

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday, June 22, 2015
TIME: 7:00 – 8:25 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza, 1st Floor, Cherry and Dogwood Rooms
Arlington, VA 22202

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

- Item 1. 4000 and 4040 Fairfax Drive (SP #46, Webb Building/Carpool) 7:00pm–8:25pm**
(RPC# 14-045-003, 14-045-002)
Planning Commission and County Board meetings to be determined (no earlier than September 2015).
Peter Schulz (CPHD Staff)

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

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

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

For more information on the Arlington County Planning Commission, go to their web site
<http://commissions.arlingtonva.us/planning-commission/>

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site on Private Development
<http://projects.arlingtonva.us/private-development/>

To view the current Site Plan Review Committee schedule, go to the web site
<http://commissions.arlingtonva.us/planning-commission/sprc/>

ITEM 1
400 & 4040 Fairfax Drive
Site Plan Amendment
(SP #46, Webb Building/Carpool)
(RPC# 14-045-003, 14-045-002)
Erik Gutshall, SPRC Chair

First Meeting—May 13, 2015

- 1) Informational Presentation
 - a) Overview of Initial Approval and Requested Site Plan Amendments (Staff)
 - b) Presentation of Site Plan Proposal (Applicant)

- 2) Land Use & Zoning
 - a) Relationship of site to GLUP, sector plans, etc.
 - ~~i) Requested changes (if any)~~
 - ~~ii) Justification for requested changes (if any)~~
 - b) Relationship of project to existing zoning
 - ~~i) Special site designations (historic district, etc.)~~
 - ii) Requested bonus density, height, etc. (if any)
 - iii) Requested modification of use regulations (if any)

- 3) 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
 - 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

Second Meeting—June 8, 2015

- 4) 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/Earthcraft/Green Home Choice Score
 - vi) Accessibility
 - ~~vii) Historic Preservation (if applicable)~~
 - b) Retail Spaces (if applicable)
 - 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

Third Meeting—June 22, 2015

- 6) 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)
- 7) Community Benefits
 - a) Public Art
 - b) Affordable Housing
 - c) Underground Utilities
 - d) Historic Preservation
 - e) Other
- 8) Construction issues
 - a) Phasing
 - b) Vehicle staging, parking, and routing
 - c) Community Liaison

Fourth Meeting—July 23, 2015

- 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
 - e) ~~Signage (parking, wayfinding, etc.)~~

Applicant Information:

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BACKGROUND: The applicant proposes to amend an existing site plan to add an additional parcel and construct a new building. The applicant in this case currently owns the Webb Building and is the contract purchaser of the Carpool site. The existing site plan is SP#46, now known as the Webb Building, and is a 10-story office building on a 56,010 square foot lot, located at the Southeast corner of Fairfax Drive and North Randolph Street. The site plan was approved in 1964 and the building constructed by 1966, and has remained largely the same since then. The building was refurbished a few years ago after longtime federal government tenants moved out, and the largest tenant is now Marymount University, which is currently redeveloping its former Ballston location on Glebe Road. The Webb Building also has two retail tenants at the ground floor.

Adjoining the Webb Building site to the east is a 26,300 square foot parcel currently occupied by the Carpool restaurant and the restaurant's surface parking. The property was developed by-right around 1960 as a car dealership, and the parcel is not subject to any current site plan or use permit.

Between 1978 and 1980, the County Board adopted the *Ballston Sector Plan*, changed the General Land Use Plan (GLUP) designation for these sites (and a large part of central Ballston) to "Coordinated Mixed-Use Development District" and rezoned the same area, including the subject sites, to "C-O-A" Mixed-Use District.

It is important to note that, unlike most other Zoning districts, the permissible maximum density and height on a site zoned "C-O-A" increases with the size of the lot to be developed, up to a maximum of 6.0 F.A.R and 216 feet in height for residential buildings. No more than 3.0 F.A.R. may be office development, and a site that is entirely residential may be permitted up to 6.5 F.A.R.

