



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of September 25, 2010**

DATE: September 8, 2010

SUBJECT: SP #387 SITE PLAN AMENDMENT to amend the timing of improvements in Conditions #13, 17, 18, and 28 at the Alexan 24 located at 2400 24th Road South (RPC #32-024 003)

Applicant:
Glebe Road Residential, LLC

By:
Nan E. Walsh, Esq.
Walsh, Colucci, Lubeley, Emrich, & Walsh, PC
2200 Clarendon Blvd., 13th Floor
Arlington, Virginia 22201

C. M. RECOMMENDATION:

Approve the site plan amendment to change the timing of conditions #13, 17, 18, and 28, subject to all previous conditions and to the revised conditions in the staff report.

ISSUES: This is a site plan amendment to change the timing of some improvements that the developer cannot complete without the County first installing the traffic signal at the intersection of 24th Road South and South Glebe Road. No issues have been identified.

SUMMARY: This is a site plan amendment for the Alexan project at 2400 24th Road South, to amend the timing of four (4) improvements that the developer is unable to complete until the County installs a traffic signal at the intersection of 24th Road South and South Glebe Road, near I-395. The proposed amendment was authorized for advertisement of public hearings "On the County Board's Own Motion" on June 12, 2010. The four (4) conditions include #13, landscaping/streetscape; #17, curb placement; #18, sidewalk improvements, and #28, aerial utilities. The County has received the final permit from the Virginia Department of Transportation (VDOT) and has begun installing the traffic signal. Most of the landscaping, streetscape, and sidewalk improvements have been completed by the developer, but there are some small portions that cannot be completed until the installation of the traffic signal is

County Manager:

MB GA

Staff: Melanie Jesick, DCPHD, Planning Division
Jennifer Fioretti, DES, Transportation

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completed. In addition, the aerial utility lines provide power and communication service to an existing traffic signal at the intersection of South Glebe Road and 24th Road South. Therefore, delaying the removal of aerial utilities is necessary until the County completes installation of the new traffic signal. The improvements outlined in the four (4) conditions are currently tied to Certificate of Occupancy for any units on the B1 level of the building, which the developer anticipates applying for in late September 2010. Therefore, in order to prevent any additional delays in occupancy of the B1 units, as a result of the developer not being able to complete these improvements, the timing of the conditions is recommended to be changed. Staff is proposing the improvements in these conditions be completed within one (1) year of County Board approval of this site plan amendment. Therefore, staff recommends approval of the site plan amendment to change the timing of Conditions #13, 17, 18, and 28, subject to all previous conditions and the revised conditions in the staff report.

BACKGROUND: On December 15, 2004, the County Board approved SP #387 for a 251 unit multi-family building located at 2400 24th Road South. The project has had a number of site plan amendments approved by the County Board. On May 20, 2006, the County Board approved an amendment to the site plan to decrease the building height, decrease the unit count to 217 units, reduce parking levels, and allow minor changes to the building footprint and grading. The project is near completion and the applicant anticipates receiving the final COs, for the B1 level, in late September.

The following provides additional information on the site:

Site: The roughly square site comprises 121,825 square feet (2.80 acres).

To the north: Private recreation/open space (Army-Navy Country Club).

To the east: 12-story residential building (Dolly Madison).

To the west: Across South Glebe Road, a 10-story residential building (Country Club Towers) and a 2-story hotel.

To the south: I-395.

Zoning: “RA-H” Residential Apartment – Hotel Districts.

General Land Use Plan (GLUP) designation: “Medium” Residential (32-72 units per acre).

Neighborhood: The site is not located within the boundaries of an established civic association, but the project is adjacent to the Nauck Civic Association. The Nauck Civic Association has been contacted and, to date, has not responded regarding the site plan amendment requests.

