

Site Plan Review Committee (SPRC)
Staff Report for
685 & 701 N. Glebe – Ballston Macy’s Site

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 Courtney Badger
2100 Clarendon Blvd. Suite 700
Arlington, VA 22201

Contact Staff:

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

Courtney Badger

703-228-0770

cbadger@arlingtonva.us

Contact the SPRC Chair

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

James Lantelme, Chair

jatel@me.com

Ballston Macy's Site (SP #193)
685 & 701 N. Glebe Road
(RPC#s 14-059-038, -044, -045)

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

- Online Engagement Session: February 7 – 17, 2022
 - Topics:
 - Land Use
 - Site Design
 - Architecture
 - Transportation
 - Open Space
 - Other

- Virtual SPRC Meeting #1 – March 24, 2022
 1. Introductions
 2. SPRC Discussion Topics:
 - a. Land Use & Zoning – Transfer of Development Rights
 - b. Site Design
 - c. Architecture
 - d. Landscaping & Open Space
 3. Public Comment
 4. Wrap-up

- Hybrid SPRC Meeting #2 – November 7, 2022
 1. Introductions
 2. SPRC Discussion Topics
 - a. Project Updates
 - b. Transportation
 - c. Construction
 - d. Community Benefits
 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.

Transfer of Development Rights (TDR): Transfer of Development Rights (TDR) is a voluntary, incentive-based program that allows landowners to sell development rights from their land to a developer or other interested party who then can use these rights to increase the density of development at another designated location.

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: November 7, 2022
PLACE: SPRC Meeting #2 – Hybrid

SPRC STAFF COORDINATOR: Matthew Pfeiffer

Item 1. Ballston Macy’s Site (SP #193)
701 & 685 N Glebe Road
(RPC#s 14-059-038, -044, -045)
Planning Commission and County Board meetings to be determined.
Courtney Badger (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.

To view a full set of plans, visit the Ballston Macy’s Project Website
<https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/701-N-Glebe-Road>

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

For more information on the Site Plan public review process, go to the Arlington County Planning Division’s web site on Development Proposals/Site Plans
http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSite_plansMain.aspx

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

SUMMARY: The applicant, Insight Property Group, proposes a Site Plan Amendment (#193) to develop the site (“Ballston Macy’s”) with a 16-story mixed-use building, consisting of ground floor grocery anchor and residential dwelling units above. The project includes 236 units through a proposed Transfer of Development Rights (TDR) from The Haven Apartment complex at 5100 7th Road S. (“Haven Site”).

Additional project details include:

- 16-story residential building, with ground level retail
- 553 total residential units
- Approximately 44,000 sq. ft. of retail GFA
- Construction of two levels of underground parking, to be used for residential use, and one above grade parking, to be used for retail use. Residential parking ratio of 0.43 parking spaces per dwelling unit

Rendering views of proposed building; (left) view from Wilson Blvd; (right) view from Glebe Rd



BACKGROUND: The subject site, referred to as the Ballston Macy’s site, is a part of Site Plan #193. In addition to containing the Macy’s site, site plan #193 contains the Origin apartment building, the Ballston Pointe office building, and the Ballston Quarter development. Ballston Quarter site was originally developed with the Parkington Shopping Center, constructed in 1952. In 1982, the County Board approved a site plan and associated actions to redevelopment the shopping center into the Ballston Common Shopping Mall.

In November 2015, the County Board approved a [major redevelopment of SP #193](#) known as the Ballston Quarter Project that included renovations to the shopping mall, the construction of the Origin apartment building, and renovations to the office space above the Macy’s department store, the subject site for this proposed amendment. The approved office component renovations consisted of façade improvements, the addition of new entrances at grade on North Glebe Road and Wilson Boulevard, an interior courtyard, and streetscape improvements. In November 2016, the County Board approved [another amendment](#) to this office space to add additional square foot and expand the office use. This site plan amendment remains unbuilt, and the subject site plan amendment to construct a residential building, if approved, would supersede the previous approval.

