

Site Plan Review Committee (SPRC)
Staff Report for
4600 Fairfax Drive (Ballston Holiday Inn)
SPLN21-00008 (SP #57)

There are multiple ways to provide feedback and input on the proposal, County Staff is happy to accept comments in any form. Please use any method listed below.

Mail-in Comments:

Arlington County Planning Division
c/o Adam Watson
2100 Clarendon Blvd. Suite 700
Arlington, VA 22201

Contact Staff:

Contact the Arlington County Planning Staff reviewing this project either by phone or email

Adam Watson
703-228-7926
awatson@arlingtonva.us

Contact the SPRC Chair

The SPRC Chair is a member of the Planning Commission and conducts all SPRC meetings

Stephen Hughes, Chair
stephenthughes@gmail.com

4600 Fairfax Drive (SPLN21-00008)
Ballston Holiday Inn Site
(RPC#s 14-053-055, -056, -023, 14-054-020, and -008)

Public Review and Site Plan Review Committee (SPRC) Process:

- **Online Engagement Session: July 25 – August 4, 2022**

- SPRC Meeting #1 – September 19, 2022
 1. Introductions
 2. SPRC Discussion Topics
 - a. Site Layout/Design
 - b. Transportation
 3. Public Comment
 4. Wrap-up

Glossary of Terms:

Area Median Income (AMI): The income at which half of the families of a particular household size have incomes higher and half have incomes lower.

By-Right Development: May be approved administratively in the respective zoning district subject to all other applicable requirements of this zoning ordinance. Is not required to seek approval by the County Board.

Density: The ratio of a particular use given the area of land. Density measures the intensity of a given land use.

Floor Area Ratio (FAR): The gross floor area of all buildings on a lot divided by the lot area.

General Land Use Plan (GLUP): The GLUP is the primary policy guide for future development in the County. The GLUP establishes the overall character, extent and location of various land uses.

Gross Floor Area (GFA): Gross floor area is the sum of the area of the horizontal surface of the several floors of a building measured from the exterior faces of exterior walls, to include all floor area not defined as gross parking area.

Phased Development Site Plan (PDSP): A type of Site Plan; to permit the coordinated development of sites of more than twenty (20) acres in area, or a smaller area as authorized and accepted by the County Manager, the County Board may approve a Phased Development Site Plan (PDSP) in the form of a general plan for land uses, public facilities, transportation, and utilities.

Zoning Ordinance (ACZO): County adopted ordinance that regulates the use and development standards of all land located within the County. There are various zoning districts within the zoning ordinance and each district sets the standards for development. Examples of such requirements are: maximum heights, required parking, required setbacks, density, etc.

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: July 25 – August 4, 2022
TIME: N/A
PLACE: N/A

SPRC STAFF COORDINATOR: Matthew Pfeiffer

Item 1. 4600 Fairfax Drive (SPLN21-00008)
Ballston Holiday Inn Site
(RPC#s 14-053-055, -056, -023, 14-054-020, and -008)
Planning Commission and County Board meetings to be determined.
Adam Watson (CPHD Staff)

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

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

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

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

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site on Development Proposals/Site Plans
<https://www.arlingtonva.us/Government/Projects/Private-Development>

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

SUMMARY: The applicant, 4600 Fairfax Partners LLC, proposes rezoning two (2) one-family dwelling parcels from “R-5” to “RA8-18,” incorporating these parcels into the existing site plan (SP #57) and redeveloping the entire site with two (2) multifamily residential buildings:

- North Building: a seven (7) story multifamily building consisting of 477 units and 428,533 square feet of residential GFA.
- South Building: a five (5) story “townhome-style” building consisting of 85,388 square feet of residential GFA and 29 units.

BACKGROUND: The following provides additional information about the site and location:

Site: The site is located at 4600 Fairfax Drive (RPC#s 14-053-055, -056, -023, 14-054-020, and -008).

Zoning: “C-O-2.5” Mixed Use District; and “R-5” One-Family and Restricted Two-Family Dwelling District