DISCUSSION: The developer is unable to complete four (4) improvements until the County finishes installation of a traffic signal at the intersection of 24th Road South and South Glebe Road, near I-395. The County has received the final permit from Virginia Department of Transportation (VDOT) and has begun installing the traffic signal, with completion anticipated in 45 – 60 days. Most of the landscaping, streetscape, and sidewalk improvements outlined in the four (4) conditions have been completed by the developer, but there are some small portions

that cannot be completed until the traffic signal is fully installed. In addition, the aerial utility lines provide power and communication service to an existing traffic signal at the intersection of South Glebe Road and 24th Road South. The improvements outlined in the four (4) conditions are currently tied to Certificate of Occupancy for any units on the B1 level of the building, which the developer anticipates applying for in late September 2010. Therefore, in order to prevent any additional delays in occupancy of the B1 units, as a result of the developer not being able to complete these improvements, the timing of the conditions is recommended to be changed to “one (1) year of County Board approval of this site plan amendment on September 25, 2010”. The improvements cannot be tied to the Master Certificate of Occupancy (the only other permit the developer will need after COs for the B1 units) because the developer is required, per approved Condition #55, to obtain a Master Certificate of Occupancy within 90 days of receipt of the partial Certificate of Occupancy for full occupancy of the building. One (1) year will provide adequate time for the developer to finish the small portion of these improvements that have been delayed due to a situation out of the developer’s control.

CONCLUSION: The proposed amendments would allow the B1 units to be occupied without any additional delays. Therefore, staff recommends approval of the proposed site plan amendments to Conditions #13, 17, 18, and 28 subject to all previous conditions and to the revised conditions in the staff report.

Revised conditions #13, 17, 18, and 28:

Landscaping/streetscape:

13. The developer agrees to submit to the Zoning Administrator and obtain approval from the County Manager a detailed final site development plan and a landscape plan prior to issuance of the Excavation/Sheeting and Shoring Permit. The final site development plan and landscape plan shall be submitted at a scale of 1 inch = 25 feet, in conjunction with the final site engineering plan as required in Condition #16 below, as well as a vicinity map with major streets labeled. The landscape plan shall be developed by, and display the professional seal of, a landscape architect certified to practice in the Commonwealth of Virginia. The developer further agrees that the final site development plan, the landscape plan, and the site engineering plan verify by means of survey that there are no conflicts between the street trees and utilities. The developer shall obtain approval by the County Manager or his designee for both plans as meeting all requirements of the County Board's site plan approval and all applicable county laws and plans before the issuance of the Excavation/Sheeting and Shoring Permit. The plan shall be consistent with the conceptual landscape plan approved as a part of the site plan, and, at a minimum, shall conform to the landscaping requirements in Condition #14 below; the *Rosslyn-Ballston Corridor Streetscape Standards* if applicable; the Sector Plans if applicable; the County's landscaping, planting, and sidewalk and driveway construction specifications; and/or other applicable urban design standards approved by the County Board. In order to facilitate comparison with the final site engineering plan, the landscape plan shall be at a scale of 1 inch = 25 feet; the County may require more detailed plans appropriate to landscape installation at a larger scale. The County may permit minor changes in building, street and driveway locations and other details of design as necessitated by

more detailed planning and engineering studies if such changes are consistent with the provisions of the Zoning Ordinance governing administrative approval and with the intent of the site plan approval. The landscape plan shall include a Street Tree Plan which shall be reviewed by DPRCR and DCPHD, and shall be accompanied by the site engineering plan. The installation of all plant materials shown on the final landscape plan shall take place within one (1) year of County Board approval of this amendment on September 25, 2010 (September 25, 2011), before the issuance of any partial Certificate of Occupancy for any units on the B1 level of the building, or two (2) years after County Board approval of this amendment on November 14, 2009, whichever comes first. The final site development and landscape plan shall include the following details:

- a. The location and dimensions of traffic signal poles and control cabinets, utility meters, utility vaults and boxes, transformers, mechanical equipment, fire hydrants, standpipes, storm water detention facilities, the location of all existing and proposed utility lines and of all easements. The location of traffic control cabinets shall be shown on the final site engineering plan and placed so as not to obstruct pedestrian travel or be visually obtrusive. Traffic control cabinets shall not be located in the public sidewalk. Transformers shall not be placed above grade in the setback area between the building and the street.
- b. Intake and exhaust garage ventilation grates may not be located within public sidewalks or streets, or within areas between the street curb and any building which is used as a walkway. The developer agrees to provide drawings showing how the garage will be ventilated prior to submission of the post-County Board Administrative Regulation 4.1 drawings required in Condition #10 above. Ventilation grates shall be located and/or screened so as not to be visible from public rights-of-way. The developer shall obtain approval from the County Manager or his designee on the location and screening of all ventilation grates as part of the review of the final site engineering plan and the final site development and landscape plan before issuance of the Footing to Grade Permit.
- c. The location, dimensions, materials, and pavement pattern, where applicable, for driveways and access drives, automobile drop-off areas, driveway aprons, service drives, parking areas, interior walkways and roadways, plaza areas and sidewalks, as well as for address indicator signs. Brick, a concrete unit paver or scored concrete sidewalks shall be used on the access drives, automobile drop-off areas, plaza areas, and interior walkways and roadways. Interior walkways shall have a minimum width of four (4) feet. All plaza areas shall contain special paver treatments that coordinate in design, color and materials with the treatment of the public sidewalk. The materials and colors used are subject to approval by the County Manager or his designee according to adopted Sector Plans or other urban design standards approved by the County Board as a part of review and approval of the final site development and landscape plan.

- d. The location and types of light fixtures for streets, parking, walkway and plaza areas, and associated utilities, as contained in the lighting plan required in Condition #50 below.
- e. Topography at two (2) foot intervals, the finished first floor elevation of all structures, and top-of-slab elevation for any proposed underground structures.
- f. Landscaping for open space areas, plaza areas, courtyards, raised planters (including cross-sections of raised planters), surface parking areas, and service drives, including a listing of plant materials; details of planting, irrigation and drainage; and details of proposed furnishings for all areas, including but not limited to dimensions, size, style(s), materials(s), finish(s) and manufacturer(s) of seating, bollards, trash receptacles, bike racks, arbors, trellises, and water features, and other landscape elements or structures.
- g. The location and planting details for street trees in accordance with Department of Transportation Standards and Specifications for planting in public rights-of-way and as shown on the approved final site engineering plan.
- h. The limits of demolition and construction.

Curb Placement:

17. The developer agrees to show on the final engineering plans pavement, curb and gutter along all frontages of this site in accordance with the then-current Arlington County Standard for concrete curb and gutter and the then-current standards for pavement and according to the following dimensions. The pavement, curb and gutter shall be constructed within one (1) year of County Board approval of this amendment on September 25, 2010 (September 25, 2011). prior to issuance of any partial Certificate of Occupancy for any units on the B1 level of the building, or two (2) years after County Board approval of this amendment on November 14, 2009, whichever comes first. The developer further agrees to do the following:

- a. Provide crosswalks of materials as approved by the County Manager or his designee, built per the Department of Public Works Construction Standards and Specifications then in effect, along with all adjacent curb ramps at the following locations:
 - (1) Across 24th Road South at Glebe Road South
 - (2) Across Glebe Road South at 24th Road South (east)
 - (3) Across Glebe Road South at 24th Road South (west)
 - (4) Across I-395 ramp at Glebe Road South

as shown on the final engineering plan approved by the County Manager or his designee.

- b. The developer agrees to contribute \$250,000 to be used for the following transportation improvements: enhanced traffic signal at the intersection of 24th Road South and Glebe Road South, re-alignment of 24th Road South on the western side of the intersection with Glebe Road South, modification to the 395 ramp at Glebe Road south, and traffic signal improvements to the intersection of Glebe Road South and the 395 ramp.
- c. Remove existing asphalt sidewalk on northern side of 24th Road South and construct new curb and gutter on northern side of 24th Road South to tie in to existing curb and gutter at the intersection of Glebe Road South and continue down the length opposite the property, to end at a point opposite the applicant's property line on the eastern edge, as shown on the final engineering plan approved by the County Manager or his designee.
- d. Construct new curb and gutter on 24th Road South adjacent to the site, approximately 11 feet from the Arlington County survey centerline as shown on the final engineering plan approved by the County Manager or his designee.
- e. Reconfigure the median at the northern part of the intersection of Glebe Road South and 24th Road South (west) and provide cross walk cut thru, as shown on the final engineering plan approved by the County Manager or his designee.
- f. Remove the median at the southern part of the intersection of Glebe Road South and 24th Road South (west) from 24th Road South (west) to the Interstate 395 ramp, as shown on the final engineering plan approved by the County Manager or his designee.
- g. Reconfigure small segment of island at the Interstate 395 ramp and Glebe Road South to accommodate new lane shift for addition of left turn lane.
- h. Construct new curb and gutter on Glebe Road South adjacent to the site, approximately 61.5 feet from the existing curb line of the west side of S. Glebe Road, as shown on the final engineering plan approved by the County Manager or his designee.
- i. All curb ramps are to be perpendicular to the face-of-curb.