In 2006 there was a previous, similar site plan amendment application to amend the Webb Building site plan by adding the Carpool site to the site plan by a different developer. The County Board deferred the case to work with staff on various issues. During the process, staff had expressed serious concern about the proposed site access and circulation (including a

proposed new curb cut on North Quincy Street, a street where new curb cuts are strongly discouraged). Furthermore, the developer in the 2006 case did not control both sites, did not propose upgrading of streetscape along Webb Building. Although the case was deferred, the applicant in that case did not return and no County Board action was taken.

The following provides additional information about the site and location:



Site: The 82,370 square foot site (1.89 acres), is located at 4000 Fairfax Drive (currently occupied by Carpool) and 4040 Fairfax Drive (Webb Building). The site is a part of a block bounded by Fairfax Drive (north), N. Quincy Street (east), 9th Street North (south), and N. Randolph Street (west).

- To the north: Fairfax Drive; across Fairfax Drive are a 222-unit 10-story condominium (Eastview) and an approximately 200,000 s.f. 8-story office building (SP #255) zoned “RC” and designated “Medium Density Mixed-Use” on the GLUP.
- To the east: N. Quincy St.; Across Quincy St., is a 21-story 499-unit apartment building (Quincy Plaza, SP #358) zoned “RA-H-3.2” and designated ”High” Residential on the GLUP.

To the south: A 509-unit 21-story apartment building zoned “C-O-A” (Randolph Towers, SP #218) and designated “Coordinated Mixed-Use Development District” on the GLUP.

To the west: N. Randolph St., across Randolph St. is a 13-story office building with approx. 260,000 s.f. (SP #269) zoned “C-O-A” and designated “Coordinated Mixed-Use Development District” on the GLUP.

Zoning: “C-O-A” Mixed Use District.

General Land Use Plan Designation: Coordinated Mixed-Use Development District (“This is a high density mixed-use district with actual density determined by site size. Up to 6.0 F.A.R. with office not more than 3.0 F.A.R.”) Site is also designated with Note #6 (“This area was designated a ‘Coordinated Mixed-use Development District’ on 12/2/78.”)

Neighborhood: Ballston-Virginia Square Civic Association.

Existing Development: The site is currently developed with a 10 story office building built in 1966 with surface and underground parking (which will at least remain for roughly the next decade due to existing leases), and a one-story restaurant built by right in 1960 with surface parking. There is an existing site plan (SP #46) on the office building property. The existing restaurant is not on the Historic Resources Inventory.

DISCUSSION: The applicant, Penzance, proposes to combine the two sites by incorporating the Carpool site into existing SP #46 and at least for the time being keeping the existing 10-story office building on a part of the combined site, and construct a new 22-story residential building with 330 units on the other part of the combined site. An overview of the major site plan amendment is provided below:

Development Potential:

| Site Plan Area: 82,370 sq. ft. | DENSITY ALLOWED/TYPICAL USE | MAXIMUM DEVELOPMENT |
|-----------------------------------|---|---|
| “C-O-A” By-Right | Most uses permitted in “C-2” @1.5 FAR. Hotels @ 1 unit per 600 sq. ft. | Office/commercial: 123,555 sq. ft. GFA Hotel: 137 units |
| “C-O-A” Site Plan | Hotel/Apartments/Commercial/Office Mixed Use development @ max total 6.0 FAR, no more than 3.0 FAR of which may be office/hotel/commercial. All residential @ 6.5 FAR. | Total mixed use FAR: 494,200 sq. ft. of GFA, office/hotel commercial max 247,110 sq. ft. FAR. Total (when all-residential): 535,405 sq. ft. GFA. |