Rendering of previously approved, but unbuilt office expansion and renovation (2016)



The following provides additional information about the site and location:

Site: The subject site is located at 685 & 701 N. Glebe Rd. (RPC#s 14-059-038, -044, -045), within the Ashton Heights neighborhood. The site is within Site Plan #193, which comprises the entirety of the block and includes the Ballston Quarter development. The subject site is defined by the following uses:

To the north: Wilson Boulevard; commercial retail, and multi-family zoned “C-O-A”;

To the east: Ballston Quarter Development (SP #193), zoned “C-O-2.5”

To the west: Ballston Pointe Office Building (SP #193), zoned “C-O-2.5”

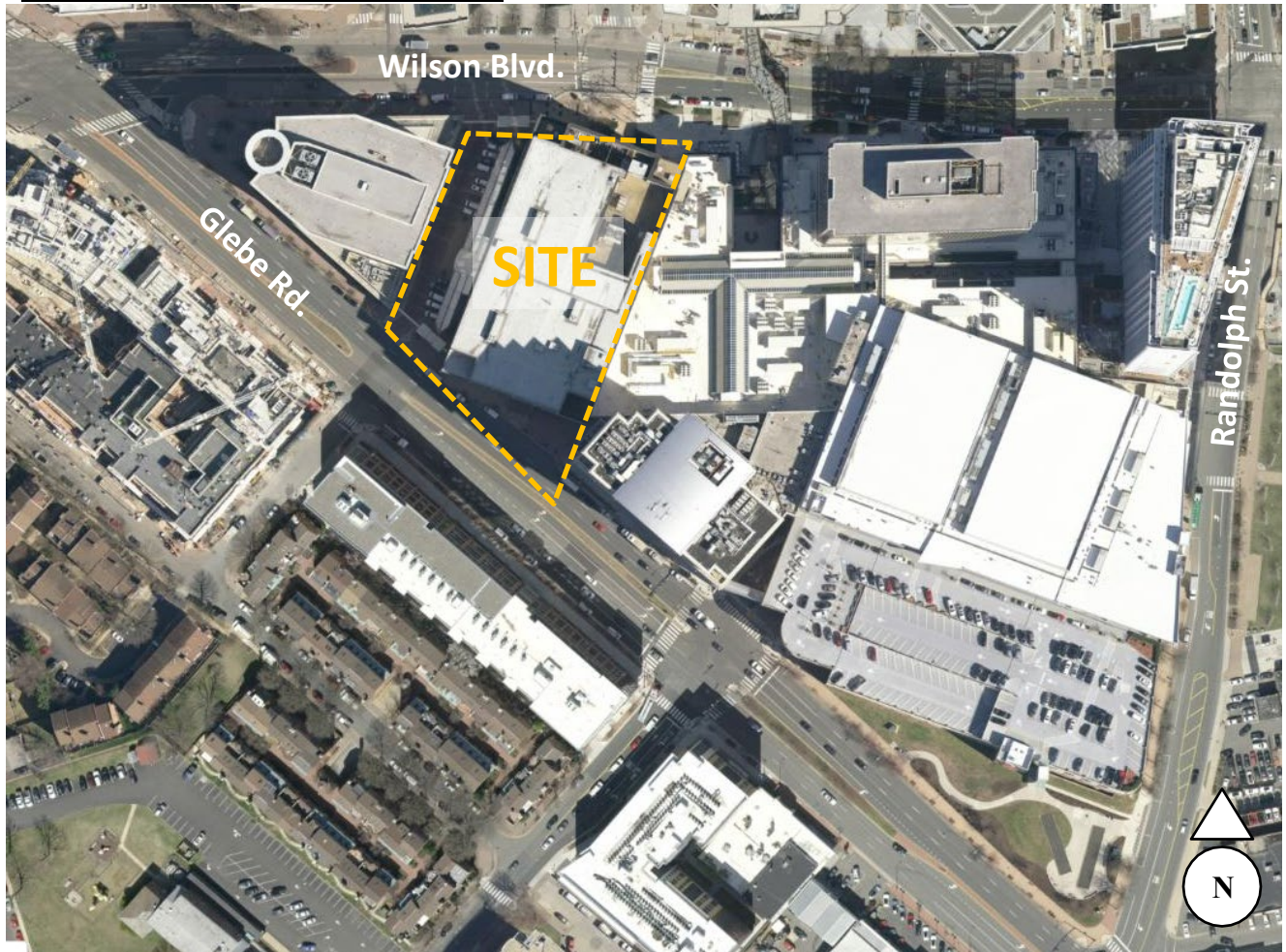
To the south: Glebe Road; commercial, retail, and multi-family, zoned “RA 4.8”

Zoning: “C-O-2.5,” Mixed Use District

GLUP Designation: “Medium” Office-Apartment-Hotel

Neighborhood: The site is located within the Ashton Heights boundary, and adjacent to the Ballston Virginia Square, Bluemont, and Buckingham civic associations.

Site Location – 685 & 701 N. Glebe Rd.



Existing Development: The subject site is currently developed with a 6-story building that includes a Macy’s department store on the bottom three stories and vacant office space on floors four through six.

