

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday, January 23, 2012
TIME: 7:00 – 10:00 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza, Room 109/111
Arlington, VA 22202

SPRC STAFF COORDINATOR: Samia Byrd, 703-228-3525

Item 1. 650 N. Glebe Road/Goodyear Site (Amendment to SP #72) 7:00pm-10:00pm
(RPC# 20-012-359)
Planning Commission and County Board meetings to be determined.
Elizabeth Kays (CPHD Staff)

The Site Plan Review Committee (SPRC) is comprised of Planning Commission members, representatives from other relevant commissions and several appointed citizens. The SPRC reviews all site plans and major site plan amendments requests, which are submitted to the County Board and the Planning Commission for consideration. The major responsibilities of the SPRC are the following:

1. Review site plan or major site plan amendment requests in detail.
2. Advise the Planning Commission by recommending the appropriate action in regard to a specific plan and any conditions, which it might determine to be necessary or appropriate.
3. Provide a forum by which interested citizens, civic associations and neighborhood conservation committees can review and comment on a particular plan, or the effects that the proposed project might have on the neighborhood.

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the Arlington County Zoning Office, 10th Floor, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library's Virginia Room, 1015 N. Quincy St., (703) 228-5990.

For more information on the Arlington County Planning Commission, go to their web site
<http://www.arlingtonva.us/Departments/Commissions/plancom/PlancomMain.aspx?InsLinkID=978>

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site on Development Proposals/Site Plans
http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSite_plansMain.aspx

To view the current Site Plan Review Committee schedule, go to the web site
http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSPRCSchedule.aspx

ITEM 1
650 N. Glebe Road/Goodyear Site (Amendment to SP #72)
(RPC#20-012-359)

AGENDA: First Meeting— November 14, 2011

- 1) Informational Presentation
 - a) Overview of Site Plan Proposal (Staff)
 - i) Relevant planning documents and existing approval
 - ii) Issues raised by the site plan
 - b) Presentation of Site Plan Proposal (Applicant)

- 2) Land Use & Zoning
 - a) Relationship of site to GLUP, sector plans, etc.
 - b) Relationship of site to ongoing American Service Center Special Study
 - c) Relationship of project to existing zoning
 - i) Requested bonus density
 - ii) Requested modification of use regulations

- 3) Site Design and Characteristics (*began discussion*)
 - a) Allocation of uses on the site
 - b) Relationship and orientation of proposed buildings to public space and other buildings
 - c) Streetscape improvements
 - d) View vistas through site
 - e) Visibility of site or buildings from significant neighboring perspectives
 - f) Historic status of any existing buildings on site
 - g) Compliance with adopted planning documents

AGENDA: Second Meeting – January 23, 2012

- 4) Informational Presentations
 - a) Staff presentation – Additional background information and response to questions raised at previous SPRC
 - b) Applicant presentation – Response to issues raised at last SRPC

- 5) Site Design and Characteristics
 - a) Allocation of uses on the site
 - b) Relationship and orientation of proposed buildings to public space and other buildings
 - c) Streetscape improvements (including sidewalks and street trees)
 - d) View vistas through site
 - e) Visibility of site or buildings from significant neighboring perspectives
 - f) Historic status of any existing buildings on site
 - g) Compliance with adopted planning documents

- 6) Transportation **Note this item has been moved up from its position on the standard agenda (Sub-item "signage" is included under Building Architecture)*
 - a) Infrastructure
 - i) Mass transit facilities and access
 - ii) Street systems (w/existing and proposed cross sections)
 - iii) Vehicular and pedestrian routes
 - iv) Bicycle routes and parking
 - b) Traffic Demand Management Plan
 - c) Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
 - ii) Access (curb cuts, driveway & drive aisle widths)
 - d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks

- 7) Building Architecture
 - a) Applicant Presentation (architecture only)
 - b) Design Issues
 - i) Building form (height, massing, tapering, setbacks)
 - ii) Facade treatments, materials, fenestration
 - iii) Roof line/penthouse form and materials
 - iv) Street level activism/entrances & exits
 - v) LEED Score
 - vi) Accessibility
 - vii) Historic Preservation
 - viii) Signage (parking, wayfinding, etc.)
 - c) Retail Spaces
 - i) Location, size, ceiling heights
 - ii) Storefront designs and transparency
 - iii) Mix of tenants (small v. large, local v. national)
 - d) Service Issues
 - i) Utility equipment
 - ii) Venting location and type
 - iii) Location and visibility of loading and trash service
 - iv) Exterior/rooftop lighting

Agenda – Subsequent Meetings

- 8) Open Space
 - a) Orientation and use of open spaces
 - b) Relationship to scenic vistas, natural features and/or adjacent public spaces
 - c) Compliance with existing planning documents and policies
 - d) Landscape plan (incl. tree preservation)

- 9) Community Benefits
 - a) Public Art

- b) Affordable Housing
- c) Underground Utilities
- d) Historic Preservation
- e) Through-access road
- f) Other

10) Construction Issues

- i) Phasing
- ii) Vehicle staging, parking, and routing
- iii) Community Liaison

Site Location: .85 acre site is in the western portion of the Ballston station area and is generally bounded by North Glebe Road to the east, North Carlin Springs Road to the north, The Carlin residential building to the west, and American Service Center to the south.

Applicant Information:

Applicant

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Rob Kohler
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BACKGROUND:

The following provides additional information about the site and location:

Site: The 36,957 square-foot subject site is located in the Ballston station area on the southwest quadrant of the North Glebe Road and North Carlin Springs Road intersection on the block generally bounded by North Carlin Springs Road to the north, North Glebe Road to the east, North Henderson Road to the south, and North Thomas Street to the west. The surrounding land uses are as follows:

To the north: Across North Carlin Springs Road, Exxon service station and the Townes of Ballston

townhouses. The properties are designated “High-Medium Residential Mixed-Use” on the General Land Use Plan (GLUP) and are zoned “C-2” and “R-C.”

