



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of October 13, 2007**

DATE: October 1, 2007

SUBJECT: George Mason University (“Mason”) plans for Phase II of its Arlington campus expansion at Virginia Square.

Applicant:

George Mason University

By:

Charles Fanshaw
George Mason University
10 Facilities Administration Building - Mail Stop 1E4
4400 University Drive
Fairfax, Virginia 22030

C.M. RECOMMENDATION:

Approve the Draft Resolution (Attachment F).

SUMMARY: George Mason University (Mason), as a State University, is exempt from Arlington County’s customary land use approval procedures. However, an August 29, 1994 Memorandum of Understanding (MOU) between Arlington County and Mason (Attachment A) outlined an agreed upon community review process for its campus expansion in lieu of the normal site plan review process.

The Mason Arlington Campus Master Plan (Attachment B) guides development on the subject site. The proposed development is consistent with the master plan framework. In addition, the Mason Phase II development generally responds to key elements of the County’s Virginia Square Sector Plan. However, given that there remain uncertainties about Phase II and the future

County Manager: _____

County Attorney: _____

Staff: Rich Dooley, DCPHD, Planning Division
Robert Gibson, DES, Transportation Planning
Terry Holzheimer, AED
Jennifer Ives, AED

PLA-4788

Phase III project, staff recommends that the County Board approve the draft resolution provided in Attachment E, which attempts to address those uncertainties.

BACKGROUND: In 1979, the Arlington Campus was created when the Commonwealth of Virginia General Assembly authorized George Mason University to establish a law school in the building formerly known as the Kann's department store. The following year the university established the graduate and continuing education programs and fine arts gallery at the Arlington Campus. Arlington continues to be home to the Mason Law School as well as the principal programs in Public Policy including the Masters programs in International Commerce and Trade Policy; Transportation Policy, Operations, and Logistics (M.A.); and Peace Operations. The campus also houses a variety of research and policy centers including the Mercatus Center; the Center for Conflict Analysis and Resolution; the Center for Humane Studies; and the Council for Community and Economic Research among others. Development has evolved from the renovation of the former department store to the construction of now a fourth campus building in the Phase II building (to be added to the renovated building, the Phase I Law School and the Foundation Building). Eventually, some 2,500 students, faculty and staff will be part of the university community in Arlington.

Prior to the construction of the first new building in 1994, Arlington County entered into a Memorandum of Understanding (MOU) with George Mason University to provide guidelines for future campus development. The MOU sets out the terms of the agreement between the County and Mason for the Phase I plan review process and it sets the framework for the review of future phases (Phase II and III) of the campus expansion project. As was the case in Phase I, this report does not contain a set of site plan conditions that are typical in site plan projects. However, county staff provided Mason with a set of standard site plan conditions. Mason has stated that it will endeavor to comply with the standard site plan conditions during the Phase II construction process.

Phase I, completed in 1997, is a 140,000 gross square-foot library building, currently located at the NW corner of Fairfax Drive and Kirkwood Road. Mason is now presenting to the County information on Phase II of its plans to expand its Arlington campus. The Phase II building and its underground parking garage will replace an existing surface parking lot. The building is planned to be built adjacent to and west of the Phase I building, and adjacent to and east of the future Phase III building.

The Phase II proposal has been developed in a spirit of collaboration between Mason and Arlington County. With partial funding from Arlington County, Mason plans to construct an academic building at the Virginia Square campus that will contain a 438-seat library containing 100,000 volumes, a 300-seat auditorium, a 5,670 s.f. multipurpose room, a 27,000 s.f. plaza, a café with associated outdoor seating in the plaza, a bookstore, two 75-seat classrooms, four 50-seat classrooms, twenty-six 35-seat classrooms, and a television studio.

