spaces are required in addition to one loading space for retail use, for a total of three loading spaces required. This modification is under review by staff.

SPRC Chair:

Nia Bagley	Planning Commission	nbagley@commissions.arlingtonva.us
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