All improvements to curb, gutter, sidewalks and streets for pedestrian and/or vehicular access or circulation shall be in full compliance with the Americans with Disabilities Act (ADA) and any regulations adopted thereunder, as well as any other applicable laws and regulations. The developer further agrees that all improvements to curb, gutter, sidewalks, crosswalks, and streets for pedestrian and/or vehicular access or circulation shall be as determined by the County Manager or his designee on the final Site

Development and Landscape Plan and on the final Site Engineering Plan, in accordance with the Rosslyn-Ballston Corridor Streetscape Standards or other applicable urban design standards in effect at the time of final Site Engineering Plan Approval; provided, however, that the provision of such improvements shall not increase the projected cost anticipated for such improvements as shown on the site plan drawings with cover sheet dated March 17, 2006, unless the County provides additional funding to offset such increased cost.

Sidewalk improvements:

18. The developer agrees that the final sidewalk pattern/design and final selection of materials and colors to be used shall be as determined by the County Manager or his designee on the final site development and landscape plan and final engineering plan, in accordance with the Rosslyn-Ballston Streetscape Standards or other applicable urban design standards approved by the County Board and in effect at the time of the final landscape plan approval. The developer further agrees to construct the sidewalk improvements detailed below prior to the issuance of the first Certificate of Occupancy for occupancy of the applicable phase of the project, except where otherwise noted below in order to construct improvements outlined in Condition #17e, f, g, and h, and to construct the “path” as outlined below. The sidewalks along the street frontages of this development shall be paved with brick, an interlocking concrete pavers or scored concrete and shall be placed on a properly-engineered base approved as such by the Department of Transportation. The sidewalk treatments shall continue across all driveway aprons for loading and garage entrances along all frontages of the site plan, and there shall be no barriers to impede the flow of pedestrian traffic. The sidewalks shall contain street trees placed in either tree pits, tree grates or planting strips, consistent with the *Standards for Planting and Preservation of Trees in Site Plan Projects*, and as specified below. Placement, planting and root enhancement options shall be consistent with the *Standards for Planting and Preservation of Trees in Site Plan Projects*, and as specified below. Street trees shall not be placed within the vision obstruction area. All public walkways shall be constructed to County Standard. The developer agrees to maintain and replace the street trees and sidewalks for the life of the site plan. The sidewalk sections and street tree species shall be as follows:

South Glebe Road –A minimum 8-foot wide clear sidewalk measured from the back of curb and a 5.5-foot wide planting strip located at the back of curb, planted with 4 to 4 ½ inch caliper Red Maple (*Acer rubrum*) street trees and such ground cover as liriopie muscarii, hypericum, calycinum (Aarons Beard), or juniperus conferta (Shore Juniper), placed approximately 30 feet apart on center. The sidewalk improvements along South Glebe Road must be constructed within one (1) year of County Board approval of this amendment on September 25, 2010 (September 25, 2011). ~~prior to any partial Certificate of Occupancy for any units on the B1 level of the building or two (2) years after County Board approval of this amendment on November 14, 2009, whichever comes first.~~ Temporary sidewalks, in accordance with Condition #6 regarding “temporary pedestrian and vehicular circulation” shall be in place until the permanent sidewalk is installed.

24th Road South – A minimum 5-foot wide clear sidewalk measured from the back of curb and a 5-foot wide planting strip located at the back of curb, planted with 4 to 4 ½ inch caliper Red Maple (*Acer rubrum*) street trees and such ground cover as liriopè muscarii, hypericum, calycinum (Aarons Beard), or juniperus conferta (Shore Juniper), placed approximately 30 feet apart on center.

