

SITE PLAN REVIEW COMMITTEE MEETING SUMMARY

SPRC Meeting #4, July 23, 2015

Planning Commissioners in Attendance: Erik Gutshall (Chair), James Schroll, Rosemary Ciotti

MEETING AGENDA

This was the fourth and final Site Plan Review Committee (SPRC) meeting to review proposed major site plan amendment SP #46, located at 4000 and 4040 Fairfax Drive. The applicant proposes a 22-story residential building on the site of the existing Carpool restaurant at 4000 Fairfax Drive.

The applicant made a presentation responding to comments from SPRC #3, including information on how many people could use the plaza seating simultaneously (exclusive of possible café seating—33 persons), information on the difficulties presented by adding direct handicapped access to Quincy Street, detailed information on the rooftop uses, and current photos of the landscaping that has grown in the Webb Building's setback area since the walking tour.

After discussion by the SPRC of issues from the follow-up, staff made a presentation on transportation policy issues including how staff came to support the proposed Fairfax Drive cross-section. The applicant then made a through presentation on transportation issues.

The following was the agenda for the meeting:

- 5) 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

SPRC DISCUSSION

Comments from the Follow-up information from the previous meeting

- Carrie Johnson: Can people only sit on one side of the seating walls? Will people be able to touch the water feature? Also suggested that rooftop lighting adhere to dark sky principles including interior lighting of the fitness center.
 - Applicant responded that people can sit either direction on the seating walls. Applicant agreed to look into the lighting. Staff stated that while a lighting plan was a required standard condition, rooftop lighting control was not a standard condition, but there had been language in previous site plans for rooftop lighting.
- James Schroll: How big is the proposed plaza, and what is the central planted area?
 - Applicant, the plaza is about 40' x 50' and the central area is a bioretention area where stormwater will filter.
- Rosemary Ciotti: How much clear sidewalk space is on Quincy Street? Applicant should improve wayfinding on the 4040 (Webb) building, especially for the handicapped patrons. Can the retaining wall in front of the Webb building be brightened up? Is there an accessible path from the inside of the new building to the plaza? Suggestion that the applicant include power doors in the usual places, and universal design for the handicapped parking spaces (where a van could use any handicapped space).
 - Applicant agreed to look into the issues. Applicant stated that they had designed an accessible path from the ground floor interior of the building to the plaza.
- Tom Korn: Will the applicant add a power door to the outside door to the bike room? And what is the status for adding street trees along the Webb Building?
 - Applicant stated that the door would be powered. SPRC Chair stated that discussion of the streetscape can wait to the transportation section.
- Bill Gearhart: Are there backs on the seat wall? Can people fall in to the water feature? Also, is the applicant going to limit the hours of operation for the rooftop activities? Would staff impose conditions on hours of rooftop activities?
 - Applicant replied that there are no backs on the seats, and in theory someone could fall into the water feature, but it is only a couple inches deep. The building management will likely control the hours of rooftop activities. The chair suggested the applicant and staff use a condition similar to 10th Street Flats where a community liaison was appointed in case there are concerns about rooftop activities.
- Collier Cook: Is the traffic mast blocking part of the crosswalk?
 - Applicant replied that only one "wing" of the handicapped ramps missing, and it is not required because pedestrians and people in wheelchairs would not be going

through the planting area. Staff also stated that they would double-check to confirm that there is free access to the crosswalk.

