

**SITE PLAN REVIEW COMMITTEE  
MEETING AGENDA**

**DATE:** Monday, March 26, 2012  
**TIME:** 7:00 – 10:00 p.m.  
**PLACE:** Navy League Building  
2300 Wilson Boulevard  
Arlington, VA 22201

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

- Item 1. 1900 Crystal Drive Rezoning, Site Plan Amendment (SP #56) and Site Plan (SP #421)** **7:00pm–8:30pm**  
(Crystal City Sector Plan Block J/K. RPC#s 34-026-037; 34-026-038; 34-026-040; 34-026-039; 34-026-040; 34-026-035)  
Planning Commission and County Board meetings to be determined.  
*Aaron Shriber (CPHD Staff)*
- Item 2. 650 N. Glebe Road/Goodyear Site (Amendment to SP #72)** **8:30pm–10:00pm**  
(RPC#s 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, 10<sup>th</sup> 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/CPHDPlanningApplicationsSitePlansMain.aspx](http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSitePlansMain.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](http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSPRCSchedule.aspx)

**ITEM 1**

**1900 Crystal Drive—Rezoning; Site Plan Amendment (SP #56); and Site Plan (SP #421)**

(RPC#s 34-026-037; 34-026-038; 34-026-040; 34-026-039; 34-026-040; 34-026-035)

Charles Monfort SPRC Chair

**SPRC AGENDA: First Meeting—February 21, 2012**

- 1) Informational Presentation
  - a) Overview of Site Plan Amendment, Rezoning and Site Plan Proposal (**Staff**)
  - b) Presentation of Site Plan Amendment, Rezoning and Site Plan Proposal (**Applicant**)
- 2) Land Use & Zoning
  - a) Relationship of project to existing zoning
    - i) Requested modification of use regulations

**SPRC AGENDA: Second Meeting—March 26, 2012**

- 3) Site Design and Characteristics
  - a) Allocation of uses on the site
  - b) Relationship and orientation of proposed building to public spaces and other buildings
  - c) View vistas through site
  - d) Visibility of site or building from significant neighboring perspectives
- 4) 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)
- 5) Building Architecture
  - a) Design Issues
    - i) Building form (height, massing, tapering, setbacks)
    - ii) Facade treatments, materials, fenestration
    - iii) Roof line/penthouse form and materials
    - iv) Street level activism/entrances & exits
    - v) LEED Score
    - vi) Accessibility
  - b) Retail Spaces
    - i) Location, size, ceiling heights
    - ii) Storefront designs and transparency
    - iii) Mix of tenants (small v. large, local v. national)
  - c) Service Issues
    - i) Utility equipment
    - ii) Venting location and type
    - iii) Location and visibility of loading and trash service
    - iv) Exterior/rooftop lighting

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

**Site Location:** The Crystal City Block Plan application addresses the 9.48 acre Block J/K as identified by the Crystal City Sector Plan. Block J/K is bounded on the north by 18<sup>th</sup> Street South, on the east by Crystal Drive, on the south by 20<sup>th</sup> Street South, and on the west by Jefferson Davis Highway. South Bell Street bisects the block from north to south. The site plan area is a 3.08 acre portion of Block J/K fronting on Crystal Drive.

**Applicant Information:**

**Applicant**

CESC Mall Land LLC  
2345 Crystal Dr., Suite 1000  
Arlington, VA 22202  
Lisa Marier  
(703) 769-8244  
[lmurier@vno.com](mailto:lmurier@vno.com)

**Attorney**

Venable, LLP  
8010 Towers Crescent Dr.  
Vienna, VA 22182  
John Miliken  
(703) 760-1600  
[jgmiliken@venable.com](mailto:jgmiliken@venable.com)

**Architect**

Cooper Carry, Inc.  
625 N. Washington St, Suite 200  
Alexandria, VA 22314  
Katie Peterschmidt  
(703) 519-6152  
[katiepeterschmidt@coopercarry.com](mailto:katiepeterschmidt@coopercarry.com)

**Engineer**

Bowman Consulting  
2121 Eisenhower Avenue, Suite 302

**Landscape Architect**

The Office of James Burnett  
550 Lomas Santa Fe Dr., Suite A

**LEED Consultant**

Cooper Carry, Inc.  
625 N. Washington St., Suite 200

Alexandria, VA 22314  
Scott Delgado  
(703) 683-5781  
[sdelgado@bowmanconsulting.com](mailto:sdelgado@bowmanconsulting.com)

Solana Beach, CA 92075  
James Burnett  
(858) 793-6970  
[jburnett@obj.com](mailto:jburnett@obj.com)

Alexandria, VA 22314  
(703) 519-6152  
Lauren Ford  
[laurenperryford@coopercarry.com](mailto:laurenperryford@coopercarry.com)

**Traffic Engineer**

Gorove/Slade Associates, Inc.  
1140 Connecticut Ave., NW  
Suite 600  
Washington, DC 20036  
Daniel VanPelt  
(202) 296-8625  
[Dan.vanpelt@goroveslade.com](mailto:Dan.vanpelt@goroveslade.com)

**BACKGROUND:** The applicant requests approval of the following actions:

- Crystal City Block Plan for Block J/K;
- Amendment to Site Plan #56 for purposes of removing land area from the site plan;
- Rezoning of 1.70 acres from the “C-O” zoning district to the “C-O-Crystal City” zoning district;
- Vacation of 834 square feet of public easement area;
- Site Plan #421 for the purpose of permitting the redevelopment of the Mall III building site with a 24-story office building and interim park.

The applicant has proposed a series of applications for the purpose of permitting the development of a 24-story office building with ground floor retail use. This proposal is the first site plan filed subsequent to the adoption of the Crystal City Sector Plan. In conformance with the provisions of the “C-O-Crystal City” zoning district, any site plan development proposal located on the east side of Jefferson Davis Highway (US Route 1) must include a Crystal City Block Plan (CCBP), which the applicant has filed for the subject block (Block J/K). The site plan amendment (SP #56) is necessary to remove the land area proposed to be redeveloped subject to the proposed site plan (SP #421). A concurrent rezoning is proposed to reclassify only the portion of proposed SP #421 that will be redeveloped with the office building; the area of the interim park will remain zoned “C-O.” Specifically, SP #421 proposes to demolish the Mall III office building (381,328 sf) and replace it with a 24-story building consisting of ground floor retail (10,119 sf) and either 727,120 square feet (Option 1) or 732,763 square feet (Option 2) of office space. The options are differentiated by additional office space on the 24<sup>th</sup> (penthouse) level. The building will be oriented parallel to Crystal Drive and will accommodate the construction of an interim park in the northeast corner of the block, which will remain until that area is subject to a future rezoning to the “C-O-Crystal City” zoning district and an amendment to SP #421 to allow for the redevelopment of that area. If approved, the proposed CCBP and site plan applications will result in the initial redevelopment activity implemented in accordance with the Crystal City Sector Plan.

**The following provides additional information about the site and location:**

Site: The Crystal City Block Plan (“CCBP”) proposal for Block J/K is a 9.48 acre block bounded on the north by 18<sup>th</sup> Street South, on the east by Crystal Drive, on the south by 20<sup>th</sup>

Street South, and on the west by Jefferson Davis Highway. The Site Plan Amendment (SP #56) is a 6.41 acre portion of Block J/K and the Site Plan (SP #421) comprises the residual 3.08 acre portion of Block J/K. The site is surrounded by the following land uses:

- To the north: 18<sup>th</sup> Street South and the Crystal Square development (SP #90). The properties are designated “High” Office-Apartment-Hotel and are zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts and “M-2” Service Industrial Districts.
- To the east: Crystal Drive and the Crystal Park development (SP #167). The properties are designated “High” Office-Apartment-Hotel and are zoned “C-O-1.5” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts.
- To the south: 20<sup>th</sup> Street South and the Crystal Plaza development (SP #11). The properties are zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts and “M-2” Service Industrial Districts.
- To the west: Jefferson Davis Highway and the Sheraton-Crystal City (SP #78) and the CEA office building. The properties are zoned “RA-H3.2” Multiple-Family Dwelling and Hotel Districts and “C-2” Service Commercial-Community Business Districts.

Existing Zoning: “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts.

Proposed Zoning: “C-O-Crystal City” Commercial Office Building, Retail, Hotel and Multiple-Family Dwelling Districts and “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts.