The following provides additional information about the site and location:

Site: The proposed site for all three phases contains 221,107 s.f. (5.076 acres) of site area and is on a block bounded by Kirkwood Road, Fairfax Drive, Washington Boulevard, and North Monroe Street (RPC #15-087-027). Adjacent development includes:

- To the north: Immediately to the north of the proposed building is an alley, and to the north of the alley, facing Washington Boulevard, is the Mason Foundation Building (SP #349), zoned “C-O” and designated “Public” on the GLUP, and Truland Hall, zoned “C-O” and designated “Low Office-Apartment-Hotel” (1.5 FAR allowable) on the GLUP. To the north of those buildings, small businesses exist across Washington Boulevard. The sites fronting Washington Boulevard are zoned “C-2” and designated “Service Commercial” on the GLUP.
- To the west: Directly to the west of the location where the Phase III building is planned to be built is the Federal Deposit Insurance Corporation (FDIC) office building. The parcel is zoned “C-O” and designated “High Office-Apartment-Hotel” (3.8 FAR allowable) on the GLUP. Across Monroe Street from FDIC are small businesses, zoned “C-2” and designated “High Office-Apartment-Hotel” (3.8 FAR allowable) on the GLUP, and a Special Affordable Housing Protection District, zoned “RC” and designated “High-Medium Residential Mixed-Use” (3.24 FAR allowable) on the GLUP.
- To the east: Directly to the East of the Phase II building is the Phase I library building. Across Kirkwood Road is the St. Charles Catholic Church, zoned “C-3” and designated “Semi-public” on the GLUP.
- To the south: Across Fairfax Drive are small businesses, zoned “C-O-1.5” and designated “Medium Density Mixed-Use” on the GLUP, and a service station, zoned “C-2” and designated “Medium Density Mixed-Use” on the GLUP.

Zoning: The site is zoned “C-3” General Commercial Districts.

Land Use: The site is designated “Public” on the General Land Use Plan (GLUP), to reflect the educational and State-owned nature of the use.

Neighborhood: The property is located within the Ballston - Virginia Square Civic Association.

Proposed Development: The following table sets forth the statistical summary for the project.

Mason Arlington Campus Expansion

	Phase I - Library	Proposed Phase II Project	Totals Through Phase II
SITE AREA			221,107 s.f. ¹
Density			
Library G.F.A.	134,585 s.f.	27,280 s.f.	161,865 s.f.
Auditorium GFA		4,439 s.f.	4,439 s.f.
Classroom GFA		34,200 s.f.	34,200 s.f.

¹ This is the site area on which all three phases of the Mason Arlington Campus will reside.

	Phase I - Library	Proposed Phase II Project	Totals Through Phase II
Multipurpose room GFA		5,670 s.f.	5,670 s.f.
Office GFA		77,338 s.f.	77,338 s.f.
Retail GFA		9,746 s.f. ²	9,746 s.f.
Other GFA		85,327 s.f.	85,327 s.f.
Total G.F.A.	134,585 s.f.	244,000 s.f.	378,585 s.f. ³
Total Density	0.61 FAR	1.10 FAR	1.71 FAR
"C-3" Max. Permitted Total FAR by Site Plan⁴			3.0
Building Height			
Average Site Elevation:	262.5 feet	262.5 feet	
Top of Structure Elevation:	335 feet	380.5 feet	
Top of Structure Height:	58 feet	118 feet	
Number of stories:	5 stories	7 stories	
"C-3" Max. Permitted Height by-right	75 feet	75 feet	
"C-3" Max. Permitted Height by Site Plan	125 feet	125 feet	
Parking			
	134	443	577
"C-3" Required Parking⁵	N/A	N/A	N/A
LEED Score		30 points	

Density & Uses: The density for Phase II is 1.10 FAR, and the total FAR of Phases I and II is 1.71 FAR; this leaves a balance of 284,736 square feet (or 1.29 FAR) of unused GFA in the site's master plan. These densities, and those in the chart above, do not include the original building, which is scheduled to be demolished before implementation of Phase III. A total of

² This includes a café and a bookstore.

³ This does not include the original GMU building (131,272 s.f.) that exists on the western part of the overall parcel since it will be torn down at the beginning of Phase III. If it were included, the total GFA at the end of Phase II would be 509,857 s.f., with a resulting FAR of 2.3.

⁴ By-right density in the "C-3" zoning district is limited by height, building placement, and required parking.

⁵ The Zoning Ordinance does not specify the required number of parking spaces for college or university buildings. Sec. 33.C.4.a.4 of the Ordinance states, "Schools of higher instruction: Such parking space as may be determined to be necessary in accordance with policy set forth above." The Arlington County / GMU MOU dictates that 1,100 on-site parking spaces be provided by the end of the Phase III project.