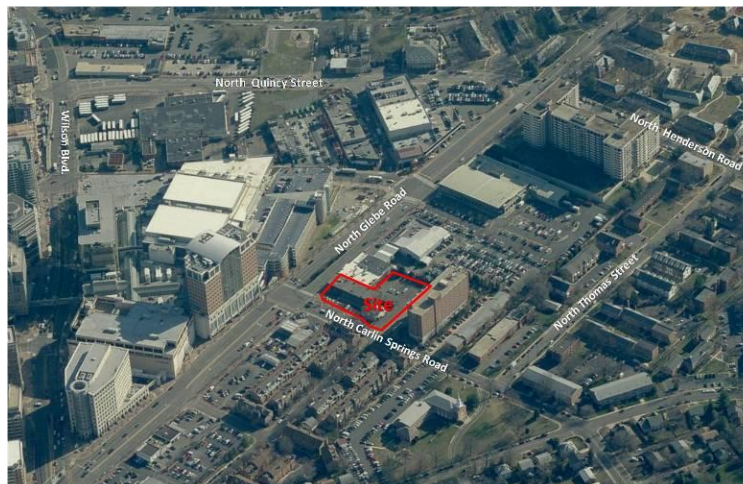
To the west: Immediately adjacent, The Carlin apartment building for the elderly at 4300 N. Carlin Springs Road. The property is designated “High-Medium Residential Mixed-Use” on the GLUP and is zoned “R-C.”

To the east: Across North Glebe Road, the Ballston Commons Mall and parking structure. The property is designated “Medium Office-Apartment-Hotel” on the GLUP and is zoned “C-O-2.5.”

To the south: Immediately adjacent, American Service Center (ASC) automobile dealership and repair facility. The property is designated “High-Medium Residential Mixed-Use” on the GLUP and is zoned “C-2” and “R-C.”

- Zoning: “R-C” Apartment Dwelling and Commercial Districts
- General Land Use Plan Designation: “High-Medium Residential Mixed-Use” (Up to 3.24 F.A.R.)
- Neighborhood: The site is located within the Buckingham Community Civic Association, immediately adjacent west of the Ashton Heights Civic Association and immediately adjacent south of the Bluemont Civic Association.

Existing Development: The subject site is currently developed with a Goodyear retailer and a single-family house. The site is part of Site Plan #72 which was originally approved in 1968 and has been subsequently amended through the years. The site plan is also developed with a Harris Teeter grocery store, the Hyde Park Condominiums, The Carlin residential apartment building for the elderly, Ballston Gardens apartment building, and an additional single-family house on North Thomas Street. Site Plan #72 also includes the ASC dealership’s surface parking lot across North Glebe Road at the corner of North Quincy Street. The Ballston Crest townhomes on North Thomas Street were formerly part of the site plan as well. The site plan amendment is proposed solely for the portion of Site Plan #72 occupied by the Goodyear facility and adjacent single-family house. Under the proposed site plan amendment, both buildings would be demolished. The history of County Board approvals for Site Plan #72 is included in the appendix to this report.



Aerial View of Site

Development Potential: The property has a standing approval as part a major site plan amendment to Site Plan #72, which was approved in 1989. The following provides a summary of the site’s “by-right,” Site Plan #72, and “R-C” site plan maximum development potential.

Site Area: 36,957 sq. ft.	Density Allowed/Typical Use	Maximum Development
“R-C” By-Right	Uses Permitted in RA14-26 including apartment houses and townhouses; 1,800 sq. ft. min lot area per dwelling unit.	20 units
Site Plan #72 approval (1989)	Office	4-story, 52,546 sq. ft. office building
“R-C” Site Plan	3.24 FAR Apartment .62 sq ft for every one sq. ft. apartment uses proposed provided that total FAR does not exceed 3.24: <ul style="list-style-type: none"> • Retail and service commercial uses restricted to the first floor of any structure; and • Offices, business and professional. 	119,740 sq. ft. apartment project 73,914 sq. ft. (2.0) residential 45,826 sq. ft. (1.24) maximum non-residential

Proposed Development: Below is a summary of the proposed amendment as well as the development approved as part of the 1989 Site Plan Amendment for the R-C portion of Site Plan #72. The proposed amendment would change the approved 4-story office building to a 6-story residential building with ground floor retail.

	1989 Amendment– R-C portion of site <i>(includes 4-story office, The Carlin, and existing Ballston Gardens)*</i>	Proposed Amendment (650 N. Glebe Only)
SITE AREA	118,105 sq. ft.	36,957 sq. ft.
Site Area Allocations		
Residential	118,105 sq. ft.	36,299 sq. ft.
Office/Commercial	118,105 sq. ft.	658 sq. ft.
Density		
Residential GFA	243,835 sq. ft.	136,841 sq. ft.
Residential units	249 units	163 units
Residential FAR	2.06	3.70
Office/Commercial GFA	52,546 sq. ft.	2,230 sq. ft.
Office/Commercial FAR	.44	.06
Total GFA	296,381 sq. ft.	139,071 sq. ft.
Total FAR	2.5	3.76
Bonus Density (GFA)	n/a	19,331 sq. ft.
Density Exclusions (GFA)	n/a	2,937 sq. ft.
“R-C” Max. Permitted Density	3.24 (382,660 sq. ft.)	3.24 (119,740 sq. ft.)
“R-C” Max. Permitted Residential Density	3.24 (382,660 sq. ft.)	3.24 (119,740 sq. ft.)
“R-C” Max. Permitted Mixed-Use Residential Density	2.0 (236,210 sq. ft.)	2.0 (73,914 sq. ft.)
“R-C” Max. Permitted Mixed-Use Office/Commer. Density	1.24 (146,450 sq. ft.)	1.24 (45,826 sq. ft.)
Building Height		