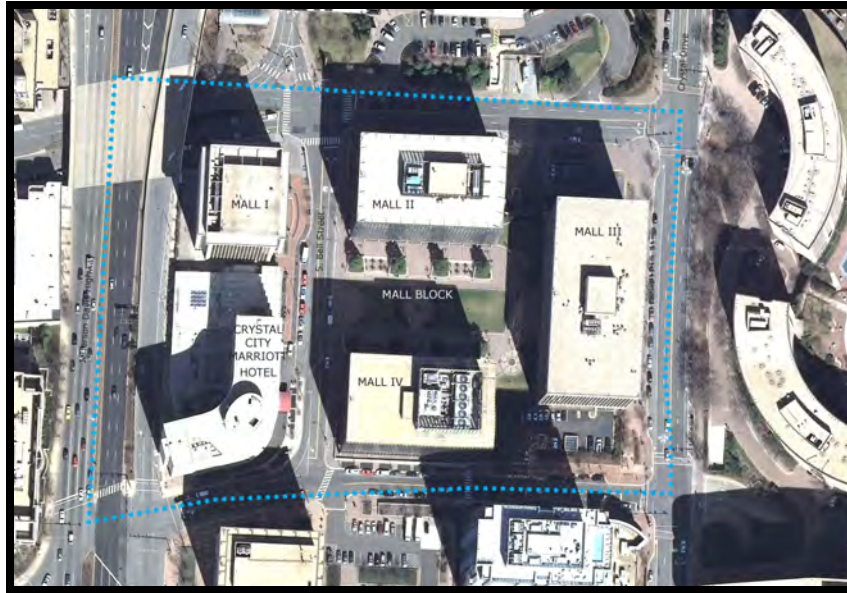
General Land Use Plan Designation: “High” Office-Apartment-Hotel and “Crystal City Coordinated Redevelopment District” (Note 1).

Neighborhood: The site is located within the Crystal City community.

**Existing Development:** Block J/K currently contains the following uses:

<b>Building</b>	<b>Office</b>	<b>Retail</b>	<b>Hotel</b>	<b>Other</b>	<b>Total</b>
Mall I	210,429 sf				210,429 sf
Mall II	281,087 sf				281,087 sf
Mall III	381,328 sf				381,328 sf
Mall IV	271,304 sf				271,304 sf
Crystal City Marriott			217,128 sf		217,128 sf
Basement & Mechanical	41,279 sf	15,800 sf	29,000 sf	60,000 sf	146,079 sf
<b>TOTAL</b>	<b>1,185,427 sf</b>	<b>15,800 sf</b>	<b>246,128 sf</b>	<b>60,000 sf</b>	<b>1,507,355 sf</b>

*Information provided from the applicant's proposed Crystal City Block Plan (Block J/K)*



*Source: Crystal City Block Plan (Block J/K) applicant submission*

The existing Mall III building is situated parallel to Crystal Drive with surface parking on the north and south sides of the building that connect to an at-grade drive through lane that the building projects over top of. Though the primary pedestrian entrance to the building is provided from the Center Park portion of the block, streetscape improvements are provided along Crystal Drive, 18<sup>th</sup> Street South and 20<sup>th</sup> Street South that facilitate the movement of people past this block. Along Crystal Drive, the streetscape consists of an approximately 30-foot wide section with an approximately 10-foot wide clear walkway zone (an entrance to the Crystal City Underground and tree wells flanking the sidewalk disrupt this area); adjacent to 18<sup>th</sup> Street South, the streetscape consists of an approximately 35-foot wide section with an approximately 5-foot wide clear walkway zone (a raised garage ventilation shaft consumes a large portion of this area); and along 20<sup>th</sup> Street South, the streetscape contains an approximately 16-foot wide section with an approximately 10-foot wide clear walkway zone. Access to the surface parking, loading activities, refuse collection, and garage entrances are provided from curb cuts along 18<sup>th</sup> Street South and 20<sup>th</sup> Street South. The building's north elevation is oriented towards the block's Center Park area and a pocket park is provided in the southeast corner of the site near the intersection between Crystal Drive and 20<sup>th</sup> Street South.

A major feature of the block is the difference in the finished grade between Crystal Drive (elevation 36 feet) and South Clark Street (elevation 66 feet), with the Center Park area of the block between Crystal Drive and South Bell Street developed at an elevation of 53 feet. This grade differential defined the development of the block whereby the Center Park portion of the block was established at a finished grade of 53 feet with the lobbies of the Mall II, Mall III and Mall IV buildings oriented around this park, but that their respective opposite elevations dropped down to the adjacent finished grade that increases from 36 feet along Crystal Drive up to 53 feet along South Bell Street. The resulting effect is that the Center Park area is approximately 17 feet above the finished grade of the proposed site plan area. The Mall II and Mall IV buildings



present a much greater increase in grade, as is displayed by the retaining walls located at the back of the sidewalk along 18<sup>th</sup> Street South and 20<sup>th</sup> Street South.



*Mall II, III and IV buildings from Center Park*



*Mall III and Mall II building from across 18<sup>th</sup> Street South*



*Garage entry from 20<sup>th</sup> Street South with Center Park above*

**Development Potential:**

Site Plan Area <sup>1</sup> : 3.08 ac (133,956 sf)	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
<b>Existing Zoning</b>		
“C-O” By-Right	One-Family Dwellings: 6,000 sf/lot; or Office Use: .6 FAR	22 lots; or 80,373 sf
“C-O” Site Plan	Office, Commercial and Hotel: 3.8 FAR; or Multiple-Family Dwellings: 4.8 FAR	509,032 sf; or 642,988 sf
<b>Proposed Zoning<sup>2</sup></b>		
“C-O-Crystal City” By-	Places of Worship;	12 lots;

Right	or Office Use: .6 FAR	or 80,373 sf
“C-O-Crystal City” Site Plan	Office, Retail, Hotels and Multiple-Family: in accordance with the provisions of the Crystal City Sector Plan	In accordance with the provisions of the Crystal City Sector Plan

<sup>1</sup> The site area for Site Plan #421 consists of a 3.08 acre portion of Crystal City Block J/K.

<sup>2</sup> Though SP #421 contains 3.08 acres, only 1.7 acres of this area will be rezoned to the “C-O-Crystal City” zoning district. The remaining 1.38 acres that comprise SP #421 will remain zoned “C-O.”

**Proposed Development:** The following table sets forth the preliminary statistical summary for the proposed site plan:

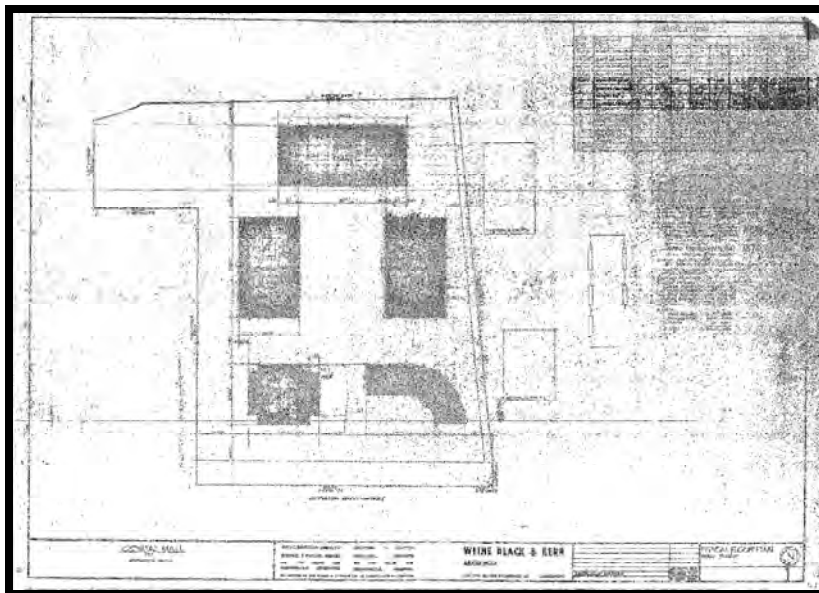
	<b>Proposed</b>
<b>Site Area</b>	
Site Plan Amendment (SP #56)	279,282 sf (6.41 ac)
Rezoning	74,194 sf (1.70 ac)
Site Plan (SP #421)	133,956 sf (3.08 ac)
Public Easement Vacation Request	834 sf (.02 ac)
<b>Density</b>	
Site Plan Amendment (SP #56)	1,126,027 sf 4.03 FAR
Site Plan (SP #421)—Option 1	737,238 sf 5.50 FAR
Office	727,120 sf
Retail	10,119 sf
Site Plan (SP #421)—Option 2	742,881 sf 5.55 FAR
Office	732,763 sf
Retail	10,119 sf
“C-O-Crystal City” Max Permitted	Based upon Crystal City Sector Plan
<b>Average Site Elevation</b>	41.7 ft
<b>Height</b>	
Total Height	297.55 ft
AMSL	339.25 ft
Main Roof	274.13 ft
AMSL	315.83 ft
Penthouse	21.34 ft
AMSL	337.17 ft
Canopy	2.08 ft
AMSL	339.25 ft
<b>“C-O-Crystal City” Max Permitted</b>	300 ft
<b>Parking<sup>1</sup></b>	
<b>Office</b>	
Standard Spaces	496 spaces
Tandem Spaces	120 spaces
Compact Spaces	93 spaces
Van Pool Spaces	8 spaces
Accessible Spaces	12 spaces
Accessible Van Spaces	4 spaces
Parking Provided	613 spaces
Option 1	1 space/1,187 sf
Option 2	1 space/1,196 sf
Parking Provided (w/tandem)	733 spaces