Transportation

- Rosemary Ciotti: Can better pedestrian refuge areas be created in the median?
 - Staff answered that they would look into it.
- James Schroll: Why not 11-foot travel lanes on Randolph Street?
 - Staff needs to study the needs of Randolph Street. 12 foot lanes match the curb alignment of Randolph Street to the north of Fairfax Drive.
- Erik Gutshall: What is Randolph Street like south of the site?
 - Applicant responded it will stay the same (17 foot lanes) so there will have to be a transition from the new portion.
- Erik Gutshall: Would like further information on how the transition is accomplished at Transportation Commission
- Bill Gerhart: Will the centerline of Randolph Street shift? Will the applicant's proposed configuration preclude adding bike lanes in the future?
 - Staff responded that that the centerline will indeed shift, with the result that it will be in line with the centerline of Randolph Street north of Fairfax Drive. Currently, the centerlines are different. The new configuration of Randolph Street next to the Webb Building will not preclude creating bike lanes or other necessary adjustments in the future. There will also be a curb extension at Randolph.
- Carrie Johnson: Crossing Fairfax Drive is challenging. Can thought be given to shortening the crossing distances as part of the transportation improvements, perhaps through light timing adjustment? Suggested speed limit could be reduced to 25 on Fairfax.
 - Staff stated that a new signal pole at the corner of Quincy and Fairfax will be installed as part of this project, and that triggers a study of the light timings and if adjustments are necessary. Staff was also considering suggesting to the applicant as part of their required transportation improvements a nub on the north side of Fairfax.
- Tom Korn: Is the left turn lane from eastbound Fairfax to Quincy necessary? Can it be shortened?
 - The applicant stated they would have the traffic consultant look at it.
- Collier Cook: Where are the visitor bike racks?
 - They are between the tree pits, perpendicular to the street.
- Rosemary Ciotti: Make sure parked bikes do not block people getting out of cars.
- Bill Gearhart: Where does the street parking end? Where is the old curb in relation to the new curb?

- Applicant responded that that parking ends about at the residential lobby, and the old curb is one or two feet further out, the street had to widen to accommodate the bike lane.
 - Staff stated that the curb to the east of the residential lobby entrance, while it does not allow parking, allows the bike lane to be consistent from block to block. Could think of that part of the curb as a long nub.
- Bill Gearhart: Is staff okay with the way the crosswalk ramp at the southwest corner of Fairfax and Quincy is designed? It looks like it may not line up consistently?
 - Yes, staff is okay with it.
- Erik Gutshall suggested that at TC the applicant have details on all the ramps.
- Carrie Johnson: Where do you anticipate delivery trucks will park?
 - Applicant will stripe out a short-term parking space on the alley next to the building. It is close enough to the residential lobby entrance that it is hoped most delivery persons will choose to use it.
- Rosemary Ciotti: Suggested that real-time transit screens instead of paper brochures be installed as part of the transit display.
 - Applicant agreed.
 - Staff stated that the standard condition would have to be amended.
- James Schroll: Requested the applicant bring the research they did for the compact parking to the TC.
- Carrie Johnson: Would like to see the parking ratio information the applicant collected.
- Bill Ross: If Webb Building has extra parking, and is willing to open it up, then the amount of compact should not really matter.
 - Staff stated that County staff want a consistent methodology in how to evaluate requests for more compact parking than is permitted by Ordinance, especially since there is another project making a similar request.

Wrap-Up

- Collier Cook: Does the county's requirement for unbundled parking also go for condos? Also would suggest a protected bike intersection.
 - Staff replied that unbundled parking also applies to condo buildings.
- Bill Ross: Project looks good.
- Tom Korn: Impressive project in general, some concern on the mix of unit types. Can units be combined, does the floorplan allow for combining two small units into one larger unit?
 - Applicant replied that there was no structural impediment to combining units.
- Rosemary Ciotti: Will there be soundproofing between apartments?
 - Applicant stated that new technologies/materials/code requirements have reduced the amount of noise transmission, and that the architects of this project have acoustical consultants.

- Carrie Johnson: The Quincy intersection is important. Please think about making bigger units/with more bedrooms. Is there a way for staff to investigate if a new polling place would be necessary here? Some site plans have made them a condition.
- Bill Gearhart: Pay attention to the Quincy Street crossing. Doesn't like that the existing Fairfax Drive curb cut will not go away due to the location of this building's loading. Since the applicant is asking for reduced parking, should offer enhanced TDM and additional transportation benefits.
- James Schroll: Is a good project overall. Would like to see staff's conclusion about the Randolph Street "road diet" by the time of TC.
- Erik Gutshall: As chair, sees no major unresolved issues that need additional SPRC meetings. Planning Commission and County Board hearings expected in October.