

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday, March 9, 2015
TIME: 7:00 – 10:00 p.m.
PLACE: Courthouse Plaza
2100 Clarendon Boulevard
Conference Room 109/110 (C&D)
Lobby Level
Arlington, VA 22201

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

- Item 1. 672 Flats – 670 Glebe Road (SP #437)** 7:00pm–8:25pm
(RPC# 13-018-009, -012, -013, -014, -016, and -017)
Scheduled to be heard no earlier than June 2015 PC and CB meetings.
Matthew W. Pfeiffer (CPHD Staff)
- Item 2. SPRC Administrative Issues – Site Plan Review Working Group Follow Up** 8:35pm-10:00pm
Samia Byrd (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 Development Proposals/Site Plans
<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
672 Flats - 670 N. Glebe Road (SP #437)
(RPC# 13-018-009; -012; -013; -014; -016; -017)
Nancy Iacomini, SPRC Chair

AGENDA: First Meeting—March 9, 2015

1. Introduction

- a. Introductions [Review Chair]
- b. Framing of the review [Review Chair]
- c. Overview of site context and history of development [Staff – maximum 5 minutes]
- d. Overview of the Site Plan Application [Applicant – maximum 10-minute presentation]
- e. Analysis of the Site Plan Application, Related County Policies, and Requested Exceptions [Staff Presentation – maximum 15-minute presentation]
- f. Questions and comments from SPRC
- g. SPRC discussion
- h. Public comment
- i. Wrap up

2. Site Analysis - Urban Form and Context [Maximum 15-minute applicant presentation]

- a. Natural/Environmental Constraints and opportunities, if applicable
- b. Built Environment – Physical Constraints and opportunities, if applicable
 1. Surrounding uses, landmarks, etc.
 2. Buildings, including historic elements, if applicable
 3. Transportation Networks, including pedestrian and bicycle routes, transit
 4. Infrastructure (Utilities)
 5. Open Space
 6. Other

3. Site Design and Building Form [Maximum 15 minute applicant presentation]

- a. Proposed Uses on the Site
- b. Building Placement and Urban Design
 1. Location of the building on the site
 2. Building form, heights and setbacks
 3. Allocation of uses and orientation of development on the site
 4. Relationship of proposed uses to adjacent streets, nearby open space and neighboring buildings
- c. Vehicle, bicycle and pedestrian access around and through the site
 1. Access to parking and loading
 2. Location of retail, retail entrances and relationship to exterior spaces
 3. Delivery issues (the pizza guy, UPS/FedEx, etc.)
 4. Accessibility
- d. Landscaping and Green Alley
 1. Softscape/hardscape/landscape treatment

2. New Plantings
3. Seating and furniture [if applicable]
4. Public art
5. Streetscape design, including street lighting, tree layout and tree species, furnishings, fences, walls

4. Architecture [Maximum 15 minute applicant presentation]

- a. Architectural façade design, including articulation, stepbacks, sculpting, encroachments, overhangs and canopies, etc.
 1. Podium/Base ground floor treatment
 2. ii. Tower
 3. iii. Top – Roof, Penthouse and/or Special Treatments
- b. Heights, including tapering, relationship of multiple towers (if present) to each other and to surrounding buildings
- c. Façade treatments, materials, fenestration
- d. Historic preservation
- f. Exterior lighting and other special features.

5. Sustainable Design Features [Maximum 15 minute applicant presentation]

- a. Community Energy Plan (Consistency/Compliance)
- b. Sustainable Program Elements
- c. Performance Measures, Operations and Maintenance
- d. Stormwater management
- e. Tree canopy
- f. Other

6. Community Benefits –Bonus Density [Maximum 10-minute staff presentation]

- a. Public Improvements Beyond Site Plan Standards [if applicable]
- b. Exceptional Benefits for Mitigation of Bonus Density or Height

7. Other Issues

- a. Construction and Phasing
- b. Public Safety (In Building Wireless)

Site Location: On the eastern half of the block bounded on the east by North Glebe Road, on the south by North Carlin Springs Road, on the west by North Tazewell Street, and on the north by 7th Street North. The site is approximately 43,900 square feet (1 acre).