Average Site Elevation	273.7 feet	272.26 feet
Main Roof Elevation	Office bldg.: 328.1 feet Residential bldg.: 368 feet	347.34 feet
Main Roof Height	Office bldg.: 54.5 feet Residential bldg.: 94.25 feet	75.08 feet
Penthouse Roof Elevation	Office bldg.: 346.1 feet Residential bldg.: 384 feet	358.34 feet
Penthouse Height	Office bldg.: 18.0 feet Residential bldg.: 16 feet	11.0 feet
Number of Stories	Office bldg.: 4 Residential bldg.: 11	6
“R-C” Max. Permitted Bldg. Height (Site Plan)	95.00 feet	95.00 feet
Parking		
Residential	286	155
Retail/Office	99	4
Total Number of Spaces	385	159
Standard Spaces	60%	155
Compact Spaces	40%	0
Handicap Spaces	Unknown	4
Residential Parking Ratio	1.25 sp/unit	.95 sp/unit
“R-C” Required Residential Parking Ratio	1.125 sp/unit (250 spaces)	1.125 sp/unit (184 spaces)
Office/Retail Parking Ratio	1 sp/531 sq. ft.	1 sp/580 sq. ft.
“R-C” Required Office/Retail Parking Ratio	1 sp/580 sq. ft. commercial GFA (91 spaces)	1 sp/580 sq. ft. commercial GFA (4 spaces)
LEED		
LEED Score	n/a	Silver - 33

*The 1989 approval included three buildings on the R-C portion of the site: a four-story office building, an 11-story residential building, and an existing 3-story garden apartment building. The site plan was amended again in 1993 as it related only to the 11-story residential building. The amendment changed the building to a 10-story, residential building for the elderly with 124,200 sq. ft. GFA and 161 residential units.

Density and Uses: The proposed redevelopment of the site includes 163 dwelling units and 2,230 square feet of ground floor retail (3.76 FAR). The maximum permitted density in the “R-C” zoning district by site plan is 3.24 FAR. Therefore, the applicant proposes to achieve bonus density above 3.24 through the achievement of LEED Silver certification and for the provision of a through-access road which would provide pedestrian and vehicular access to the remainder of the block and facilitate redevelopment of adjacent sites. The applicant requests the additional density for the road access per Section 36.H.7.b. of the Zoning Ordinance which states that the County Board may permit 10% additional density in a motel or apartment structure provided a required contribution to community facilities has been made. Staff continues to evaluate the bonus density proposal. The applicant also proposes to exclude from density gross floor area associated with a below-grade fitness area and at-grade bicycle storage and service areas.

The following is a summary of the requested bonus density on the site:

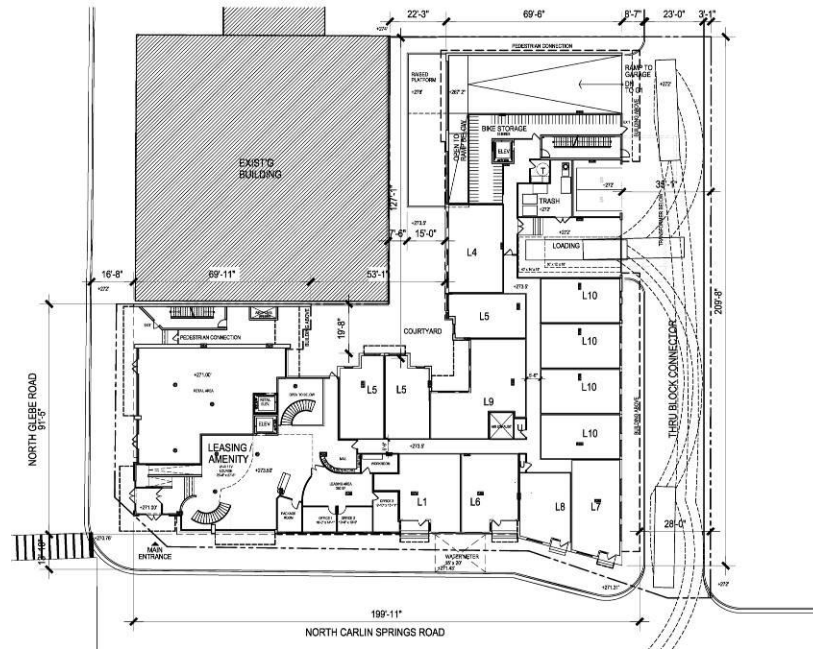
Base Density	119,740 sq. ft. (3.24 FAR)
LEED Silver Certification Bonus	
.15 FAR Bonus for retail portion of the building	98.6 sq. ft. (.003 FAR)

.20 FAR Bonus for residential portion of the building	7,259.8 sq. ft. (.20 FAR)
Community Facility (Through-Access Road) 10% Bonus	11,974 sq. ft. (.32FAR)
Total Density	139,071 sq. ft. (3.76 FAR)

At the November 14, 2011, SPRC meeting, questions were raised regarding existing density in Site Plan #72. Below is a chart which details the built density in the site plan and the proposed density for 650 N. Glebe. Note that the proposed site plan amendment generates density solely based on the property owned by the applicant. The proposal does not utilize any site area from the other parcels within the R-C portion of Site Plan #72 to generate density nor does it make any of other parcels non-compliant.

