**ARLINGTON COUNTY, VIRGINIA**
ARLINGTON COUNTY PLANNING COMMISSION
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STEVE SOCKWELL
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FREIDA WRAY
COORDINATOR

GIZELE C. JOHNSON
CLERK

May 11, 2012

Arlington County Board
2100 Clarendon Boulevard
Suite 300
Arlington, Virginia 22201

**SUBJECT: 3. A.** **Amendments to the Comprehensive Plan - Master Transportation Plan - Map** to add a new segment of North Tazewell Street extending approximately 210 feet to the south from its current terminus at North Carlin Springs Road, into the block bounded by North Glebe Road, Henderson Road, North Thomas Street and North Carlin Springs Road, to be heard by the Planning Commission and the County Board at meetings concurrent with those for consideration of the site plan amendment to SP #72 for the development of 650 North Glebe Road. A proposed site plan amendment to SP #72 for the development of 650 North Glebe Road includes an extension of North Tazewell Street approximately 210 feet into the block.

**B.** **SP #72** 650 N. Glebe LLC, for a site plan amendment to construct an approximately 139,100 sq. ft. building with up to 163 residential units and up to 2,300 sq. ft. of commercial, including retail, office, education and personal services, and a comprehensive sign plan in the "R-C" zoning district under ACZO §36.H. Property is approximately 36,957 sq. ft.; located at 650 N. Glebe Rd; and is identified as RPC# 20-012-359. The proposed density is 3.76 FAR. Modifications of zoning ordinance requirements include: parking ratio, tandem parking spaces, sign area and placement, landscaped open space, bonus density for LEED Silver certification and relationship to adjacent existing or permitted uses and buildings, exclusion of at-grade bicycle parking and service areas and below-grade fitness facility and other modifications necessary to achieve the proposed development plan. Applicable Policies: GLUP "High-Medium Residential Mixed Use" and Ballston Sector Plan.

**RECOMMENDATIONS: A.** **Approve the proposed Amendment to the Comprehensive Plan - Master Transportation Plan - Map to add a new segment of North Tazewell Street extending approximately**

**210 feet to the south from its current terminus at North Carlin Springs Road, into the block bounded by North Glebe Road, Henderson Road, North Thomas Street and North Carlin Springs Road.**

**B. Adopt the ordinance to approve the site plan amendment to construct an approximately 139,100 sq. ft. building with up to 163 residential units and up to 2,300 sq. ft. of commercial, including retail, office, education and personal services, and a comprehensive sign plan, with following recommendations:**

1. **Staff should explore with owners of The Carlin the creation of a new exit onto the North Tazewell Street through-block connector and close the current curb cut for the existing exit.**
2. **In the event parking spaces meeting the retail parking requirement are unavailable at the time of operation of the retail, the applicant should provide parking within two (2) blocks of the project site.**
3. **The developer should provide five (5) additional Red Maple street trees, a minimum of 3-½ inches caliper in size, to be planted off site as street trees along Glebe Road in the vicinity of the project, in locations to be approved by County staff.**

Dear County Board Members:

The Planning Commission heard these items at its May 7, 2012 meeting. Elizabeth Kays, CPHD Planning, provided an overview of the proposed development, including background on the guiding policy documents, a history of the site's land use and zoning, development statistics including bonus density, and community benefits that include among other things dedication of site area for an extension of North Tazewell Street. She further explained that the American Service Center (ASC) Site Special Study will provide guiding principles for redevelopment of the total area and will address breaking up the superblock and providing enhanced street connectivity. Ms. Kays described the community review process for the site plan and the proposed Master Transportation Plan (MTP) Amendment that is a first step in breaking up the superblock. Also present was Robert Gibson, DES Planning.

The development team for the applicant, 650 N. Glebe LLC, included Christian Chambers and Christopher Lukawski, Crimson Partners (the applicant); Nan Walsh, attorney and Elizabeth McKeeby, planner (WCLEW), and Rohit Anand and Adam Hale, architects (KTGY). Ms. Walsh described the proposal, the community process (11 meetings consisting of several civic association and Site Plan Review Committee (SPRC) meetings), and the proposed street dedication for a through-block connector. Mr. Anand described the proposed site layout, building architecture and materials, and the function of the through-block connector.

**Public Speakers**

Bernard Berne, representing the Buckingham Community Civic Association, commented that the "R-C" District requires sites to be located within a one-quarter mile radius of a Metro-rail station entrance. He noted that the subject site is located farther away. He also commented that the dedication for the North Tazewell Street extension is not a community benefit because of the noise that the traffic will generate. In addition, Mr. Berne commented on the loss of the pedestrian bridge, which is still desired in Ballston, and voiced opposition to the provision of on-street parking on North Glebe Road.

Eldon Linton, a resident of Cathcart Springs Townhomes, expressed concerns about the proposed building height and density, as well as pedestrian safety. He stated that the proposal does not adequately address the very dangerous intersection at North Carlin Springs and North Glebe Roads.

Betsy Greer, a resident of the Hyde Park Condominiums, requested that the Planning Commission defer the proposed MTP Amendment to extend North Tazewell Street and the site plan amendment. The ASC study, which is currently underway, will address the transportation system for the entire block and she disagrees that the proposal is independent of the study. She referred to an email to the Transportation Commission from McLauren Pulliam, a resident of The Carlin, who opposes the extension of North Tazewell Street.

Seth Carus, representing the Ballston Crest Home Owners Association (HOA), expressed his support for the pedestrian bridge. He noted that the County is taking steps to ameliorate issues at the North Carlin Springs and North Glebe Road intersection. While the HOA did not reach a consensus on the North Tazewell Street extension, it does result in another intersection on North Carlin Springs Road near North Glebe Road. Because it is being addressed in isolation of other improvements that could occur in the block in the future, the HOA could not comment on potential impacts on other access points in the block.

**Planning Commission Report**

Commissioner Forinash reported that the Transportation Commission, at its meeting on May 3, 2012, voted unanimously to recommend approval. While there was extensive discussion about the through-block connector, the Commission voted to support extension of North Tazewell Street.

Commissioner Kumm reported on views of the Urban Forestry Commission. The Commission expressed concern regarding the building overhang on the North Tazewell extension and the potential conflict with street trees; however, the revised cross-section for North Tazewell Street addresses the concern. The Commission has not provided comments on the rest of the project.

Commissioner Cole reported that the SPRC discussed the proposal in four (4) meetings. He noted that the SPRC report provided a suggested outline for discussion, and added an additional topic, "Pedestrian safety at the main intersection at North Carlin Springs and North Glebe Roads".

**Planning Commission Discussion**

General Land Use Plan (GLUP) and site plan issues

Commissioner Cole asked Ms. Kays if the proposed site plan is consistent with the GLUP, to which she responded yes. The County Board approved a rezoning of the site from "RA8-18" and "C-2" to "R-C" in 1989, and the "R-C" zoning accurately applies to the site.

North Tazewell Street through-block connection and pedestrian safety at the intersection of North Carlin Springs and North Glebe Roads

Commissioner Monfort questioned the impact of the street's location in relation to The Carlin's pedestrian entrance and asked how that could be mitigated. Mr. Gibson responded that the street will function more like an access drive with a walkway, therefore pedestrians will have greater priority. The height of the fence that separates the two properties will be adjusted to allow greater visibility of cars exiting the garage. Ultimately with full build-out, North Tazewell Street will be widened and reconfigured. It would also require reconfiguration of The Carlin's garage entrance. If there are issues during the interim, staff could consider turn restrictions from Tazewell Street that would prohibit left turns onto Carlin Springs Road.

Commissioner Malis asked if the North Tazewell Street extension will be considered a County street during the interim phase, to which Mr. Gibson responded yes because it would be dedicated to the County in fee. Commissioner Malis followed with a number of questions about managing garage egress from the two buildings onto North Tazewell Street and why the MTP Amendment does not show North Tazewell Street going all the way through the block. As currently designed, Mr. Gibson responded, it functions more as an alley instead of a street because there is no connectivity. Mr. Gibson also responded that it provides service, loading, and garage access. Commissioner Malis asked if there is a standard cross-section required for the street as the MTP includes standards for non-arterial streets. She also asked why no street trees are shown. Mr. Gibson responded that with ultimate build-out, the street will meet the requirements for non-arterials and will be constructed with required streetscape and trees. The ultimate cross-section will be achieved by relocating the curb along The Carlin frontage.

Commissioner Kumm expressed concern about pedestrian circulation for The Carlin's elderly residents should the street stay in the interim condition even when the American Service Center site is redeveloped. Mr. Gibson responded that a minimum 8-foot wide sidewalk would be maintained on Tazewell Street and would provide connectivity to interior sidewalks accessing both the retail and the grocery store. Commissioner Kumm asked about the timing of the full build-out of North Tazewell Street, to which Mr. Gibson responded that it would occur with redevelopment of the interior of the block.

Commissioner Fallon asked for clarification regarding the bonus density for the dedication of site area for North Tazewell Street. Ms. Kays explained that there is no monetary contribution associated with the bonus density. It is supported because, consistent with Section 36.H.5.a of the Zoning Ordinance, the street dedication would serve adjacent existing or permitted uses and buildings. Commissioner Fallon followed asking if future proposals would also be granted bonuses,

to which Ms. Kays responded that it is dependent on the site plan proposal. Commission Fallon asked if the street dedication presented a hardship to the applicant. Ms. Kays responded that the applicant had to redesign the building to accommodate the new street resulting in requiring an additional garage level. When asked if the affordable housing contribution was calculated on the base density, Ms. Kays responded yes. Commissioner Cole asked staff to describe future street improvements at the North Carlin Springs and North Glebe Roads intersection. Mr. Gibson referred to the matrix of planned improvements and explained the elements and responded to several questions about the matrix.