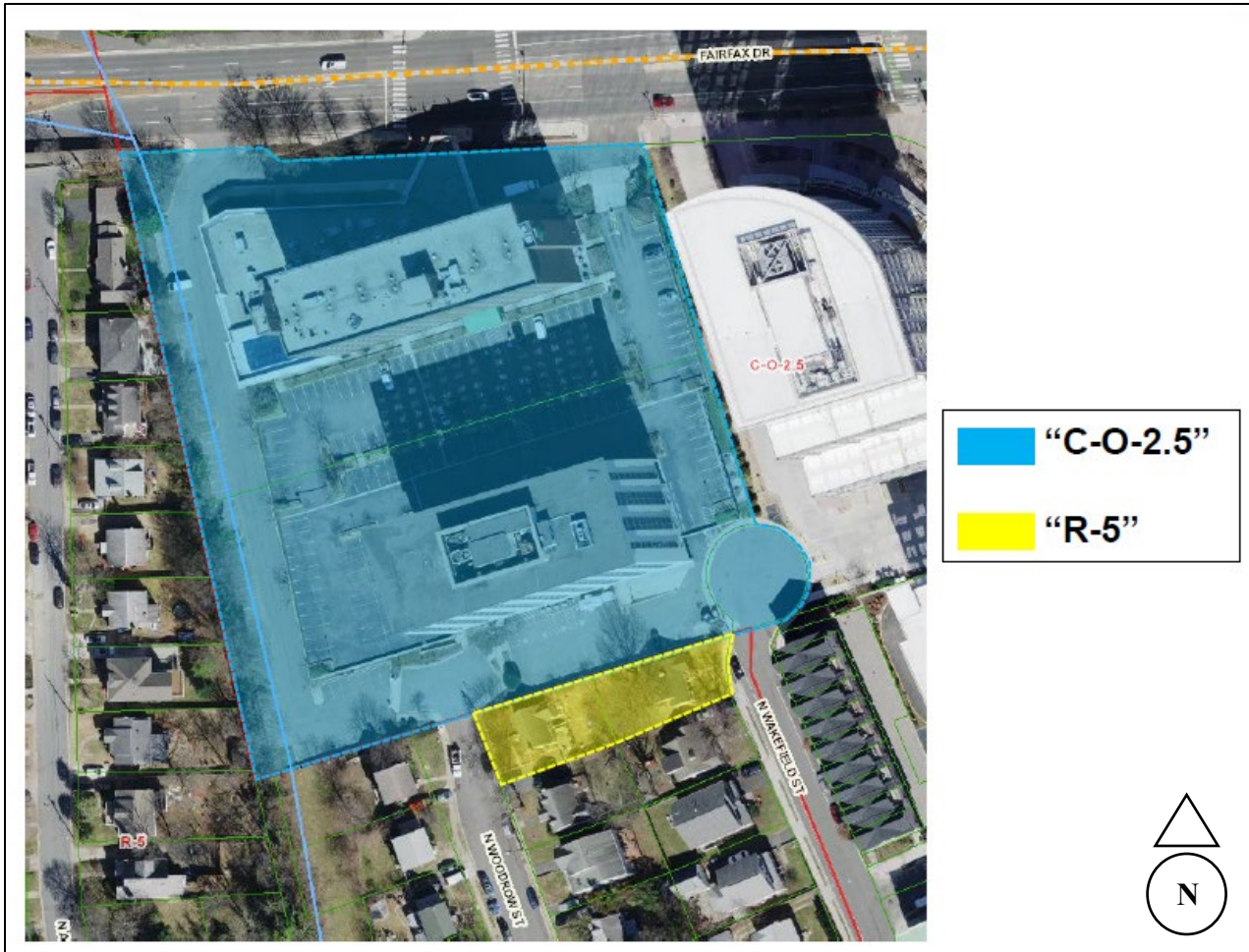
GLUP Designation: “Medium” Office-Apartment-Hotel and “Low-Medium” Residential

Neighborhood: The site is located within the Bluemont Civic Association boundary, and is adjacent to the Ballston-Virginia Square Civic Association.

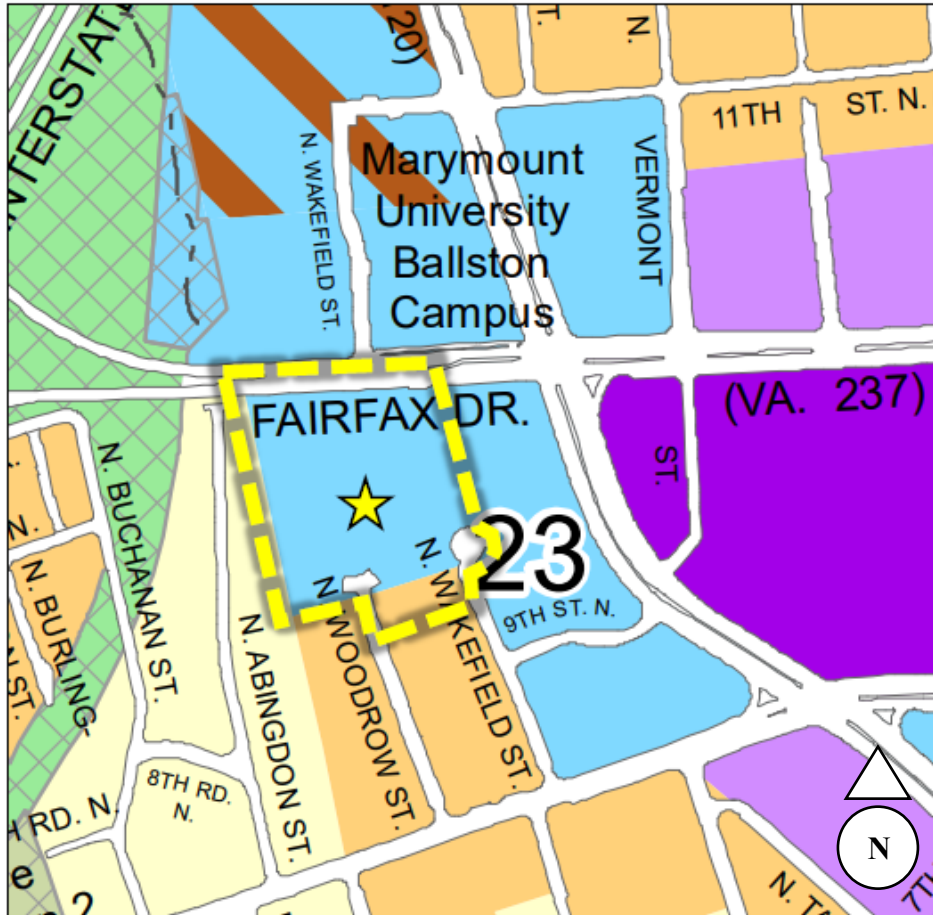
Site Location – 4600/4610 Fairfax Drive





Existing Zoning ("C-O-2.5" and "R-5")