Applicant Information:

Developer

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Architect

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Rockville, MD 20850
(240)731-1058
Andrea Hartranft
Andrea@adhlighting.com

BACKGROUND: The applicant proposes a rezoning from “C-2” to “R-C”; and a site plan for a 6 story building with approximately 185,000 square feet of gross floor area. The proposal will demolish an existing Exxon gas station. The subject site is located in Ballston along the western side of Glebe Road. Adopted plans relevant to the site include the *Ballston Sector Plan* and the *West Ballston Land Use Study* which was adopted by the County Board in 1981 through the adoption of several General Land Use Plan (GLUP) amendments.

Site: The approximately 43,000 square-foot site is located in the Ballston station area on the northwest quadrant of North Glebe Road and North Carlin Springs Road intersection on the block bounded by North Carlin Springs Road to the south, North Glebe Road to the east, 7th Street North to the north, and North Tazewell Street to the west. The surrounding land uses are as follows:

- | | |
|---------------|--|
| To the north: | Across 7 th Street North is the Enterprise Rent-A-Car and Rosenthal Mazda sites. The properties are designated “High-Medium Residential Mixed-Use” on the GLUP and zoned “R-C.” |
| To the west: | Immediately adjacent, the Townes of Ballston project (SP #245) contains 38 townhouse units fronting N. Tazewell Street and across a public alley from the site. The properties are designated “High-Medium Residential Mixed-Use” on the GLUP and zoned “R-C.” |
| To the east: | Across North Glebe Road, the Ballston Commons Mall and parking structure (SP #193). The property is designated “Medium Office-Apartment-Hotel” on the GLUP and is zoned “C-O-2.5.” |
| To the south: | Across S. Carlin Springs Road is the Goodyear site plan (SP #72, 650 N. Glebe Road). The property is designated “High-Medium Residential Mixed-Use” on the GLUP and is zoned “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 Bluemont Civic Association, and is adjacent to the Buckingham Civic Association and the Ballston-Virginia Square Civic Association. The site is also adjacent to the Townes of Ballston Homeowners Association.



Source: Pictometry 2015

Development Potential: The following provides a summary of the site’s “by-right” and “R-C” site plan maximum development potential.

Site Area: 43,936 sq. ft.	Density Allowed/Typical Use	Maximum Development
“C-2” By-Right	Retail and service commercial uses up to 1.5 FAR and 45 feet; hotel up to 1.5 FAR and 45 feet; one-family dwellings up to 6,000 square feet per lot.	65,904 sq. ft. of commercial or hotel GFA 7 single-family detached units
“R-C” Site Plan	Up to 3.24 FAR Apartment The following uses at a rate of .62 sq. ft. for every one sq. ft. apartment uses, provided that total FAR does not exceed 3.24: <ul style="list-style-type: none"> • Retail and service commercial uses restricted to the first floor of any structure; and • Offices, business and professional. 	142,353 sq. ft. apartment project Mixed use: 87,872 sq. ft. (2.0) residential 54,481 sq. ft. (1.24) maximum non-residential

Proposed Development: Below is a summary of the proposed development for a six (6)-story residential building with ground-floor retail.

SP #437, 670 N. Glebe Rd.	
SITE AREA	43,936 sq. ft.
Site Area Allocations	
Residential	42,552.02 sq. ft. (96.85%)
Office/Commercial	1,383.98 sq. ft. (3.15%)
Density	
Residential GFA	179,836 sq. ft.
Residential units	178 units
Residential FAR	4.09 FAR
Office/Commercial GFA	4,488 sq. ft.
Office/Commercial FAR	.11 FAR
Total GFA	184,323.79 sq. ft.
Total FAR	4.2 FAR
Base Density	142,352.64 sq. ft. (3.24 FAR)
Total Bonus Density	41,971.15 sq. ft. (.96 FAR)
LEED Silver Certification Bonus	
.20 FAR for retail portion of the bldg.	276.79 sq. ft. (.006 FAR)
.25 FAR for residential portion of the bldg.	10,638.01 sq. ft. (.24 FAR)
Affordable Dwelling Unit Bonus (22.5%)	31,056.35 sq. ft. (.71 FAR)
“R-C” Max. Permitted Density	3.24 (142,352.64 sq. ft.)
“R-C” Max. Permitted Residential Density	3.24 (142,352.64 sq. ft.)
“R-C” Max. Permitted Mixed-Use Office/Commer. Density	1.24 (54,480.64 sq. ft.)
Building Height	
Average Site Elevation	270.5 feet
Main Roof Elevation	346 feet
Main Roof Height	75.5 feet
Penthouse Roof Elevation	357 feet
Penthouse Height	11 feet
Number of Stories	6 (with mezzanine level)
“R-C” Max. Permitted Bldg. Height (Site Plan)	95.00 feet
Parking	
Residential	178
Retail/Office	0
Total Number of Spaces	178
Standard Spaces	162
Compact Spaces	10 (5.62%)
Accessible Spaces	5
Accessible Van Spaces	1
Residential Parking Ratio	1 sp/unit
“R-C” Required Residential Parking Ratio	1.125 sp/unit (201 spaces)