Commissioner Savela asked whether the middle lane on North Carlin Springs Road at the intersection with North Glebe Road that currently takes traffic directly into the parking garage at Ballston Commons could be both a left turn and straight lane, in response to the community's concern with vehicles backed up at the signal. Mr. Gibson responded that staff would continue to evaluate it.

Commissioner Forinash asked how the median in North Glebe Road would be improved. Mr. Gibson responded that it would be widened with a reconfigured with a six-foot by eight-foot wide pedestrian refuge and the signal timing would be changed to allow additional time for pedestrians to cross.

Commissioner Serie noted that there is a pedestrian safety issue due to the seven (7) lanes of traffic on North Glebe Road and across from the Exxon Station there are eight (8) lanes of traffic. The provision of off-peak parking on Glebe Road would reduce the number of travel lanes during certain times of the day.

Commissioner Kumm agreed with Commissioner Serie, stating that the provision of on-street parking would change the character of North Glebe Road. She asked if the pedestrian crossing timing is acceptable given the adjacent elderly community. Mr. Gibson responded that it is currently under analysis.

<u>Requested parking and fitness facility modifications</u>

Commissioner Cole explained the issue with the proposed modifications to the parking requirements. For the residential use, the parking requirement is 1.125 spaces per unit. However, the applicant is proposing a parking ratio of 1 space per unit that includes three (3) pairs of tandem spaces. For the retail use, the parking requirement is four (4) spaces, but the applicant is proposing only one (1) space. Furthermore, the applicant proposes to exclude the fitness center, which is located in the below grade garage, from the density calculations. Its location takes away parking that could be constructed to meet the residential and retail parking requirements. Since the proposed parking is an issue, he noted that one possibility would be that the fitness facility not be excluded from the density calculations. Commissioner Cole stated that the proposed residential parking is generally adequate and that parking will be unbundled. Given the fact that all tenants will not have cars, it is anticipated that there will be vacant spaces in garage that could be used by the retail tenant. In the event that the residential parking demand is higher than anticipated and additional parking is unavailable, the applicant has an obligation to meet the retail parking needs. Commissioner Cole suggested that the applicant could address the parking demand by identifying locations, but not

necessarily paying, for parking within a reasonable distance from the site. The applicant should take the necessary actions to ensure that parking for retail tenants is addressed.

Commissioner Fallon commented that the exclusion of density for an exercise facility associated with the primary use and located in the below grade garage is common practice.

Configuration of retail space

Commissioner Fallon asked if there is anything that would prohibit the retail space from being used for an expanded exercise facility, to which Ms. Kays responded that it is important for the space to be used as retail and designed for that use. Staff does not anticipate that there would be a request to expand the fitness facility into the retail space. Commissioner Fallon followed with a question regarding the adequacy of the retail parking. Ms. Kays responded that the proposed parking is adequate to support the retail.

Building materials

Commissioner Iacomini questioned the use of the high-pressure compact laminate building material and asked the applicant to describe the material. She pointed out that while the material was updated somewhat from the SPRC meeting, it is still faux and not real wood. Mr. Anand responded that wood should not be used on long expanses of building façade because it would not withstand the diverse weather conditions. The proposed material is more durable than real wood and the material that was shown at the SPRC. Commissioner Iacomini followed that the use of a faux material causes the building to lose some of the brilliance that would be better achieved through the use of real materials. Mr. Anand responded that the building has been designed with a certain edgy look, which is being achieved through the use of the proposed material.

Commissioner Fallon asked about the materials and design of the building's blank wall on the southern elevation. Ms. Kays responded that it is a brick/masonry pattern with different colors of masonry.

Commissioner Harner asked for assurance that the number of vents shown on the building elevations would remain and not be changed. Mr. Anand explained that the number and placement of vents has been studied extensively. With final design development there could be minor changes in the building design that may result in changes in vent locations, but he feels confident that the final number and locations of vents would be as currently shown on the elevations.

Open space, landscaping and trees

Commissioner Kumm noted that there is approximately 530 linear feet of building frontage on public streets for which about 400 linear feet could be planted with street trees. However, for a variety reasons, including placement of utilities, curb side drop off, and interim development of Tazewell Street, all of the trees could not be planted. Commissioner Kumm suggested that the developer be required to achieve the maximum level of street trees by planting off-site the trees that could not be planted on site. Based on placing trees 30 feet on center, 400 linear feet of frontage would result in 10 – 13 street trees; therefore, the project is short five (5) trees. Commissioner

Kumm suggested adding text to Condition #21 to require the provision of five (5) additional Red Maple street trees, a minimum of 3-½ inches caliper in size, to be planted off site as street trees along North Glebe Road in the vicinity of the project, in locations to be approved by County staff. Mr. Chambers agreed to the amended condition language.

Commissioner Malis asked for clarification on the reduction in the required landscaped open space, to which Ms. Kays responded that it is justified because of the dedication of site area for the North Tazewell Street extension.

Commissioner Fallon sought clarification that the development was not losing density. Ms. Kays responded that density was not lost, but the site area dedication constrained the site design.

Other requested modifications

Commissioner Malis noted that it is important for the County Board to understand the rationale for the building overhang on Tazewell Street. It is unclear whether it is an encroachment. Ms. Kays responded that because the overhang is over the public sidewalk easement at a height above 16 feet, it is acceptable and not considered an encroachment. Furthermore, the depth of the overhang is seven (7) feet. Commissioner Malis asked if the design is desirable from staff's perspective and something that should be encouraged. Ms. Kays responded that staff would not want to see this in every situation; however, given the details and challenges of this site, it is acceptable and because of the height it will not compromise the pedestrian experience.

Commissioner Monfort stated that the provision of at-grade bicycle parking is a wonderful convenience and should be encouraged in other site plans.

Other issues

Commissioner Sockwell commented that the building taper and transition in use of building materials are not apparent. Ms. Kays responded that the treatment and design of the retail bays at the corner of North Glebe Road transition to the loft-style units along the building's southwest elevation on North Carlin Springs Road. Furthermore, while the "R-C" District permits a maximum building height of 95 feet, the building's proposed height of 75 feet. The building is also lower in height than The Carlin, which is the immediately adjacent building on Carlin Springs Road and built to a height of approximately 95 feet. Commissioner Cole added that the building is also an appropriate height considering that the Townes of Ballston townhouses directly across the street are approximately 42 feet in height.

**Planning Commission Motion**

SP #72, Site Plan Amendment

Commissioner Cole moved that the Planning Commission recommend the County Board adopt the ordinance to approve the site plan amendment to construct an approximately 139,100 sq. ft. building with up to 163 residential units and up to 2,300 sq. ft. of commercial, including retail, office,

education and personal services, and a comprehensive sign plan, with the following recommendations:

1. Staff should explore with the owners of The Carlin the creation of a new exit onto the North Tazewell Street through-block connector and close the current curb cut for the existing exit.

2. In the event parking spaces meeting the retail-parking requirement are unavailable at the time of operation of the retail, the applicant should provide parking within two (2) blocks of the project site.

Commissioner Cole also noted Commissioners Iacomini and Kumm might be interested in offering additional amendments related to building materials and street trees Commissioner Harner seconded the motion.

Commissioner Kumm asked for unanimous consent to amend the motion to recommend that the developer provide five (5) additional Red Maple street trees, a minimum of 3-½ inches caliper in size to be planted off site as street trees along Glebe Road in the vicinity of the project, in locations to be approved by County staff. There was an objection. Commissioner Kumm moved that the Planning Commission recommend that the developer provide five (5) additional Red Maple street trees, a minimum of 3 ½ inches caliper in size, to be planted off site as street trees along Glebe Road in the vicinity of the project, in locations to be approved by County staff. Commissioner Monfort seconded the motion.

Commissioner Cole noted that he objects to the motion because he does not understand the basis for it. He believes it would be required of every proposal that comes after this. Commissioner Kumm responded that a lot has been given away with this project and this is a way of striking a balance and retaining a level of tree canopy consistent with County policy. Commissioner Cole suggested that the funds be reserved for when North Tazewell Street is permanently built out, as this would be a more appropriate site-specific requirement.

Commissioner Malis commented that she would prefer to plant trees today rather than wait for North Tazewell Street to be permanently constructed. That may occur too far in the future. Commissioner Kumm added that Tazewell Street would not be permanently constructed until The Carlin site is redeveloped. The County could potentially identify sites with dead trees or open tree pits and replace the trees.

Commissioner Serie noted that he concurs with Commissioners Malis and Kumm.

The Commission voted 10-2 to support the amended motion. The amendment was incorporated into the main motion. Commissioners Ciotti, Cole, Fallon, Harner, Kumm, Malis, Monfort, Savela, Serie, and Sockwell supported the amended motion. Commissioners Forinash and Iacomini opposed the amended motion.

Commissioner Cole offered to summarize his comments. He noted that it was a pleasure to work with Elizabeth Kays, a new planner in the Planning Division. He appreciated the forbearance and

responsiveness of the applicant. Furthermore, he appreciated the active participation of the community and their significant contributions to the process.

Commissioner Savela referred to a letter from McLauren Pulliam, a resident of The Carlin, indicating that there use to be a stop bar, which has been removed. She asked staff to look into whether it would be appropriate to put the stop bar back in.

Commissioner Malis stated that she does not support the loss of landscaped open space, or the building overhang which degrades the quality of the public space.