Street view (looking northeast from Glebe Road)



Street view (looking south from Wilson Blvd.)



Development Potential: The following provides a statistical summary of the development potential for the site area.

Site Area:	Density Allowed for Proposed Uses	Maximum Development
121,102.44 sq. ft. / (2.4 ac)		
By-Right: "C-O-2.5" District		
121,102.44 sq. ft. / (2.4 ac)	One-family dwelling unit	17 dwelling units
	All other uses (0.6 FAR)	63,661 sq. ft. GFA
Special Exception Site Plan: "C-O-2.5" District		
121,102.44 sq. ft. / (2.4 ac)	Institutional Uses (2.5 FAR)	265,256 sq. ft. GFA
	Office, Commercial (2.5 FAR)	265,256 sq. ft. GFA
	Multiple-family (115 du/ac)	280 dwelling units
	Hotel (180 units/ac)	432 units
	All other uses (0.6 FAR)	63,661 sq. ft. GFA

Proposed Development: The following provides a statistical summary of the proposed development for SP #193:

Site Plan #193 (“C-O-2.5” District)

Ballston Macy’s Site (SP #193 Amendment)	
Site Area	121,102.44 sqft 2.4 acres
Density	
Proposed Residential GFA	510,432
Proposed Residential Dwelling Units	553
Proposed Units earned through TDR	236
Proposed Residential Density (units per acre)	231.25 units/acre
Proposed Retail GFA	44,000
Proposed Exclusions	49,201
Green Building	
LEED Certification	Gold
Bonus Density	.35 FAR
Building Height	
Average Site Elevation (ASE) Above Sea Level	267.80’
Main Roof Height (measured from ASE)	178.20’
Mechanical Penthouse Height (measured from ASE)	198.20’
Number of Stories	16
Parking	
Total Number of Spaces	388
Proposed Residential Spaces	240
Proposed Residential Parking Ratio	.43 spaces/unit
Proposed Retail Spaces	148
Proposed Retail Parking Ratio	1 space per 297.3 sqft

DISCUSSION:

Adopted Plans and Policies: The following regulations, plans, and guiding documents are applicable to development on this site:

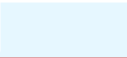


- General Land Use Plan (GLUP)
- “C-O-2.5” Zoning Ordinance Regulations
- Ballston Sector Plan
- Administrative Guidance for Office Conversion
- Arlington County Retail Plan (2015)

GLUP: The site is designated “Medium” Office Apartment Hotel, which outlines base density range of 115 units per acre for a residential use, 2.5 FAR for commercial and office, and/or 180 units per are for hotel use. Moreover, the designation aligns with the existing zoning (C-O-2.5) for site.

Site GLUP Designation – “Medium” Office-Apartment-Hotel:



Office-Apartment-Hotel

		Office Density	Apartment Density	Hotel Density	
	Low	Up to 1.5 F.A.R.	Up to 72 units/acre	Up to 110 units/acre	C-O-1.5, C-O-1.0
	Medium	Up to 2.5 F.A.R.	Up to 115 units/acre	Up to 180 units/acre	C-O-2.5
	High	Up to 3.8 F.A.R.	Up to 4.8 F.A.R.	Up to 3.8 F.A.R.	C-O, C-O Crystal City, C-O Rosslyn, RA-H-3.2

Zoning: The site is zoned “C-O-2.5” Mixed Use district and the applicant does not propose a rezoning of the site. This district corresponds with the Medium Office Apartment Hotel GLUP designation and has the same permitted base density as outlined in the GLUP designation; 2.5 FAR for commercial/office, 115 units per acre residential, and/or 180 units per acre for hotel use. The County Board may approve bonus density consistent with Section 15.5.9 of the Arlington County Zoning Ordinance. Office buildings are permitted a maximum height of 12 stories, while institutional, residential, and hotel buildings are permitted a maximum height of 16 stories. Enclosed mechanical penthouses are not counted as a story, but may also be used for private clubs, auditoriums, meeting rooms, and restaurants.

Site Zoning (“C-O-2.5”)



Ballston Sector Plan: This site is located within the Central Ballston district identified in the Ballston Sector Plan. Adopted in 1980, the sector plan established a couple goals for the Central Ballston district:

- High density office and apartment development
- Major focal point in Ballston

In addition, the Ballston Sector Plan established urban design guidelines intended to provide a framework regarding four categories: (1) coordinate streetscape, (2) commercial facilities, (3) neighborhood preservation, and (4) urban space and plazas. The most relevant guidelines relate to the coordinated streetscape and commercial facilities and are bulleted below. Staff analysis of the project will continue throughout the SPRC review period.