	Site Area	GFA	Density
R-C Portion of Site Plan #72			
The Carlin	42,854 sq. ft.	124,200 sq. ft. GFA	2.9 FAR
Ballston Gardens	30,634 sq. ft.	27,025 sq. ft. GFA	1.13 FAR
<i>650 N. Glebe (Proposal)</i>	<i>36,957 sq. ft.</i>	<i>119,740 sq. ft. (base density)</i>	<i>3.24 FAR</i>
Total R-C portion of site (w/ 650 N. Glebe proposal)	110,445 sq. ft.	270,965 sq. ft.	2.45 FAR
C-0-2.5 Portion of Site Plan #72			
Harris Teeter	150,459 sq. ft.	50,000 sq. ft.	.33 FAR
ASC parking lot	35,598 sq. ft.	n/a (10,606 sq. ft. site area utilized to support Hyde Park Condominiums)	n/a
C-0/RA6-15 Portion of Site Plan #72			
Hyde Park Condominiums (density supported by both Hyde Park Condominium parcel on west side of Glebe Road and parcels on east side of Glebe Road)	353,241 sq. ft.	322 residential units	Approx. 40 units/acre
S-D Portion of Site Plan #72			
Single-family house on Thomas St.	6,750 sq. ft.	One single-family home	.15 units/acre

Site and Design: The proposed 139,071 square-foot mixed-use building would be developed on the 36,957 square-foot, l-shaped parcel. A 23-foot wide alley/through-access road would be provided at the west property line at the rear of the site. The ground floor of the building along the North Glebe Road frontage would contain approximately 2,230 square feet of retail and the residential lobby. The North Carlin Springs Road frontage would contain the residential lobby and leasing offices near the corner of North Glebe Road and loft-style residential units near the west portion of the frontage. The primary entrance for the residential portion of the building would be on the corner of North Glebe Road and North Carlin Springs Road, and retail entrances would be located on North Glebe Road. The retail and residential areas would also be accessed through separate elevators from the below-grade garage, and four of the loft-style units also would have direct street entrances on North Carlin Springs Road. A private outdoor courtyard area would be provided at the interior of the site with access from the lobby, from North Glebe Road, and from the through-access road.



Ground Floor Plan

Building Design: The proposed building would be composed of a concrete podium of four levels (the ground floor and three levels below-grade) with five stories of wood construction above. The six-story building height of 75.07 feet would be consistent throughout the structure, aside from an additional parapet height that will provide up to an additional seven (7) feet at the corners of the building and mechanical penthouses up to an additional eleven (11) feet.

The building facades are proposed as a majority of neutral-toned brick, metal panel cladding, manufactured stone, and glass. The materials would be utilized to differentiate portions of the building and break up the façade. The manufactured stone with substantial glazing would define the pedestrian base and the building corner at North Glebe Road and North Carlin Springs Road, while the brick and metal panel cladding would define the residential portions of the building on the upper floors. The retail, lobby, and leasing areas on the ground floor would have floor to ceiling glazing, while the residential portions of the building are designed with smaller fenestration integrated with a system of metal spandrels and panels. A portion of the southeast façade which is located at the lot line and has no fenestration is proposed as a patterned concrete masonry wall.



View of proposed development from North Glebe Road and North Carlin Springs Road

Metal canopies and shading devices are proposed at the roof line, retail and residential street entrances and above windows in portions of the residential building. In-set balconies would be lined with metal railings. Both façade vents and mechanical penthouses would be integrated into the overall design of the building.

Loading and Service: Loading and garage access is proposed to be provided by the alley/through-access road which would run the length of the site from North Carlin Springs Road to the south property line. The loading area, two at-grade parking spaces, bike storage and the below-grade parking garage would be accessed from this road. 157 parking spaces would be provided in three (3) levels below grade.

LEED: The applicant proposes that the building would be certified as LEED Silver. The applicant requests .15 FAR bonus density for the commercial portion of the building and .20 FAR bonus for the residential portion of the building for a total bonus of 7,358 square feet. Staff is currently evaluating the LEED Silver proposal.

Transportation: The 650 North Glebe site is located in the northern corner of the super block bound by North Glebe Road, Henderson Road, North Thomas Street and North Carlin Springs Road. The site has frontage on both North Glebe Road and North Carlin Springs Road. The Master Transportation Plan (MTP) classifies the section of North Glebe Road adjacent to the site as a Type B – Primarily Urban Mixed-Use arterial. North Carlin Springs Road adjacent to the site is classified as a Type D – Primarily Garden Apartments & Townhouse Neighborhoods arterial. To facilitate future through block connectivity, the project proposes a new alley/through-access road (future North Tazewell Street extension) parallel to North Glebe Road at the rear of the site.

Trip Generation: In a letter dated November 2, 2011, Wells and Associates performed a trip generation analysis for the site. Assuming a 163 residential unit development with 2,230 square feet of commercial/retail, the project is estimated to generate 65 a.m. and 102 p.m. peak hour vehicle trips. Relative to the existing vehicle trips at the site, the project is estimated to produce 44 new a.m. peak trips and 86 new p.m. peak trips. Wells and Associates is in the process of updating the Traffic Impact Analysis (TIA) for the site with updated 2011 traffic volumes and the current site build out. As the public review process continues staff will update the SPRC report with the findings of the study.

Streets and Sidewalks: The applicant's proposed streetscape sections exceed the adopted streetscape standards for the Rosslyn – Ballston (R-B) Corridor. The R-B Corridor plan calls for a Type B sidewalk section (13-foot wide sidewalk with street trees) along the south side of North Glebe Road adjacent to the site. Along North Carlin Springs Road the R-B Corridor plan calls for a Type C sidewalk section (6-foot clear sidewalk with a 4-foot planting strip). The project proposes a 16.67-foot wide sidewalk along Glebe Road and a 13.67-foot wide sidewalk along North Carlin Springs Road. Each street includes street trees, in either 5-foot by 12-foot tree pits or a continuous 5-foot wide plantings strip adjacent to the street. Along the alley/through-access road in the rear of the site, a 8-foot wide sidewalk is proposed adjacent the building. (Note: Since the last SPRC meeting the applicant has proposed shifting the building to provide a wider, 8-foot wide, sidewalk adjacent to the North Tazewell Street extension. This has reduced the sidewalk along Glebe Road to 16.67 feet that would still provide a Type-A streetscape.)