Commissioner Fallon stated that he believes the building is attractive; however, he is concerned about several precedents that are being established with this proposal. First, the bonus density for dedication of site area for the North Tazewell Street through-block connector, in which other property owners in the block will most likely seek similar concessions. The second precedent is the request to amend the MTP prior to completion of the ASC special study. Commissioner Fallon expressed concern that the North Carlin Springs and North Glebe Roads intersection will be further stressed. The third precedent is the proposed reduction in retail parking. The fourth precedent is the reduction in landscaped open space. Finally, he expressed concern for the treatment of the blank wall on the south elevation. For these reasons, he would support a deferral, not an approval, of the proposal.

Commissioner Monfort commented that the applicant has done everything it's been asked by the County and SPRC. The dedication of site area for North Tazewell Street was a burden to the applicant, in which approximately 15 percent of their property was affected. He believes the proposal provides an attractive building and is appropriate for the site.

Commissioner Savela associated her comments with those of Commissioner Monfort. The rendering that shows the building at dusk looks attractive and edgy. She does not believe the last sentence in the original motion is appropriate, because requiring off-site parking two blocks away will not be useful except for employees of the retail business.

Commissioner Harner thanked the applicant for the efforts they made to achieve the North Tazewell Street through-block connector, as it would provide better access to the uses such as the grocery store than traveling down North Glebe Road. It is a good first step towards transforming this edge corner of North Carlin Springs and North Glebe Roads. He further commented that if additional retail parking is needed, it could be met in the next phase of development. Finally, he stated that the building architecture is very attractive, and provides a good sense of depth and scale.

Commissioner Forinash indicated his support for the project, as he did at the TC meeting. He noted that it is his understanding is that building parking is for residents and retail employees not retail customers as suggested by Commissioner Savela.

Commissioner Kumm indicated her support for the project. It is a good beginning for redevelopment of the entire block.

The Commission voted 10-2 to support the motion. Commissioners Ciotti, Cole, Forinash, Harner, Kumm, Malis, Monfort, Savela, Serie, and Sockwell supported the motion. Commissioners Fallon and Iacomini opposed the motion.

Amendment to the Comprehensive Plan - Master Transportation Plan - Map

Commissioner Cole moved that the Planning Commission recommend the County Board approve the proposed Amendment to the Comprehensive Plan - Master Transportation Plan - Map to add a new segment of North Tazewell Street extending approximately 210 feet to the south from its current terminus at North Carlin Springs Road, into the block bounded by North Glebe Road, Henderson Road, North Thomas Street and North Carlin Springs Road. Commissioner Savela seconded the motion.

The Commission voted 10-1, with one abstention, to support the motion. Commissioners Ciotti, Cole, Forinash, Harner, Kumm, Malis, Monfort, Savela, Serie, and Sockwell supported the motion. Commissioner Fallon opposed the motion. Commissioner Iacomini abstained.

Respectfully Submitted,
Arlington County Planning Commission

Stephen Sockwell
Planning Commission Chair

**From:** <rumbawithme@gmail.com> [mailto:rumbawithme@gmail.com]
**Sent:** Sunday, April 29, 2012 10:09 PM
**To:** bill@wgearhart.com; Richard Best
**Cc:** Freida Wray; Gizele Johnson; CountyBoard
**Subject:** New Building at Glebe and Carlin Springs RD.

Please consider the residents of the Carlin before you approve any changes for this site.

It is already very difficult for our residents to get out of our drive way. You did provide us with
a "Stop Bar", but it was taken away after Patrick Hope left our Community group.

Trying to get out of our drive way is tough because cars are speeding up as they try to make the light at Glebe.
Cars then back up and block our exit. Cars parked on the street in front of our building block our view of the
cars coming down Carlin Springs.

If you put in another street that runs parallel to our driveway we will have two cars trying to turn onto Carlin Springs
from just a few feet of each other. It will be like having four lanes of traffic with the first and third lanes going one direction
and the second and forth lanes going the other.

Worse yet, if the person turning right out of our parking lot does it at the same time that the person turning left leaves
the new building the chance of a crash doubles what it is now.

The second problem is with our access to the mall and to the Harris Teeter. The terrible traffic situation caused by the new road
will make it impossible for the drivers to look out for our residents as we walk to get our groceries. We are too old to deal with
this incredible traffic mess as we try to Harris Teeter's. (And our non-driving residents must go there to get their groceries!

We simply can not dodge the traffic that will be going in so many different directions at the same time.

This will be creating a "Mal-Function Junction" for cars, right on the spot where 200 senior citizens must walk to get their groceries.

People will get run over and some poor residents will have to die before any action can be asked for. (And once the new road is in place
I guess the risk to our lives will not be enough to close the road, and tear down the building.

Please come here and take a look at this location at rush hour before you ruin our lives.

Thank you,
McLauren Pulliam
Resident of the Carlin

3A.B.

Betsy Samuelson Greer
4141 North Henderson Road – 624
Arlington, Virginia 22203

May 2, 2012

To: Bill Gearhart, Chair
Arlington County Transportation Commission

Re: Commission Agenda Items Nos. 5 and 6

I ask that the Transportation Commission defer both items until the Planning Commission's Long Range Site Plan (LRSP) Committee responds to neighborhood issues relating to its proposed transportation network for the entire block that lies on the west side of North Glebe Road, extending from North Carlin Springs to North Henderson Roads. In disagreement with the contention of the developers of 650 North Glebe Road, these issues do affect 650 North Glebe Road.

I believe that the Transportation Commission should find it unusual that the Planning Commission staff has yet to schedule another LRSP Committee meeting from its February 7, 2012, meeting in which a number of issues were raised concerning the proposed transportation network planned for the development of the parcels on the west side of North Glebe Road directly to the south of the proposed 650 North Glebe Road development. For the Transportation Commission to amend the Master Transportation Plan to approve a 210-foot extension of North Tazewell Street will pre-determine the full extension of an alleyway that, in its initial planning, contravened County Transportation policy. Among other things, it would promote vehicular dependence, call for parking garages (instead of below ground parking) and create a pedestrian unfriendly environment. Moreover, the proposed alleyway is promoted without regard to traffic analysis and its impact on existing roadways and totally without regard to the proposed density for the parcels to the south of 650 North Glebe Road. These were among the issues raised on February 7. We of the neighborhood have heard no response to these concerns despite a lapse of three months.

I liken approval of the 210-foot extension to getting a woman a "little bit pregnant." The fact is once you are pregnant, you are pregnant. Approval of this extension by the Transportation Commission without the complete planning picture for the parcels on the west side of North Glebe Road directly to the south of 650 North Glebe Road will make the decision of the alleyway a fait accompli to the detriment of a well-planned site. Essentially the Transportation Commission will be assuming and making a Planning Commission function.

As I told the County Board, we should work for a well-planned development and not development to accommodate developers' dreams. A well-planned development to its south will also benefit 650 North Glebe Road project. We of the neighborhood are seeking a development that respects the residential neighborhoods that are adjacent to these parcels. The proposal that we have seen thus far ignores this.

The Transportation Commission should defer both items Nos. 5 ande 6 until the LRSP Committee responds to all transportation issues that were raised on February 7. To ignore these concerns and go ahead with approvals, ignores the PLACE initiative of the County Board and the concerns of the surrounding neighborhoods.

Please defer both Items Nos. 5 and 6. Please share with your Commission colleagues.

Item 3.A.B.

# Report of the Site Plan Review
## 650 North Glebe Rd
## A Crimson Partners Proposed Mixed-Use Development
## Review Chair – Steve Cole

**Site Plan Proposal Summary:** Crimson Partners is proposing to construct a 163-unit apartment (136,000 sf) building at the intersection of North Glebe Road and North Carlin Springs Road directly across from the parking garage at Ballston Common mall. The applicant is also proposing the development include slightly more than 2,200 sf of retail space along the North Glebe Road Frontage.

On the County's General Land Use Plan, the site is high-medium residential mixed use and is zoned R-C, Apartment Dwelling and Commercial Districts. The proposed development is part of Site Plan 72 and, if approved, would amend this site plan to allow the construction of the proposed mixed-use development instead of the originally approved 50,000 sf office building.

The site of the proposed development is just under 37,000 sf or under an acre in size. In addition, this parcel is at the northern end of the western portion of the area being studied in the North Quincy Street Area Plan Update. It's location is seen a integral to any larger develop on the balance of the superblock. As a result, the applicant was asked to dedicate the far western portion of its property opposite North Tazewell Street off North Carlin Springs Road to the County for a through block connector that could eventually provide access to the inner part of the superblock from North Carlin Springs Road.

Major issues of discussion during the Site Plan Review included:

- Consistency of the GLUP categorization and zoning with the location of the proposed property
- Location of the proposed retail on the ground level of the development.
- Location of the entry to the lobby serving the apartments
- Location of a drop-off/pick-up site to serve the building
- Design of the through-block connection and relation to the Master Transportation Plan including projection of a portion of the building over the proposed through-block connection
- Provision of street trees
- Adequacy of the proposed parking
- Pedestrian safety at the intersection of North Glebe Road and North Carlin Springs Road
- Building materials and finishes including design of façade facing south on North Glebe Road

The applicant has requested several modifications and exclusions from density. These include:

- Bonus density for achieving LEED silver certification
- Bonus density in return for dedication of land for the through block connector

- Exclusion from countable density for floor area related to a below grade fitness facility and an on grade bicycle storage area
- A reduction in required parking spaces to 1:1, which includes three (3) tandem spaces and a reduction of retail parking spaces from 4 to 1
- A reduction in required open space from 10 percent to 3 percent
- Modest sign placement modifications

In terms of community benefit, the applicant proposes:

- Dedication in fee of the land needed for the North Tazewell Street through-block extension
- A base contribution to the County's Affordable Housing Investment Fund
- A standard ($75,000) contribution to the County's Public Art Fund
- A contribution of $8,000 for the installation of multi-space parking meters
- The commitment to pursue with VDOT the establishment of on-street parking adjacent to the applicant's party on North Glebe Road from North Carlin Springs Road to North Randolph Street
- A contribution of $42,000 to the County's Utility Fund
- Agreement to implement a transportation demand management (TDM) program

**Site Plan Review Committee Consideration –** The Site Plan Review Committee met on this application on four occasions: November 2011 and January, February and March 2012.