Site GLUP Designation: "Medium" Office-Apartment-Hotel and "Low-Medium" Residential



Land Use Designation*	Range of Density/Typical Use			Zoning**
Residential				
 Low-Medium	16-36 units per acre			R15-30T, RA14-26, RA8-18
Office-Apartment-Hotel				
 Medium	Office Density Up to 2.5 F.A.R.	Apartment Density Up to 115 units/acre	Hotel Density Up to 180 units/acre	C-O-2.5

Existing Development: The site is located in Ballston at the intersection of Fairfax Drive and North Wakefield Street and is approximately 181,413 square feet (4.16 acres). The site is currently developed with the Holiday Inn Arlington at Ballston hotel which was constructed in 1987 and contains 221 units; and a 162,800 square foot office building constructed in 1969, known as the Arlington Center Building. In addition, two parcels (2) at the south of the site are developed with single-family homes, constructed in 1938. Except for the single-family home parcels, the remainder of the site is subject to Site Plan #57 (SP #57), which was originally approved in 1967.

Existing Development



Existing Development (One-Family Dwelling Parcels)



Proposed Rezoning: The applicant proposes rezoning two (2) parcels (836 N. Wakefield St. and 839 N. Woodrow St.) from “R-5” One-Family and Restricted Two-Family Dwelling District to “RA8-18” Multiple-family Dwelling District.

Proposed Rezoning Location (Highlighted Area)



Development Potential: The following provides a statistical summary of the development potential for the site under the existing and proposed zoning.

Site Plan Area: 181,413 sq. ft. / (4.16 ac)	Density Allowed for Proposed Uses	Maximum Development
By-Right: "R-5" District (Existing Zoning)		
9,748 sq. ft. / (0.22 ac)	One-family dwellings	1 dwelling unit
	All other uses	35 ft. max. height
By-Right: "RA8-18" District (Proposed Rezoning)		
9,748 sq. ft. / (0.22 ac)	One-family dwelling	1 dwelling unit
	Semi-detached dwelling	2 dwelling units
	Duplex	2 dwelling units
	Multiple family	8 dwelling units
	Townhouse	8 dwelling units
	All other uses	5,000 sf per unit, 35 ft. max.
By-Right: "C-O-2.5" District		
171,665 sq. ft. / (3.94 ac)	One-family dwellings	28 dwelling units
	All other uses (0.6 FAR)	102,999 sq. ft. GFA
Special Exception Site Plan: "C-O-2.5" District		
171,665 sq. ft. / (3.94 ac)	Institutional (2.5 FAR)	429,162.50 sq. ft. GFA
	Office, commercial (2.5 FAR)	429,162.50 sq. ft. GFA
	Multiple-family (115 du/ac)	453 dwelling units
	Hotel (180 u/ac)	709 units
	All other uses (0.6 FAR)	102,999 sq. ft. GFA

Proposed Development: The following provides a statistical summary of the proposed development:

	Proposed
Site Area (sq. ft.)	
"C-O-2.5" District	171,665 (3.94 acres)
"RA8-18" District	9,748 (0.22 acres)
TOTAL	181,413 (4.16 acres)
Density/Uses	
Residential (dwelling units)	
C-O-2.5: Base (115 du/ac)	453
RA8-18: By-Right Base (1,200 sf lot area/du)	8
Total Base Density	461
Proposed North Building	477 (428,533 sq. ft.)
Proposed South Building	29 (85,388 sq. ft.)
Add. Density – LEED Gold (0.25 FAR) ¹	44
Add. Density - §15.5.9.	1
TOTAL	506 (513,921 sq. ft.)
Density Exclusions (sq. ft. GFA)	
North Building	30,852
South Building	548
Total	31,400
Building Height	
Average Site Elevation (ASE)	258.10 ft.
North Building:	
Stories	7
Max. Height (from ASE)	85'-8"
South Building:	
Stories	5
Max. Height (from ASE)	54'-11"

¹ Based on 45,353.25 sq. ft. (0.25 FAR) of additional density and an average unit size of 1,015.65 sq. ft.

	ACZO Requirement	Proposed
Parking/Loading		
Parking: North Building		
Residential spaces	502	383
Residential ratio	1.125 + 1 per du over 200	0.8 per du
Compact parking	15%	3% (12 spaces)
Parking: South Building		
Residential spaces	33	56
Residential ratio	1.125 per du	1.93 per du
Compact parking	15%	0%
Loading Spaces (Residential)		
North Building	3	2
South Building	0	0

Density and Uses: As described in the table above, the applicant is proposing two (2) new multifamily residential buildings, totaling 506 dwelling units. The North Building includes 477 units and parking at a ratio of 0.8 spaces per unit. The South Building includes 29 units and parking at a ratio of 1.93 spaces per unit. The “RA8-18”-zoned portion of the site is contributing site area and by-right multiple-family dwelling density, at 1,200 square feet of lot area per dwelling unit. The “C-O-2.5” district allows multiple-family residential base density up to 115 dwelling units per acre; however, the County Board may approve additional density pursuant to ACZO §15.5.9. The applicant proposes to earn additional density through the [Green Building Incentive Policy](#) (LEED Gold 0.25 FAR-level), and through other means consistent with ACZO §15.5.9.