	SP #437, 670 N. Glebe Rd.
Office/Retail Parking Ratio	0
“R-C” Required Office/Retail Parking Ratio	1 sp/580 sq. ft. commercial GFA (8 spaces)
LEED	
LEED Score	Silver – 58.5

Density and Uses: The proposed site plan amendment generates density solely based on the properties owned by the applicant (RPC# 13-018-009; -012; -013; -014; -016; -017). For the purposes of calculating bonus density, the site area has been divided by use (96.85% residential and 3.15% retail). The proposed redevelopment of the site includes 184,323.79 square feet square feet of gross floor area (GFA) at a floor-area ratio (FAR) of 4.20 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 providing LEED Silver certification (consistent with the County’s Green Building Density Incentive Program) and affordable housing consistent with ACZO Section 15.6.9 which permits bonus density above the level designated in the GLUP in exchange for affordable housing. The applicant proposes the ADU bonus of 22.5% for the residential portion of the building only. The applicant proposes a residential building with retail located on the ground floor; the “R-C” district permits residential uses with an option for retail (ground floor only) and commercial uses at a ratio of a maximum of .62 square feet of commercial GFA for each square foot of residential GFA.¹ The applicant’s proposal meets this standard.

Site and Design: The proposed 184,323.79 square-foot mixed-use building would be developed on the 43,936 square foot rectangular site, which encompasses the eastern portion of the block fronting Glebe Road. The proposed building generally conforms to the shape of the site in that it is narrow (approximately 80 feet wide) and runs the length of the Glebe Road frontage (413 feet). The ground floor contains an approximately 2,000 square foot retail space at the building’s northern corner at 7th Street N., and an approximately 2,400 square foot retail space at the opposite end of the building wrapping N. Carlin Springs Rd. Ground floor uses fronting N. Glebe Road include a bike storage space, the building’s leasing office, mail room, and amenity room, and a fitness room. The building entrance is located on the N. Glebe Road frontage directly in the middle of the building. Double-loaded corridors run the length of the building. Residential loft units face the alley; four (4) such units contain rear patios opening onto the alley. A trash room on the northern side of the building is accessed from the alley. A loading bay and the garage entrance are located on the 7th Street North frontage accessed from curb cuts. The “R-C” zoning district requires that 10% of the site be landscaped open space, and the proposal meets this requirement through a series of plantings and hardscape along the alley, which is proposed to be widened a minimum of 9 feet and a maximum of 16 feet from its current configuration. There is one curb drop off proposed for the Glebe Road frontage to be used for deliveries, and two (2) proposed for the alley to be used for trash pick-up. The alley is proposed to generally maintain its existing 12-foot width, however to support both fire access it is widened to approximately 20 feet at either end. Along North Glebe Road the project proposes the sidewalk to be narrowed to provide two sort term on-street parking spaces.

¹ The “R-C” district permits a ratio of 1.5 square feet of office/commercial uses to residential uses if an entire block is being redeveloped, among other regulations.

Apartments & Townhouse Neighborhoods arterial. Both 7th Street North and North Tazewell Street are classified as Non-Arterial roads. Parallel to North Glebe Road extending through the block, from North Carlin Springs Road to 7th Street North, is a twelve foot wide one-way (northbound) public alley.

Trip Generation: Wells and Associates, Inc. prepared a traffic impact analysis (TIA) dated September 29, 2014 assuming a development plan for the site including 178 residential units with 4,510 square feet of ground floor commercial/retail. The project is estimated to generate 52 a.m. and 116 p.m. peak hour vehicle trips. Relative to the existing vehicle trips at the site, the project is estimated to produce 33 new a.m. peak trips and 70 new p.m. peak trips.