Option 1	1 space/992 sf
Option 2	1 space/1,000 sf
Min. Office Required Parking Ratio	1 sp/1000 sf
Min. Office Required Parking Spaces	
Option 1	728 spaces
Option 2	733 spaces
<b>Retail</b>	
Standard Spaces	10 spaces
Compact Spaces	0 spaces
Accessible Spaces	0 spaces
Accessible Van Spaces	1 spaces
Parking Provided	11 spaces
Min. Retail Required Parking Ratio	1 sp/1000 sf
Min. Retail Required Parking Spaces	11 spaces
<b>Building Tower Coverage</b>	
Proposed	63.7%
Maximum Permitted	85%
<b>LEED</b>	Silver (v.2009 Core & Shell)

<sup>1</sup> Includes 102 existing parking spaces that are located within the site plan area underneath the proposed interim park.

**Site Plan #56:** Block J/K is subject to SP #56, which was approved by the County Board on July 15, 1967 (Z-1882-67-1). The site plan was originally approved on a site area of 500,000 square feet with a site layout consisting of five office buildings, a motel, and a theater.

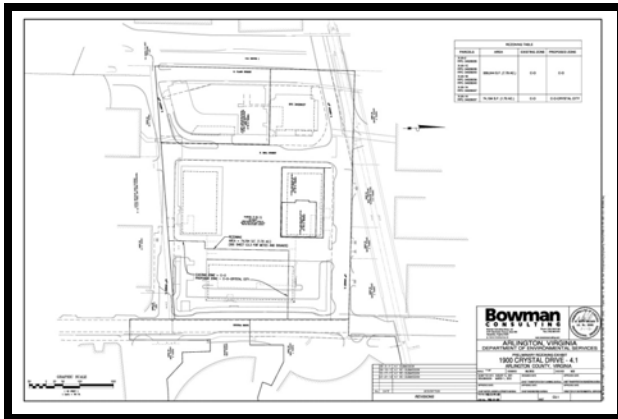


Source: Arlington County Zoning Division

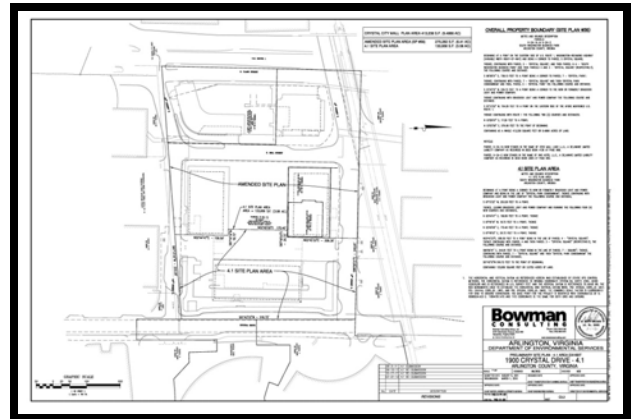
The site layout of SP #56 has remained the same, though the site area has been decreased and the amount of density has been increased throughout the years by way of site plan amendments approved by the County Board. As proposed with this amendment to SP #56, 133,956 square feet (3.08 acres) will be removed from the site area resulting in a site area of 279,282 square feet (6.41 acres). Though the resulting density of SP #56, as proposed (4.03 FAR) will exceed that permitted in the “C-O” zoning district (3.8 FAR), the amount of residual density is in

conformance with that approved by the County Board through various site plan actions. Further, the removal of land area from SP #56 will not prohibit the remaining properties from complying with their applicable site plan approved conditions. In association with this site plan amendment request, the applicant should provide an as-built site plan that is a further refinement of the certified survey plat included in the site plan document for the purpose of providing a detailed catalogue of the uses remaining with SP #56. This document would be used by the County as the governing site plan over the residual parcels in SP #56 and would provide clarity for the building operators and County regarding the operation of these buildings according to the applicable conditions of approval.

**Density and Uses:** The entire J/K block is currently zoned “C-O” and is subject to Site Plan #56, which permitted the development of four office buildings, a hotel and a theater, as well as retail uses located within the portion of the Crystal City Underground that traverses the block. As proposed, the amendment to SP #56 seeks to remove land area from the site plan, resulting in a residual site area for SP #56 of 6.41 acres; no other changes aside from the removal of land area are associated with this site plan amendment request. To permit the redevelopment of the Mall III office building site, the applicant proposes to rezone 1.70 acres from the “C-O” zoning district to the “C-O-Crystal City” zoning district and to create a new site plan (SP #421) for this area that would be removed from SP #56. The areas of Block J/K subject to these rezoning, site plan amendment and site plan requests are as depicted below:



Source: Site Plan #421 applicant submission  
**REZONING**



Source: Site Plan #421 applicant submission  
**SITE PLAN AMENDMENT & SITE  
PLAN AREA**

The Crystal City Sector Plan provides recommendations for the redevelopment of whole blocks (primarily for those located on the east side of Jefferson Davis Highway) by prescribing certain form based parameters for redevelopment including, among others, height, tower coverage, tower separation and bulk angle plane. A rezoning of a portion of the proposed site plan area (SP #421) is requested to reclassify 1.70 acres from the “C-O” zoning district to the “C-O-Crystal City” zoning district. As the site is located on the east side of Jefferson Davis Highway, a Crystal City Block Plan is required, which has been submitted by the applicant. Density is not limited in the “C-O-Crystal City” zoning district, though the actual amount of density permitted for each block through redevelopment efforts such as that proposed here, is limited by the form based parameters that affect how much building mass can be located on a block while meeting

these form based requirements. As such, the applicant proposes the construction of a 24-story building (297 feet tall) consisting of 10,119 square feet of ground floor retail uses and 727,120 square feet (Option 1) or 732,763 square feet (Option 2) of office space. The amount of density and the uses of the building are in conformance with the Crystal City Sector Plan's recommendations for this portion of the subject block (Block J/K).

**Site and Design:** Block J/K is fully developed with four office buildings, a hotel, a theater, retail uses located within the portion of the Crystal City Underground that traverses the block, and a park located between the Mall II, III and IV buildings. A common underground parking structure consisting of 1,887 parking spaces serves the uses on the block. As proposed, the applicant proposes to demolish the 122-foot tall 381,328 square foot Mall III building and associated underground parking spaces, and to redevelop this area with a 24-story office building with ground floor retail uses and an interim park in the northeast corner of the block. Associated parking spaces (744 spaces) will be provided in six levels of structured parking (five below grade levels and one level at grade), which is three more levels of parking than currently exists within this portion of the block.