There are several zoning modifications requested, as follows:

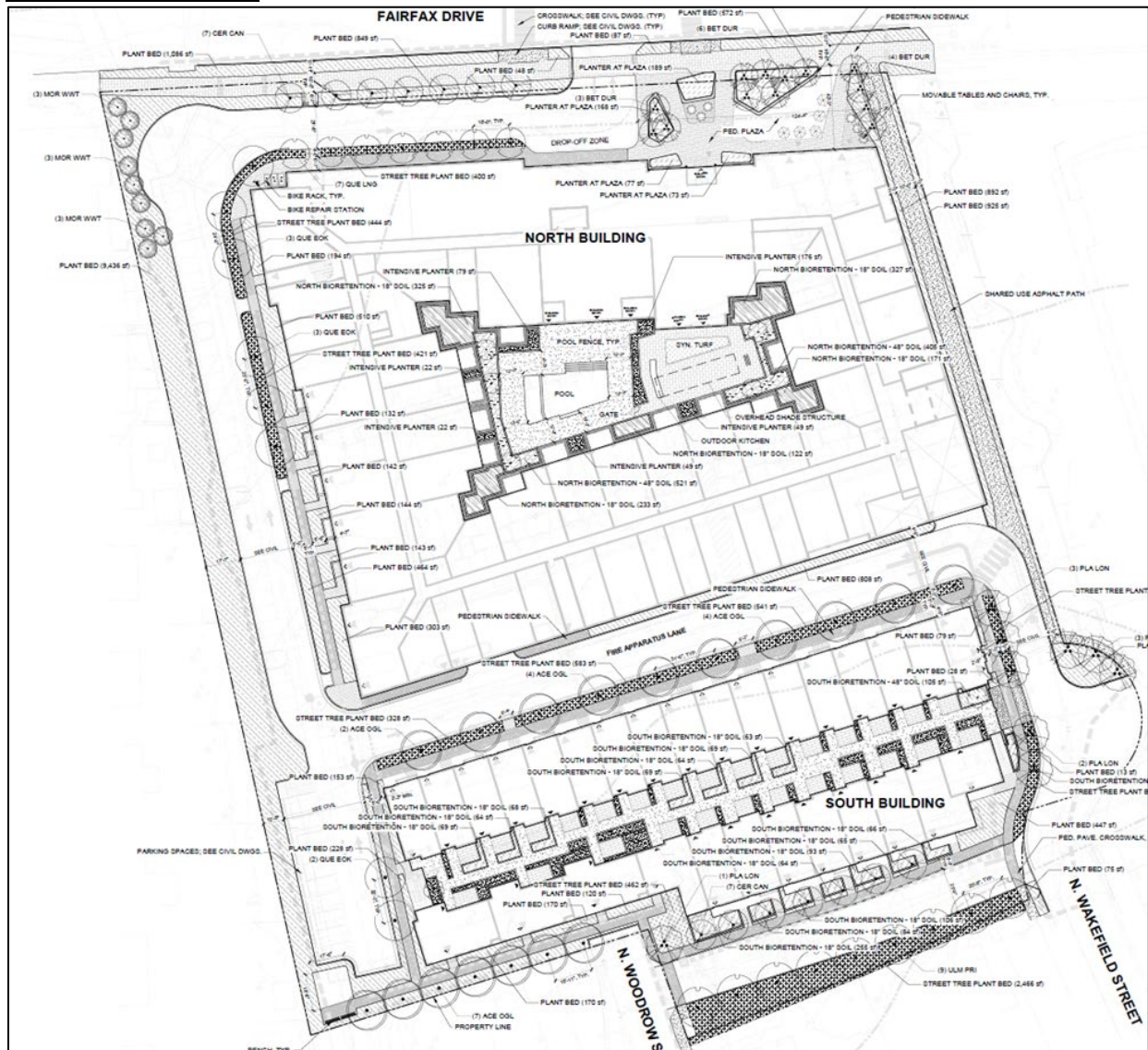
Requested Zoning Modifications²:

- Additional density for LEED Gold certification (0.25 FAR-level)
- Additional density to be achieved in conformance with ACZO §15.5.9
- Reduced residential parking requirement
- Reduced number of loading spaces (North Building)
- Density exclusions for below-grade mechanical/storage space

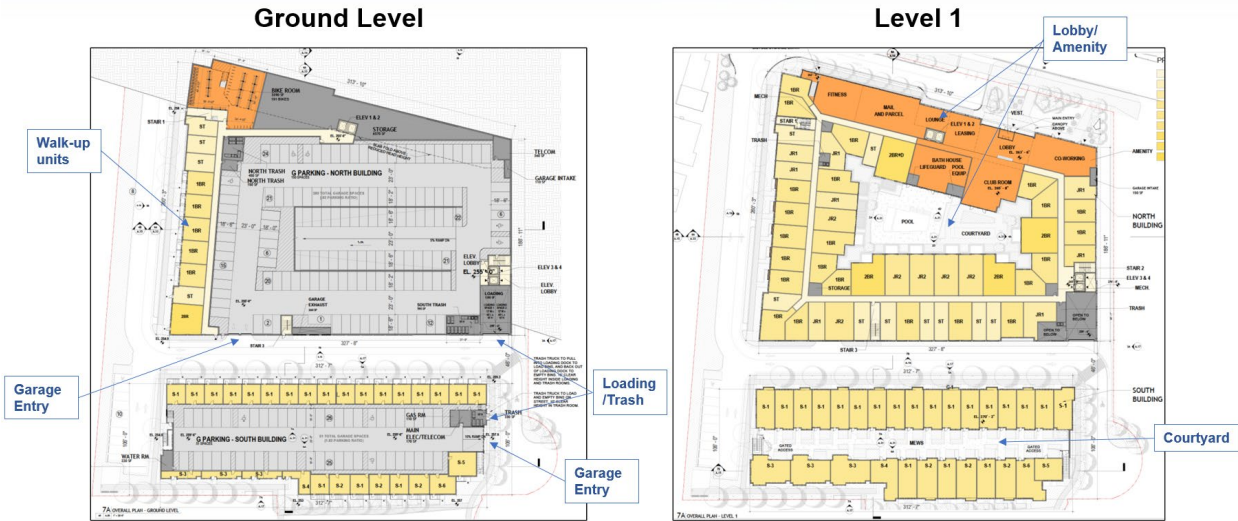
² The requested modifications are subject to change through the public review process.