**Suggested Topics for Planning Commission Discussion:**

1. GLUP and Site Plan issues
2. North Tazewell Street through-block connection
3. Requested parking and fitness facility modifications
4. Configuration of retail space
5. Building materials
6. Open space, landscaping and street trees
7. Other requested modifications
8. Other issues

**Sent:** Friday, May 04, 2012 10:27 PM
**To:** Rosemary Ciotti; Steve Cole; Peter Fallon; Chris Forinash; Nancy (Dem-Secretary) Iacomini; Brian Harner; Suzanne Klein; Inta Malis; Charles Monfort; Terry Savela; Karen Morris; Terry Serie; Stephen Sockwell
**Subject:** May 7 Planning Commission Meeting: Site Plan #72 - 650 N. Glebe LLC (Goodyear site)

Commissioners:

Please note the following objections to the proposed amendment to Site Plan #72 (Goodyear site at 650 N. Glebe Road), which the Planning Commission will consider on May 7, 2012:

1. The site is in an R-C zoning district. The Arlington County zoning ordinance states in Section 16A. "R-C" Apartment Dwelling and Commercial Districts in the Arlington County Zoning Ordinance at http://www.arlingtonva.us/departments/CPHD/planning/zoning/pdfs/Ordinance_Section16a.pdf states that a site, or a major portion of the site of an R-C District "*shall be within one-quarter (1/4) of a mile radius of a Metro-rail station entrance.*" However, the entire area of Site Plan #72 is more than one-quarter of a mile from the nearest Metrorail station entrance (Ballston). Less than 10% of the entire R-C district is within a quarter of a mile of the entrance to the Ballston Metro station.

The zoning for the site is illegal. The requirements for an R-C District (parking ratio, etc.) are intended to apply to sites that are closer to Metro than is that of Site Plan #72. The County Board needs to rezone the site before it considers the site plan. Please therefore recommend such a rezoning.

2. Language in the Section 16.A. (R-C District), Paragraph B.1.e., for apartment projects with site plan approval: "Landscaping: A minimum of ten (10) percent of the total site area is required to be landscaped open area in accordance with the requirements of Section 32A ...." The applicant is requesting a reduction in the landscaping requirement to 3%. The applicant claims that there is too little space between the roof of the underground parking garage and the ground surface for trees and shrubs to reach maturity. This does not sufficiently justify a reduction in the landscaping requirement. Please therefore recommend that the County Board deny approval of the site plan until such time as the applicant complies with the 10% landscape requirement.

3. The site plan describes a six-story residential building. However, the site is within the Ballston Business Improvement District (BID), which the County Board established in December 2010. Owners of commercial properties in the Ballston BID pay a special tax to support community improvements in the BID. Owners of residential buildings are exempt from this tax.

The County subsidizes the BID. A residential building on the site will reduce the BID's revenues. The reduction will either reduce the BID's ability to provide community improvements or will require an increase in the County's subsidy. Neither of these options is desirable. Please therefore recommend that the County Board deny approval of the site plan until such time as the applicant changes the use of the site from residential to commercial.

4. The existing approved site plan #72 shows a four story commercial building that occupies about half of the site's area. Most of the remaining area is a public plaza at the corner of N. Glebe Road and N. Carlin Springs Road. The proposed site plan amendment eliminates this major public amenity, which could contain trees, shrubs, benches and other features that would enhance the urban environment. Please therefore recommend that the County Board deny approval of the site plan until such time as the applicant provides this amenity.

The building's loading dock will be near this street. Delivery trucks and garbage trucks will make noise on this street, especially when backing up. This will disturb residents of The Carlin, which would be adjacent to the street. The Carlin is an affordable housing building for the elderly. This is a vulnerable population. The County needs to assure that residents of The Carlin are not disturbed by such noise, which can occur early in the morning.

The Carlin has a loading dock that is adjacent to N. Carlin Springs Road. Trucks using the dock do not impede traffic on the road very often when entering using the dock, because not many trucks use the dock. This would also be true for the new building, which is smaller than The Carlin.

Please therefore recommend that the County Board deny approval of the site plan until such time as the applicant relocates the loading dock to the Carlin Springs Road side of the site.

6. The applicant is requesting bonus density for in exchange for its conveyance of its property to the County for the N. Tazewell Street extension. This bonus density is unjustified. The applicant proposes to eliminate the planned plaza and is requesting the elimination of nearly all of the required landscaped area. There is no justification for bonus density, considering the proposed elimination of all of the site's approved public open space and nearly all of the landscaped area that the zoning ordinance requires for a site plan project in an R-C district.

Please therefore recommend that the County Board deny approval of the site plan until such time as the applicant removes this request for bonus density.

7. County staff is proposing an amendment to the Master Transportation Plan (MTP) that will permit the extension of N. Tazewell Street into the site. This amendment contradicts the Concept Plan in the 1980 Ballston Sector Plan. The Concept Plan illustrates a large landscaped open space in the center of the block that contains SP#72. The landscaped area is part of a planned "Neighborhood Preservation" area. No streets are needed to access this open space or the Neighborhood Preservation Area.

As part of the N. Quincy Street long range planning process, County staff is proposing a replacement of the landscaped open space with high density development containing a proposed street network. This major land use change would have many negative effects on neighboring properties and on the surrounding residential community. The Planning Commission should recommend that the County Board defer consideration of the MTP amendment until such time as the County Board has approved the plans that County staff is proposing for the center of the block.

8. The applicant is not proposing to provide an entrance to the previously planned and funded entrance to a pedestrian bridge over N. Glebe Road. The Buckingham community has always supported the construction of this bridge. The bridge would allow pedestrians to avoid the intersection of N. Glebe Road and N. Carlin Springs Road, which is one of the most hazardous intersections in the entire County.

The County redirected State funding for the bridge when it became apparent that the owner of the Goodyear site had no intention of redeveloping the site. However, now that redevelopment is iminent, the County Board needs to re-evaluate the need for the bridge and perhaps submit a new application for State funding.

The County will soon construct some pedestrian "improvements" to this intersection. However, these improvements will accomplish little, if anything. The major problem at the intersection is that drivers frequently ignore traffic signals and signs, make illegal turns, and violate traffic laws in other ways. The planned improvements will not alleviate this problem.

The Pedestrian Element of the MTP discourages pedestrian bridges. The purpose of this is to increase pedestrian traffic on streets. This may be desirable in Rosslyn and Crystal City, but is not needed in Ballston.

Ballston has two pedestrian bridges. Although these receive heavy use, nearby streets have a large amount of pedestrian traffic. A bridge over Glebe Road would divert only a small percentage of this pedestrian traffic.

Please therefore recommend that the County Board defer approval of this site plan until such time as the Board considers amending the MTP to add the pedestrian bridge to the MTP.

9. The 2006 Buckingham Neighborhood Conservation Plan (NCP) recommends that the County make no plans that would change the Concept Plan in the Ballston Sector Plan. The Concept Plan shows that the Goodyear site will remain commercial. The NCP further supports the construction of a pedestrian bridge over N. Glebe Road near N. Carlin Springs Road. In April 2011, the Buckingham Community Civic Association voted to endorse these recommendations during the planning process for SP#72 and the long range planning process for the addendum to the N. Quincy Street Plan.

The attachment to this message contain the Ballston Community Civic Association's position on the N. Quincy Street Plan (American Service Center special planning study) and the Goodyear site.

**Summary:**

As President of the Buckingham Community Civic Association, I ask the Planning Commission to recommend that the County Board deny approval to the proposed amendment to SP#72 and to the amendment to the MTP that would extend N. Tazewell Street into the block that contains the SP#72 area.

Bernie Berne
President
Buckingham Community Civic Association

# BUCKINGHAM COMMUNITY CIVIC ASSOCIATION

## AMERICAN SERVICE CENTER SPECIAL PLANNING STUDY

Position Adopted April 25, 2011

The Buckingham Community Civic Association requests that any planning documents for the block containing the American Service Center site on the west side of N. Glebe Road include the following elements:

1. Adhere to the maps and text of the "Concept Plan" of the 1980 Ballston Sector Plan and the 2006 Buckingham Community Civic Association Neighborhood Conservation Plan. These documents contain the following desirable features:

Ballston Sector Plan

- Neighborhood Preservation Area throughout the block, except for a narrow strip adjacent to Glebe Road and the site containing the Hyde Park building.
- Commercial strip adjacent to Glebe Road, except for the site containing the Hyde Park Building.
- No more than three new buildings, all of which would be near Glebe Road.
- Large open space with canopy trees between all new buildings and the existing low residential buildings along the east side of N. Thomas Street and the south side of N. Carlin Springs Road.
- Double row of trees along Glebe Road.