- At least 50% of all building facades at street grade should be designed with storefront windows, open glass, or other transparent treatment.
- Blank uninterrupted walls should be discouraged along public rights-of-way
- Interruption of sidewalks by driveways and alleys should be discouraged on major roads such as Wilson Blvd. and Glebe Road.
- Commercial space should be encouraged along major streets which provide high pedestrian and vehicular visibility. As described in the Commercial Section, the metro station, Glebe Road, Wilson Blvd. Plans for significant commercial facilities in isolated areas should be discouraged unless there are unique characteristics attending such proposed facilities.

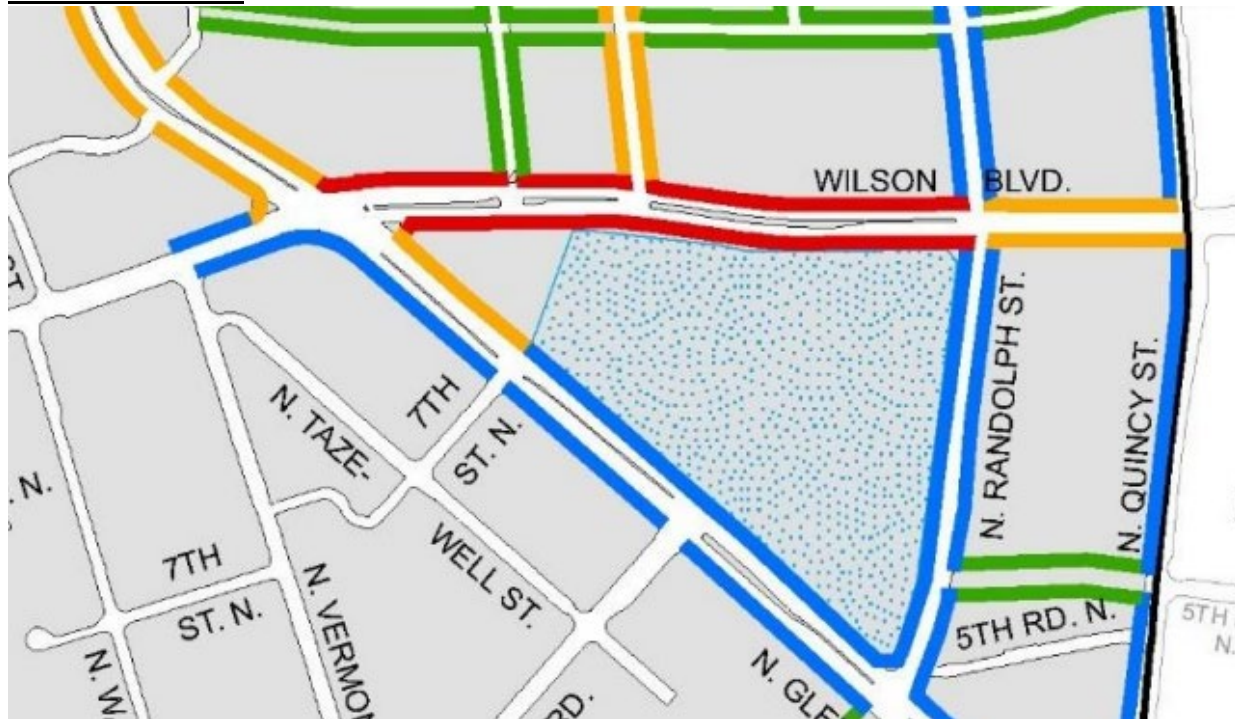
- Commercial space should generally be located in at-grade locations with direct and convenient access to pedestrian facilities.
- Where feasible, short-term convenient parking should be provided on streets near shopping facilities
- Sidewalk cafes, attractive signing, kiosks, street vendors, and special lighting arrangements should be encouraged to provide activity and interest along shopping streets.