1,100 garage parking spaces are planned for the entire three-phase campus expansion. Phase II will have a three-level parking garage containing 443 spaces. The Phase II project's primary uses, which generally support student activities, include classrooms, a general multipurpose room, library, TV studio, café, bookstore, auditorium, and an outdoor plaza.

Site and Design: A public plaza, proposed between the building and Fairfax Drive, will eventually link all three phases of the campus expansion, consistent with the Campus Master Plan and the Ballston-Virginia Square Sector Plan. This plaza will allow a variety of sub-spaces with differing functions that incorporate seating and shade within the larger plaza. Bike racks that support alternative modes of transportation will be provided at various points on the plaza and in the parking garage. The Plaza Operations group (made up of Mason representatives and Arlington County staff) will determine the plaza's operations. The Operations group will create, and include in an eventual MOU, protocols for the plaza's programming and use and coordinate activities.

The building in general has been described as a "spiral" with the majority of the 7-story building mass on the west side of the proposed building, sloping down to the east. The low point of the spiral at four stories is the cylindrical library on the eastern edge of the site.

The 300-seat raked floor auditorium and a pair of 75-seat auditoriums share the ground floor with a divisible multipurpose room, coffee cafe and retail portion of the bookstore. The exterior materials include glass, metal panels of various textures and tones of the same color and a precast back bar that will be visible from the street. The glazing in the project will be used strategically to support the public spaces and faculty offices. It is a project goal to reinforce the differences in character between this collegiate building and the surrounding office buildings.

Transportation: The Master Transportation Plan – Part 1 classifies Fairfax Drive and Kirkwood Road as minor arterials and Washington Boulevard as a principal arterial.

Parking: In conjunction with the development of the university's master plan in the early 1990s, the university employed JHK, a traffic engineering and transportation planning/consulting firm, to conduct three transportation planning studies. The first report, A Parking Study for the GMU-Arlington Campus, June 1992, analyzed existing parking facility resources, utilization, and management policies in an effort to quantify the future parking demand for the university's master plan. The report recommended a range of daytime and evening parking to be provided on- and off-site based upon varying levels of public transportation usage and parking fee structures.

The second parking study, GMU-Arlington Campus Future Parking Strategies, May 1994, built upon the earlier effort to estimate parking demands based upon refined student enrollment projections, and implementation of transportation demand management strategies to encourage commuting alternatives to the single-occupant automobile.

The third report, Traffic Impact Analysis for the GMU-Arlington Campus, 1994, assessed the impact of the university's master plan expansion on the adjacent arterial street network. The consultant analyzed intersection level of service for an interim time, which includes Phase I and II development (which is served by a single driveway to Kirkwood Road) and the total build-out of the

site with driveway entrances to Kirkwood Road and to Fairfax Drive. In addition, the university has also prepared a report titled, GMU-Arlington Campus Interim Parking Strategies, 1994, addressing parking demand mitigation during the phased construction of the university master plan. Analysis of the transportation planning studies is described in further detail in this report.

Transportation Demand Management Program: The GMU-Arlington Campus Future Parking Strategies report estimates a substantial shift in mode choice from drive alone to non-single occupant vehicle (non-SOV) travel. The University currently implements a Transportation Demand Management Program to discourage single occupant vehicle commuting to the site to lessen the impact of the development on the local transportation system. The University's TDM program is briefly summarized below.

- **Transportation Coordinator:** A staff member of the building management team is designated the Transportation Coordinator and is responsible for implementing the traffic mitigation and parking management program to the University employees and students, and acts as a liaison to the County's transportation planning staff and the Commuter Assistance Program (CAP).
- **Rideshare Strategies:** Several strategies are implemented to encourage group riding by promoting ridesharing and transit use to University employees and students, displaying ridesharing promotional material in the building. The material includes transit information, routes, schedules, fare media, and ridesharing brochures. The University also operates a transit shuttle from the main Fairfax City Campus to the Vienna Metrorail Station.
- **Parking Strategies:** Parking management strategies such as preferential (reserved) parking spaces near elevators and subsidized parking rates for carpools will be implemented upon completion of Phase III to further encourage ridesharing. Parking on-site is limited to employees or students taking classes at the Virginia Square campus and a fee is charged for parking.
- **Transit Subsidies:** Transit subsidies up to \$110 per month are provided to University employees to promote public transportation alternatives for employee commuting to the site. The University is considering extending the transit subsidy program to students. Funding is uncertain at this time.
- **Bicycle Parking/Facilities:** Mason proposes and supports the provision of bicycle parking/storage facilities on or near the public plaza and within the parking garage built in Phase II. Showers and locker storage facilities are proposed to further encourage bicycling to the campus as an alternative to SOV commuting.