Buckingham Community Civic Association Neighborhood Conservation Plan

- No further exceptions to the Neighborhood Preservation Area that the Ballston Sector Plan's Concept Plan describes. Any new high-density

construction along North Glebe Road should taper downwards toward the adjacent existing residential buildings along N. Thomas Street, N. Henderson Road and N. Carlin Springs Road and should contain a wide landscaped buffer between the neighborhood's existing buildings and all new buildings.

- Construct a pedestrian bridge across North Glebe Road at the Goodyear store site or another site near N. Carlin Springs Road.

2. Additional requests:

- The General Land Use Plan (GLUP), zoning and any site plans on the block under study should seek to preserve existing residential buildings and should not permit any increased heights and densities on the sites that those buildings occupy. There should be no increases in planned densities on the sites of any existing residential buildings in the study area.

- The GLUP, zoning and site plans on the block should encourage the development of open space buffers between any new development and all existing residential buildings. Planning for open space within the block should concentrate open space to the greatest extent possible in areas that are adjacent to existing residential buildings, including The Carlin, Hyde Park and smaller buildings.

- Transfer planned building heights and densities from the west side of Glebe Road to the east side of Glebe Road.

- Do not provide height or density increases or bonuses for any special purposes, such as affordable housing.

- Locate any new streets within the block near commercial buildings, rather than near existing residential buildings.

## EXPLANATIONS OF REQUESTS

1. Adhere to the maps and text of the "Concept Plan" of the 1980 Ballston Sector Plan and the 2006 Buckingham Community Civic Association Neighborhood Conservation Plan. These documents contain the following desirable features:

Ballston Sector Plan

- Neighborhood Preservation Area throughout the block, except for a narrow strip adjacent to Glebe Road and the site containing the Hyde Park building.

  Explanation:

  The Concept Plan shows a "Neighborhood Preservation" area between a strip of development along the west side of Glebe Road and the existing residential buildings along N. Carlin Springs Road and N. Thomas Street.

- Commercial strip adjacent to Glebe Road, except for the site containing the Hyde Park Building.

  Explanation:

  The Concept Plan shows a strip of commercial development adjacent to the west side of Glebe Road on the block between N. Carlin Springs Road and Hyde Park.

  The Sector Plan recommends commercial and office development (rather than residential development) along the Sector's major thoroughfares, especially near the Parkington Shopping Center (now Ballston Common) to aid the County's and the Sector's economic development. Ballston's development has largely adhered to this recommendation.

- No more than three new buildings, all of which would be near Glebe Road.

  Explanation

  The Concept Plan shows only three new large buildings within the block. The Carlin, which is located in the Neighborhood Preservation area, should count as one of these buildings, although it is not near Glebe Road.

- Large open space with canopy trees between all new buildings and the existing low residential buildings along the east side of N. Thomas Street and the south side of N. Carlin Springs Road.

  Explanation

  An illustration in the Concept Plan shows that the Neighborhood Preservation area should contain open space with many trees. The Preservation area therefore protects and enhances the adjacent residential neighborhood.

- Double row of trees along Glebe Road.

  Explanation

  The Concept Plan shows a double row of street trees along much of the west side of Glebe Road.

Buckingham Community Civic Association Neighborhood Conservation Plan

- No further exceptions to the Neighborhood Preservation area that the Ballston Sector Plan's Concept Plan describes. Any new high-density construction along North Glebe Road should taper downwards toward the adjacent existing residential buildings along N. Thomas Street, N. Henderson Road and N. Carlin Springs Road and should contain a wide landscaped buffer between the neighborhood's existing buildings and all new buildings.

Explanation

Recommendation #4 in the Buckingham Community Neighborhood Conservation Plan summarizes and supports those elements in the Ballston Sector Plan that serve to protect the existing residential buildings from the impact of planned high-rise buildings on the block.

The Arlington County Board made an exception to the Concept Plan when it approved the construction of The Carlin, a high-rise building on N. Carlin Springs Road that is adjacent to a three story garden apartment building (Ballston Gardens) and that is not adjacent to N. Glebe Road. The Carlin is located within the Concept Plan's Neighborhood Preservation area. The recommendation expresses the neighborhood's desire to have no further incursions into the Neighborhood Preservation Area that the Concept Plan illustrates.

- Construct a pedestrian bridge across North Glebe Road at the Goodyear store site or another site near N. Carlin Springs Road.

Explanation

Recommendation #20 in the Buckingham Community Neighborhood Conservation Plan states that Arlington County planners should continue to pursue plans to build an overhead walkway across N. Glebe Road at either the Goodyear store site or a nearby site, such as the on the side of N. Carlin Springs Road that contains an Exxon station.

The site plan for Ballston Tower (attached to Ballston Common) provides an entry to a pedestrian bridge across Glebe Road at N. Carlin Springs Road. This would permit pedestrians to avoid the hazardous crossing of Glebe Road when accessing Ballston Common and the Ballston Metro Station. The County allocated funding for this bridge, but later used the funds for other projects. A new commercial building at the Goodyear store site constructed in accordance with the Ballston Sector Plan can serve as an entry point to the bridge.

2. Additional requests:

- The General Land Use Plan (GLUP), zoning and any site plans on the block under study should seek to preserve existing residential buildings and should not permit any increased heights and densities on the sites that those buildings occupy. There should be no increases in planned densities on the sites of any existing residential buildings in the study area.

  Explanation:

  Demolition of residential buildings will displace tenants of those buildings.

- The GLUP, zoning and site plans on the block should encourage the development of open space buffers between any new development and all existing residential buildings. Planning for open space within the block should concentrate open space to the greatest extent possible in areas that are adjacent to existing residential buildings, including The Carlin, Hyde Park and smaller buildings.

  Explanation:

  Open space buffers enhance views from residential buildings and minimize invasions of privacy by occupants of new buildings. The Ballston Sector Plan provides for these buffers near the smaller buildings. Hyde Park and The Carlin should also contain these buffers.

- Transfer planned building heights and densities from the west side of Glebe Road to the east side of Glebe Road.

  Explanation:

  The transfer would decrease building heights and densities near existing residential buildings on the west side of Glebe Road and increase building heights and densities on the east side of Glebe Road. The east side of Glebe Road in the American Service Center area is closer to

Metro stations and is further from existing residential buildings than is the west side of the Road.

- Do not provide height or density increases or bonuses for any special purposes, such as affordable housing.

  Explanation:

  The County has already permitted increases in planned building heights and densities for affordable housing in the Buckingham area at The Carlin and at Buckingham Village I. These increases have adversely impacted surrounding residential areas by removing open space buffers. It is important to recognize that Buckingham contains a larger concentration of existing affordable housing than do most other neighborhoods in Arlington County.

- Locate any new streets within the block near commercial buildings, rather than near existing residential buildings.

  Explanation:

  Delivery trucks and waste disposal vehicles will utilize any new streets within the block. Residents of existing buildings need protection from the noise and air pollution that these vehicles and others will create.

Bernie Berne
President
Buckingham Community Civic Association

## SECTION 16A. "R-C" APARTMENT DWELLING AND COMMERCIAL DISTRICTS

The purpose of the "R-C" District classification is to encourage high-medium density residential development while also providing for a mixed use transitional area between high density office development and lower density residential uses. This district is designed for use in the vicinity of the Metro-rail stations and, to be eligible for the classification, a site or the major portion of a site, shall (1) be within a one-quarter (1/4) mile radius of a Metro-rail station entrance and (2) be located within an area designated "high-medium residential" or other compatible designations on the general land use plan. Determination as to the actual types and densities of uses to be allowed will be based on the characteristics of individual sites and on the need for community facilities, open space and landscaped areas, circulation and utilities.

The following regulations shall apply in the "R-C" District:*

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*Note--For supplemental regulations, see Section 31.

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**A. Uses Permitted.**

1. Uses as permitted and regulated in the "RA14-26: District.

(2) *Deleted.*

(3-30-81)

**B. Special Exceptions.**

1. By site plan approval: Apartment projects not to exceed a maximum floor area ratio of 3.24 to 1. (3-30-81)
   - a. The following uses shall be permitted at the rate of sixty-two hundredths (0.62) square feet of gross floor area for each gross square foot of apartment use proposed, provided that the total F.A.R. of the project does not exceed 3.24: (3-30-81)
     - (1) Retail and service commercial uses which shall be restricted to the first floor of any structure.
     - (2) Offices, business and professional.
   - b. Any structure in which less than fifty (50) percent of the gross floor area is apartment use shall front on a primary or secondary arterial or distributor street as designated on the master thoroughfare plan.
   - c. Height limit: No building, or the enlargement of any building, including the penthouse, shall be hereafter erected to exceed sixty-five (65) feet.
   - d. Area requirements: Each lot or plot shall have a minimum area of twenty thousand (20,000) square feet.
   - e. Landscaping: A minimum of ten (10) percent of the total site area is required to be landscaped open space in accordance with the requirements of Section 32A, "Landscaping."
   - f. Automobile parking and loading space:
     - (1) Parking spaces shall be provided as required in Section 33, provided, however, that as part of the site plan approval, the County Board may reduce this requirement to no less than one (1) space for each unit.
     - (2) One (1) parking space for each five hundred eighty (580) square feet of commercial or office space.
     - (3) Off-street loading spaces for all permitted uses shall be provided as specified in Section 33.
   - g. Signs as regulated in Section 34, subsections C.1.a. and C.2.a.
   - h. Site plans are required to be approved as provided for in Section 36, subsection H, except that under no circumstances shall the height of any building exceed ninety-five (95) feet nor shall a penthouse extend more than sixteen (16) feet above the ninety-five (95) foot height limit, except that in order to allow enclosure of elevator equipment needed to provide elevator access to roof areas, the penthouse height may be increased by up to