Site Layout and Building Design: The applicant proposes two (2) new multifamily residential buildings, referred to as the “North Building” and the “South Building.” Parking for the North Building is within an at- and below-grade structure, while South Building parking is located under the building. A surface parking lot in the southwest corner of the site would provide parking spaces for both buildings. Vehicular access to the site is provided via a new service road which wraps around the North Building, connecting Fairfax Drive to North Wakefield Street. An east-west street connection on the south side of the South Building is also proposed, connecting North Woodrow and North Wakefield Streets. A 10-ft. wide multiuse trail is proposed along a portion of the eastern frontage, linking pedestrian and bicycle access from North Wakefield Street to the off-street trail along Fairfax Drive. A landscaped plaza is proposed at the northeast corner of the site.

Proposed Site Layout:



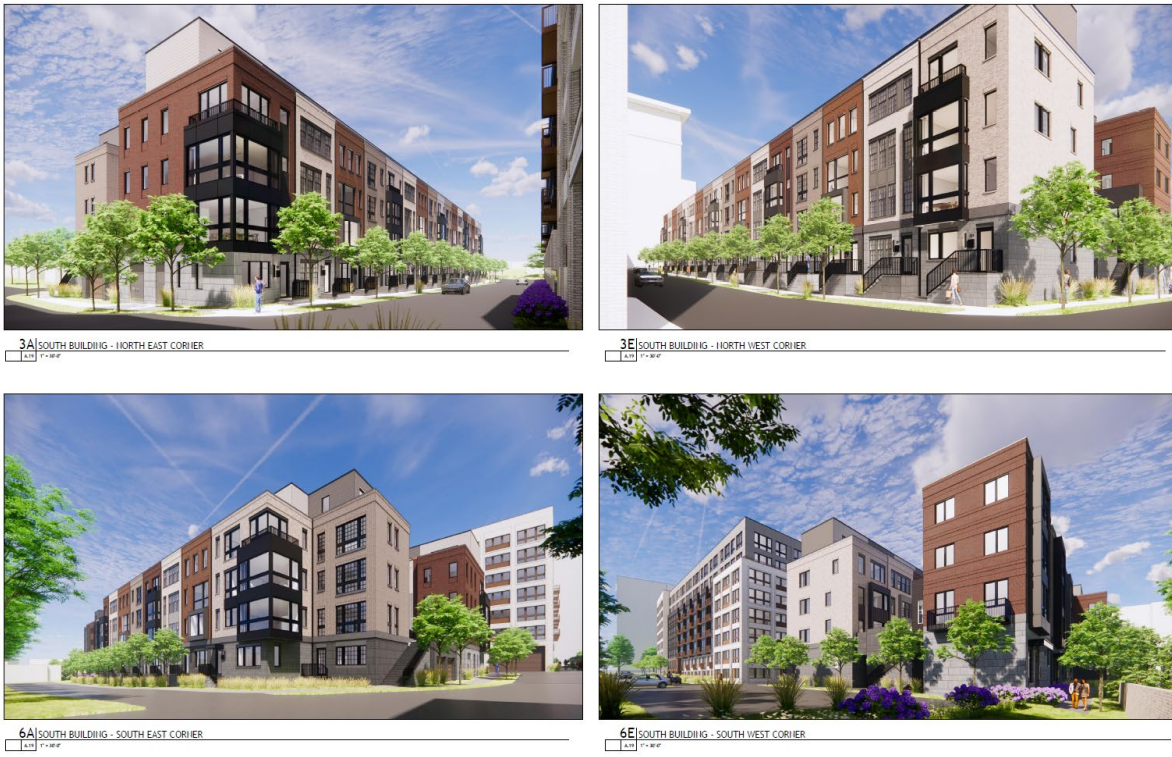
Proposed Floor Plans:



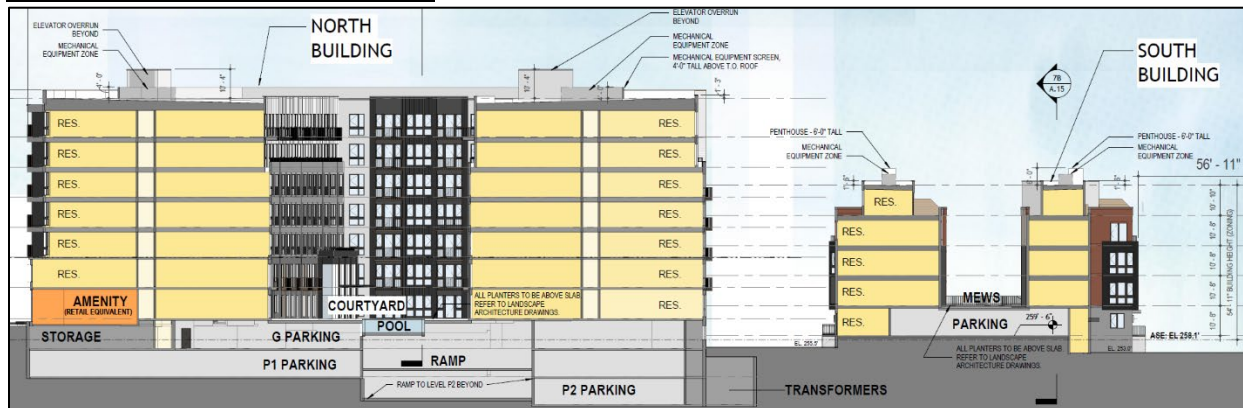
Renderings of the North Building:



Renderings of the South Building:



Contextual Section (looking east):



North Building: The North Building is a uniform seven-story “donut-shaped” building with 477 units, fronting on the proposed service road and Fairfax Drive. The main residential lobby and residential amenity space is located along the northern frontage of the building. The building is setback approximately 60 feet (variable width) from the north and west property lines due to existing public utilities easements. Parking garage and loading access are located on the south frontage of the building. The parking structure comprises most of the ground level, except for residential units along the western frontage. A private courtyard and swimming pool are in the center of the building on the first floor. The building façade is primarily composed of brick and metal panel cladding.

South Building: The South Building is a five-story “townhouse-style” multifamily residential building with 29 units. Individual units have entry/egress at the street level on the north and south sides of the building. Common structured parking is on the ground level, accessed from the east frontage. Above the garage, bifurcating the building structure, is a private courtyard (aka the “mews”). The façade is primarily composed of brick veneer, stone veneer and fiber cement cladding.

Sustainable Design: The new buildings are proposed to be designed at the LEED Gold (0.25 FAR-level). The applicant is requesting additional density under the current 2020 [Green Building Incentive Policy](#), to align with the goals and objectives of the Community Energy Plan.

Transportation: The site is located on the south side of Fairfax Drive at the intersection with North Wakefield Street, just west of North Glebe Road and just east of the I-66 interchange. To the south of the site both North Woodrow Street and North Wakefield Street dead end at the site limits. The project proposes a new meandering service road from the intersection of Fairfax Drive and North Wakefield Street winding through the site to connect with North Wakefield Street to the south.

Fairfax Drive is classified on the Arlington County’s Master Transportation Plan (MTP) map as a Type A arterial street (*Primarily Retail-Oriented, Mixed Use*). Along the site frontage there are three eastbound travel lanes and two westbound travel lanes. With the intersection of North Wakefield Street, located midway along the site’s Fairfax Drive frontage, the intersection provides direct signalized access to/from the site. At the signal there are dedicated left turn lanes for eastbound vehicle to go north and westbound vehicles to turn south into the site. Just west of the site, Fairfax Drive transitions to/from highway access ramps from eastbound I-66 and to westbound I-66. This changing character of Fairfax Drive makes the road feel particularly auto focused. This segment of Fairfax Drive also acts as a critical connection point between multiple bicycle facilities requiring additional design consideration at the intersection.

To the south of the site, both North Woodrow Street and North Wakefield Street dead end into the site. Both streets are classified as neighborhood streets on the MTP. North Wakefield Street is the narrower of the streets, with a 32-foot street width. North Woodrow Street is wider, at approximately 38-feet wide. Both streets end in either hammerhead or cul-de-sacs allowing vehicles to turn around at the dead end.

The applicant proposes a Fire Access Road that will wind around and through the proposed development, resulting in approximately 900 feet of new private road within the site. The road is typically 26-feet wide to support fire access to proposed buildings. However, where the road is parallel to Fairfax Drive it is only proposed to be 20-feet wide providing a single travel lane in each direction. The road extends from the intersection of Fairfax Drive and North Wakefield

Street to the existing dead end of North Wakefield Street. Where the road is 26-feet wide, the plans show bike arrows in each direction.

At the intersection of Fairfax Drive and North Wakefield Street the plans show a short, 20-foot stub of the Fire Access Road that connects at the signal before the roadway turns 90-degrees to the west and continues around the North Building. This short stub along with the proposed pick-up and drop-off spaces shown on the plans could make vehicle operations at the main building entrance for the North Building challenging. The proposed Fire Access Road stands in contrast to a typical public Urban Center local street, as identified in the MTP. The Fire Access Road differs in several areas including a lack of on-street parking, its circuitous design, and its otherwise private feel.

Along the south side of the South Building the applicant proposes a 22-foot-wide vehicle connection between North Woodrow Street and North Wakefield Street. The connection is proposed be designed to principally support fire access to the South Building. Additional design details are required to better compare the connection to typical street sections identified in the MTP however, the connection should function more like a shared street than a typical neighborhood local street.

Transit Service

Metrorail: The Ballston-MU Metrorail Station is the closest Metrorail connection approximately 1,500 feet from the site. The station supports the Orange and Silver lines. The orange line runs between New Carrollton, MD and Vienna, VA; and the silver line between Largo Town Center, MD and Wiehle Road in Reston, VA. A long-planned expansion of the Silver Line (anticipated in September 2022) will extend service to Washington Dulles International Airport and to Ashburn in Loudoun County. Riders can use the two lines serving Ballston to transfer to the Blue line in Rosslyn, and to the Red, Green, and Yellow lines in downtown Washington. A new entrance western to the Ballston-MU station is planned along Fairfax Drive at North Vermont Street. The new entrance will reduce the walk from the site to the station, by more than half, to approximately 650 feet.