The table below provides a summary of the existing and proposed street cross-sections associated with the project.

North Glebe Road		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
<u>98-feet</u> – three travel lanes in each direction with a northbound left-turn lane and a 14.5-foot wide planted median	<u>East side</u> – 10 feet minimum <u>West side</u> – 4.5 feet	<u>East side</u> – minimum 14.5-foot wide sidewalk with 4'x8' tree pits with street trees <u>West side</u> – minimum 9-foot wide sidewalk with 4'x8' tree pits with street trees
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
<u>98-feet</u> – No Change	<u>East side</u> – No Change <u>West side</u> – 11 feet minimum	<u>East side</u> – No Change <u>West side</u> – minimum 16.67-foot wide sidewalk with 5'x12' tree pits with street trees
Carlin Springs Road		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
<u>Varies from 41 to 54 feet</u> – At the intersection the street widens to providing three northbound lanes (left-turn, through and right-turn) and one southbound lane	<u>North side</u> – varies, 4-foot wide sidewalk adjacent to the gas station and 6-foot wide sidewalk adjacent to the town homes. <u>South side</u> – varies, 4.5 feet to 6.7 feet wide	<u>North side</u> – 4-foot wide sidewalk adjacent to the gas station and 10-foot wide sidewalk with street trees in 4'x8' tree pits adjacent to the town homes <u>South side</u> – varies, 8.5 feet to 6.7 feet with 4'x8' tree pits with street trees adjacent to the Goodyear
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
<u>Varies from 41 to 54 feet</u> – No Change	<u>North side</u> – No Change <u>South side</u> – 8 feet minimum	<u>North side</u> – No Change <u>South side</u> – 13.67-foot wide sidewalk with a continuous 5-foot wide planting strip including street trees
Alley/N. Tazewell Street Extension		
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
<u>23-feet</u> - two 10-foot wide travel lanes, with curb and gutter	<u>West side</u> – none <u>East side</u> – 8 feet minimum	<u>West side</u> – none <u>East side</u> – minimum 8-foot wide sidewalk

The project proposes dedicating to the County approximately 23-feet of right-of-way to support the creation of a future North Tazewell Street extension. Until future development on the interior of the block, the street will function as an alley providing access to the project's garage and loading. The street section proposed is consistent with the interim street section for the North Tazewell Street extension as proposed in the North Quincy Street Plan Addendum. By providing the right-of-way in fee dedication, the County will also be able to use the area to support future

utilities (water mains, sanitary sewer lines and storm sewer lines) needed for the future development of the block.

North Glebe Road adjacent to the site is approximately 98-foot wide from curb to curb including a planted median. The project proposes maintaining the existing Glebe Road section. The road has three (3) 11-foot wide travel lanes in each direction and left turn lanes at the Carlin Springs Road intersection. Glebe Road's width makes it a very long pedestrian crossing, in addition since the road does not have on-street parking and the road has high volumes of traffic most of the day the existing pedestrian environment can be uncomfortable to people walking along the roadway.

The County is planning at-grade pedestrian safety improvements at the intersection of North Glebe Road and North Carlin Springs Road, which are scheduled to begin construction in Spring 2012. The improvements include new ADA compliant pedestrian ramps, a wider center median (in Glebe Road), re-striping of crosswalks, new traffic signals and signage. The improvements to the Carlin Springs intersection are part of the Glebe Road Pedestrian Safety Improvements Project that also includes Glebe Road improvements at Wilson Blvd, Fairfax Drive and at the intersection of Fairfax Drive at Wakefield Street. The County will continue to study ways to improve pedestrian safety at the intersection through the review of the site plan.

The existing 11-foot wide lanes along Glebe Road do not provide an opportunity for lane narrowing which could increase the sidewalk along Glebe Road wider than the 16-foot 8-inches as proposed.

As part of the project, Staff recommends that the applicant work with VDOT to permit off peak parking along Glebe road continuing from Washington Boulevard to Quincy Street/Henderson Road. On other sections of Glebe Road north of the site VDOT has permitted off peak parking in the curb lane when vehicular volumes are lower and the vehicular capacity provided by the third lane is not needed. The added off peak parking would improve the pedestrian environment and help support the proposed retail along Glebe Road.

Carlin Spring Road widens from a single travel lane with on-street parking on both sides to three north bound lanes and one southbound travel lane with on-street parking adjacent to the site. At its intersection with Glebe Road, Carlin Springs Road is approximately 54-foot wide. The project generally proposes to maintain Carlin Springs Road in its current alignment and width.

Transit: The study area is just over one quarter mile from the Ballston Metro station. Adjacent to the site, the Metro 25ABE operates along Carlin Springs Road. However, there are no bus stops along the site's frontages neither on Glebe Road nor Carlin Springs Road. In addition, within a short walk there are stops served also by Metro 1 ABEF, 10B, 22A, and 23AC routes along with ART 41, 42, and 52 routes.

Biking: A few blocks from the site, North Quincy Street has bike lanes and is a primary route for north-south bicyclists. The project proposes an at-grade bike room with storage for 49 bikes meeting the County's standard for providing bicycle parking within site plan projects. There are also bike racks proposed along Glebe Road to support four (4) additional visitor bikes.

DISCUSSION

Modification of Use Regulations: The applicant requests the following modifications to Zoning Ordinance requirements:

- Density exclusions for below-grade fitness facility and ground-level bicycle parking and service areas, totaling 2,937 sq. ft.;

- Parking ratio modification for 0.95 spaces per residential unit which is lower than the required 1.125 spaces per unit;
- Modification for 3% landscaped open space which is lower than the required 10%; and
- 19,331 sq. ft. of bonus density for LEED Silver Certification and provision of through-access road;

Adopted Plans and Policies: The General Land Use Plan (GLUP) and the Ballston Sector Plan guide development on the site. Also detailed below is the history of the 1981 West Ballston Land Use Study and associated GLUP amendments which updated the planning policy for this area subsequent to the Ballston Sector Plan. Lastly, an update on the ongoing long range ASC Special Study is included for reference.