Interim Construction Parking Strategies: The University estimates existing parking demand at 485 and 785 parking spaces during the daytime and evening class periods. Upon initiation of Phase II construction the University will lose the parking spaces located on the surface lot adjacent to the Law Library Building and most of the parking beneath the Law Library. The University has secured off-site parking from the Truland and George Mason University Foundation Buildings to address the parking needs during Phase II construction. A total of 496 and 784 parking spaces will be available during the daytime and evening class periods. As previously discussed, the University will continue to implement their TDM program.

Traffic Impact Analysis: A Traffic Impact Analysis (TIA), prepared by Wells & Associates, for

the University, assessed the impacts of the Phase II improvements on the adjacent street system. The TIA evaluated nine intersections in the immediate vicinity of the University in the Virginia Square/Clarendon areas. Vehicle and truck access to the University parking garage and loading dock for Phases I and II is provided from a driveway entrance off Kirkwood Road. Direct access is also available to the University garage from Washington Boulevard adjacent to the George Mason University Foundation Building. A substantial amount of shared parking for the University is located in the George Mason University Foundation Building (Table 1), which also has a shared entrance to their parking garage with the FDIC Building on Washington Boulevard, which operates under traffic signal control. A third entrance to the parking garage is planned from Fairfax Drive adjacent to the FDIC driveway with the third and final phase of construction of the University master plan.

Table 1 – Mason Arlington Campus Parking Update

Note	Location	Current		Starting 11/7/06 (4)		Starting 12/1/08 (5)		Starting 9/1/11	
		Day	Night	Day	Night	Day	Night	Day	Night
	Phase I	134	134	0	0	134	134	134	134
1	Existing Sfc. Lot	250	250	0	0	0	0	0	0
	Truland Bldg.	134	134	134	134	134	134	134	134
2, 3	GMUF Bldg.	312	550	362	550	312	550	0	400
	Phase II					443	443	443	443
	Phase III							512	512
	FDIC		100		100				
	Totals	830	1168	496	784	1023	1261	1223	1623
6	Spaces req'd per 1994 County / GMU MOU	485	785	485	785	735	985	1130	1590
	Delta	345	383	11	-1	288	276	93	33

- Notes
- 1 – Existing surface lot totals does not include managed, “stacked” parking by parking attendants; such parking can provide up to additional 30 vehicles to the capacity
 - 2 – Information based on parking lease- start date 7/1/06, end date 6/30/11; supplemental agreement to stack parked cars (312 + 50 = 362)
 - 3 – Spaces shown for 2011 and beyond will require a lease extension with GMUF for 400 spaces during the night.
 - 4 – Anticipated construction start date – 11/7/06
 - 5 – Anticipated base building completion date – 12/1/08
 - 6 – Per the 8/29/94 MOU between Arlington County and GMU

The TIA evaluated existing and future peak hour intersection level of service for Phase II. The consultant found that the intersections evaluated currently operate at acceptable levels of service during both the AM and PM peak hours with the exception of the multi-leg intersection of Fairfax Drive, Kirkwood Road and 10th Street, which operates at LOS “F” during the PM peak hour. With signal timing adjustments, the consultant notes the intersection would operate at

acceptable levels of service. The TIA concluded that the signalized intersections in the study area would continue to operate at acceptable levels of service upon completion of Phase II with the exception of the un-signalized intersection of the George Mason University Foundation driveway with Washington Boulevard during the PM peak hour. Employees exiting the building during the evening peak period can also exit the garage via the signalized driveway entrance adjacent to the FDIC Building.