Streets and Sidewalks: North Glebe Road adjacent to the site widens from approximately 87-foot wide from curb to curb at 7th Street North to approximately 100-foot wide curb to curb at North Carlin Springs Road. The project proposes generally maintaining the existing North Glebe Road section. The road has three (3), 11-foot wide travel lanes in each direction and dual left turn lanes at the North Carlin Springs Road intersection into the mall. The sidewalk along the site frontage currently is approximately 8.5 feet wide, including street trees located at the back of curb in 4'x4' planter boxes. The project proposes widening the sidewalk to 16-foot 8-inches, including new street trees located in 5'x12' tree pits. Mid-block the project proposes cutting into the sidewalk and widening the street to provide two on-street parking spaces. There are two large curb cuts into the gas station currently, the project proposes removing all curb cuts along North Glebe Road.

North Carlin Springs Road is currently approximately 54-foot wide and the project proposes no changes. A minimal 4-foot wide sidewalk is provided along North Carlin Springs Road today. With the project the sidewalk is proposed to be widened to 13-foot 8-inches, including new street trees located in 5'x12' tree pits.

Seventh Street North adjacent to the site is approximately 31-foot wide curb to curb. The project proposes widening the street to 34.5-feet, with the idea of the street ultimately being widened to 36-feet in association with the development of the property on the north side of the street. The existing approximate 8-foot wide sidewalk is proposed to be widened to 13-foot 8-inches.

The existing public alley is 12-foot wide, with a private 3-foot sidewalk along the town houses. The alley is signed one-way from North Carlin Springs Road to 7th Street North. The project proposes widening the alley on either end to approximately 20-feet to support fire access.

DISCUSSION

Adopted Plans and Policies: While the site is located within the Ballston Sector Plan, given the age of the document (1981) and its lack of specific guidance for the west side of Glebe Road in general, it is only somewhat relevant to this site plan. There are several planning documents that are discussed below that contain guidance for the subject site plan:

“R-C” District: The “R-C” District is intended to provide high-medium residential uses while also providing a mixed-use transition from the “High” Office-Apartment-Hotel core of Ballston to the surrounding “Medium” and “Low-Medium” residential. The proposed site plan implements

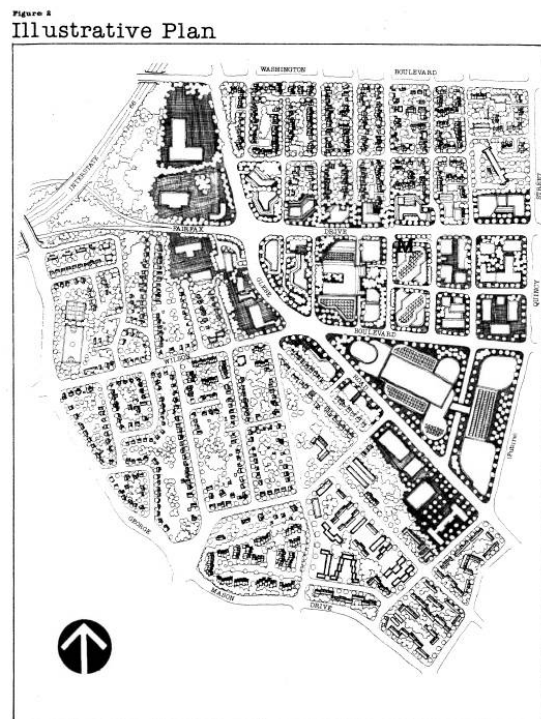
the purpose of the “R-C” district in that there is a clear transition of density from the core of Ballston to points to the west, including the subject site.

General Land Use Plan: The site’s “High-Medium Residential Mixed-Use” is implemented by the proposed rezoning to “R-C,” which the only zoning district that implements the GLUP category. A comparable area designated “High-Medium Residential Mixed-Use” on the GLUP is the north side of Fairfax Drive between North Vermont Street and North Quincy Street. This area contains several blocks of which the Fairfax Drive frontages are designated “High-Medium Residential Mixed-Use” up to approximately 150-feet of depth into the block, after which the GLUP designation changes to “Low-Medium” Residential. However, in this area the entire blocks are zoned “R-C,” even the portions that are designated “Low-Medium” Residential. The predominant development type in this area is medium-rise office fronting Fairfax Drive with medium-rise residential immediately to the north of the office development.

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 for the West Ballston area. However, an illustrative concept plan generally depicted West Ballston with buildings along Glebe Road surrounded by extensive planted areas and neighborhood conservation areas to west. The block on which the subject site is located is depicted on the Illustrative Plan as containing garden apartment type development on the western portion of the block where the Townes of Ballston development currently exists, and two (2) commercial buildings on the eastern part of the block where the subject site is located.