Bernie Behne

eight (8) additional feet. This additional height may only be used to allow the amount of structure necessary to enclose the elevator equipment.

i. The uses listed in B.1.a.(1) and (2) above may be permitted at the rate not to exceed one (1) square foot of gross floor area for each square foot of gross floor area of apartment use and the total F.A.R. of the project may be permitted in an amount not to exceed 3.5 on sites which:

(1) Have a minimum area of fifty thousand (50,000) square feet;

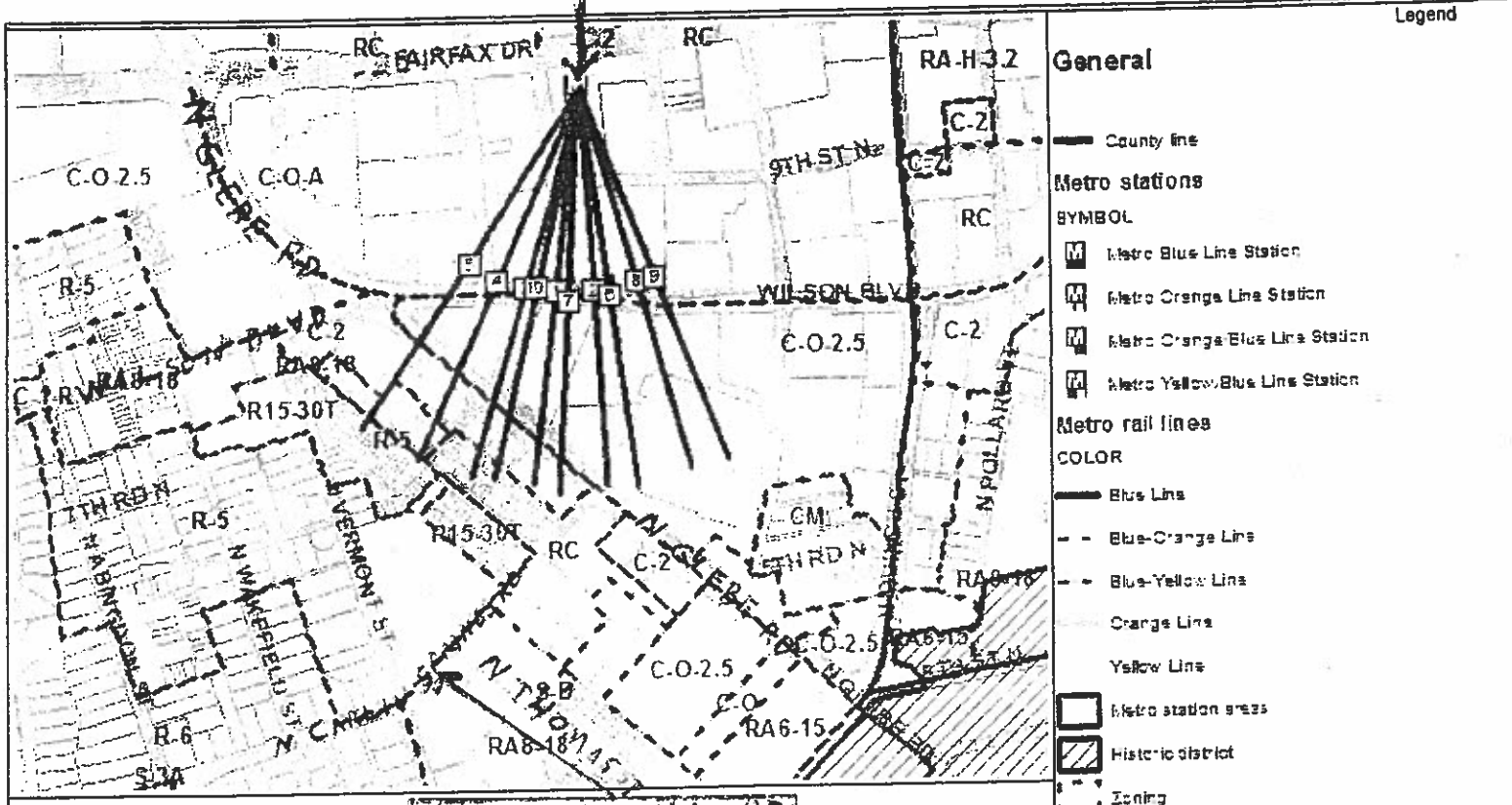
(2) Have a minimum of two hundred (200) feet of continuous frontage on a primary or secondary arterial or distributor street; and

(3) Are across a primary or secondary arterial or distributor street from a "C-O-A" District.

j. On sites which meet the criteria in B.1.i. above and which also include an entire block, the uses listed in B.1.a. (1) and (2) above may be permitted at the rate not to exceed one and one-half (1 1/2) square feet of gross floor area for each square foot of gross floor area of apartment use in the approved site plan and the total floor area ratio of the project may be permitted in the amount not to exceed 3:5.

(6-5-79; 3-30-81; 6-20-81; 10-20-81; Ord. No. 84-2, 2-4-84; Ord. No. 88-16, 9-24-88; Ord. No. 97-10, 5-17-97)

BALLSTON METRO




Legend

**General**

County line

**Metro stations**

SYMBOL

Metro Blue Line Station

Metro Orange Line Station

Metro Orange/Blue Line Station

Metro Yellow/Blue Line Station

**Metro rail lines**

COLOR

Blue Line

Blue-Orange Line

Blue-Yellow Line

Orange Line

Yellow Line

Metro station areas

Historic district

Zoning

Street names

Street network

Parcels

Bridges

Airport

Road

Potomac river

**Regional**

DC State

Nova sta

Potomac

**Selections**

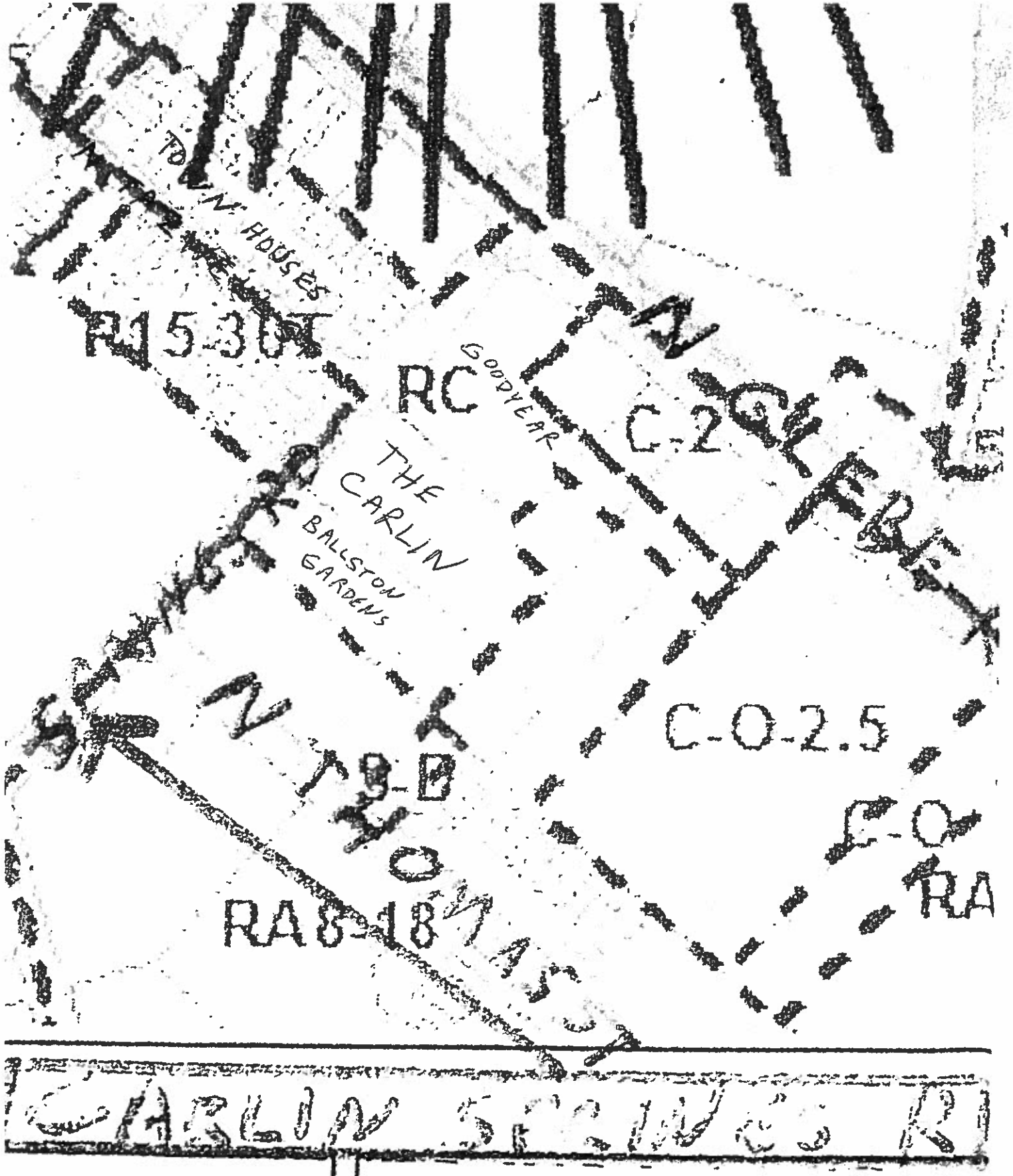
| | |
|---|---|
| 1 Length: 1,320.646 ft | 6 Length: 1,320.022 ft |
| 2 Length: 1,321.282 ft | 7 Length: 1,319.931 ft |
| 3 Length: 1,320.763 ft | 8 Length: 1,320.763 ft |
| 4 Length: 1,320.243 ft | 9 Length: 1,320.945 ft |
| 5 Length: 1,319.866 ft | 10 Length: 1,320.646 ft |