Transit: The subject site is well served by public transportation. The Virginia Square-GMU Station is located one block west of the site at Fairfax Drive and North Monroe Street and is served by the Metrorail Orange Line. Metrobus service is also available on Washington Boulevard (Route 38B) one block to the north. Route 38B provides service between the Ballston – MU Metrorail Station and Farragut Square Metrorail Station in the District of Columbia. Additional bus service is also available two blocks to the south on Wilson Boulevard. Metrobus Route 24 provides service between Ballston and the Pentagon. ART Route 41 is also available along Wilson Boulevard and provides service from the Columbia Heights neighborhood on Columbia Pike and along the Rosslyn-Ballston Corridor between Ballston and the Courthouse Metrorail Stations.

Bicycle Access: The site is conveniently located near several bicycle routes. An on-street bike lane is signed on Fairfax Drive and provides convenient connections to other bike lanes and trails. The I-66 Custis Trail is located west of the site on Fairfax Drive in Ballston, which provides connections to the many other routes and community facilities, including the Mt. Vernon Trail near Rosslyn and the W & OD Trail near East Falls Church. The Bluemont Junction Trail is also located west of the site on Fairfax Drive and provides connections to south Arlington via the W & OD Trail. As discussed in the TDM section, the University has proposed to install bicycle storage facilities and locker room/showers for employees and students. Convenient bike storage facilities should also be installed along Fairfax Drive and/or the plaza to provide convenient access to the campus facilities, e.g., bookstore and future café.

Utilities: Adequate water and sanitary sewer capacity is available to serve the proposed development. Local improvements will be required to provide service to the building and to relocate an existing 96-inch storm sewer box culvert, sanitary sewer, and water line services crossing the site. The applicant has proposed to relocate the 96-inch storm sewer box culvert to facilitate the construction of the parking garage. The box culvert is proposed to be located inside the parking garage along the western foundation and wall for the building structure. The Department of Environmental Services is concerned about the storm sewer box culvert being located under a building structure and the ability to access the sewer for maintenance and repairs, until the box culvert is relocated in Phase III. Accurate surveys and civil engineering and construction drawings are not available at this time for review. Staff will review the civil engineering drawings and construction plans and may provide specific provisions concerning foundation footings, box culvert materials and design, minimum distance separation between other utilities and foundations and maintenance responsibilities.

DISCUSSION

George Mason University, a world-class educational facility with a campus located in one of Arlington's transit-oriented urban villages, provides a significant benefit on the economic development and cultural climate of the community. It also serves as a major public space,

offering educational, recreational, meeting, and cultural opportunities to the County. As such, the Mason Phase II proposed development would further benefit residents and businesses in Arlington County and nearby areas.

Since Mason is a State University and is exempt from Arlington County's customary land use approval procedures, this report and associated project does not have site plan conditions attached to it. However, staff and community representatives have worked with the Mason team to incorporate Arlington County's urban design principles into the Phase II project, and staff plan to work with Mason and remind the university that it needs to build the Phase II project as it is designed.

Adopted Plans and Policies: The Arlington County General Land Use Plan (GLUP), the Virginia Square Sector Plan, and the Mason Arlington Campus Master Plan (Attachment B) guide development on the subject site. The Master Plan, approved by the Arlington County Board in 1994, shows the general build-out of the three-phase campus expansion. The Master Plan also indicates how the Phase II development provides a functional and visual link between the 140,000 s.f. Phase I project, completed in 1997, and a future Phase III 350,000 s.f. campus building yet to be programmed and designed. The proposed Phase II development is consistent with those plans. In addition, the proposed design for the Mason Phase II project is generally consistent with recommendations in the Virginia Square Sector Plan (Attachment C).

LEED: In response to input from Arlington County staff and through discussions with its consultant, Mason proposes a LEED Scorecard achieving 30 points, including significant improvements in the water efficiency section. Appropriate for an institution of higher learning, Mason is also asking for an Innovation in Design point with a Green Education Program wherein Mason has committed to develop a program that will highlight the project's unique sustainable characteristics. Such characteristics are outlined in the project's LEED Scorecard (attached). In addition, numerous LEED point requirements have been included in Mason's project specifications put out for bid. The applicant has registered the project with the USGBC and intends to have it certified to ensure the built product matches its design.

Plaza: The original plans for Phase II provided to the County showed a raised plaza that was approximately two feet (west side) to four feet (east side) higher in elevation than the adjacent sidewalk on Fairfax Dr., and was accessed primarily by stairs. Given the Sector Plan's goals of creating a lively public plaza in this space, the County worked with Mason representatives to improve the plaza's connection with Fairfax Dr. and to make the plaza a more active space.