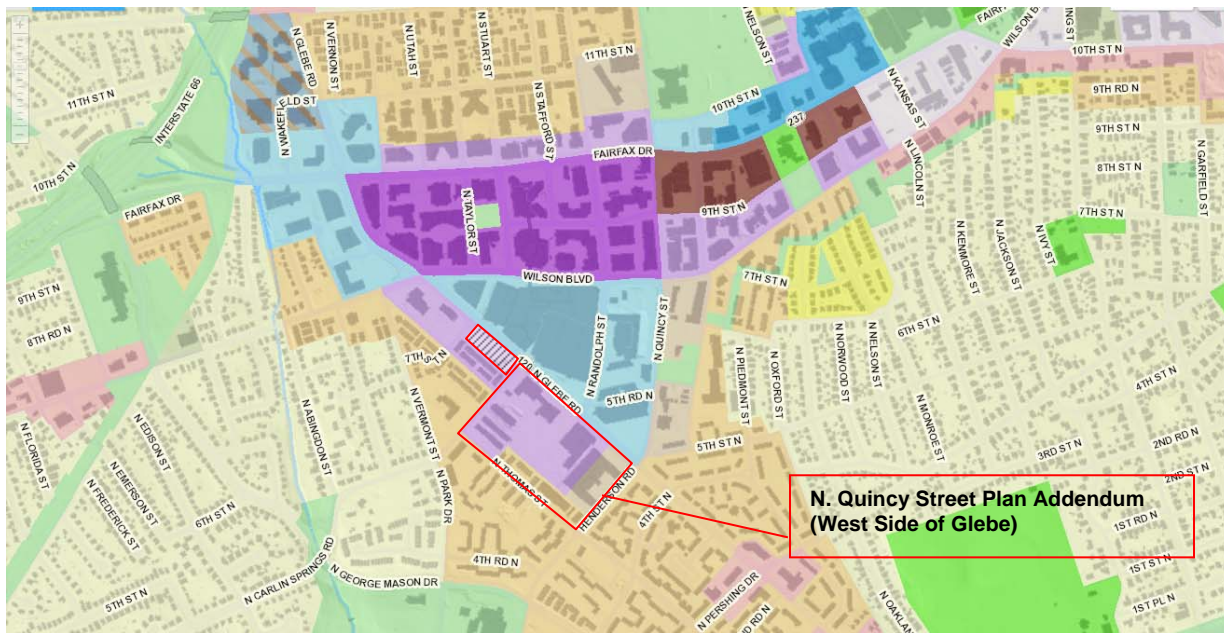
West Ballston Land Use Study: In May 1981, County staff completed a study of West Ballston to address land use and zoning issues in the area generally bounded by Wilson Boulevard, North Glebe Road, North Henderson Road, and George Mason Drive. Even though the 1980 Ballston Sector Plan deferred making specific 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:

1. Transition from the more intensive uses along Wilson Boulevard and North Glebe Road to the single-family residential areas;



2. Redevelopment pressures on the commercial frontage along the west side of North Glebe Road; and
3. Existing inconsistencies between the General Land Use Plan and zoning in the area.

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 the subject site 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 North 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 North Glebe Road and encourage additional residential development through the use of the “R-C” zoning district.”



North Quincy Street Plan Addendum: The County Board adopted an addendum to the North Quincy Street Plan in 2012 after concluding a study of the block bounded by North Glebe Road in the east, North Carlin Springs Road in the north, North Henderson Street in the south, and North Thomas Street in the west, and other blocks on the east side of Glebe Road. This block was the subject of the *American Service Center Site Special Study*, which had been ongoing for several years. **While the plan addendum does not include the subject site, and thus contains no guidance directly attributable to the site,** it does provide useful guidance for the planning context immediately to the south of the site. The plan also recommended changing the GLUP to designate the majority of the west side of Glebe Road within the study area as “Low-Medium Residential Mixed-Use.”

- **Guiding Principles:** The Guiding Principles for the plan include a recommendation that the block’s built form contain a medium-density transition from the Ballston core along Glebe Road to the less dense N. Thomas Street. This guidance can be seen to apply to the

subject site in that it implements a transition from the mall northeast of N. Glebe Road to the Townes of Ballston to the southwest. The Guiding Principles also mention the transformation of the area from auto-oriented to mixed-use, and that development should provide retail at important intersections and at arterials. The proposed site plan is consistent with this vision.