Proposed Development: The following table provides the preliminary statistical summary for the requested site plan amendment:

| SITE PLAN #46, 4000 AND 4040 FAIRFAX DRIVE | |
|---|-------------------------------------|
| | . |
| SITE AREA | 82,370 ¹ sq. ft. |
| Density | |
| Total GFA | 514,817 sq. ft. GFA |
| 4000 Fairfax Drive (<i>proposed new building</i>) | 329,560 |
| Base Density ² | 308,963 |
| LEED Gold Bonus .40 FAR | 20,597 ³ |
| Residential | 321,160 (330 units) |
| Retail | 8,400 |
| 4040 Fairfax Drive (Webb Building to remain) | 185,257 |
| Office | 173,565 |
| Retail | 11,692 |
| Total FAR | 6.25 |
| FAR Residential | 4 |
| FAR Office | 2.25 |
| Maximum Permitted Mixed Use FAR in the “C-O-A” district | 6.0 |
| Building Height | |
| Average Site Elevation (<i>4000 Fairfax Drive, proposed new building</i>) | 263.92 ft. |
| Main Roof Elevation | 479.92 ft. |
| Main Roof Height | 216 ft. |
| Penthouse Roof Elevation | 492.92 ft. |
| Penthouse Height | 229 ft. |
| Number of Stories | 22 stories |
| “C-O-A” Max. Permitted Apartment Height (Site Plan) | 216 feet including penthouse |
| Parking | |
| Total Proposed | |
| 4000 Fairfax Drive (<i>proposed new building</i>) | |
| Number of Residential Spaces | 264 |
| Standard Spaces | 180 |
| Compact Spaces | 77 |
| Handicap Spaces | 7 |
| Parking Ratio | .8 sp/unit |
| Required Residential Parking Spaces | 330 (1 sp/unit) |
| Retail Spaces | 6 |
| Required Retail Parking Spaces | 6 |
| 4040 Fairfax Drive (Webb Building) | |
| Current number of parking spaces | 296 |
| Proposed total number of parking spaces | 280 |
| Proposed Office spaces | 258 |
| Proposed Office Parking Ratio | 1 space:673 sq. ft. of GFA |
| Required Office Parking Ratio (Site Plan Standard) | 1 space:630 s.f. of GFA |
| Proposed Retail spaces | 22 |
| Required Retail Parking Spaces | 12 |

¹ Applicant will be dedicating a part of site area in fee simple, the size of which TBD.

² Applicant arrives at base density by multiplying site area of 82, 370 with 6.0 FAR, subtracting existing Webb Building GFA of 185,257.

³ Taken over a site area of 51,494, not the entire site.

| | |
|---|---|
| SITE PLAN #46, 4000 AND 4040 FAIRFAX DRIVE | |
| Required Landscaping | 10% of site area 8,273 sq. ft. |
| Proposed landscaped area | 10,605 sq. ft. |
| LEED | |
| LEED Score | 60 |

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

- *General Land Use Plan and the “C-O-A” Zoning*
- *Ballston Sector Plan*
- *Rosslyn-Ballston Corridor Streetscape Standards*
- *Rosslyn Ballston Corridor Retail Action Plan*

The *General Land Use Plan* designation for the area is “Coordinated Mixed-Use Development District”. It was adopted by the County Board in 1978 for the area of Ballston between Fairfax Drive, Wilson Boulevard, North Quincy Street, and North Glebe Road. The intent of the district was to balance residential and office development. The market at the time was in favor of office development. The “C-O-A” zoning district was created to implement the GLUP vision. Consolidation of properties in the “C-O-A” district is encouraged by increasing permissible density and height based on the size of a property, the larger the property, the larger floor area ratio is permitted. A tract of more than 80,000 square feet is eligible for up to 6.0 F.A.R. of mixed use development, of which no more than 3.0 F.A.R. may be hotel, office, or commercial development. An all residential development is permitted an addition .5 F.A.R. in this area. Th.

The *Ballston Sector Plan* was adopted by the County Board in 1980. There have been no updates. The subject site is located at the eastern edge of the Ballston Sector, on the border with Virginia Square. The Ballston Sector Plan recommendations for uses and density are in line with the GLUP and the “C-O-A” zoning regulations. There are no detailed site specific guidelines as are found in newer sector plans, however the Sector Plan takes great care in detailing streetscape requirements in the Ballston area, and emphasizes unified streetscapes to distinguish Ballston from other Sectors. In particular, the plan develops the Fairfax Drive “Boulevard Concept”, with extra wide sidewalks a landscaped median, and pedestrian amenities. The Boulevard Concept requirements have been refined and superseded by the *Rosslyn-Ballston Streetscape Standards*. The *Streetscape Standards* call for sidewalks with a 24-foot total width on Fairfax Drive with at least 16 feet of pedestrian clear path (and trees set back five feet from the curb). For North Quincy Street, the *Standards* recommend a 14 foot sidewalk with an additional six-foot setback for the building.