To help improve the plaza's design, Project for Public Spaces (PPS) facilitated a plaza design charrette, which took place on June 21, 2007 on the Mason Arlington Campus with the participation primarily of Mason representatives and Arlington County staff. The discussion focused on 1) brainstorming a list of issues of concern, 2) identifying opportunities for uses, activities, amenities, and design features, and 3) management and operational considerations with regard to how partners and programming could be brought together to make the plaza function effectively. The charrette report (Attachment D) provides details from the June 21st meeting.

PPS also facilitated a series of meetings from August 20-22, 2007 among Mason representatives, County staff, and community members to evaluate the opportunities and considerations raised at the June 21st charrette for the Phase II plaza, and to identify additional opportunities for the plaza's design and operations. Mason reviewed the report explaining the results of the August meetings (Attachment E) and has a revised the plaza design by incorporating most of the suggestions offered during the August 20-22 meetings. Although the final detailed design of the plaza is pending, staff think that the current conceptual plaza design is an improvement over the original design and that it effectively incorporates many of the comments heard during the August meetings. Regarding the plaza's ongoing use, staff will work with Mason representatives to create a Memorandum of Understanding by June 2008, which will explain in detail how the plaza and the campus buildings will be maintained, operated, and used, including the community's use of the facilities.

Construction mitigation measures: Mason is creating a list of measures, to be provided at the October County Board meeting, that would be implemented to lessen the Phase II project's construction impacts on the surrounding area. Mason is basing its response on comments received at the June 7 SPRC meeting, the standard site plan conditions typically applicable to site plans, and the June 25 Planning Commission meeting comments.

Parking: As identified in the MOU, Mason has agreed to a phased build-out of its on-site parking to create a total of 1,100 spaces at the completion of Phase III. To supplement the campus's on-site parking and meet the parking demand generated by Mason the university has also arranged for additional off-site parking on a shared basis. By utilizing additional off-site parking, the existing parking in the Virginia Square Metro Station Area is utilized more efficiently, while reducing the overall parking supply within the area.

The University is on-track with the master plan phased development to provide 577 on-site parking spaces upon the completion of Phase II. The on-site spaces, combined with the parking provided off-site, meet the estimated parking needs previously identified with earlier studies. Upon the completion of Phase II the daytime and evening parking demands are estimated at 735 and 985 spaces, respectively, which cannot be met with the proposed on-site parking alone. With the addition of the off-site shared parking, the University will have available a parking supply of 1,023 parking spaces during the daytime and 1,261 parking spaces during the evening class period (including off-site parking at the Truland and the George Mason University Foundation buildings) upon completion of Phase II. This would exceed the projected parking demand for Mason limiting impacts to surrounding neighborhoods.

The most recent parking study estimated total daytime and evening peak period parking demands at 1,130 and 1,590 parking spaces, respectively, upon the completion of Phase III. The university proposes to provide 1,100 spaces on-site by the end of Phase III; without the use of off-site parking there would be a shortage of 30 spaces during the daytime and 490 spaces in the evening. Utilizing additional off-site parking spaces at the Truland and the George Mason University Foundation buildings the University will have a total of 1,223 and 1,623 parking spaces available during the daytime and evening class periods, respectively, meeting its projected parking demands. Should conditions change, e.g. an increase in student projections, conversion of the Foundation Building to university use, additional analysis will be required.

Mason has agreed to provide free public parking in its Phase II garage Monday through Friday after 10 pm, after 2 pm on Saturdays, and all day on Sunday. The university wants to meet its students parking needs first, and Mason anticipates that at the above times student parking needs will diminish enough to allow for the public parking on its site.

Arlington County has asked Mason to provide the County with an updated transportation and parking study for review and comment prior to the design phase for Phase III. The parking study shall review the parking requirements identified in the MOU based on Mason's program needs and the ability of the transportation demand management (TDM) plan to reduce the demand for parking associated with the site. The parking study should also review the overall campus' use of a mixture of on-site and shared parking to determine if it is appropriate to reduce on-site parking with a corresponding increase in shared parking.