Administrative Guidance for Office Conversion: The purpose of these guidelines is to provide consistently applied administrative guidance on key areas of consideration when reviewing office conversion proposal, such as this proposal. Staff developed this administrative guidance to provide clear and consistent framework for staff analysis, presentation, and ultimately the formation of a formal staff recommendation. It is also an important tool for use by advisory commissions, community members, and property owners/developers to be able to discuss the merits of a land use proposal through a consistent and transparent framework. Key areas of consideration include:

- Existing phased development site plan approval and/or land use policy guidance
- Transformative nature of infrastructure improvements
- Proposed conversion results in equally or more desirable land use type
- Systemic office demand/clustering/critical mass
- Adjacent areas of significant future supply
- Transportation infrastructure
- Amenities
- Site/Building constraints
- Creative workplaces

Arlington County Retail Plan (2015): The retail plan identifies ground-floor frontages appropriate for retail within the subject site area on the Retail Street Map for Ballston. The site includes red street typology along Wilson Blvd. and blue/gold street typology along Glebe Road. Blue and gold streets are “planned for any type of retail use or retail equivalent as permitted by the Zoning Ordinance.” While blue streets call for only exterior design elements, gold street should have both interior and exterior design elements as set forth in the Retail and Urban Design Guidelines. Among other exterior design elements, gold streets should have ground floor transparency of approximately 65 percent, while blue street should have transparency of approximately 50 percent. Red streets should have the predominate frontage of the building planned for retail sales for food or entertainment establishments as permitted by the Zoning Ordinance.

Retail Action Plan



Density and Uses: The site’s GLUP designation is “Medium” Office, Apartment, Hotel and provides which outlines base density range of 115 units per acre for a residential use, 2.5 FAR for commercial and office, and/or 180 units per acre for hotel use. The applicant is proposing a new 16-story multifamily residential building with ground floor retail, totaling 348,514 sqft with 555 dwelling units and 44,000 sqft of retail. The applicant anticipates that the ground floor retail will be a grocery tenant.

To achieve the density for the proposed development, the applicant is proposing to do a transfer of development rights (TDR) from the Haven Apartment complex, located at 805 S Florida St. To facilitate a TDR, the applicant has submitted a use permit to certify the site as a “sending” site. In conjunction with this application, staff is evaluating the request to include the Haven site in a form based code conservation area which would maintain the affordable housing status of the property and preserve the historic buildings on site. The proposed transfer of development rights from the Haven Apartments allows 236 dwelling units above based density. This request is currently being evaluated by staff and is undergoing review by the [Form Based Code Auxiliary Working Group](#).

Additionally, the applicant proposes to earn bonus density through the [Green Building Incentive Policy](#), by achieving a LEED Gold certification level. The applicant has requested several zoning modifications, some of which effect the density of the project. Those modifications are listed below.

Requested Zoning Modifications⁵ :

- Bonus density for LEED Gold Certification
- Reduced parking requirements
- Increased compact parking ratio for retail parking
- Density exclusions for mechanical space

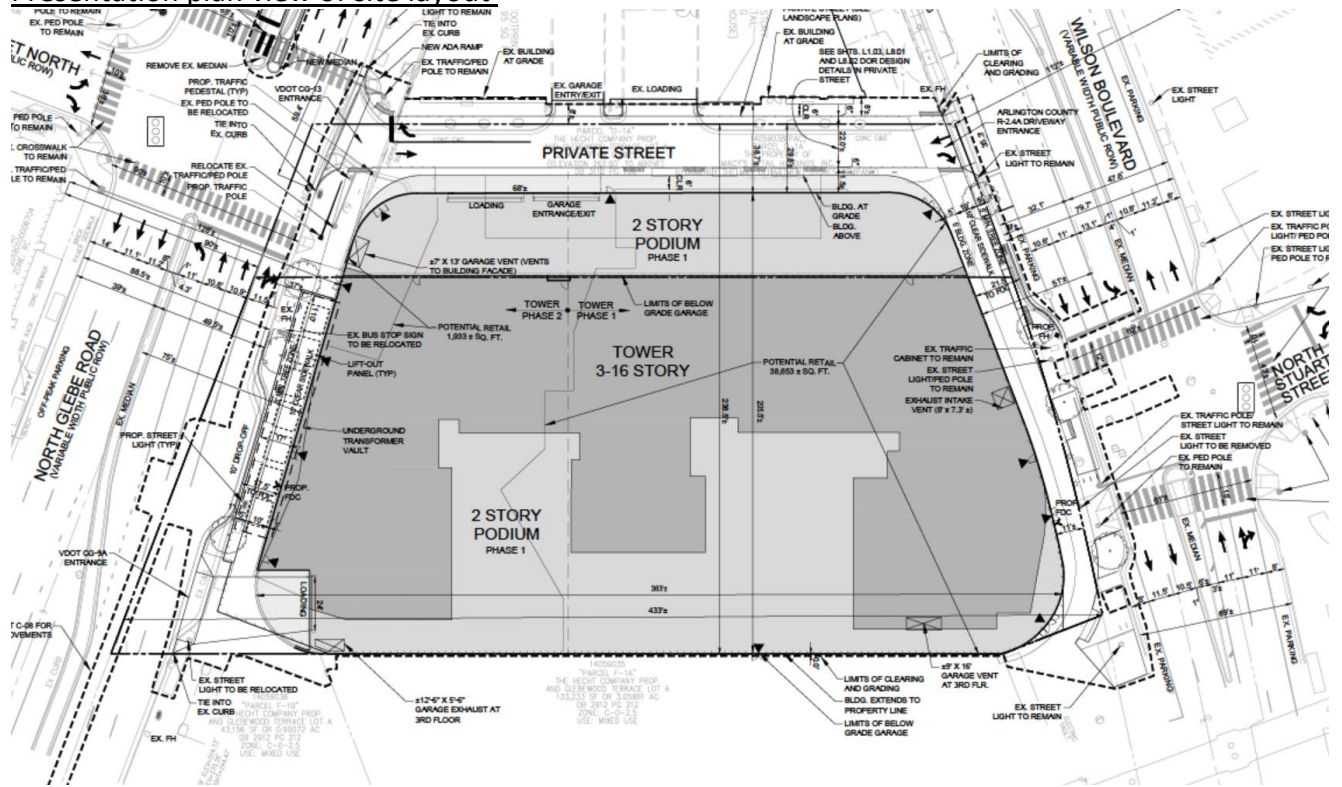
Proposed residential units include studio, one-bedroom, two-bedroom, and three-bedroom units, as shown in the table below.