The applicant’s proposed streetscape for the new building is largely compliant on Fairfax Drive (except for the tree setback) and compliant on North Randolph Street. However, the Fairfax Drive clear sidewalk narrows to 12 feet at the corner of North Quincy Street due to a seat wall and large planting area. The applicant also proposes to upgrade the streetscape fronting the Webb Building, however because the Webb Building is set on a podium, the location of the wall of the

podium prevents the installation of the full streetscape as contemplates in the *Streetscape Standards*. The applicant proposes street trees and a planting strip (of only 3.3 feet) where there currently is none, along North Randolph Street, and street trees in 5-foot pits in the Fairfax Drive Frontage. The clear sidewalk along Fairfax Drive would be 13.6 feet (instead of the required 16 feet).

The *Rosslyn-Ballston Corridor Retail Action Plan* recommends “Entertainment and Main Street” retail along Fairfax Drive and designates North Quincy Street as “Shopping streets principally providing personal and business services.” The applicant proposes three retail spaces on site, two on Fairfax Drive and one fronting on North Quincy Street.



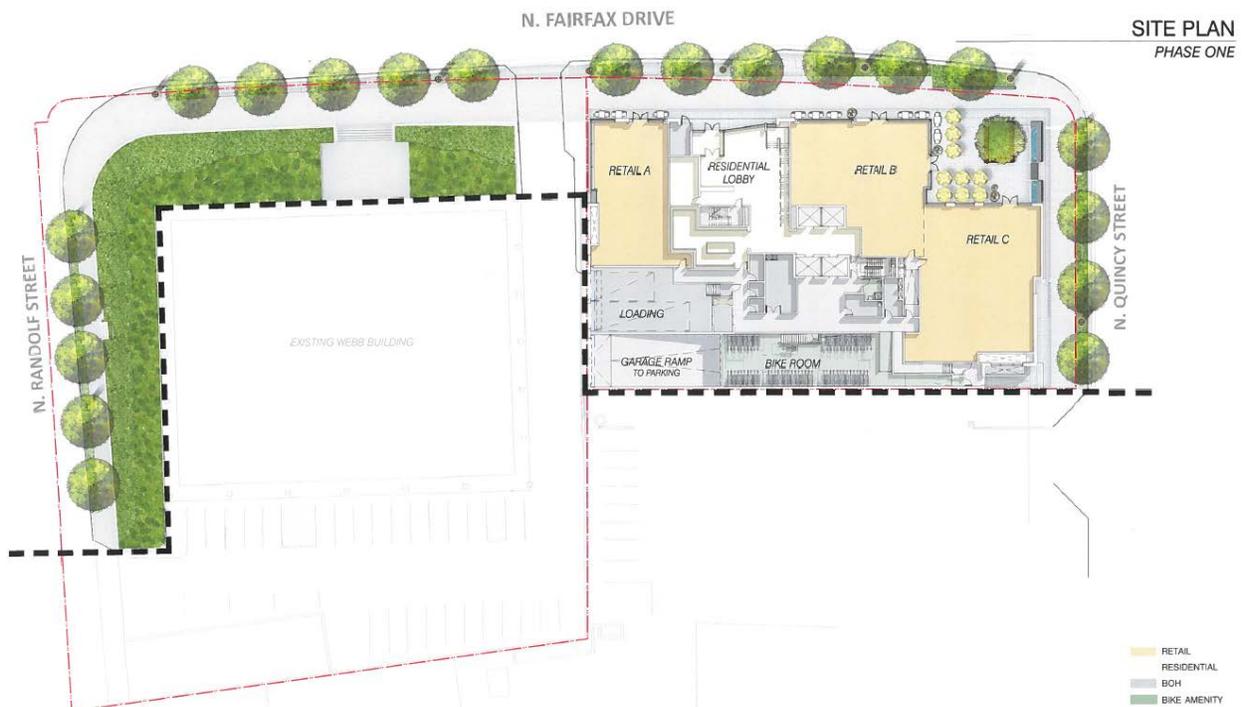
Density and Uses: The site’s current zoning of “C-O-A” permits by site plan apartment buildings, hotels, and commercial/retail. The site’s GLUP designation of “Coordinated Mixed-Use Development District” is consistent with the current zoning. The applicant does not propose a change to the GLUP or Zoning. Both the GLUP and the “C-O-A” regulations permits a total density for a site of this size of up to 6.0 FAR, exclusive of bonuses.