General Land Use Plan and Zoning: The proposed uses are consistent with the site's General Land Use Plan designation of "High-Medium Residential Mixed-Use" and the "R-C" zoning for the site.

Ballston Sector Plan

The 1980 Ballston Sector Plan depicted this area as service commercial, recognizing the existing development along the west side of North Glebe Road. In light of efforts ongoing at the time to complete neighborhood conservation plans in West Ballston (such as that for Ball's Crossing, now a part of Bluemont), the Ballston Sector Plan deferred making any specific recommendations on future zoning and land use for the West Ballston area.

West Ballston Land Use Study

In May 1981, County staff completed a study of West Ballston to address land use and zoning issues in the area generally bounded by Wilson Boulevard, Glebe Road, Henderson Road, and George Mason Drive. Even though the 1980 Ballston Sector Plan deferred making specific land use and zoning recommendations in this area, existing land use and zoning issues as well as growing development pressure, among other factors, necessitated this study. The study recommended clearer policy regarding conservation and redevelopment in the area, with a focus on three issues:

- Transition from the more intensive uses along Wilson Boulevard and Glebe Road to the single-family residential areas;
- Redevelopment pressures on the commercial frontage along the west side of Glebe Road; and
- Existing inconsistencies between the General Land Use Plan and zoning in the area.

The study recommended that the portion of the block fronting Glebe Road between Carlin Springs Road and the Hyde Park Condominium Building would be appropriate for mixed use development similar to what had been encouraged in other areas of Ballston with walkable Metro access, such as the north side of Fairfax Drive between North Vermont Street and North Quincy Street. The study recommended a GLUP amendment for this area to "High-Medium Residential Mixed-Use" which was adopted in October 1981.

GLUP Amendments – 1981

In October 1981, the County Board adopted several GLUP amendments for the West Ballston area as a result of the West Ballston Land Use Study. The GLUP designation for 650 N. Glebe, along with neighboring sites, was changed from Service Commercial to High Medium Residential Mixed Use (maximum planned density of 3.24 FAR). The staff report notes this area "...is a transition area between Parkington across Glebe Road and the single-family homes and garden

apartments to the south and west. The “High Medium Residential Mixed Use” designation in this area would recognize the existing development rights of the “C-2” properties along Glebe Road and encourage additional residential development through the use of the “R-C” zoning district.”

American Service Center Special Study (Ongoing)

Staff is currently working with the Long Range Planning Committee (LRPC) on a study of the American Service Center site and nearby properties fronting the east and west sides of North Glebe Road (which includes the subject site). The study is anticipated to result in an addendum to the North Quincy Street Plan and will provide guiding principles for future development in the area.

The most recent meeting was held on January 4, 2012 and focused on draft transportation principles. These transportation principles help to inform the site plan review for 650 N. Glebe Road as well as future development in the study area. While additional refinements will be made through the LRPC process, the current draft addendum recommends the following transportation principles for the West Side of Glebe Road:

- Achieve new streets and the extension of N. Randolph Street and N. Tazewell Street with redevelopment to improve connectivity into and through the block.
- Design service and loading areas, access points, and traffic patterns to minimize or avoid potential adverse impacts to surrounding properties.
- Explore opportunities for a multi-use path or “urban center local street” connection between the center of the block and Thomas Street, along with other through, mid-block connections. Establish a high-quality pedestrian experience along all sidewalks and streets surrounding the site.
- Achieve below-grade parking, which is preferred. Consider flexibility for projects with compelling and unusual demands for vehicular parking and car storage; in such instances, allow no more than 50% of the parking to be above-grade if it is appropriately screened or lined with active uses. Encourage shared parking strategies that maximize efficiencies of parking provided for complementary uses.
- Recognize the importance of Glebe Road as an urban boulevard and the need for extensive street tree plantings and streetscapes that define and enhance this corridor.
- Extend N. Randolph St. as a gateway into the site with a street width similar to N. Randolph St. east of Glebe Rd. As such it may be appropriate to maintain the street’s MTP designation as a Type-B Primarily Urban Mixed-Use Arterial.
- Extend N. Tazewell St. into the site as an Urban Center Local street as identified in the MTP. The majority of the site’s service, loading and garage entrances should be located off the N. Tazewell St. extension. Due to the high number of service and loading entrances along N. Tazewell St. evaluate if on-street parking is appropriate and provide it where feasible.
- Improve safety of pedestrians along and across all streets in the study area, with measures such as adequately wide sidewalks, defined crosswalks and other means in order to promote use of transit and encourage walking.

In addition to the principles, the current draft addendum recommends the following street width and treatment for a new Tazewell Street extension through the block:

- Interim Treatment: 31’-6” street width, with 8’-6” sidewalk on one side and 23’ roadway. (Discussion at the LRPC meeting suggested evaluating whether street trees could also be incorporated in the interim roadway)
- Ultimate Treatment: 53’-6” street width, with 11’-6” sidewalks on both sides and 30’-6” roadway.

While the addendum is still under review, the draft principles and street sections provide guidance for the current evaluation of the site plan amendment proposal for 650 N. Glebe Road. Additional information on the ASC Special Study can be found here:

<http://www.arlingtonva.us/departments/CPHD/planning/plan/ASCSSpecialStudy.aspx>

Preliminary Issues:

Staff has identified the following preliminary issues:

- Relationship of the site to adjacent parcels, including the southern façade and set backs;
- Width and treatment of the through-access road;
- Parking ratio modification;
- Design of service areas on the alley/through-access road;
- Building façade materials and articulation, including the design of vents; and
- Ground floor exclusions.