Unit Mix

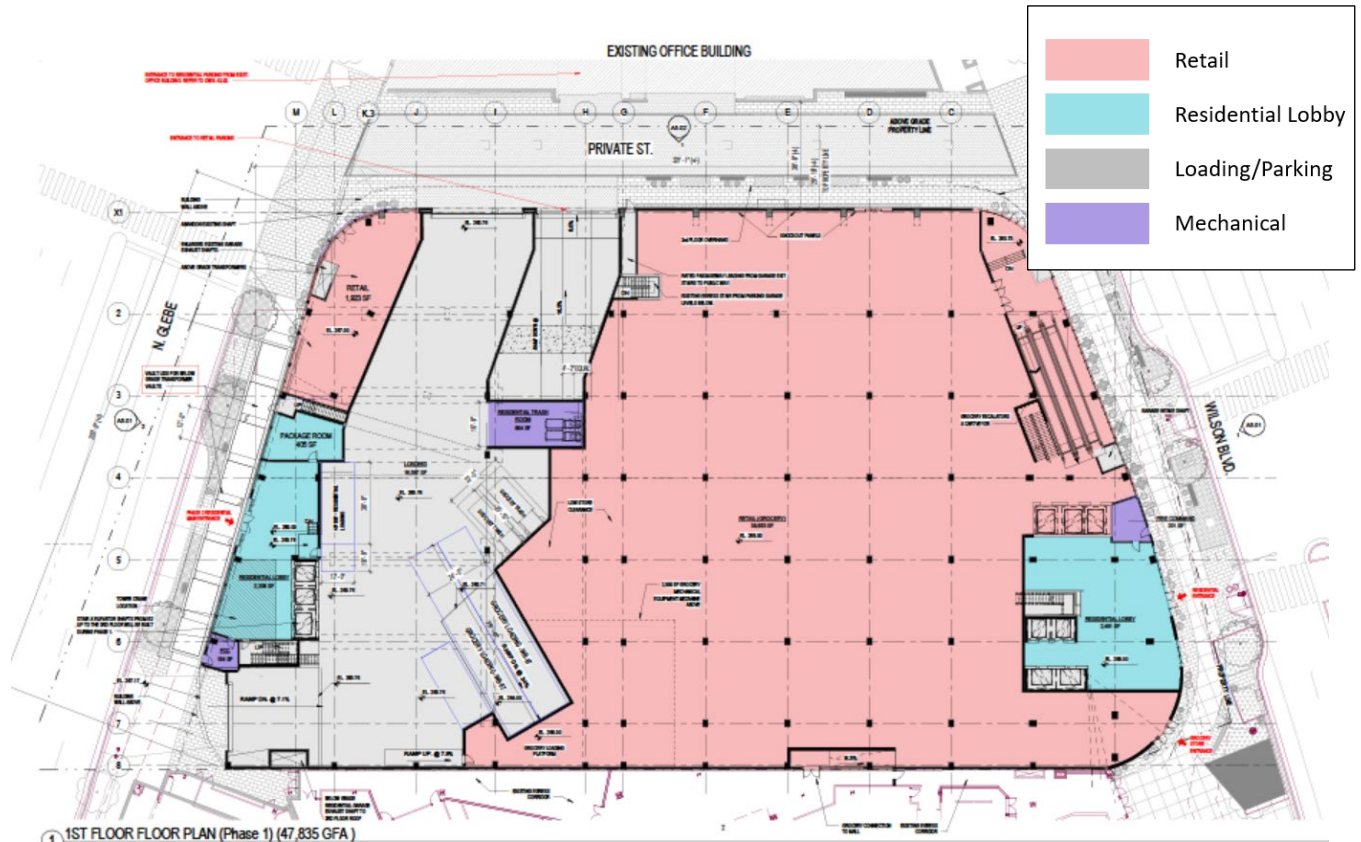
Type	Studio	1-Bedroom	2-Bedroom	3-Bedroom	Total
Total Units	174	166	185	28	553