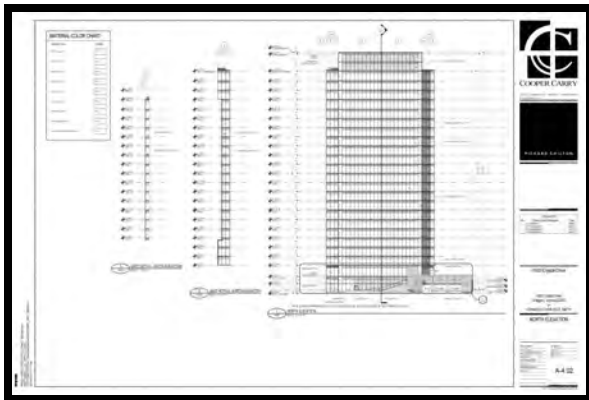
Providing active ground floor uses, including adjacent to Center Park, is a major recommendation of the Crystal City Sector Plan as it is these uses that will contribute to the viability of the type of active urban environment that is envisioned for Crystal City. Because of the significant grade differential between Crystal Drive and the Center Park, the building has been designed with a two-story lobby on the eastern side of the building flanked by retail uses fronting on Crystal Drive and a lobby flanked by flexible retail/office uses on the western portion of the building adjacent to the existing, and future, Center Park area. Access to the underground garage, which will connect to the existing garage underneath the block and make use of 112 existing spaces in the northern portion of the site plan area, will be provided from 18<sup>th</sup> Street South and 20<sup>th</sup> Street South. The existing points of access to the garage will be maintained which will provide access to the existing and new levels of the garage. Access to the vanpool parking spaces on the G-1 level of the building is proposed by way of a new entrance from 20<sup>th</sup> Street South and a new exit from 18<sup>th</sup> Street South. All of the loading and refuse collection activities will occur within the building with access to this area provided from 20<sup>th</sup> Street South.

Streetscape improvements will be provided along the site plan area's frontage on 18<sup>th</sup> Street South (minimum 16.5 feet wide with a minimum 6 foot wide clear walkway zone), Crystal Drive (minimum 15 feet wide with a minimum 6 foot wide clear walkway zone), and 20<sup>th</sup> Street South (minimum 18 feet wide with a minimum 6 foot wide clear walkway zone) including the provision of on-street parking on 18<sup>th</sup> Street South and Crystal Drive. A major aspect of this site plan proposal is the creation of a park in the northern portion of the site plan area that will be provided for an undetermined amount of time until a future building is approved for construction in that area. The design of this park presents an opportunity for passive recreational uses and a passageway from Crystal Drive and 18<sup>th</sup> Street South into the Center Park area located internal to the block. Accessible pathways and a jump elevator are proposed to facilitate the movement of people through this area. The building has been designed to integrate with the existing Center Park in both its current configuration and as proposed once the Mall IV building is removed at some point in the future.

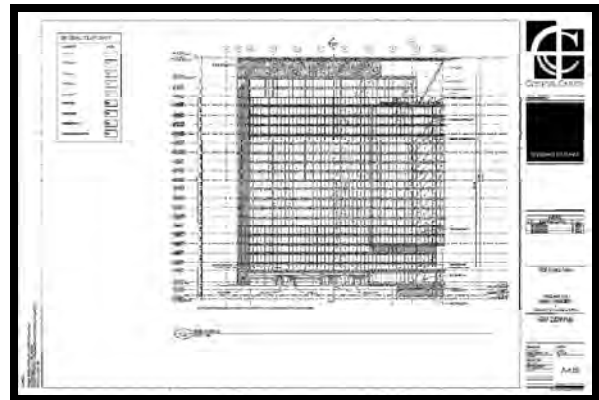


Source: Site Plan #421 applicant submission

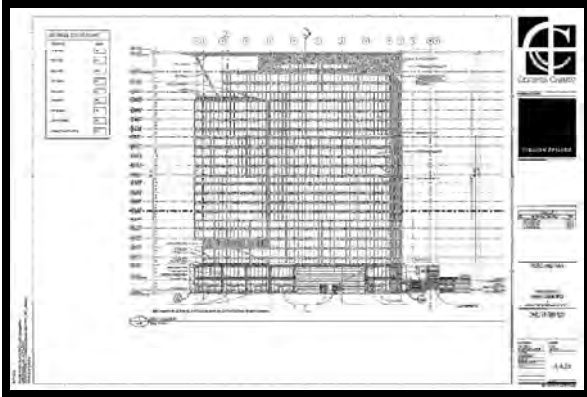
The 24-story building (297 feet) has been designed with distinctive elements for the purpose of providing the appearance of base, tower and top elements. A glass curtain façade consisting of vision glass with spandrel glass headers will be employed, with metal panels and screens shielding the service related portions of the building at the ground floor. The uppermost level (24<sup>th</sup> floor) contains the penthouse and additional office space, which may be provided as proposed with Option 2. A metal canopy extending from the penthouse level will project from the roof in a southerly fashion with tie-back supports anchored above the 21<sup>st</sup> level of the building. It is this canopy, notched façade elements and terraces at levels 3, 21 and 24 that attempt to provide visual interest for this building that will clearly differentiate itself from the architecture of the other buildings on the subject block and elsewhere in Crystal City.



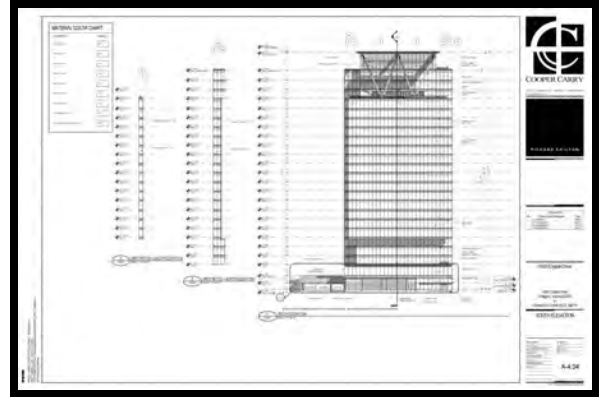
Source: Site Plan #421 applicant submission



Source: Site Plan #421 applicant submission



Source: Site Plan #421 applicant submission



Source: Site Plan #421 applicant submission

**Crystal City Sector Plan Design Guidelines:** Section 3.11 of the Crystal City Sector Plan provides Design Guidelines for use as reference in the redevelopment of Crystal City. These guidelines recommend that all new and substantially renovated buildings incorporate a design scheme that provides a distinct podium, middle and top. As defined by the Crystal City Sector Plan, the podium consists of the lower five to six stories of the building, while the remaining stories consist of the middle and top elements that comprise the building's tower. The middle consists of those stories above the podium, but excluding the top elements that are defined as the upper two to four stories. The Design Guidelines include the following categories:

**Maximum Allowable Height:** The Crystal City Sector Plan recommends that the combined height of the podium and tower for development of the subject site should not exceed 300 feet as measured per the requirements of the Zoning Ordinance. The Zoning Ordinance defines building height as the measurement of the vertical distance of the building from the average elevation of the site to the highest point of the roof surface. The average site elevation for the site plan area is 41.7 feet; therefore, no portion of the building can exceed an elevation of 341.7 feet. The proposed building is 297.55 feet, which is an elevation of 339.25 feet.

**Minimum Frontage Requirements:** The Crystal City Sector Plan recommends that the podium should engage the Recommended Build-to-Line (RBL) within zero to two feet for a minimum of 80% of the street frontage and that no portion of the building should be located greater than ten feet from the RBL. The proposed building has an RBL on Crystal Drive and 20<sup>th</sup> Street South and engages the RBL for greater than 80% on both street frontages. A notch in the proposed building's northeast corner is recessed approximately 20 feet from the RBL, which is in excess of the ten foot setback suggested by this guideline.

**Required Building Frontage:** The Crystal City Sector Plan recommends that every building should have at least one podium frontage on an RBL for a minimum of 65 feet along the RBL. The proposed building has its podium fronting on an RBL on Crystal Drive and 20<sup>th</sup> Street South for greater than 65 linear feet on each street frontage.

**Encroachment:** The Crystal City Sector Plan recommends that no building should encroach within the public right-of-way or any open spaces, with the exception of building frontage elements such as awnings, canopies, bays, blade signage and other similar features. No portion of the proposed building encroaches into the public right-of-way or any open space.

Podium Height: The Crystal City Sector Plan recommends that the maximum height of any podium (first five to six floors of the building) should not exceed 65 feet. The first two floors of the proposed building comprise the podium, which is 30.3 feet in height. The number of stories of the proposed podium is less than that recommended by this guideline.

Architectural Features Encroachment: The Crystal City Sector Plan recommends that buildings targeted for inclusion of architectural features may permit encroachments of up to four feet beyond the RBL for one-third of the building's frontage. The proposed building is not targeted for inclusion of architectural features.

Podium Separation Requirement: The Crystal City Sector Plan recommends that buildings provide a minimum podium separation of 40 feet, except when podiums are separated by an alley or other vehicular way where a 25 foot separation can be provided. The proposed building's podium is located approximately 70 feet from the Mall II and IV buildings. The future building to be located in the northeast quadrant of the block will need to be situated at least 40 feet from the proposed building's podium, which will be analyzed with a future amendment to this site plan.