**Map Printed On** (2012-01-30 17:52)

1/4 MILE = 1320 ft

ZONING MAP SHOWING

1/4 MILE DISTANCES FROM BALLSTON METRO




6 Length: 1,320.022 ft

7 Length: 1,319.931 ft

Site Plan 72 (Approved 1989)
Goodyear Store Site

EXHIBIT IIB (Ballston BID)

**BALLSTON BUSINESS IMPROVEMENT DISTRICT - SEPT. 2010 - Commerical Properties located within BID boundaries - RPC #, Address, Owner, Tax Map, Type of Property, CY 10 Value**

| RPC Web Link | Notes | Property Address | Owner Line 1 | Owner Line 2 | Map | Property Class | 10 Assessed Value |
|---|---|---|---|---|---|---|---|
| 20012018 | | N GLEBE RD | ASC-ARLINGTON | REAL ESTATE LLC | 063-01 | 200-GenCom VacLand-no siteplan | $ 2,869,100 |
| 20012019 | | 640 N GLEBE RD | ASC-ARLINGTON | REAL ESTATE LLC | 062-04 | 254-Auto dealership | $ 1,490,500 |
| 20012020 | | 624 N GLEBE RD | AMERICAN SERVICE CENTER | ASSOCIATES | 062-04 | 254-Auto dealership | $ 3,007,800 |
| 20012021 | | 616 N GLEBE RD | ASC-ARLINGTON | REAL ESTATE LLC | 062-04 | 254-Auto dealership | $ 2,445,800 |
| 20012024 | | 600 N GLEBE RD | RUDDICK CORPORATION | % HARRIS TEETER INC/RELST DPT | 063-01 | 215-Gen Comm - other | $ 6,634,400 |
| 20012359 | | N GLEBE RD | AMERICAN SERVICE CENTER | ASSOCIATES | 062-04 | 210-General Comm Parking | $ 1,471,200 |
| | | 650 N GLEBE RD | NORTH CARLIN PROPERTIES | INC % PAUL GLEIBERMAN | 062-04 | 254-Auto dealership | $ 2,819,000 |
| 14049014 | | | | | | | |
| 14049026 | | 901 N STUART ST | BALLSTON METRO INVESTORS LLC | (LESSEE) %GATES HUDSON & ASSOC INC | 052-12 | 112-Off bldg 7+ stories | $ 71,801,100 |
| 14049307 | exempt parcel, no 2010 value yet. | 4200 FAIRFAX DR | WMATA | ATTN: PROPERTY MANG | 052-12 | 201-GenCom VacLand-siteplan | |
| 14053062 | | 901 N STUART ST | BALLSTON PARKING | ASSOCIATES % MR FEKADU COMPTROLLER | 052-12 | 215-Gen Comm - other | $ 7,156,500 |
| 14059034 | | 800 N GLEBE RD | NORTH GLEBE RESIDENTIAL LLC | %JBG COMPANIES | 052-16 | 101-Off Bldg-VacLand-site plan | $ 18,845,400 |
| 14059035 | | 4200 WILSON BLVD | BALLSTON OFFICE CENTER LLC | % FOREST CITY RE TAX DEPT | 052-16 | 112-Off bldg 7+ stories | $ 54,002,300 |
| 14059036 | | 4238 WILSON BLVD | FC BALLSTON COMMON LLC | % SHARED SERVICES | 052-16 | 215-Gen Comm - other | $ 44,319,000 |
| 14059037 | | 671 N GLEBE RD | FC BALLSTON COMMON LLC | % FOREST CITY RE TAX DEPT | 052-16 | 215-Gen Comm - other | $ 10,904,000 |
| 14059038 | | 671 N GLEBE RD | CONSORTIUM BALLSTON LLC | %THE BERNSTEIN CO | 052-16 | 112-Off bldg 7+ stories | $ 74,000,000 |
| 14059039 | | N GLEBE RD | MAY DEPARTMENT STORES CO | MACY'S %PROP TAX | 052-16 | 112-Off bldg 7+ stories | $ 1,861,300 |
| 14059041 | | N GLEBE RD | NDH II POINT LLC | 7TH FLOOR | 052-16 | 112-Off bldg 7+ stories | $ 1,861,300 |
| 14059042 | | 627 N GLEBE RD | MAY DEPARTMENT STORES CO | % IDA ARLINGTON COUNTY | 052-16 | 215-Gen Comm - other | $ 23,661,900 |
| 14059043 | | 627 N GLEBE RD | MAY DEPARTMENT STORES CO | % IDA ARLINGTON COUNTY | 052-16 | 215-Gen Comm - other | $ 32,925,600 |
| 14049029 | | 627 N GLEBE RD | MAY DEPARTMENT STORES CO | % IDA ARLINGTON COUNTY | 052-16 | 215-Gen Comm - other | $ 1,535,100 |
| 14060068 | | 950 N. STAFFORD ST. | HILTON ARLINGTON-BALLSTON | CHIEF ARLINGTON HOTEL LLC | 052-16 | 411-Hotel - Full service | $ 41,149,300 |
| 14060069 | | 4040 WILSON BLVD | WMATA | ATTN: PROPERTY MANG | 053-13 | 101-Off Bldg-VacLand-site plan | $ 7,234,500 |
| 14060070 | | 750 N QUINCY ST | WMATA | ATTN: PROPERTY MANG | 053-13 | 301-MultiFam-VacLand-site plan | $ 11,515,200 |
| 14060074 | | 650 N QUINCY ST | WMATA | ATTN: PROPERTY MANG | 053-13 | 301-MultiFam-VacLand-site plan | $ 9,280,000 |
| 14060077 | | N QUINCY ST | ASHLAWN HILL LLC | | 053-13 | 201-GenCom VacLand-siteplan | $ 384,000 |
| TOTAL | | 675 N RANDOLPH ST | ASHTON PARK ASSOCIATES I LLC | | 053-13 | 101-Off Bldg-VacLand-site plan | $ 17,065,400 |
| | | | | | | | $ 2,441,489,900 |