Streetscape: In Phase I, Mason and Arlington County agreed that Mason would install trees in tree pits along the west side of Kirkwood Dr. adjacent to the Phase I project. However, Mason encountered issues with underground Dominion Virginia Power electrical distribution lines at the time of tree installation, thus eliminating that benefit for the time being. The County's desire is to have street trees planted along the west side of Kirkwood Dr., with trees installed in the existing tree grates as the preferred option, and trees placed in the same area inside above-ground tree boxes as the next best option. Mason agrees to the County's request to wait until Dominion Virginia Power determines whether the electrical lines currently under the tree grates will be moved out from under the grates in 2008 before making any streetscape changes to Kirkwood Dr., thus allowing the preferred option to happen. At a minimum, Mason and Arlington County agree that trees will be planted along the west side of Kirkwood Dr. in above-ground tree boxes; such boxes could be readily moved in the event Dominion Virginia Power needs to access the electrical lines beneath the tree boxes.

Mason will work together with staff to finalize the choice of trees to be planted on the west side of Kirkwood Dr. as well as in the plaza. In the event the Dominion Power electrical distribution lines running beneath the tree grates remain for the foreseeable future, GMU agrees to use raised tree boxes that include shade trees such as *Acer griseum* (Paperbark Maple), or ornamental trees, such as *Lagerstroemia indica* (Crape Myrtle), *Amelanchier canadensis* (Serviceberry), *Prunus x yedoensis* (Yoshino Cherry), or *Chionanthus virginicus* (Chinese Fringetree). Each tree shall have a caliper of at least three inches (3").

The shade trees to be installed in the plaza shall have a caliper of at least three and one-half inches (3.5") with a minimum soil depth beneath the trees of four feet (4'), plus additional space for necessary drainage. Desired shade trees for the plaza include, *Platanus x acerifolia* (London Planetree), *Ulmus parvifolia* (Lacebark Elm), *Tilia tomentosa* (Silver Linden), or *Acer griseum* (Paperbark Maple). In the event Dominion Virginia Power moves its electrical lines, then the County would prefer that the tree grates remain and that Mason representatives coordinate with staff to identify appropriate shade trees to be planted in the existing tree grates.

Community benefits: Mason has created a list of community benefits (Attachment G). It is understood that the new building and plaza represent assets for use by the entire Arlington

community as well as the students and staff of Mason. In response to this recognition, a diverse group of stakeholders including Mason students and administration, community representatives, and staff met in August in order to maximize the utility and functionality of the design of the public plaza as well as the plaza's relation to the existing and proposed buildings. In addition, Arlington County is working with Mason representatives to create protocols for the plaza's programming and use, ensuring community access to the buildings and plaza consistent with the university's primary educational mission.

Universal design: Throughout the Phase II project's design process, Mason has worked with its in-house ADA and universal design expert to ensure that the project complies with ADA requirements and, to the best extent possible, universal design concepts are woven into the project's design.

Phase III: Mason has agreed to work closely with Arlington County for the Phase III portion of the Mason Arlington Campus expansion, beginning at the conceptual phase of plan development. Mason representatives have noted that they have received valuable feedback and ideas through the public review process, resulting in a design that not only meets their needs, but will also be a valuable asset to the Arlington County community.

Community Process: Public meetings held on this proposal are listed below.

Site Plan Review Committee: The applicant participated in two Site Plan Review Committee (SPRC) meetings that took place on October 16, 2006 and June 7, 2007.

Transportation Commission: The Transportation Commission heard this revised project request at its June 21, 2007 and September 27, 2007 meetings. The Commission provided the following recommendations for Mason:

Phase II:

- Explore the option of providing additional bike parking for the project.
Staff response: In addition to providing bike parking in the parking garage, Mason has also agreed to make bike parking available on the plaza, likely near the Phase II building.
- Explore the opportunity for the new Mason garage to be used on Friday and Saturday nights for shared public parking.
Staff response: Mason has agreed to provide free public parking in its Phase II garage Monday through Friday after 10 pm, after 2 pm on Saturdays, and all day on Sunday. The university wants to meet its students parking needs first, and Mason anticipates that at the above times student parking needs will diminish enough to allow for the public parking on its site.
- Provide appropriate signage indicating that there is a passage through the Phase II building to the GMU Foundation building.
Staff response: Mason has agreed to provide appropriate signage.