Base Frontage: The Crystal City Sector Plan recommends that the ground floor of the podium base should be distinguished from other stories of the building by providing a pedestrian friendly quality with a greater floor-to-ceiling height than other floors. Because of the grade differential between Crystal Drive and the Center Park portion of the block, the building has been designed with a podium that engages the sidewalk along Crystal Drive and the Center Park portion of the block. On the east façade, the podium presents itself as a two-story element (21 foot floor-to-floor height) with a lobby and retail entrances from Crystal Drive. The second level of the podium (14 foot floor-to-floor height) is oriented towards the Center Park portion of the block with lobby and flexible retail/office use entrances from this area.

Top of the Podium: The Crystal City Sector Plan recommends that the top of the podium should have a horizontal architectural unity to differentiate this portion of the building from the tower. The proposed building proposes recessed building terraces and a metal canopy above the second floor to separate the podium from the tower. Though the canopy is provided around the entirety of the building, the recessed portion between the podium and tower are only present in the southern portion of the proposed building's podium.

Location of Parking in Podiums: The Crystal City Sector Plan recommends that any parking provided within the podium should be screened with active building liners and that garage entry doors should not exceed 25 feet in width. Vanpool parking is proposed within the first floor of the building, though this area is located in the western portion of the proposed building beneath the second floor and the Center Park portion of the block and will not be visible from public view. The existing garage entrances on the north and south sides of the block will be utilized and an additional point of access will be provided to access the vanpool spaces in the first floor of the proposed building. Loading and refuse areas will be accessed from the south side of the building. The doors for each of the three garage doors on the north and south sides of the block



will be approximately fifteen feet wide while the two service areas (loading and refuse collection) will each be 25 feet wide.

**Tower Separation:** The Crystal City Sector Plan recommends that towers maintain a minimum separation of 60 feet. The proposed building's tower will be located approximately 70 feet from the Mall II and Mall IV buildings. The future building to be provided in the northeast quadrant of the site will need to situate its tower 60 feet from the proposed building's tower, which will be analyzed with a future amendment to this site plan.

**Tower Coverage:** The Crystal City Sector Plan recommends that tower coverage (the percentage of tower coverage as measured above the fifth floor) for the proposed site plan area not exceed 85%. The proposed tower coverage for the site plan is 63.7% and is relatively low due to the presence of the proposed interim park located in the northeast quadrant of the site plan area.

**Forming Towers:** The Crystal City Sector Plan recommends that tower massing for each building be designed to permit light, air and views to penetrate into and through each block. To accomplish this, the Sector Plan recommends that commercial office floor plates above the podium not exceed 35,000 square feet up to 250 feet of height and not exceed 30,000 square feet above 250 feet of height. The proposed building has floor plates of varied sizes, but none of the floors below 250 feet in height exceeds 33,576 square feet and no floor above 250 feet exceeds 27,443 square feet.

**Building Tops:** The Crystal City Sector Plan recommends that each building's top (upper two to four floors of the tower) provide a distinctive treatment to differentiate this portion of the building from its other parts. The proposed building's top (floors 21-24) is differentiated from the rest of the building by providing stepbacks in the southern portion of the top above the 20<sup>th</sup> and 23<sup>rd</sup> floors, incorporation of spandrel glass panels for the entirety of the 24<sup>th</sup> floor, provision of a terrace above the 21<sup>st</sup> floor, and through the inclusion of a building canopy that rises 2.08 feet from the north side of the building to the south side.

**Mechanical Penthouse:** The Crystal City Sector Plan recommends that all penthouse structures should be setback from the edge of the roof at a distance no less than the height of the wall and should include an enhanced façade treatment. The proposed building's penthouse (24<sup>th</sup> floor) is setback from the lower floor on the east, south and west elevations. This penthouse includes both mechanical equipment as well as the option for occupiable office space. As the penthouse is a component of the building's top, it will be skinned in a manner to differentiate itself from the rest of the building, but not in a way that is uncharacteristic with the overall architectural theme of the building.

**LEED:** The applicant has designed the building to achieve LEED Silver certification (v. 2009—Core and Shell).

**Transportation:** The site is located within the Central Business District of Crystal City, which is well served by local and regional transportation networks.

The Department of Environmental Services (DES) collected daily traffic count data for a number of locations proximate to the site.

<b>Historic Daily Traffic Volumes</b>		<b>2005</b>	<b>2007</b>	<b>2009</b>
<b>20th St. S.</b>	between Jeff Davis Hwy & Crystal Dr	-	4,650	4,850
<b>Crystal Dr.</b>	between 20th St. and 23rd St.	9,400	9,050	8,650
<b>Crystal Dr.</b>	between 18th St. and 20th St.	-	11,200	9,850

*Street Network*

The project site is located on the eastern side of block “K” within the Crystal City Sector Plan (Crystal City Sector Plan). Block “K” is bounded by South Ball Street to the west, 18<sup>th</sup> Street South to the north, Crystal Drive to the east and 20<sup>th</sup> Street South to the south. The Crystal City Sector Plan classifies Crystal Drive, 18<sup>th</sup> Street South and 20<sup>th</sup> Street South as Type A (Retail-Oriented Mixed-Use Arterial) streets. South Ball Street is classified as a Type B (Urban Mixed-Use Arterial) street. While Crystal Drive 18<sup>th</sup> Street South and 20<sup>th</sup> Street South are all classified as Type A arterial streets, the Crystal City Sector Plan proposes different cross sections for each street. The table below summarizes the proposed street cross sections for the street adjacent to the project.

<b>Street</b>	<b>Typology</b>	<b>Curb-to-Curb Width</b>	<b>Number of Travel Lanes</b>	<b>Transit Lane</b>	<b>On-Street Parking</b>	<b>Bike Lane</b>
<b>Crystal Dr.</b>	Type A	59 feet	3	NB	SB	SB
<b>18th St. S.</b>	Type A	75 feet	4	Center WB	EB	EB/WB
<b>20th St. S.</b>	Type A	61 feet	4	None	None	EB/WB

*Crystal Drive:*

The project proposes reconstructing the curb between 20<sup>th</sup> Street South and 18<sup>th</sup> Street South to provide a curb-to-curb width of 59 feet. The initial proposal for this improvement, as depicted in 4.1 site plan materials, conflicted with the recommendations of the Crystal City Sector Plan as it would require the road to shift eastward onto adjacent property. The applicant has revised the site plan materials to accommodate the full 59 foot section of Crystal Dive by shifting the road westward onto the subject property; thereby alleviating impacts on adjacent properties and existing mature vegetation.

*18<sup>th</sup> Street South:*

The project proposes to reconstruct 18<sup>th</sup> Street South to provide an interim width of 55 feet. The interim cross section would provide 2 travel lanes in each direction and on-street parking adjacent to the project on the south side of the street between the sidewalk and the eastbound travel lane. To achieve the ultimate 75-foot curb-to-curb width proposed in the Crystal City Sector Plan, the northern curb would have to be moved approximately 20 feet, providing the proposed westbound transit lane and room for the proposed bike lanes. Staff is evaluating the location of the southern curb proposed by the project to ensure it is consistent with the Crystal City Sector Plan. If the southern curb location set by this project is in the wrong location, it could have an impact on the Metro Market Square park/open space proposed for Block G-2.

*20<sup>th</sup> Street South:*

The project proposes to reconstruct 20<sup>th</sup> Street South to provide a width of 54.5 feet along the site's frontage. The cross section would provide 2 travel lanes in each direction and on-street parking along the south side of the street. Given the proposed garage and loading entrance which would take up over 50% of the block frontage, the project does not propose on-street parking on the northern side of the street, rather the area that would have been used for on-street parking (5.5 feet) has been incorporated into the streetscape. This maintains a building location along 20<sup>th</sup> Street South that is consistent with the Crystal City Sector Plan while reallocating some of the area for on-street parking for sidewalk area.

*Streetscape and Sidewalks*

The Crystal City Sector Plan identifies appropriate streetscape cross sections for each sidewalk within Crystal City. The Crystal Drive and 18<sup>th</sup> Street frontage of the project are identified as 15 to 18 feet – commercial/mixed sections. The 15 to 18 foot section provides a minimum 6-foot street tree and furniture zone and a 6-foot minimum clear sidewalk with additional room for a café/shy zone. For 20<sup>th</sup> Street South the Crystal City Sector Plan proposes an 18 to 22 foot – commercial/mixed section. The 18 to 22 foot section provides a minimum 6-foot street tree and furniture zone and a 6-foot minimum clear sidewalk with additional room for a wider café/shy zone

*Transit Access*

The project site is currently well served by transit, and with planned transit improvements, the area will be accessible by transit to a wider area than at the present time. The site is within a few hundred feet of both the Crystal City Metro station and the Crystal City VRE station. The Crystal City Metro station is served by the Blue and Yellow lines and has an average weekday entry/exit volume of 29,400 passengers. The VRE station is served by the Manassas and Fredericksburg lines, with 30 minute headways during peak periods.