# BALLSTON Sector Plan

1980

Figure 1

## Concept Plan

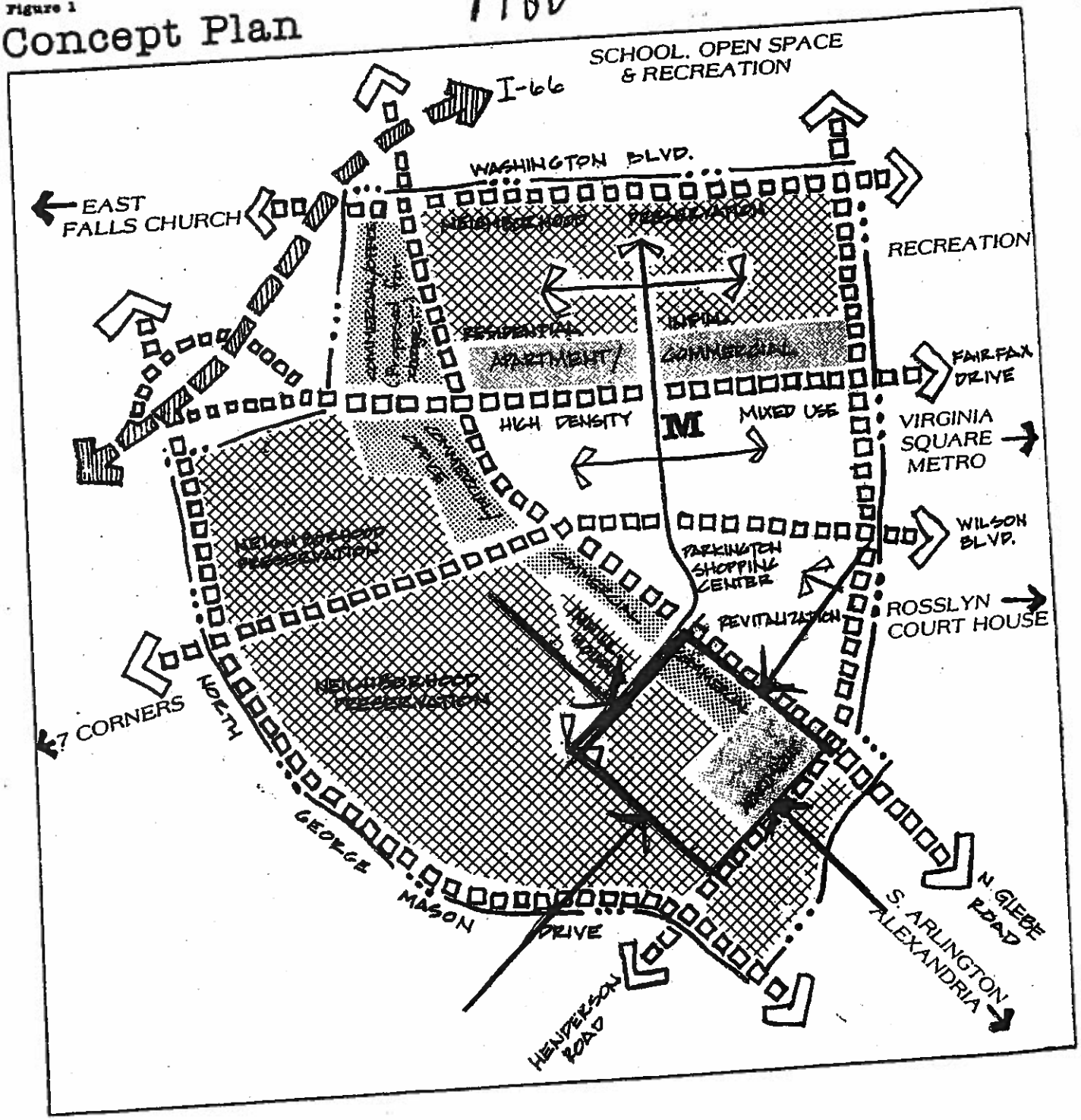
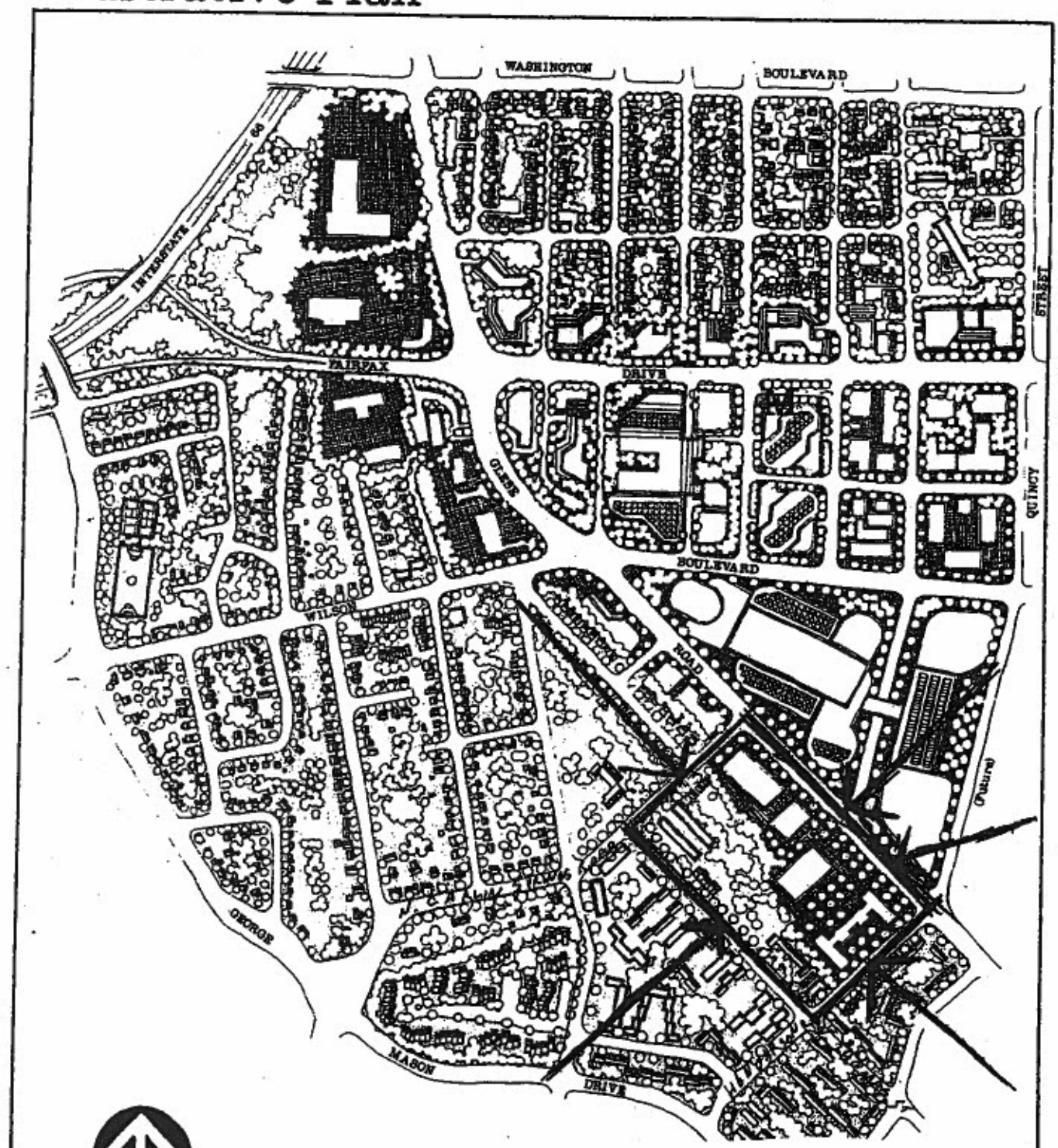


Figure 8

# Illustrative Plan

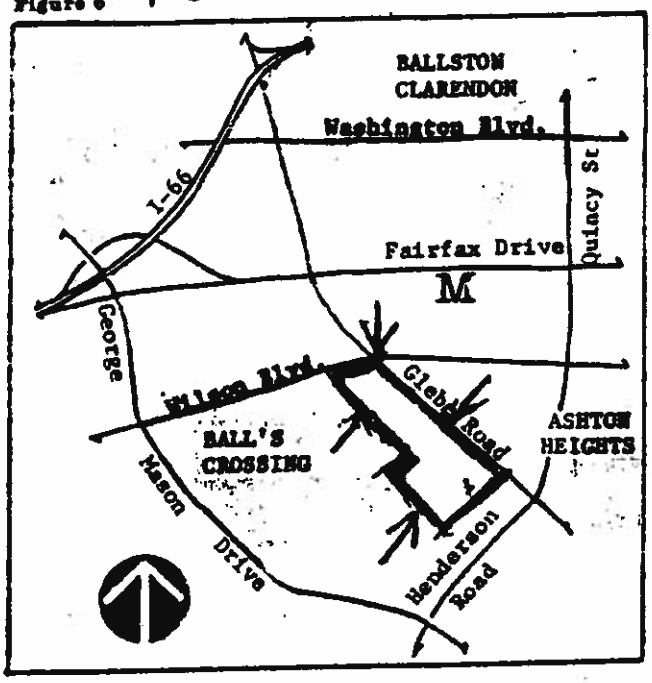



1980

# BALLSTON Sector Plan

1980' BALLSTON SECTOR PLAN
CONCEPT PLAN

Figure 6 FIGURE 6

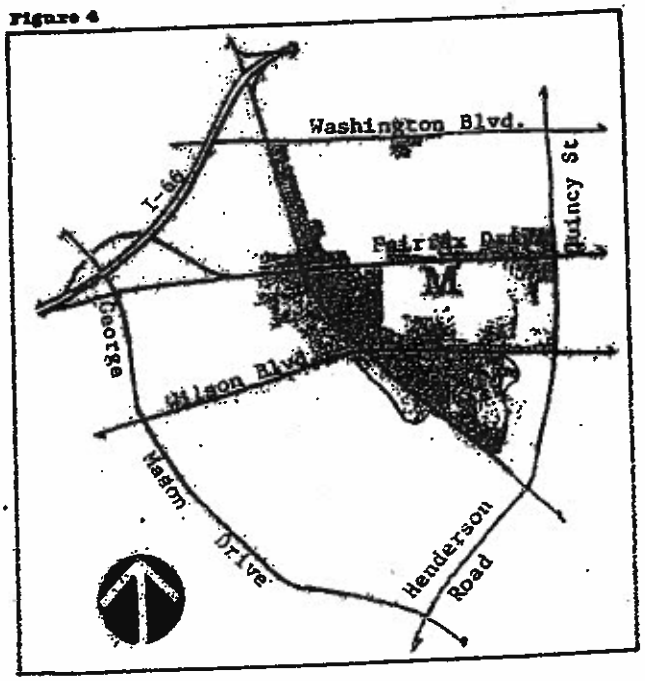



## NEIGHBORHOOD CONSERVATION

Preservation of the low density residential neighborhoods of Ball's Crossing, Ballston, Clarendon and Ashton Heights is fundamental to the Ballston plan. The plan stresses effective buffers and transitions between existing low density and planned high density areas. Selective infill of townhouses is planned to reinforce certain residential areas. Changes in the street network are proposed to protect neighborhoods from increased traffic. And other public improvements are recommended to enhance the vitality of these neighborhoods.



Figure 4




## COMMERCIAL DEVELOPMENT

Existing commercial development is recognized as a key asset in the Ballston community. Parkington provides a focus for commercial expansion. The major thoroughfares in Ballston also provide fine opportunities for commercial growth.

# Buckingham Community Civic Association
# Neighborhood Conservation Plan

2006

**Recommendation #4: To adequately protect the Buckingham neighborhood, Arlington County planners should ensure there are no further exceptions to the neighborhood preservation plan that the Ballston Sector Plan's Concept Plan describes. Any new high-density construction along North Glebe Road should taper downwards toward the adjacent existing residential neighborhood and should contain a wide landscaped buffer between the neighborhood and all new buildings. No part of the neighborhood preservation area should be rezoned to permit increased heights or densities.**



**RECOMMENDATION 20: Arlington County should press ahead with its plans to make this intersection safe (North Glebe Road and North Carlin Springs Road). We recommend at a minimum making "Pedestrian Crossing" signs, bright traffic signs and lights on North Carlin Springs before North Park Road warning "traffic light ahead, slow down now." In addition, the entire intersection should be posted "NO TURN ON RED" without exception. We also recommend the Arlington County Police Department enforce pedestrian safety laws at this intersection during morning and evening rush hour as a reminder to motorists. Finally, Arlington County planners should continue to pursue plans to build an overhead walkway across North Glebe Road. If the discussed location at Goodyear Tire is not feasible, the county should explore other alternatives, such as on the Exxon side of the intersection.**