- **Building Form Guidance:** The building form guidance contains several recommendations that can be applied to the subject site given its proximity to the planned area. First, the plan recommends development with generally modest-sized floor plates and slender towers in order to control building bulk. Second, the plan recommends incorporating building form elements that limit the perceived length of long building walls, including massing techniques, projections and recesses, and architectural features, with the goal of creating human-scaled environments. Finally, the building form guidance includes a section on building heights. The plan recommends a maximum of 95 feet and nine (9) stories; building height is to be concentrated along N. Glebe Road providing a taper down to residential uses to the southwest. 95 feet and nine (9) stories is the maximum height permitted in the “R-C” district; the proposed site plan contains approximately 76 feet and six (6) stories to provide a sensitive height transition to the townhouses to the west.

Retail Action Plan: The 2001 Retail Action Plan recommends that this area of North Glebe Road would be appropriate for large format retailers along pedestrian friendly major arterials and regional or sub-regional shopping centers. Staff is currently working on an update of the Retail Action Plan.

Modification of Use Regulations

Bonus Density: The applicant requests .96 FAR bonus density, justified by LEED Silver Certification of the building, and an Affordable Housing Plan consistent with the Zoning Ordinance requirements for bonus density for Affordable Dwelling Units for Height and Density above the General Land Use Plan.

- **LEED Silver Certification:** Arlington County’s *Green Building Density Incentive Policy for Site Plans* contains bonus density provisions for site plan projects that meet the objectives of the County’s green building program. Per Section 15.6.7.1 of the Zoning Ordinance, the County Board may permit bonus density for provisions made for open space and other environmental amenities. The applicant is proposing to commit to a certification of LEED Silver. The applicant is therefore requesting, consistent with the County’s policy, bonus density of the maximum of .20 FAR for the commercial portion of the project and .25 FAR for the residential portion of the project for a total of 10,638 sq. ft.
- **Affordable Dwelling Units:** Section 15.6.9.1 permits bonus density residential site plan projects in exchange for a Low or Moderate Income Housing Plan. The bonus density permitted may result in density that exceeds the GLUP designation for the project, provided it does not result in density in excess of 25% of the residential density for the site plan. The applicant proposes 22.5% residential bonus density resulting in 31,056 sq. ft.

Parking Modification: Zoning Ordinance Section 7.3, the “R-C” Apartment Dwelling and Commercial District, provides that residential parking ratios should be as provided for in Section 14.3 (to be provided at a ratio of 1.125 spaces per unit), however that the County Board may reduce this ratio, through approval of a site plan, to no less than one (1) space per unit. The applicant’s proposal meets this standard. The Zoning Ordinance Section 7.3 also requires that the applicant provide one (1) space per 580 square feet of commercial or office GFA. The applicant is proposing to modify this standard to provide 0 retail parking spaces. Please see discussion below regarding parking.

Preliminary Issues: Issues or topics for discussion that have been preliminarily identified by staff include:

Density and Uses:

- Configuration of ground floor uses – The applicant proposes retail at both the 7th Street N. and Glebe Road corner, and the N. Carlin Springs Road and Glebe Road corner. In between are building amenities: bike storage, mail room, leasing office, building lobby, club room and fitness room. The applicant proposes that the spaces in between the designated retail space will be built to be flexible to accommodate a wider range of uses should the market dictate. Are the proposed building amenity uses sufficient to activate the Glebe Road frontage in a manner consistent with planning in the area?

Site Design and Characteristics:

- Form and function of public alley
 - Both the loading dock and the garage entrance are located on the 7th Street frontage as opposed to the public alley. The *Master Transportation Plan Streets Element* states that “the primary purpose of alleys is to provide for loading and parking access that is not obtrusive to the activity on the adjacent sidewalks and streets” and that “alleys ... could include walkways, provided such facilities do not diminish the usability of alleys for other purposes.” Therefore, the applicant’s plan is inconsistent with the stated MTP policy.
 - Is the proposed treatment of the alley surface, setbacks, and proposed landscaping an appropriate transition to the adjacent townhouses?
- Configuration of trash pickup – the applicant provides two (2) drop-off curb insets at either end of the alley for trash pickup. Trash pickup should occur internal to the building.
- Delivery drop-off on Glebe Road – the applicant provides a curb inset accessed from Glebe Road adjacent to the building lobby. This inset would conflict with proposed off-peak street parking on Glebe Road.
- Vaults located underneath loading/trash entrance

Building Design:

- Building frontage on Glebe Rd.
 - Massing – the proposed building provides a >400-foot building wall along the Glebe Road frontage with no relief provided by the current massing scheme. Should the building be broken up or provide other massing elements such as recesses and projections to provide relief along the long block frontage?

