

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Wednesday, May 13, 2015
TIME: 7:00 – 8:30 p.m.
PLACE: Webb Building, 10th Floor Conference Room
4040 Fairfax Drive
Arlington, VA 22203

**Meet For Optional Tour at 6 p.m. at the main entrance to 4040
Fairfax Drive (Webb Building)**

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

Item 1. 4000 and 4040 Fairfax Drive (SP #46, Webb Building/Carpool) 7:00pm–8:30pm
(RPC# 14-045-003, 14-045-002)
Planning Commission and County Board meetings to be determined.
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

SPRC Agenda: 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)

Future Meetings:

- 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

- 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
- 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.)~~
- 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

Applicant Information:

Applicant

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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.

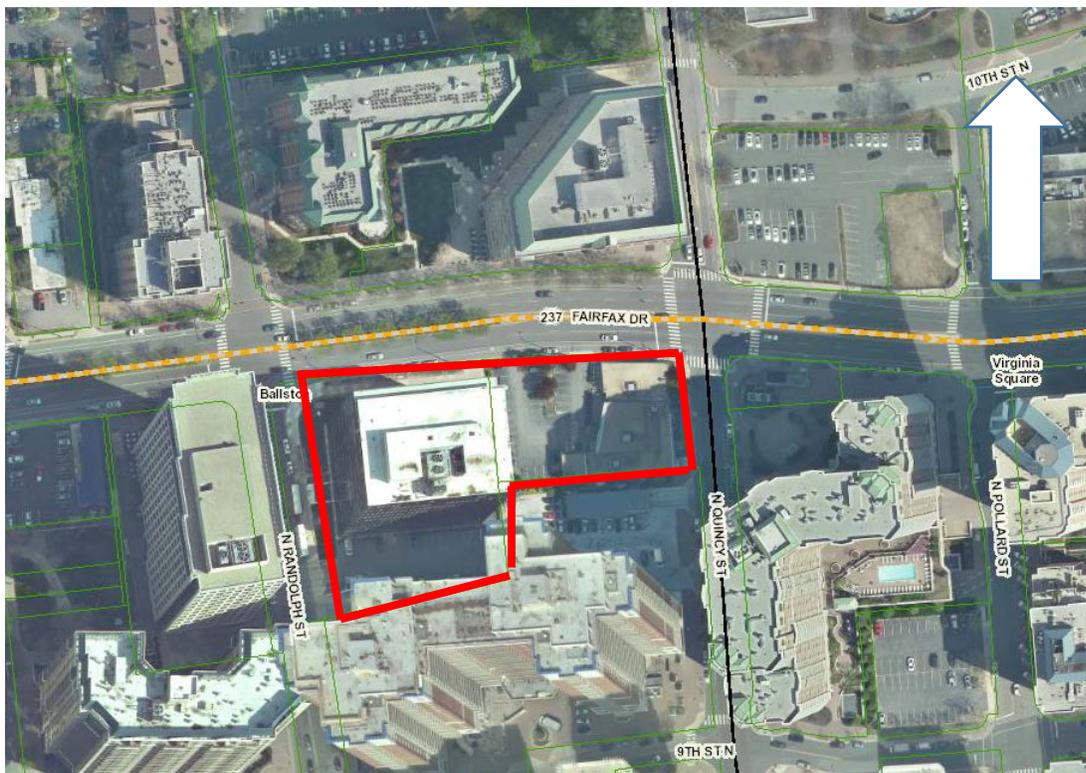
Adjoining the Webb Building site to the east is a 26,300 square foot parcel currently occupied by the Carpool restaurant and the restaurant's surface parking. The property was developed by-right around 1960 as a car dealership, and the parcel is not subject to any current site plan or use permit.

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 curbcuts 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	Total mixed use FAR: 494,200 sq. ft. of GFA, office/hotel commercial

Site Plan Area: 82,370 sq. ft.	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
	more than 3.0 FAR of which may be office/hotel/commercial. All residential @ 6.5 FAR.	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	
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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)

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	
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
Required Landscaping	10% of site area 8,273 sq. ft.
Proposed landscaped area	11,330 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.