Path along southern and eastern edge of site - The developer agrees to convey a public use access easement to the County, for the benefit of the County and the public at large, for access to and use, at all times, except as necessary for repairs, by the public at large, of the path along the southern and eastern edge of site prior to the issuance of the Final Building Permit. The public access easement shall not obligate or require the County to construct or maintain the path. The public access easement shall provide, among other things, that the grantor, its successors and assigns, shall indemnify and hold harmless the County Board, its elected and appointed officials, employees and agents from any liability, claims, damages, costs and expenses of whatever nature concerning the construction, maintenance, and regulation of the private path by the developer and use thereof by the general public and the developer or grantor. The public access easement shall be granted by deed, in form and substance acceptable to the County Manager and the County Attorney, and shall be recorded among the land records of the Clerk of the Circuit Court of Arlington County. The developer shall be responsible for maintaining the private path. The developer agrees to extend the sidewalk/public pathway on the southeast corner of the property to connect with the adjacent property if that site re-develops and/or if owner desires the connection. The developer agrees that the path along the southern and eastern edge of the site will be constructed prior to issuance of any Certificate of Occupancy that allows occupancy of any part of any unit on the B1 level of the building but in no event more than two (2) years after County Board approval of this amendment on June 12, 2010.

Undergrounding Aerial Utilities:

28. The developer agrees to remove or place underground all existing aerial utilities within or along the periphery of the entire site plan site, as shown on the final site development and landscape plan and the final engineering plan approved by the County Manager or his designee. Any utility improvements necessary to provide adequate utility services to this development or utility work necessary to provide a terminus to the underground facilities shall be paid for by the developer and shall not result in the installation of any additional utility poles, or aerial devices. All utility relocation shall be completed within one (1) year of County Board approval of this amendment on September 25, 2010 (September 25, 2011). ~~prior to the issuance of any Certificate of Occupancy (CO) that allows occupancy of any part of any unit on the B1 level of the building.~~

PREVIOUS COUNTY BOARD ACTIONS:

- December 15, 2004 Approved SP #387 for 251 dwelling units including modifications for density and coverage.
- May 20, 2006 Approved an amendment to SP #387 to decrease building height, unit count, parking levels and spaces, and minor changes to the building footprint and grading.
- February 24, 2007 Approved an amendment to SP #387 to amend Condition #63 relating to affordable dwelling units.
- March 14, 2009 Approved an amendment to Conditions #24 & #25 to delay the timing of certain improvements to the First Certificate of Occupancy rather than the Final Building Permit.
- April 25, 2009 Approved an amendment to Condition #11 regarding timing of construction activity to permit construction of dry utility improvements during evening and nighttime hours.
- September 26, 2009 Deferred site plan amendment request to amend Condition #11 regarding timing of construction activity, amend Condition #17 regarding timing of improvements, and amend any associated conditions necessary for implementation of improvements alternative to those outlined in Condition #17 to the October 24, 2009 County Board meeting.
- October 24, 2009 Deferred site plan amendment request to amend Condition #11 regarding timing of construction activity, amend Condition #17 regarding timing of improvements, and amend any associated conditions necessary for implementation of improvements alternative to those outlined in Condition #17 to the November 14, 2009 County Board meeting.
- November 14, 2009 Approved the site plan amendment request to amend Condition #11 regarding timing of construction activity, amend Condition #17 regarding timing of improvements, and amend any associated conditions necessary for implementation

of improvements alternative to those outlined in Condition #17, subject to all previous conditions and the revised conditions in the staff report.

February 20, 2010

Approved a comprehensive sign plan for The Alexan subject to all previous conditions and to revised Condition #47.

June 12, 2010

Approved site plan amendments to Conditions #18 and 28, subject to all previous conditions and the revised conditions in the staff report.

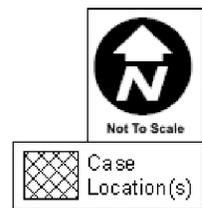
Adopted a resolution authorizing advertisement of public hearings by the County Board on September 25, 2010 to consider a site plan amendment to amend the timing in Conditions #13, 17, 18, and 28 for SP #387, on premises known as 2400 24th Road South (RPC #32-024-003).



SP#387
2400 24th Rd S
RPC# 32-024-003

Note: These maps are for property location assistance only.
 They may not represent the latest survey and other information.

Department of Community Planning, Housing and Development



Planning Division