The applicant proposes to construct on the combined site a 22-story, 330-unit apartment building with approximately 8,400 square feet of ground floor retail, with a total gross floor area of 329,560 square feet. The 22nd story will consist of tenant amenities including a swimming pool.

The existing 10 story office building with ground floor retail will remain for the time being. It has been recently renovated by the previous owner. The office building is largely occupied by Marymount University while the old “Blue Goose” site is under construction. There are current tenant leases for the next 10-15 years. If the applicant chooses to redevelop the Webb Building, a new site plan would have to be filed.

The total proposed density of the project is 6.25 FAR, which includes the proposed LEED Bonus density.

Site and Design: The proposed project will consist of two (2) buildings, the proposed new residential building and the existing office building. The residential building will be constructed on the current site of the Carpool restaurant at the corner of North Quincy Street and Fairfax Drive. The applicant proposes three (3) retail spaces, two (2) of which will front on an approximately 1,400 square foot courtyard notched out of the building at the corner of Fairfax Drive and North Quincy Street. The applicant proposed benches and a water feature in this courtyard, as well as for possible outdoor cafes. The other proposed retail location is on the other side of the lobby on Fairfax Drive.



Parking and loading are accessed from an internal drive aisle. The entrance to this drive aisle is from an existing curb cut on North Randolph Street. There is also an existing one-way exit onto Fairfax Drive that the applicant proposes to keep. The applicant proposes knockout panels for pedestrian and vehicle connections between the residential building and any potential new building on the Webb Building site. Whether or not the Webb Building is redeveloped, the loading access pattern would remain the same, and the applicant proposes to keep the one-way driveway exit to Fairfax Drive.

The “C-O-A” zoning district requires a minimum of 10% of the site be “landscaped open space” in accordance with Section 14.2 (“Landscaping”) of the Zoning Ordinance. Landscaping has been consistently interpreted by staff as areas that also include hardscaping, such as public or private plazas and courtyards. Areas used for driving and areas in the public right of way (such as street trees) do not count towards the open space requirement. The 10% landscaping can be met over the area of the entire site plan, not individual parcels if the site plan contains more than one parcel. The total site contains 13% landscaped open space, or 10,605 s.f. (consisting of an approximately 1,575 square foot public plaza on the Carpool site and 9,030 s.f. in the existing Webb Building).

Architecture: The proposed residential building follows contemporary design trends, in contrast to the adjacent 1980s-vintage red-brick residential buildings and post-war International-style Webb Building. Materials consist of light-gray brick and large expanses of glass, with a two-story “base” with even wider expanses of glass defining the retail and lobby areas on the ground level (the second level is largely devoted to dwelling units but forms a part of the base, architecturally). Most, if not all units have balconies. Most balconies are flush with the façade of the building, but balconies on the rear of the building project into a setback area (within the applicant’s property).