The following issues or additional needed information were also identified at the first SPRC meeting:

- Coordination of site plan review with the long range ASC Special Study;
- Configuration of the through-access road and its ability to facilitate redevelopment of adjacent underutilized parcels;
- Additional information on existing guiding plans and studies;
- Additional information on history of development in the site plan, GLUP amendments, and rezonings;
- Justification for bonus density;
- Need for commercial versus residential uses in this area;
- History and current status of intersection improvements at Carlin Springs and Glebe Road;
- Explore opportunities to expand landscaped open space;
- Limit service area frontage on alley elevation;
- Determine whether the alley will be needed for fire access on the site;
- Evaluate treatment of courtyard as public versus private space ;
- Evaluate whether amount of glazing is appropriate for residential units;
- Improve relationship to The Carlin site; and
- Consider provision of affordable housing units.

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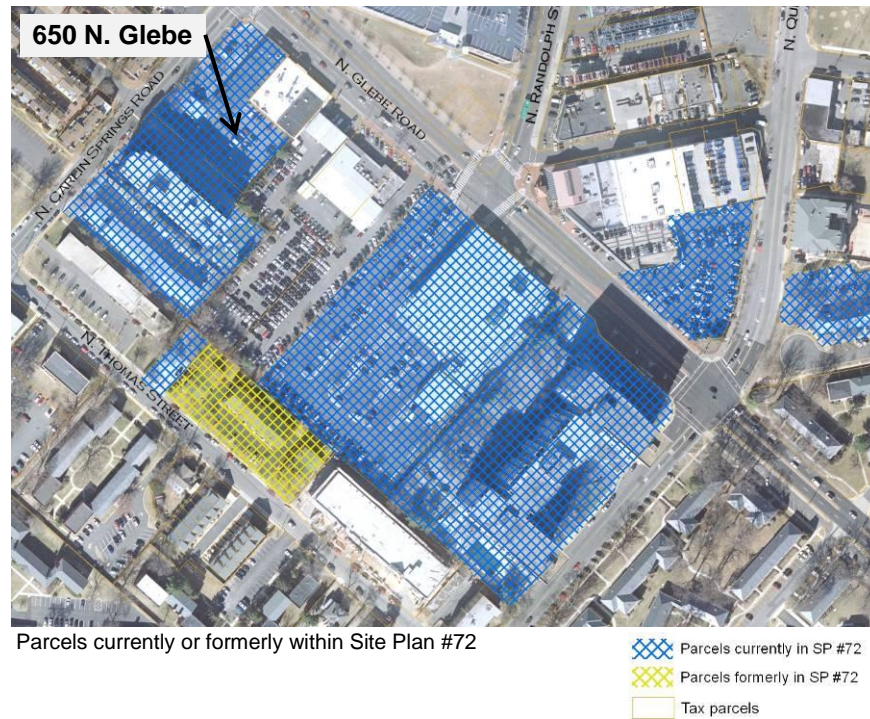
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APPENDIX

History of Site Plan #72



Site Plan #72 was originally approved by the County Board in 1968. It was amended several times, with the last standing approval for redevelopment on 650 N. Glebe from September 1989. Below is a history of the County Board approvals which are relevant to the current proposal:

- **June 2, 1968** Approved a rezoning from “RA8-18” to “C-O” on 501, 507, and 511 North Thomas Street; rear of 4109 through 4151 North Henderson Road; and 502 through 518 North Glebe Road.
- **December 7, 1968** Approved a site plan for 341,238 sq. ft. of office, 345 residential units (Hyde Park Condominium and existing garden apartments), and 30,865 sq. ft. of retail.

Approved a rezoning from “RA8-18”, “C-2” and “C-M” to “RA6-15” on 4001 through 4011 5th Street North; 525 North Glebe Road; 4109 through 4151 North Henderson Road; and 502 through 518 North Glebe Road.
- **June 20, 1981** Approved a site plan amendment for a reconfiguration of the 341,238 sq. ft. of office space and 13,071 sq. ft. of retail space into two 12-story buildings and a one-story retail building at 600 North Glebe Road (superseded office building approved in 1968).
- **May 2, 1987** Approved a site plan amendment for 355,000 sq. ft. of commercial in two 8-story office buildings, two 2-story retail buildings and 104,000 sq. ft. of elderly housing in an 8-story building (superseded 1981

approved commercial buildings and incorporated the Ballston Crest townhomes parcel into Site Plan #72).

Approved a General Land Use Plan Amendment for the area on North Thomas Street between North Henderson Road and North Carlin Springs Road from “Low-Medium” Residential (16 – 36 units per acre) to “Government and Community Facilities”.

Approved a rezoning from “C-O” to “C-O-2.5” and “RA4.8” for 600 North Glebe Road.

Approved a rezoning from “C-O” to “RA8-18” and “S-D” for 600 North Glebe Road (part); and 501, 507, 511, 513, 517, and 521 North Thomas Street.

Approved a use permit for construction and operation of an elderly housing facility.

- **September 10, 1988** Approved a rezoning from “RA8-18” to “R-C” on 4226 and 4218 North Carlin Springs Road.
- **September 12, 1989** Approved a site plan amendment for 501,450 sq. ft. of commercial space in two 9-story buildings and one 4-story building (current 650 N. Glebe site) and 347,835 sq. ft. of residential use in the previously approved 8-story elderly housing building, a new 11-story building, and existing garden apartments (superseded 1987 approval and incorporated Goodyear, Ballston Gardens, and single-family home on N. Thomas Street into Site Plan #72).

Approved a rezoning from “RA8-18” and “C-2” to “R-C” for 650 North Glebe Road and 4314 North Carlin Springs Road.