In addition to train service, the area is well served by bus lines. The Metrobus 9S, 10A and E, and 16H routes stop within a short walk of the site. The area is also served by routes operated by Omniride and Fairfax Connector, providing regional transit services to the area.

In addition, the Crystal City Sector Plan proposes high frequency transit along Crystal Drive with the construction of the Crystal City/Potomac Yard transitway, with a stop just north of the site at 18<sup>th</sup> Street South. The transitway is proposed to provide service between the Braddock Road Metro station (in Alexandria) and the Pentagon City Metro station. The proposed Columbia Pike Streetcar will link with the transitway in Pentagon City.

*Bicycle Access*

The site is well served by on-street and shared bike lanes with connections to the area's regional trail network. To further support cycling, Crystal City and Pentagon City were Arlington's first neighborhoods with Capital Bikeshare stations providing access to the bike share network. The Crystal City area currently has 10 Capital Bikeshare stations accessible to the public.

The project proposes providing 12 on-street bicycle parking spaces and 144 bicycle parking spaces in the garage supporting employees and visitors. The project also proposes integrating room in the streetscape for a Capital Bikeshare station along Crystal Drive.

## DISCUSSION

**Modification of Use Regulations:** The following modifications to Zoning Ordinance requirements are requested with the subject site plan proposal:

- Exclusion of below grade uses from density calculation.
- Permit tandem spaces to be included in the parking requirement.

**Issues:** The first meeting of the SPRC followed an LRPC meeting about the Crystal City Block Plan application that is associated with this site plan request. The first SPRC meeting focused on presentations of the site plan proposal by staff and the applicant with ensuing discussion regarding land use and zoning issues. The applicant has already resolved staff's concern regarding the proposed Crystal Drive section. The following issues have been identified by staff for further analysis and discussion:

### Site Design

- Building separation (podium and tower) regarding future building in northeast quadrant of block

### Building Design

- Building podium design
- Service entry doors
- Building top design
- Building massing

### Transportation

- ~~Crystal Drive section~~
- Tandem parking spaces

### **SPRC Neighborhood Members:**

Christer Ahl	Crystal Park Condominium	<a href="mailto:christer.ahl@comcast.net">christer.ahl@comcast.net</a>
Judy Freshman	Crystal City Resident Community	<a href="mailto:judyfreshman@yahoo.com">judyfreshman@yahoo.com</a>
Michael Dowell	Aurora Highlands Civic Association	<a href="mailto:mdowell19@gmail.com">mdowell19@gmail.com</a>
Kathryn Buck	Arlington Ridge Civic Association	<a href="mailto:kathrynlbuck@gmail.com">kathrynlbuck@gmail.com</a>

### **Interested Parties:**

Thomas Sheffer	National Park Service	<a href="mailto:thomas_sheffer@nps.gov">thomas_sheffer@nps.gov</a>
Michael Cooper	Metropolitan Washington Airports Authority	<a href="mailto:michael.cooper@mwaa.com">michael.cooper@mwaa.com</a>
Rebecca Snyder	Archstone	<a href="mailto:rsnyder@archstonemail.com">rsnyder@archstonemail.com</a>

James Whitaker  
Angela Fox

Crystal City resident  
Crystal City Business  
Improvement District  
BNA

[jamesbw2398@aol.com](mailto:jamesbw2398@aol.com)  
[afox@crystalcity.org](mailto:afox@crystalcity.org)  
[lholmes@bna.com](mailto:lholmes@bna.com)

**Planning Commissioner Chairing This Item:**  
Charles Monfort

[cmonfort@comcast.net](mailto:cmonfort@comcast.net)

**Staff Members:**

Aaron Shriber	CPHD—Planning	(703) 228-0770
Anthony Fusarelli	CPHD—Planning	(703) 228-3548
Robert Gibson	DES—Transportation	(703) 228-4833
Hunter Moore	CMO	(703) 228-3498

[ashriber@arlingtonva.us](mailto:ashriber@arlingtonva.us)  
[afusarelli@arlingtonva.us](mailto:afusarelli@arlingtonva.us)  
[rgibson@arlingtonva.us](mailto:rgibson@arlingtonva.us)  
[jhmoore@arlingtonva.us](mailto:jhmoore@arlingtonva.us)

**ITEM 2**  
**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

**AGENDA: Third Meeting – February 2, 2012**

- 7) Building Architecture
  - a) Informational Presentations (Staff and Applicant)
  - 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: Fourth Meeting – March 26, 2012**

- 8) Informational Presentation
  - a) Applicant presentation – Response to issues raised at previous SRPC meetings
- 9) 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)

10) Community Benefits

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

11) Construction Issues

- a) Phasing
- b) Vehicle staging, parking, and routing
- c) 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**

650 N. Glebe LLC  
455 Spring Park Place, #100  
Herndon, VA 20710  
Christian Chambers  
Christopher Lukawski  
703-834-9700  
[cmc@crimsonpartners.net](mailto:cmc@crimsonpartners.net)  
[cjl@crimsonpartners.net](mailto:cjl@crimsonpartners.net)

**Attorney**

Walsh, Colucci, Lubeley, Emrich &  
Walsh, PC  
2200 Clarendon Blvd, 13th Floor  
Arlington, VA 22201  
Nan E. Walsh  
703-525-3197  
[nwalsh@arl.thelandlawyers.com](mailto:nwalsh@arl.thelandlawyers.com)

**Architect**

The KTGy Group, Inc.  
8605 Westwood Center Dr, Ste. 300  
Vienna, VA 22182  
Rohit Anand  
703-992-6116  
[ranand@ktgy.com](mailto:ranand@ktgy.com)

**Engineer**

Bowman Consulting Group, Ltd.  
14020 Thunderbolt Place, Suite 300  
Chantilly, VA 20151  
John Lutostanski  
703-481-9720  
[johnl@bowmancg.com](mailto:johnl@bowmancg.com)

**Landscape Architect**

Bowman Consulting Group, LTD  
14020 Thunderbolt Place, Suite 300  
Chantilly, VA 20151  
Sara Story  
703-548-2188  
[sgoodenow@bowmancg.com](mailto:sgoodenow@bowmancg.com)

**LEED Consultant**

SDKeppler, Ltd.  
51 Monroe Street, Suite 402  
Rockville, MD 20850  
Rachel H. Sowards  
240-403-0787  
[rhardestry@sdkeppler.com](mailto:rhardestry@sdkeppler.com)

**Traffic Consultant**

Wells & Associates, LLC  
1420 Spring Hill Road, Suite 600  
McLean, VA 22102  
Chris L. Kabatt  
703-917-6620  
[CLKabatt@mjwells.com](mailto:CLKabatt@mjwells.com)

## **BACKGROUND:**

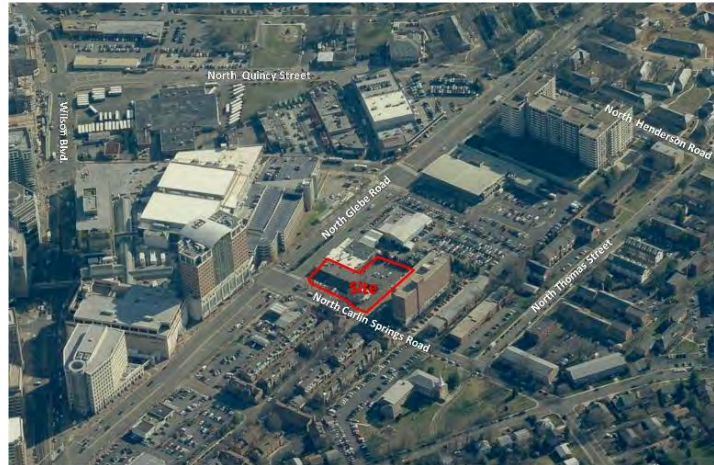
### **The following provides additional information about the site and location:**

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 of 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"> <li>• Retail and service commercial uses restricted to the first floor of any structure; and</li> <li>• Offices, business and professional.</li> </ul>	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.