A notable feature of the building façade is slight diagonal effect of the balconies at the corner of North Quincy Street and Fairfax Drive, where a change in the depth of the building façade from floor to floor

Transportation: The site is located at the intersection of Fairfax Drive and N. Quincy Street and is well served by multi-modal transportation options. To the west of the proposed building site is the Webb Building at 4040 N. Randolph Street and to the south is Randolph Towers (901 9th Street N.). The site is approximately 800 feet from the Ballston-MU Metro station and approximately 1,200 feet to the Virginia Square Metro station. The Master Transportation Plan (MTP) classifies Fairfax Drive as a Type A- Primarily Retail Oriented Mixed-Use arterial and N. Quincy and N. Randolph Streets as Type B- Primarily Urban Mixed-Use arterials. 9th Street N. is a non-arterial Urban Center Local (medium to high density) street.

Transportation Analysis and Trip Generation

A Traffic Impact Analysis (TIA) dated November 26, 2014 and prepared by Wells + Associates was submitted by the applicant. The analysis assessed the impact of the development on the adjacent street network and found that the redevelopment of 4000 N. Fairfax Drive (Carpool Site) would have a minimal overall vehicular impact. The analysis concluded that the project would generate approximately 93 AM peak hour vehicle trips, 110 PM peak hour vehicle trips and a total of 1,156 daily vehicle trips. When compared to the existing restaurant use, the proposed project would result in 93 net-new AM peak hour trips, 77 net-new PM trips and an increase of 721 daily trips.

The TIA analyzed five (5) signalized intersections within the vicinity of the site. The analysis found that, in the future with the redevelopment of the site, all of the study intersections would continue to operate at levels of service (LOS) “D” or better during peak periods. The additional traffic from the proposed project would increase the delay per vehicle by approximately three (3) to 11 seconds during peak hours at the intersection of Fairfax Drive and N. Randolph Street. The overall delay per vehicle at the other signalized study intersections would increase by one (1) second.

Streets

Fairfax Drive is a four-lane, median divided arterial street with on-street parking and bike lanes on both sides. The proposed project will remove the curb cut along Fairfax Drive serving the current restaurant use. A single existing curb cut on Fairfax Drive will serve as a right-turn only

exit for both the existing Webb Building as well as for the new development. Access in to the site (shared with the Webb Building access) will be off of N. Randolph Street via the existing surface lot serving the Webb Building and through a proposed shared drive aisle between the Webb Building and the proposed development.

The project proposes to narrow the current east-bound lane widths on Fairfax Drive and the south-bound travel lane on N. Quincy Street adjacent to the site's frontage to 10 feet in order to meet the Rosslyn-Ballston (R-B) Corridor Streetscape Standards. A portion of the on-street parking on Fairfax Drive is also proposed to be removed.

Sidewalks and Pedestrian Connections

Sidewalks exist on both sides of all streets within the study area and do not meet the R-B Corridor Streetscape Standards (24-foot wide sidewalk along Fairfax Drive and 14-foot wide sidewalk on N. Randolph and N. Quincy Streets). The project proposes to increase the streetscape on all sides to provide for a minimum of 15' clear space. On the Fairfax Drive frontage, the curb is proposed to extend into the existing road, requiring a slight narrowing of the travel lanes for the length of the block.

Along Fairfax Drive, the existing sidewalk width varies from approximately 4-7 feet and the streetscape includes a 2-6 feet wide utility strip. There are no street trees in the streetscape on this block. The proposed project will provide for approximately 13-20 feet of clear sidewalk along the Fairfax Drive frontage with new street trees in 5x12 foot tree pits. A 3.3-foot planting strip for new street trees is proposed in the existing 10.5-foot wide sidewalk along N. Randolph Street and a 5-foot planting strip is proposed along N. Quincy Street along with an approximately 15-18 foot clear sidewalk on the new building frontage.

Within the study area, there are crosswalks at the five (5) signalized intersections with pedestrian signals on all legs. At the unsignalized intersection at N. Quincy Street and 9th Street N., crosswalks are located on the north, south and west legs of the intersection. Additionally, there is a signalized pedestrian crosswalk on Wilson Boulevard between N. Stuart and N. Randolph Streets.

Pedestrian access from the sidewalks to the new development would be provided via the lobby of the residential building on Fairfax Drive. Pedestrian access to the retail uses would be provided from entrances on Fairfax Drive, including at the Retail Courtyard.