Site Layout and Building Design: The applicant proposes one building a retail podium and a residential tower. The residential portion of the building will sit on top of a two-story podium featuring ground floor commercial space, intended to be a grocery use. The proposed parking configuration includes two levels of below grade parking and one level of above grade parking located on the second floor above the ground floor retail. Entrances to the ground floor retail are proposed to be along Wilson Blvd. Residential lobby entrances are proposed on the located on northeast and southeast corners of the building along Glebe Road and Wilson Blvd. The building includes a courtyard terrace on the third floor and roof top green spaces and outdoor kitchens.

Presentation plan view of site layout



Ground floor plan with color coded uses



Sustainable Design: The new building is proposed to be designed at the LEED Gold level. Per the County’s [Green Building Incentive Policy](#), the applicant is seeking an additional 0.35 FAR of density for LEED Gold Certification, and fulfillment of additional criteria including energy optimization performance improvement, baseline prerequisites, ENERGY STAR Score 80 – or LEED site EUI performance verification, and three (3) items from “Extra” list.

Transportation:

Existing Conditions

The site is bounded by N Glebe Road on the west and Wilson Boulevard on the east. There is also a private road adjacent to the site on the north. On the south, the site is bounded by the mall itself.

North Glebe Road, a state highway, is classified as a Type B (*Primarily Urban, Mixed Use*) street on Arlington County’s Master Transportation Plan map, with a posted speed limit of 25 miles per hour in the vicinity of the site.

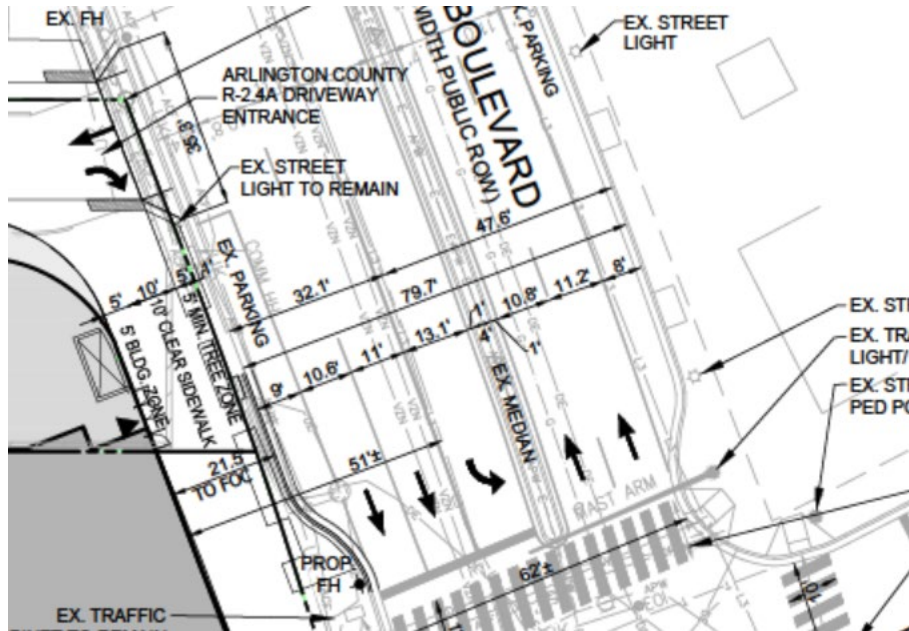
Wilson Boulevard is classified in the MTP as a Type A arterial street (*Primarily Retail-Oriented, Mixed Use*), with a posted speed limit of 25 miles per hour in the vicinity of the site, featuring frequent transit service.

The private street is not public, and thus is not classified on the MTP map.