Bus Service: The project site and immediate vicinity is served by numerous bus routes operated by Arlington Transit (ART) and MetroBus, including:

- ART Routes 51, 72 and 75.
- MetroBus routes 1B, 2A, 23A, B and T, and 38B

These buses pick up and drop off passengers at several locations at or near the site, along Fairfax Drive, North Glebe Road and Wilson Boulevard, at designated transit stops. Higher volume bus stops have transit shelters. There are no bus stops along the site's frontage.

Pedestrian Facilities

The existing site and its surrounding neighborhood achieve a Walkscore of 87, which is a proprietary indicator of walkability and pedestrian comfort.

Along the site Fairfax Drive frontage, the sidewalk is broken by a number driveway entrances at the North Wakefield Street intersection and on either side. The existing sidewalk along the south side of Fairfax Drive is narrow, 5- to 6-foot-wide walkway located at the back of sidewalk along a very busy street. In the middle of the sidewalk, signs and streetlights further narrow the sidewalk at points. Behind the sidewalk is an approximately 6-foot planting strips with street trees. The project will significantly improve the sidewalk and streetscape along Fairfax Drive. A new 10-foot sidewalk is proposed; buffered from the street by a 5.5-foot planting strip. The sidewalk condition will further be improved with the closure of two of the existing driveways into the site. The remaining driveway into the site will be at the intersection of North Wakefield Street with a signalized crossing.

Interior to the site, a network of sidewalks are proposed with the intersection of the new Fire Access Road. Generally, sidewalks are only proposed on one side of the Fire Access Road as it winds through the site. The typical section for interior sidewalk includes a 5-foot-wide sidewalk with either a 2 or 5-foot planting strip buffer. Sidewalks are proposed along the north and west side of the North Building, as well as around the entirety of the South Building. A sidewalk is not proposed on the south side of the roadway connecting North Woodrow Street and North Wakefield Street. Supporting both pedestrians and cyclists, a 10-foot-wide multiuse trail is proposed along the eastern side of the North building. The multiuse trails include 3 feet of planting on either side providing a 16-foot corridor between the North Building and the property line for the project.

A single crosswalk, connecting the sidewalks along the South Building to the multiuse trail on the east side of the North Building, is proposed across the Fire Access Road as it turns through the site. The design of the Fire Access Road generally lacks pedestrian crossings and it allow vehicles to wind through the site without stopping at multiple 90-degree bends (as would otherwise be occur at full intersections). The conjunction of the 90-degree turn with the pedestrian crossing, multiuse trail entrance, and loading and trash access for the North and South Building is problematic from both an operations and safety perspective.

Bicycle Facilities

The site is well supported by bicycle facilities located at the junction point for three major bicycle networks- the Custus Trail, the Bluemont Junction trail, and the on-street bike lines along Fairfax Drive that connect the Rosslyn to Ballston corridor.

With the proposed improvements to the sidewalk and streetscape along Fairfax Drive, providing a minimum 10 clear sidewalk, the proposal would improve the overall connection and quality of access to the Bluemont Junction trail that start on the western edge of the site. The applicant also proposes a 10-foot wide multiuse trail along the east side of the North Building

that will provide a dedicated connection for cyclists to the bicycle along Fairfax Drive and the neighborhood to the south of the project.

The applicant proposes residential bicycle storage in the garage of the North Building; however the provision of safe and convenient access to/from the storage to adjacent trail network will be examined further. No bicycle storage is proposed in association with the South Building.

Parking

There are 439 parking spaces proposed for the project. Within the North Building, 378 spaces are proposed and within the South Building, 51 spaces are proposed. Additionally, a 10-space surface parking lot is proposed at the west end of the South Building. While the Fire Access Road is over 900 feet long, no on street parking is proposed along the roadway. Because of the circuitous design of the Fire Access Road and the garage entrance locations, vehicles accessing parking for both buildings must drive a minimum of about two blocks from the intersection at Fairfax Drive to the parking entrances. This may encourage residents to approach from North Wakefield Street to the south.

Loading

Access to the North Building's garage and loading would be provided along the fire access road on the south side of the building. Garage access is proposed along the western side of the building and loading access is proposed at the southeast corner of the building. For the North Building, only two (2) 40-foot-long loading spaces to support both trash and loading operations; while the Zoning Ordinance requires three (3). There are no off-street loading bays associated with the South Boulding.

Traffic Analysis

The applicant's consultant analyzed existing conditions at five (5) signalized and two (2) unsignalized intersections near the study site to determine the existing conditions, prior to performing analysis of proposed future conditions following implementation of the site plan project. The analysis is documented in the Multimodal Traffic Impact or MMTA for the project dated, January 2022, by Wells + Associates. The analysis determined that the proposed development, with a conversion from office and hotel uses to residential uses, would have minimal impact on the surrounding roadway network when compared with the existing development. At full buildout of the proposed development, the analysis determined that each of the nearby signalized intersections performs overall within an acceptable range (level of service "D" or better), except for the intersection of North Glebe Road and Fairfax Drive that is project to operate at a diminished level of service E.

The analysis projected the total trip generation for the existing development on the site as well as for the proposed residential development. Multimodal trip generation was calculated across vehicle trips, transit riders and active transportation users (pedestrians and cyclists).

Approximately 35% of the residential trips are projected to be vehicle trips. The new vehicle trips associated with the proposed development are estimated at 90 AM peak hour trips (15 in

and 75 out) and 74 PM peak hour trips (51 in and 23 out). When accounting for traffic generated by the existing site, the proposed development is estimated to generate 162 *fewer* AM peak hour trips and 254 *fewer* PM peak hour trips overall.