Public Transit

The site is located approximately 850 feet and 1,300 feet from the Ballston-MU and Virginia Square Metro stations, respectively, which serve the Orange and Silver Lines. Additionally, the site is well served by both Metrobus and ART bus service. An ART bus stop which serves ART route 75 is located adjacent to the site in the southeast quadrant of the Fairfax Drive/N. Quincy Street intersection. The Ballston-MU Metro station located two (2) blocks to the west is served by ART bus lines 42, 51, 52, 53, 62 and 75, and Metrobus lines 1A,B,E,F,Z; 2AB,C,G; 10B; 22A,B; 23A,C; 25A,B,E; and 38B. The Virginia Square Metro station located four (4) blocks east is served by ART bus lines 41, 42, and 75.

Bicycle Access

In the vicinity of the site, bicycle connectivity is provided via on-street bike lanes on Fairfax Drive and N. Quincy Street. Additionally, N. Stuart Street, N. Stafford Street, 9th Street N., and N. Oakland Street are classified as on-street routes that have been determined as bicycle friendly by Arlington County.

The site plan provides for a bicycle storage room on the ground floor in the rear of the building and can be accessed via N. Quincy Street.

There are also four (4) Capital Bikeshare stations within the vicinity of the site: N. Randolph Street, north of Fairfax Drive; N. Quincy Street, north of Wilson Boulevard; Central Library, N. Quincy and 10th Street N.; and N. Stuart Street at 9th Street N. next to the Ballston-MU Metro station.

Parking and Loading Access

Access to parking and loading for the proposed project would be to the west of the site, off of the existing driveway on N. Randolph Street. A right-turn only exit is also provided at the existing driveway on Fairfax Drive. The applicant proposes 264 residential garage parking spaces and six (6) retail spaces located at the surface on the existing Webb Building site. The standard minimum site plan parking ratio for residential uses is one (1) parking space per unit. The Zoning Ordinance requires 1 space for the first 200 units and one space per unit for each additional unit thereafter. The proposed residential parking ratio is 0.80.

Sustainability/LEED: The applicant proposes to attain LEED Gold for Residential certification for the new building on site, with a minimum of 60 points.

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

- Bonus density for LEED Gold residential (0.40 FAR);
- Modification of total building height including penthouse from 216 feet to 229 feet (a difference of thirteen feet);
- A reduction of residential parking from the required one space per unit to .8 spaces per unit (from 330 required spaces to 264 spaces);
- A 29% compact parking ratio instead of the required 15%;
- A reduction of the Webb Building's parking from 296 to 280 parking spaces;
- Exclusion of vertical shafts.

Standard site plan benefits (not associated with increased density):

- Publicly-accessible plaza at corner of North Quincy Street and Fairfax Drive
- Underground Utilities
- Improved streetscape at new building and at existing building
- Public Art Fund contribution or creation of on-site public art
- Monetary contribution to utility undergrounding fund

- Reduction of curb cuts on Fairfax Drive and removal of all curb cuts on North Quincy Street
- Ordinance-required affordable housing contribution for site plans with no GLUP change.

Extraordinary benefits associated with increased density/height:

- LEED Gold bonus density of .40 FAR. According to County LEED standards, the applicant also must achieve 18% greater energy efficiency over that required by LEED's own goals.

STAFF ISSUES: The following major issues have been identified by staff, referenced by the agenda item(s) associated with each issue:

Agenda Item 3)c): Site Design and Characteristics/Streetscape improvements: Staff continues to work with the applicant on the final design of the Fairfax Drive right-of-way, which will have impacts on the streetscape. The issues should be resolved by the July 23rd SPRC, when transportation issues will be discussed.

Agenda Item 5)a)iii): Transportation//Infrastructure/Vehicle and pedestrian routes. The applicant has provided to staff turn radius information that moving vans and delivery trucks will be able to make the necessary turns. Staff is satisfied with the turn radius information, the applicant is also providing knockout panels in the garage. In addition, the applicant met with the Fire Marshal and the Fire Marshal has determined that the alley and surface parking area would not be needed for Fire truck access or staging in the event of an emergency. Staff no longer considers internal circulation an issue.