	<b>1989 Amendment– R-C portion of site</b> <i>(includes 4-story office, The Carlin, and existing Ballston Gardens)*</i>	<b>Proposed Amendment (650 N. Glebe Only)</b>
<b>SITE AREA</b>	118,105 sq. ft.	36,957 sq. ft.**
<b>Site Area Allocations</b>		
Residential	118,105 sq. ft.	36,299 sq. ft.
Office/Commercial	118,105 sq. ft.	658 sq. ft.
<b>Density</b>		
Residential GFA	243,835 sq. ft.	136,868 sq. ft.
Residential units	249 units	163 units
Residential FAR	2.06	3.70

Office/Commercial GFA	52,546 sq. ft.	2,203 sq. ft.
Office/Commercial FAR	.44	.06
<b>Total GFA</b>	<b>296,381 sq. ft.</b>	<b>139,071 sq. ft.</b>
<b>Total FAR</b>	<b>2.5</b>	<b>3.76</b>
Bonus Density (GFA)	n/a	19,331 sq. ft.
Density Exclusions (GFA)	n/a	2,937 sq. ft.
<b>“R-C” Max. Permitted Density</b>	<b>3.24 (382,660 sq. ft.)</b>	<b>3.24 (119,740 sq. ft.)</b>
<b>“R-C” Max. Permitted Residential Density</b>	<b>3.24 (382,660 sq. ft.)</b>	<b>3.24 (119,740 sq. ft.)</b>
<b>“R-C” Max. Permitted Mixed-Use Residential Density</b>	<b>2.0 (236,210 sq. ft.)</b>	<b>2.0 (73,914 sq. ft.)</b>
<b>“R-C” Max. Permitted Mixed-Use Office/Commer. Density</b>	<b>1.24 (146,450 sq. ft.)</b>	<b>1.24 (45,826 sq. ft.)</b>
<b>Building Height</b>		
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
<b>“R-C” Max. Permitted Bldg. Height (Site Plan)</b>	<b>95.00 feet</b>	<b>95.00 feet</b>
<b>Parking</b>		
Residential	286	164
Retail/Office	99	0
Total Number of Spaces	385	164
Standard Spaces	60%	135
Compact Spaces	40%	22 (13.4%)
Handicap Spaces	Unknown	4
Tandem Spaces	None	3
Residential Parking Ratio	1.25 sp/unit	1 sp/unit (including tandem spaces)
<b>“R-C” Required Residential Parking Ratio</b>	<b>1.125 sp/unit (250 spaces)</b>	<b>1.125 sp/unit (184 spaces)</b>
Office/Retail Parking Ratio	1 sp/531 sq. ft.	No spaces provided
<b>“R-C” Required Office/Retail Parking Ratio</b>	<b>1 sp/580 sq. ft. commercial GFA (91 spaces)</b>	<b>1 sp/580 sq. ft. commercial GFA (4 spaces)</b>
<b>LEED</b>		
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.

\*\*Following approval of the proposed site plan amendment, the site area would be reduced by approximately 5,865 square feet to reflect the dedication of the through road in fee to the County.

**Density and Uses:** The proposed redevelopment of the site includes 163 dwelling units and 2,203 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.5.a. of the Zoning Ordinance. 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)
36.H.5.a -10% Bonus for provision of through-access road	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
<b>R-C Portion of Site Plan #72</b>			
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
650 N. Glebe ( <i>Proposal</i> )	36,957 sq. ft.	119,740 sq. ft. ( <i>base density</i> )	3.24 FAR
Total R-C portion of site ( <i>w/ 650 N. Glebe proposal</i> )	110,445 sq. ft.	270,965 sq. ft.	2.45 FAR
<b>C-0-2.5 Portion of Site Plan #72</b>			
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
<b>C-0/RA6-15 Portion of Site Plan #72</b>			
Hyde Park Condominiums ( <i>density supported by both Hyde Park Condominium parcel on west side of Glebe Road and parcels on east side of Glebe Road</i> )	353,241 sq. ft.	322 residential units	Approx. 40 units/acre
<b>S-D Portion of Site Plan #72</b>			
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. At the January 26, 2012, SPRC meeting, there was discussion regarding the appropriate location of the retail and residential lobby. Since that meeting, the applicant has revised the plan to extend the retail space, which is approximately 2,203 square feet, across the entire North Glebe Road frontage. As such, the residential lobby was relocated approximately 50 feet from the building corner on the North Carlin Springs Road frontage. The North Carlin Springs Road frontage would also contain leasing offices and loft-style residential units with 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. Service, loading, and garage access would be accommodated on 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 portions of the building and mechanical penthouses up to an additional eleven (11) feet.



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

The building facades are proposed as a majority of neutral-toned brick, metal panel cladding, wood grain 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 nearly 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. At the February 2, 2012, SPRC meeting the applicant shared several options for discussion, including a masonry pattern, mural, and faux fenestration. The applicant has since narrowed the proposed options to two patterns which are included in the package for the March 26, 2012, meeting.

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.

**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: Wells and Associates, Inc prepared a traffic impact analysis (TIA) dated December 18, 2008, and updated March 19, 2012, assuming a development plan for the site including 163 residential units with 2,250 square feet of ground floor commercial/retail. The project is estimated to generate 61 a.m. and 98 p.m. peak hour vehicle trips. Relative to the existing vehicle trips at the site, the project is estimated to produce 40 new a.m. peak trips and 82 new p.m. peak trips.

The TIA analyzed four signalized intersection along Glebe Road, (at Wilson Blvd., North Quincy St./North Henderson Rd., North Randolph St. and North Carlin Springs Rd.) within close proximity to the site. Each intersection currently operates with acceptable levels of service, however one or more movements at each intersection operates with unacceptable levels of service and delay. Without the proposed development, in 2014, the intersection levels of service for the intersection of North Glebe Rd. and North Wilson Blvd. and the intersection of North Glebe Rd. and North Quincy St./North Henderson Rd. are projected to operate at unacceptable levels of service. The TIA shows that the marginal increase in traffic at the studied intersections would not add additional delay when compared to the 2014 no build scenario, assuming signal timing adjustments are made.

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 minimum 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.

Since the last SPRC meeting, the applicant has proposed changes to the streetscape to better accommodate curbside loading. Adjacent to the building’s residential entrance on North Carlin Springs Road, the applicant has proposed removing the planting strip to provide a 40-foot long short term loading lane. The loading lane would not reduce the size of the clear sidewalk and would help support pick-up and drop-off activities and deliveries to the site. The applicant has adjusted the street trees along Carlin Springs Road to maintain four street trees along the site’s frontage. However, a fifth tree as was also requested at the February 2, 2012, SPRC meeting cannot be accommodated if the loading lane is provided.

Along the alley/through-access road in the rear of the site, an 8-foot wide sidewalk is proposed adjacent the building. (Note: Since the first 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 which 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.

<b>North Glebe Road</b>		
<b>Existing Street</b>	<b>Existing Clear Sidewalk</b>	<b>Existing Total Sidewalk</b>
98-feet – 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
<b>Proposed Street</b>	<b>Proposed Clear Sidewalk</b>	<b>Proposed Total Sidewalk</b>
<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
<b>Carlin Springs Road</b>		
<b>Existing Street</b>	<b>Existing Clear Sidewalk</b>	<b>Existing Total Sidewalk</b>
<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 Goodyear

<b>Proposed Street</b>	<b>Proposed Clear Sidewalk</b>	<b>Proposed Total Sidewalk</b>
Varies from 41 to 53 feet – At the intersection the street would be narrowed to approximately 53 feet providing additional sidewalk width for the loading spaces	<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 minimum wide sidewalk with a continuous 5-foot wide planting strip including street trees, between the street trees a 40-foot loading lane has been carved out removing the planting strip for a portion of the frontage
<b>Alley/N. Tazewell Street Extension</b>		
<b>Proposed Street</b>	<b>Proposed Clear Sidewalk</b>	<b>Proposed Total Sidewalk</b>
23-feet - 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-feet wide from curb to curb including a planted median. The project proposes maintaining the existing North 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. North 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.