Staff continues to review the MMTA and this section of the report will be updated should staff comments result in changes to the analysis and/or findings.

DISCUSSION: The following provides staff’s preliminary analysis of the proposal:

GLUP: The site General Land Use Plan (GLUP) designation is “Medium” Office-Apartment-Hotel and “Low-Medium” Residential. The applicant is not requesting to change the GLUP designation. “Medium” Office-Apartment-Hotel allows for typical apartment base density of up to 115 units per acre. “Low-Medium” Residential allows for typical residential density of 16-26 units per acre. The portion of the site with existing “R-5” zoning does not align with the existing GLUP designation of “Low-Medium” Residential; however, the applicant is proposing a rezoning that will resolve this discrepancy (see Zoning section, below). The applicant’s proposal is consistent with the GLUP.

GLUP Note #23 applies to the adjacent “Peck/Staples” site (SP #401); however, given that the subject site is similarly located – in terms of proximity to existing lower density residential neighborhoods – staff encourages the applicant to follow the guidance of this Note. Note #23 states that “in order to provide an appropriate transition to adjacent residential neighborhoods, buildings on the southwest and western portions of the site shall consist of residential uses and have maximum heights of 50 feet.” Staff will work with the applicant on achieving appropriate tapering of building heights along the western edge of the site.

Zoning: The subject site is zoned “C-O-2.5” Mixed Use District and “R-5” One-Family and Restricted Two-Family Dwelling District. As discussed in the Proposed Rezoning section above, the applicant proposes rezoning a portion of the site (836 N. Wakefield St. and 839 N. Woodrow St.) from “R-5” One-Family and Restricted Two-Family Dwelling District to “RA8-18” Multiple-family Dwelling District. The proposed rezoning would align the zoning district for parcels with the existing GLUP designation of “Low-Medium” Residential (16-26 units per acre). Therefore, the applicant’s rezoning proposal is consistent with the GLUP.

Ballston Sector Plan (“Sector Plan”) (1980): [The Sector Plan](#) is the primary policy document guiding land use and development for the subject site; however, it does not provide site-specific recommendations. The subject site is within “West Ballston” and the Illustrative Plan shows the site essentially developed as it exists today, with office/commercial development approved under SP #57 (note: SP #57 was approved in 1967, 13 years before the adoption of the Sector Plan).

However, the Sector Plan does identify the general site area as a transition area to lower density residential neighborhoods, and the Sector Plan recommends that “higher density

commercial and residential development projects adjacent to low-rise residential areas should include effective transition through the use of plant materials, tapering of building heights, balconies, open space, topography, walls and fencing.” Staff will be working with the applicant to discuss possible design revisions to achieve an appropriate transition between the site and the neighboring residential areas.

Preliminary Issues for Discussion: the following summarizes some of the preliminary key issues or matters identified by staff for discussion with the SPRC and the applicant. Staff’s evaluation of this project is ongoing, and matters may be resolved and/or added as the review progresses.

Streets/Streetscape:

- The proposed auto-oriented, circuitous design detracts from maintaining and enhancing a grid-style street network, as identified by MTP Policy Goals. Providing more direct alignment, in conjunction with a complete streets design, could improve pedestrian and bicycle access and safety and reduce vehicular circulation within the site.
- The meandering service (or fire access) road and surface parking lot detract from reducing impermeable surface area, as identified by MTP Policy Goals.
- The proposed streetscapes are lacking standard, Local Street design features identified in the MTP Streets Element, such as sidewalks, trees, and on-street parking, in several locations
 - The MTP (Streets Element) notes that even private streets should be “built to the same standards and materials as public streets,” and “should operate as part of the public system without differences in design or operation that can create confusion for the intended users.”
- The service road includes several 90-degree turns but lacks traffic control signs or markings

Buildings:

- The footprint of the North Building is significantly larger in scale than existing adjacent development. Reducing the building footprint or constructing two smaller buildings (in conjunction with a more direct or grid-style street layout) would provide a more pedestrian-oriented scale and design.
- Building height tapering along the western edge of the North Building, from tapering 7 stories down to approximately 5 stories, would better align with Sector Plan guidance.
- Active uses, such as dwelling units or residential amenity space, should be explored/added to the south side of the North Building, facing the South Building. The current proposal includes a ground level parking garage with little fenestration or pedestrian-oriented design elements.
- Off-street loading and trash locations create potential conflicts with other vehicles, cyclists, and pedestrians. Off-street loading space for the South Building should be explored to prevent trash removal and loading activity from occurring in the street/access road.

Landscaping:

- Proposed removal of existing trees along the west and northern edges of the site detracts from creating a landscaped buffer recommended by the Sector Plan.
- Service road/surface parking proposed on the western edge of the property creates impervious area that could otherwise potentially be landscaped.

SPRC Neighborhood Members:

Dave Smith	Bluemont Civic Association	drsmith418@gmail.com
Jim Rosen	Ballston-Virginia Square Civic Association	info@ballstoncivic.org

Interested Parties

Planning Commissioner Chairing This Item:

Stephen Hughes	Planning Commission	stephenthughes@gmail.com
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Staff Members:

Adam Watson	CPHD – Planning	Awatson@arlingtonva.us
Robert Gibson	DES – Transportation	Rgibson@arlingtonva.us

Applicant Information:

Applicant

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