Agenda Item 5)c)i): Parking. Proposed Compact Parking Ratio. The applicant proposes a 30% compact parking ratio for the residential parking. The maximum in the Zoning Ordinance is 15%. Staff has supported modifications to the compact ratio in areas with limited/unusually shaped land area. The applicant must justify the request, with attention to trends in the local market in Arlington and for sites in Metro corridors. It is possible staff may request that the applicant leave the option for residents of the apartment building to use the Webb Building's parking after hours if there is demonstrated need for additional parking.

The applicant has submitted an analysis of the number of compact cars in six high-rise site-plan controlled apartment buildings in Metro corridors (5 in the Rosslyn-Ballston Corridor and one in Pentagon City). The applicant obtained car registration data from the management offices and found that approximately 50% of the registered cars are compact. At this writing, staff is analyzing the applicant's justification for the proposed compact parking ratio. Staff will continue to work with the applicant on this issue.

Issues/Questions Raised By SPRC Members:

Detail on how the Webb Building can theoretically redevelop: In this application, the applicant proposes to amend an existing site plan (SP #46, The Webb Building) by incorporating an additional parcel of land (The Carpool site). The combined site is 82,370 and the total permitted FAR is 6.0 (which equals 494,220 square feet of total potential development). It is important to

note that the applicant is not proposing to redevelop the Webb Building at this time. The gross floor area of the existing Webb Building is 185,257 square feet of office/commercial space. This existing gross floor area has to be accounted for in the current site plan amendment and is subtracted from the base density of the new residential building proposed for the Carpool site (the applicant is also requesting bonus density for the new building for obtaining LEED Gold⁴). Therefore if this site plan is approved the applicant will have this current 185,257 square feet of gross floor area available either to maintain the existing Webb Building, or to demolish the Webb Building and allocate the gross floor area to a new building.

In addition to this 185,257 square feet that the applicant has reserved for base density for a potential building to replace the Webb Building, the applicant anticipates taking advantage of the traditional allowable density bonuses such as Affordable Housing and/or community facilities, and LEED. In addition, the “C-O-A” regulations permit an additional .5 FAR of density for projects that are at least 90% residential:

185,257 sq. ft. + 41,185 (.5 FAR bonus density for 90% residential)
+ (TBD) LEED Bonus over 30,876 s.f. of site area (varies on level achieved)
+ Affordable Housing Bonus
And or/ Community Facility Bonus of 25% of the base density

SPRC Neighborhood Members:

| | | |
|---------------|--|-----------------------------|
| Nia Bagley | Ballston-Virginia Square Civic Assoc., President | president@ballstoncivic.org |
| Roger Linberg | Berkeley Condo UOA Pres. | roger@lindberggrp.com |
| Collier Cook | Eastview Condos | Collier.cook@gmail.com |

Interested Parties:

Planning Commissioners Assigned to this SPRC:

| | | |
|-----------------|-------|--------------------------------------|
| Erik Gutshall | Chair | erik@gutshall.net |
| Chris Forinash | | Christopher.forinash@alumni.duke.edu |
| Rosemary Ciotti | | rosemary.ciotti@gmail.com |

Staff Members:

| | | | |
|--------------|--------------------|----------------|--|
| Peter Schulz | CPHD – Planning | (703) 228-0067 | pschulz@arlingtonva.us |
| Jane Kim | DES—Transportation | (703) 228-4833 | jskim@arlingtonva.us |
| Joan Kelsch | DES—LEED | (703) 228-3599 | Jkelsch@arlingtonva.us |

⁴ LEED bonus is calculated by site area. Because the applicant owns both sites, and the existing Webb Building never had any bonus density the applicant can request a LEED bonus over all or any part of the site area they choose. The applicant is requesting the LEED bonus for the proposed residential building on the Carpool site using 62.5% of the existing site area. Therefore, a potential future redevelopment of the Webb Building may claim a LEED bonus over 37.5% of the site.