Approved a rezoning from “RA8-18” to “SD” for 525 North Thomas Street.



1989 Site Plan Amendment

- Existing Buildings
- Proposed Buildings

- **July 13, 1993** Approved a site plan amendment to permit construction of a 161-unit, 124,200 sq. ft. affordable elderly housing building in lieu of a 222-unit residential building (superseded 1989 approval for The Carlin).

- **October 9, 1993** Approved a General Land Use Plan Amendment from “Government and Community Facilities” to “Low-Medium” Residential for 501, 507, 511, 513, 517, and 521 North Thomas Street.

Approved a rezoning from “S-D” to “RA8-18” for 501, 507, 511, 513, 513, 517, and 521 North Thomas Street. This approval removed the Ballston Crest Townhomes site from Site Plan #72.

- **March 5, 1994** Approved a site plan amendment for renovation and expansion of a nonconforming public garage and tire sales and installation facility at 650 North Glebe Road (never constructed).

- **May 17, 1997** Approved a site plan amendment for an interim parking lot for American Service Center at 585 North Glebe Road until May 17, 2002. The parcel is part of Site Plan #72 because its lot area was originally used to support the Hyde Park Condominiums’ density (the interim use has been extended several times through subsequent site plan amendments).

Approved a rezoning from “RA6-15” to “CO-2.5” for 585 North Glebe Road.

- **August 2, 1997** Approved a site plan amendment (SP #72) for a 50,000 sq. ft. Harris Teeter grocery store at 600 North Glebe Road (superseded 1989 approval for two 9-story office buildings).

Today, Site Plan #72 consists of the Goodyear retailer and a single-family home on Carlin Springs Road which are subject to the proposed site plan amendment, as well as, the Hyde Park Condominiums, Harris Teeter, The Carlin residence for the elderly, garden apartments, a single-family home on N. Thomas Street, and the parking lot of the American Service Center at 585 N. Glebe Road. 650 N. Glebe remains the only portion of Site Plan #72 which has not been developed as proposed through site plan amendment. The Site Plan has a mix of zoning, including R-C, S-D, C-0-2.5, C-O, and RA6-15.

Background on the Glebe Road Pedestrian Bridge

At the November 14, 2011 SPRC meeting, several attendees requested additional information regarding the history of a planned pedestrian bridge across Glebe Road. The following is a summarized history as it relates to Site Plan #72.

- Site Plan #72 was originally approved by the County Board in 1968. The site plan conditions noted the desire for a pedestrian bridge connection across Glebe Road, and noted that such bridge should be built at the owner's expense once a location was decided.
- In 1981, Site Plan #72 was amended. The conditions again required contributions from the developer should the County choose to build the bridge. The developer contribution was set to expire in 1991 if the County had not yet built the bridge.
- In 1983, with the approval of Ballston Common (not a part of Site Plan #72), \$200,000 in funds were contributed by the developer for use in developing the pedestrian bridge.
- Site Plan #72 was amended several times between 1987 and 1997. Each time, the site plan condition requiring a contribution to the future pedestrian bridge was amended to extend the expiration date for the contribution. The last amendment with a condition relating to the bridge was approved in 1997 and reads:

The developer agrees to contribute \$100,000 (1987 dollars with Consumer Price Index-Urban escalation [CPIU]) or other surety as approved by the County Manager as a contribution to any future construction of a pedestrian bridge crossing North Glebe Road from the existing Goodyear site (corner of North Glebe Road and North Carlin Springs Road) to the Ballston Common Mall, including the public parking garage. Recognizing that the County Board views favorably the concept of such a pedestrian bridge, pending resolution of engineering issues and future private development plans on sites in the area, the developer's obligation under this condition shall continue until such time as construction on the pedestrian bridge commences or until July 1, 2007, whichever date shall occur first.

- In addition to potential developer contributions, the County also set aside \$950,000 in the adopted FY1997 Capital Improvement Program for the pedestrian bridge. Subsequently, on February 7, 2006, the County Board approved the appropriation of \$950,000 in CMAQ funds to be reallocated for at-grade improvements at North Glebe Road intersections of Fairfax Drive, Wilson Boulevard, and Carlin Springs Road. The board report recognized that, while the funds were initially dedicated to the pedestrian overpass, County staff subsequently determined that at-grade improvements would be preferable in the Ballston area.
- The Site Plan #72 condition requiring a contribution to the pedestrian bridge expired on July 1, 2007. Construction of the bridge was not commenced, and, according to County records, the funds were not collected.
- On July 19, 2008, the County Board adopted the Pedestrian Element in the Master Transportation Plan (MTP) which updated the 1997 Pedestrian Transportation Plan. The 2008 MTP, which is in place today, formalized the policy to foster complete streets and focus on safe at-grade pedestrian crossings.

- Pedestrian Policy # 8:
Reconstruct arterial roadways to manage travel speeds, expand sidewalk area, and improve the safety and accessibility of pedestrian crossings where appropriate. At-grade crossings are preferred over grade-separated crossings except at limited access highways or where extreme topography exists.
- The current MTP is more general, providing policy guidance and goals that should be used to make transportation decisions rather than recommending specific projects. It makes no specific mention of the North Glebe Road overpass.
- Since the early 1990s the County has not created any new grade-separated public walkways and has permitted removal of undesired sections of the systems as opportunities have arisen.
- Current projects: The County is planning at-grade pedestrian safety improvements at the intersection of N. Glebe Road and N. Carlin Springs Road, which are scheduled to begin construction in Spring 2012. The improvements include new ADA compliant pedestrian ramps, a wider center median in Glebe Road, re-striping of crosswalks, new traffic signals and signage. The improvements to the Carlin Springs intersection are part of The Glebe Road Pedestrian Safety Improvements Project that also includes Glebe Road at Wilson Blvd, Fairfax Drive and at Fairfax Drive at Wakefield Street.