- Architecture – the proposed building provides a unified architectural style along the totality of the Glebe Road frontage with a strong central element. Should more differentiation/asymmetry and rhythm be provided in the architectural scheme to provide a more human-scale experience?
- Building entrances – only three (3) entries are provided along the Glebe Road frontage. Creation of an active frontage will require more entries.
- Building frontage on 7th Street – the 7th Street frontage is approximately 88 feet in length. Of this, the applicant proposes 37 feet of curb cuts for the loading access and the garage access. Therefore, slightly less than half the frontage consists of curb cuts. Will this disrupt pedestrian traffic travelling north on 7th Street?

Parking: The applicant proposes a modification of retail parking to 0. While it is noted that there are public parking resources available in the vicinity, they are located across Glebe Road, which contains six travel lanes at this section. Should the applicant provide parking for retail employees and residential visitors?

SPRC Neighborhood Members for this Site Plan:

Jonn Lau	Bluemont Civic Association	president@bluemontcivic.org
Scott Sklar	Ashton Heights Civic Association	Solarsklar@aol.com
Nia Bagley	Ballston-Virginia Square Civic Association	Bvscaorg@gmail.com
Bernie Berne	Buckingham Civic Association	bhberne@yahoo.com
Amy Connelly	Townes at Ballston HOA	aconnelly@krooth.com
Gwyn Hambley	Ballston Place HOA	Ghambley1@gmail.com

Interested Parties:

Katte Mattos	Bluemont Civic Association	klmattos@verizon.net
Terry Serie	Bluemont Civic Association	Terryserie@gmail.com
Lisa Kelly	Townes of Ballston HOA	Lisa.kelly@mslgroup.com
Elizabeth Burroughs	Ballston Place HOA	Lboroughs1@gmail.com
Nita Tuvevsson	Courts of Ballston HOA	Nita.tuvevsson@gmail.com
John Schoenecker	Courts of Ballston HOA	johnschoenecker@gmail.com
Janet Kopenhaver	Ballston Mews I HOA	janetk@eyeonwashington.com
Jim Curren	Ballston Mews II HOA	Jim3178@gmail.com
Liz Birnbaum	Ballston Crest HOA	lizesq@verizon.net

Planning Commissioners Chairing This Item:

Nancy Iacomini	Planning Commission Chair	Berternie.iacomini56@gmail.com
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ITEM 2
SPRC Administrative Issues – Site Plan Review Working Group Follow Up

In January 2013, the Planning Commission established the Site Plan Review Working Group (SPRWG.) The SPRWG was convened to conduct a review of, and make recommendations to the Commission, County Manager, and County Board, as appropriate, on improvements to the Site Plan Review Process. The current Site Plan Review Process, established in the 1970s by the County Board as a public forum for the community to review and have input on site plan applications, was last reviewed and updated in 2002.

The SPRWG was comprised of stakeholders among whom included: Planning Commission members, staff, other advisory commission members, citizen representatives, and members of the development community (attorneys, architects, engineers, developers.) The SPRWG convened a series of public forums, discussion groups, meetings and sub-committee meetings between April 2013 and June 2014 in order to work toward developing a series of recommendations on improvements to the review process (Attachment 1.) The recommendations were put forward for review and discussion by the SPRC in June 2014. A final recommendation document was distributed to the SPRC and SPRWG in July 2014. The recommendations were distributed to Planning Commission members for review and consideration with a report by the SPRWG Chair and SPRC Chair to the Commission at its meeting on September 10, 2014. Finally, on September 16, 2014, the recommendations of the SPRWG and several “big ideas” were the subject of a Planning Commission and County Board work session.

The next step in concluding the work of the SPRWG is implementation of key recommendations and “big ideas.” In reviewing the recommendations, in January 2015, staff prepared an implementation matrix (Attachment 2.) The implementation matrix outlines action items which correlate with the SPRWG recommendations for further consideration and discussion by SPRC.

A presentation of the final key recommendations and “big ideas” will be the subject of the SPRC meeting. Discussion will continue to include the elements in the implementation matrix.