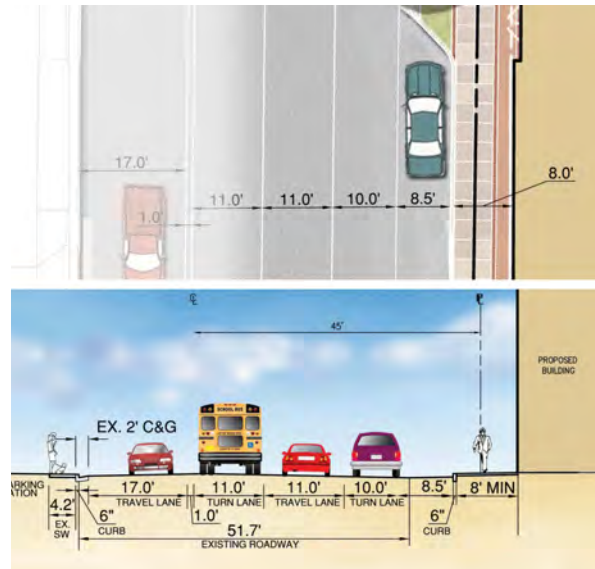
The County is planning at-grade pedestrian safety improvements at the intersection of North Glebe Road and North Carlin Springs Road, which are scheduled to begin construction in Spring 2012. The improvements include new ADA compliant pedestrian ramps, a wider center median (in Glebe Road), re-striping 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 continues 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-feet 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 northbound 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-feet wide. The project proposes to narrow Carlin Springs Road by approximately one foot to 53-feet in order to accommodate a loading lane and maintain the clear sidewalk width. This image shows the proposed Carlin Springs frontage with the proposed loading lane.



N. Carlin Springs Road section with loading lane

**Loading, Service and Parking:** The proposed development would include parking spaces for 164 cars, provided in three (3) levels below grade. Three of the spaces would be tandem spaces and the 13.4% of the spaces would be compact spaces. 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, bike storage and the below-grade parking garage would be accessed from this road. The applicant has also revised the plans showing the transformers to be located on the ground floor next to the loading bay. The transformer room would be accessed from alley/through-access road by garage-style doors.

**Transit:** The study area is just over one quarter mile (approximately 1,450 feet) 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 modification to permit no retail parking spaces which is lower than the required 1 space per 580 sq. ft. and to permit tandem spaces for the residential parking spaces;
- 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 the 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 February 7, 2012.

The guiding principles help to inform the site plan review for 650 N. Glebe Road. While additional refinements will be made through the LRPC process, the current draft addendum recommends the following transportation principle regarding a potential extension of N. Tazewell Street: “Extend N. Tazewell St. into the site. The majority of the site’s service, loading and garage entrances should be located off this new segment. Due to the high number of service and loading entrances along N. Tazewell St. evaluate where on-street parking, street trees, and other landscaping features may be appropriate and feasible.”

In addition, 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 an 8’-6” sidewalk on one side and a 23’ roadway.
- Ultimate Treatment: 51’-6” street width, with 11’-6” sidewalks on both sides and a 28’-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/ASCSpecialStudy.aspx>

**Issues:** Several issues were identified and discussed at the first three SPRC meetings. Since the February 2, 2012, meeting, the applicant has proposed several revisions in response to the issues stated below, including a redesign of the retail and residential lobby locations, a curbside loading lane, and an increase in the residential parking spaces. Accompanying this report are drawings of the proposed revisions as well as drawings which provide more details for the street sections and architectural details as requested at previous SPRC meetings.

**Land Use & Zoning**

- Flexibility for uses of ground floor frontage on Glebe Road (retail, service commercial)
- Bonus density and ground floor exclusions

**Site Design and Characteristics**

- Location of retail uses along Glebe Road
- Location of residential entrance and lobby

**Transportation**

- Curbside drop-off/pick-up
- Conflict between building overhang and potential street trees on the N. Tazewell Street extension



- Additional street tree on Carlin Springs Road
- Parking modification and garage management
- Carlin Springs Road street section
- Pedestrian crossings
- Truck turning ratios

#### Architecture

- Building façade materials
- Relationship of the site to adjacent parcels, including the southern façade
- Design of service areas on the alley/through-access road
- Evaluate whether amount of glazing is appropriate for residential units
- Design of access to courtyard from N. Glebe Road
- Accessibility

#### Other Issues Identified

- Opportunities to expand landscaped open space
- Treatment of courtyard as public versus private space
- Provision of affordable housing units

#### **SPRC Neighborhood Members for this Site Plan:**

Bernard Berne	Buckingham Community Civic Association	<a href="mailto:bhberne@yahoo.com">bhberne@yahoo.com</a>
Judah dal Cais	Bluemont Civic Association	<a href="mailto:president@bluemontcivic.org">president@bluemontcivic.org</a>
Joan Fitzgerald	Ashton Heights Civic Association	<a href="mailto:fitz.family2@verizon.net">fitz.family2@verizon.net</a>
Paul Ropp	Buckingham NCAC	<a href="mailto:paulropp@verizon.net">paulropp@verizon.net</a>
Larry Smith	Bluemont NCAC	<a href="mailto:LrsML@aol.com">LrsML@aol.com</a>
Jim Feaster	Ashton Heights NCAC	<a href="mailto:jimfeaster1@gmail.com">jimfeaster1@gmail.com</a>

#### **Interested Parties:**

Ralph Mastonuono, American Service Center	<a href="mailto:ralphm@ascmb.com">ralphm@ascmb.com</a>
Brendan Swartz and Betsy Greer, Hyde Park Condominiums	<a href="mailto:bswartz@legumnorman.com">bswartz@legumnorman.com</a> , <a href="mailto:bsgreer39@hotmail.com">bsgreer39@hotmail.com</a>
Anthony Smith, The Carlin	<a href="mailto:anthony.smith@rhf.org">anthony.smith@rhf.org</a>
Richard Lake, Roadside Development	<a href="mailto:rlake@roadsidellc.com">rlake@roadsidellc.com</a>
Hakan Yavalar, Ballston Gardens	<a href="mailto:turkson@aol.com">turkson@aol.com</a>
Nina Janopaul, Arlington Partnership for Affordable Housing	<a href="mailto:njanopaul@apah.org">njanopaul@apah.org</a>

#### **Planning Commissioner Chairing This Item:**

Steve Cole	<a href="mailto:cole.arl@gmail.com">cole.arl@gmail.com</a>
------------	--

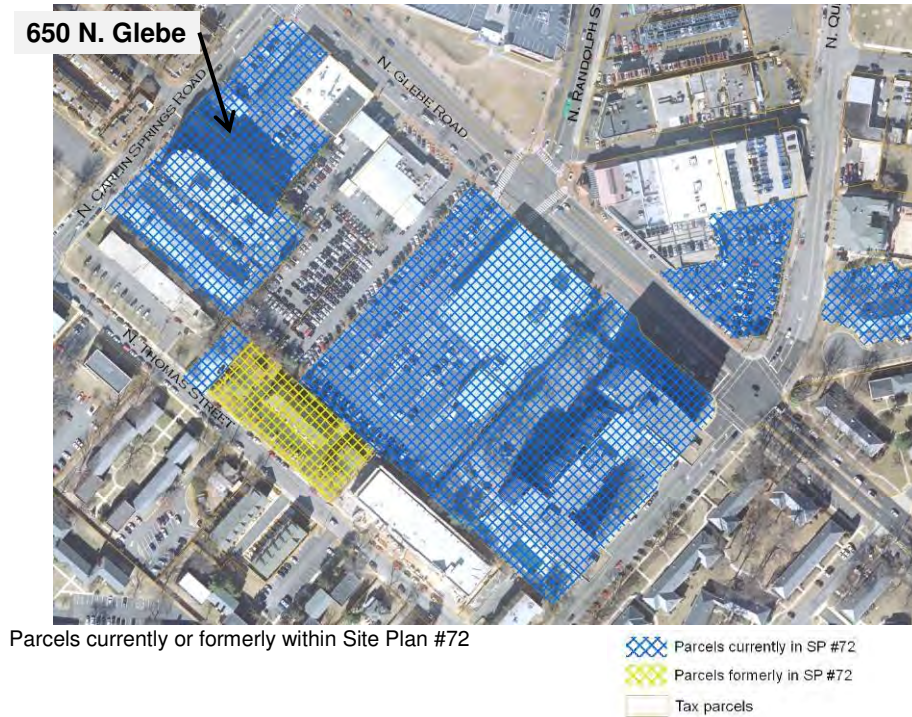
#### **Staff Members:**

Elizabeth Kays	CPHD – Planning	703-228-3691	<a href="mailto:ekays@arlingtonva.us">ekays@arlingtonva.us</a>
Robert Gibson	DES – Transportation	702-228-4843	<a href="mailto:rgibson@arlingtonva.us">rgibson@arlingtonva.us</a>



## 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” fro 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.