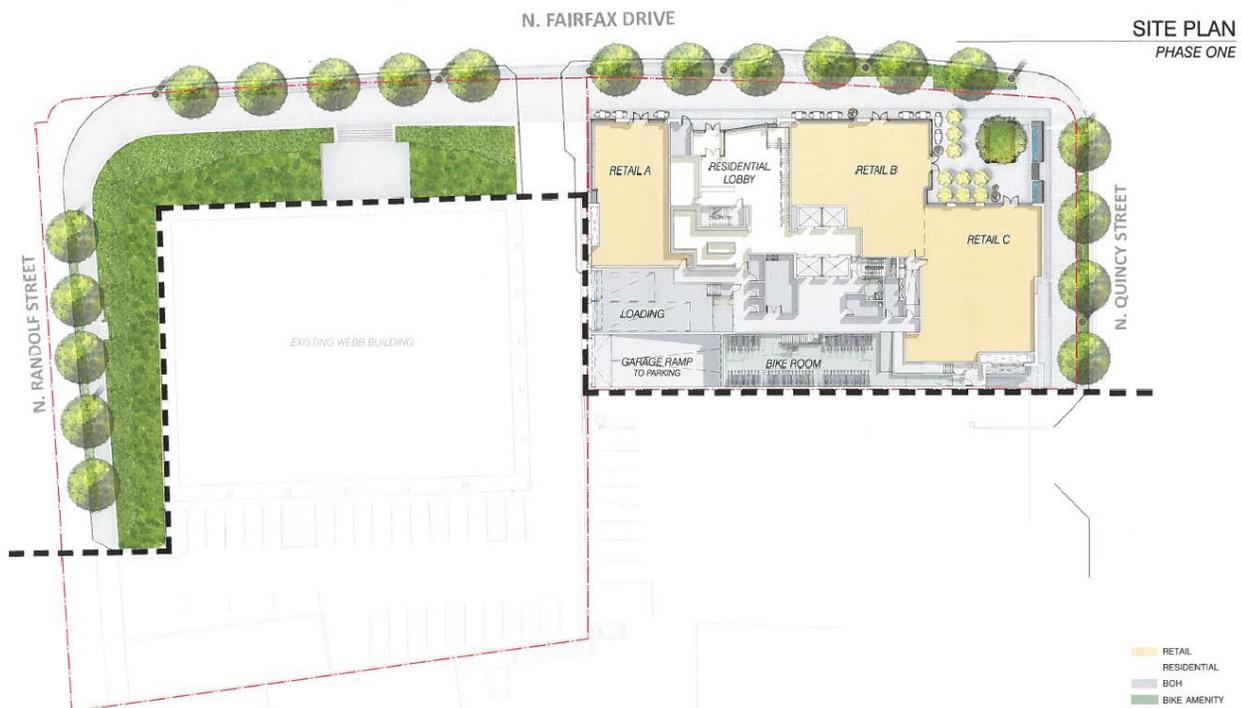
Density and Uses: The site's current zoning of "C-O-A" permits by site plan apartment buildings, hotels, and commercial/retail. The site's GLUP designation of "Coordinated Mixed-Use Development District" is consistent with the current zoning. The applicant does not propose a change to the GLUP or Zoning. 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.

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.

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: For the new site, the applicant is generally compliant with the recommendations of the Rosslyn-Ballston Streetscape standards which singles out Fairfax Drive as a special streetscape with 24-foot sidewalks, with 16 feet clear, except at the corner of North Quincy Street where the clear space narrows to 12 feet due to a proposed seat wall. Next to the Webb Building, the applicant proposes to expand the sidewalk and plant street trees, but due to the existence of the building podium the full desired width cannot be created as long as the Webb Building remains. In addition, along the Randolph Street façade of the Webb Building, the applicant proposes a planting strip of less than five feet. There are no street trees currently on Randolph Street, and the applicant is trying to balance maximizing sidewalk width while adding street trees, where the existence of the Webb Building's podium does not allow strict adherence to the *Streetscape Standards*.

In addition, the applicant proposes to place the street trees at the curb line. This is the practice throughout the rest of the Rosslyn-Ballston Corridor, but in Ballston the plans call for tree pits set back at least three feet from the curb. It should be noted that the site is at the easternmost

edge of the Ballston sector area, and different streetscape standards apply once one crosses Quincy Street, where trees are placed at the curb line.

Staff continues to analyze if the deviations from the *Streetscape Plan* are justifiable, whether the pinch point caused by the seat wall can be modified, and will continue to work with the applicant.

Agenda Item 5)a)iii): Transportation//Infrastructure/Vehicle and pedestrian routes. The applicant proposes parking and loading access for the new building from an internal alleyway. The entrance to this alley would be from an existing curb cut on North Randolph Street, and would require all vehicles accessing the new building to drive through the Webb Building's surface parking and make two turns to access the parking and loading entrance. Staff has recommended to the applicant the possibility of connecting the existing Webb Building garage with the proposed new garage. The applicant proposes a pedestrian and vehicle connection from the proposed residential building to any new building on the Webb Building site, but states that connections between the existing Webb Building garage and new presidential garage are not possible.

Staff continues to work with the applicant on this 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.

At this writing, staff is awaiting the applicant's justification for the proposed compact parking ratio. When staff receives the justification, staff will analyze the information provided. Staff will continue to work with the applicant on this issue.

SPRC Neighborhood Members:

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Patrick Brookover	Eastview Condos, Manager	eastviewballston@gmail.com

Interested Parties:

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Chris Forinash		Christopher.forinash@alumni.duke.edu
Rosemary Ciotti		rosemary.ciotti@gmail.com

Staff Members:

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Jane Kim	DES—Transportation	(703) 228-4833	jskim@arlingtonva.us
Joan Kelsch	DES—LEED	(703) 228-3599	Jkelsch@arlingtonva.us