Phase III:

- Work with Arlington County to review the MOU to determine if it should be

modified to possibly reduce parking requirements associated with the project and at the same time increase the public benefit of Phase III.

Staff response: Mason has agreed to provide Arlington County an updated transportation and parking study for review and comment prior to the design phase for Phase III and to work with Arlington County to see if the MOU parking requirements should be changed for Phase III.

- Provide a good north-south pedestrian connection through the site.

Staff response: Per the Master Plan, Mason plans to provide as part of Phase III a direct surface pedestrian connection that meets Arlington County standards, between Washington Boulevard and Fairfax Drive.

- Planning Commission: The Planning Commission heard this revised project request at its June 25, 2007 and October 1, 2007 meetings. The Commission asked the County to work together with Mason to ensure the following issues are addressed:

- The signs for the new building are in accordance with Arlington County's sign guidelines for site plan buildings.

Staff response: Mason has agreed to provide Arlington County with its Phase II project sign plans for review.

- Mason should develop and implement mitigation measures to ensure that vehicle, bicycle, and pedestrian movement along Fairfax Drive are not hindered during the Phase II construction process.

Staff response: Mason will submit to the County a list of measures it will implement to lessen the Phase II project's construction impacts on the surrounding area.

- Mason should provide the County with a practical and agreeable free shared parking program for the public.

Staff response: Mason has agreed to provide free public parking in its Phase II garage Monday through Friday after 10 pm, after 2 pm on Saturday, and all day on Sunday. The university wants to meet its students parking needs first, and Mason anticipates that at the above times student parking needs will diminish enough to allow for the public parking on its site.

- Per the MOU (#11c), complete a community benefits package. Also, ensure that Ballston-Virginia Square community representatives are part of the package development process.

Staff response: Mason has created a list of community benefits (Attachment G).

- Ensure that Phase II meets all Americans with Disabilities Act (ADA) requirements, and that Mason effectively incorporates Universal Design best practices into the future Phase III building's design.

Staff response: Mason has worked with its in-house ADA and universal design expert to ensure that the project meets ADA requirements and Mason agrees to work closely with staff for the Phase III portion of the Mason Arlington Campus expansion, beginning at the conceptual phase of plan development.

CONCLUSION: Arlington County residents approved a bond referendum for Government Facilities and Higher Education in November 2000 to construct and equip Mason's Phase II building. From that bond, Mason has already received \$5 million in County funds. There is no direct impact on net tax support in FY 2008. However, the location of a world-class state

university campus in one of the transit-served urban villages does have a significant benefit, both direct and indirect, on the economic development and cultural climate of the community. It also serves as a major public space, offering educational, recreational, meeting, and cultural opportunities that otherwise would be absent. The Mason Phase II development project was developed in a spirit of collaboration between Mason and Arlington County. The proposed project achieves the Mason Arlington Campus Master Plan goals, is consistent with the GLUP and Zoning for the site, and generally meets the relevant elements of the County's Virginia Square Sector Plan.

PREVIOUS COUNTY BOARD ACTIONS:

June 4, 1994

Supported the Master Plan for GMU's Arlington Campus at Virginia Square site, as presented at the June 4, 1994 County Board Meeting, as being generally consistent with the General Land Use Plan and Arlington County planning and development policies.

Designated \$3,000,000 in bond authorization available from the 1992 Higher Education bond issue to GMU to aid the development of Phase I of the GMU Arlington Campus project, subject to the provisions in the Memorandum of Understanding.

Authorized the Chairman to execute the Memorandum of Understanding with GMU, subject to changes by the County Manager which either clarify or improve the County's position and do not adversely affect the County's interest and subject to review and approval of the Memorandum of Understanding by the County Attorney.

ATTACHMENT A
GMU/County Memorandum of Understanding (MOU)

ATTACHMENT B
GMU Virginia Square Campus Expansion Master Plan

(GMU Phase II) 100107.doc

PLA- 4788

ATTACHMENT C
GMU/Virginia Square Sector Plan and GMU Phase II Project Comparison

(GMU Phase II) 100107.doc

PLA- 4788

ATTACHMENT D
Plaza Design Charrette – Report of Opportunities and Considerations

ATTACHMENT E
Plaza Design and Operations Meetings Report

ATTACHMENT F
Draft Resolution

ATTACHMENT G
List of Community Benefits