Existing and Proposed Street Configurations

Wilson Boulevard is a north-south street with two traffic lanes in each direction, of approximately 11’ width, and parking lanes (8’ and 9’) on both sides of the street. There is a 13’ southbound left-turn

lane near the site, turning into N. Stuart Street. Wilson Boulevard is median protected, limiting access to and from the site. Vehicles will be able to enter from the southbound approach only, and will exit from the private street via a right turn only. No changes are proposed for this street.



Wilson Boulevard street configuration, from applicant's proposal

North Glebe Road currently is a six-lane configuration at the project site, with a center median/pedestrian refuge island. In the southbound direction, there is a 14' curb lane, which can be used for parking in the off-peak periods, and there are two 11' travel lanes. The center median widens to as much as 11.2' where it becomes a pedestrian refuge island. In the northbound direction (project side), there are two 11' wide traffic lanes and a 15' wide curb lane, which is used for parking during off-peak hours.

The developer is proposing to change the configuration of North Glebe Road to insert a southbound left-turn lane, which would permit a turn into the private street accessing the site. This left turn pocket would be approximately 75' in length, and would change the overall street section in this manner: the future North Glebe Road would have three southbound lanes of 11' width, and one left-turn lane of 10' width. The center median/pedestrian refuge island would be reduced to 6' width. There would be three northbound lanes of 11' width. Curb lanes in both directions could continue to be used for parking during off-peak hours.



North Glebe Road street layout, from applicant’s proposal.

Transit Service

Metrorail: The closest Metrorail station is located about three blocks from the site. The Ballston/MU station provides access to 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 Ashburn, VA via Washington Dulles International Airport. 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.

The Metrorail system operates seven (7) days a week: from 5:00 am to 11:30 pm on weekdays, 8:00 am to 1:00 am on Saturdays, and 8:00 am to 11:00 pm on Sundays. The train headways at Ballston range from 5 minutes during peak periods to 6-24 minutes during off-peak periods, and even longer on weekends.

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

ART Route 75.

MetroBus routes 1A, 1B, 2A, 25B, and 38B.

These buses pick up and drop off passengers at several locations at or near the site, along Glebe Road and Wilson Boulevard, at designated transit stops. Several blocks away, on North Stuart Street and along Fairfax Drive, near the Metro station, is a bus transfer facility, with many more local and regional bus routes located here.

Bicycle Facilities

Neither of the two principal streets adjacent to the site (Glebe Road or Wilson Boulevard) has designated bicycle lanes. Nearby streets, such as North Quincy Street and North Carlin Springs Road (west of Thomas Street), do have striped bicycle lanes, with the bike lanes on North Quincy Street being protected.

There are eight (8) Capital Bikeshare stations within a quarter-mile of the project site. The closest one is located at the Waycroft, at North Tazewell Street near the intersection with North Vermont Street.

The applicant is proposing visitor bicycle parking in several highly visible locations spread throughout the site, including parking for e-bikes.

The project is not proposing any addition to existing bicycle facilities in the area as part of its proposal.

Pedestrian Facilities and Circulation

Today, the two principal streets adjacent to the site, Wilson Boulevard and North Glebe Road, have sufficiently wide sidewalks of 10’ clear width or greater (with the exception of a pinch point on North Glebe Road at the private street, where the sidewalk narrows to an unacceptable width). There are street trees and streetlights, and all utilities are underground.

Pedestrian crossings in the site vicinity have been made easier in recent years through the addition of a new traffic signal at the intersection of North Glebe Road and 7th Street North (and the private street). This new signal, where there was not one previously, was put in place in 2020, with the completion of the Waycroft development, and, along with the widened pedestrian median in North Glebe Road at this intersection, provides a safer pedestrian crossing and a direct route to the Metro station for residents living in neighborhoods west of Glebe Road.

Recent developments over the past decade along the west side of North Glebe Road have provided retail shops and cafés that encourage pedestrian activity. Along with the concomitant effort to provide on-street parking in the curb lane in the off-peak hours, these successive projects have resulted in a more pedestrian-friendly environment along the portion of North Glebe Road, especially on the west side, to offset this high traffic volume street.

The project proposes to maintain the streetscape along Wilson Boulevard. Sidewalks with a minimum 10’ clear width and minimum 5’ tree planting zone will be provided. On the North Glebe Road frontage, sidewalks with a minimum 10’ clear width and minimum 5’ tree planting zone will be provided.

The private street, which may be a curbside environment, will have a 6’ clear pedestrian zone on the north side and a 6’ clear pedestrian zone on the south side. (The vehicular zone would be 22’ in width.) A pedestrian crossing from the private street across North Glebe Road is permitted on both sides, and it is signalized.

Parking

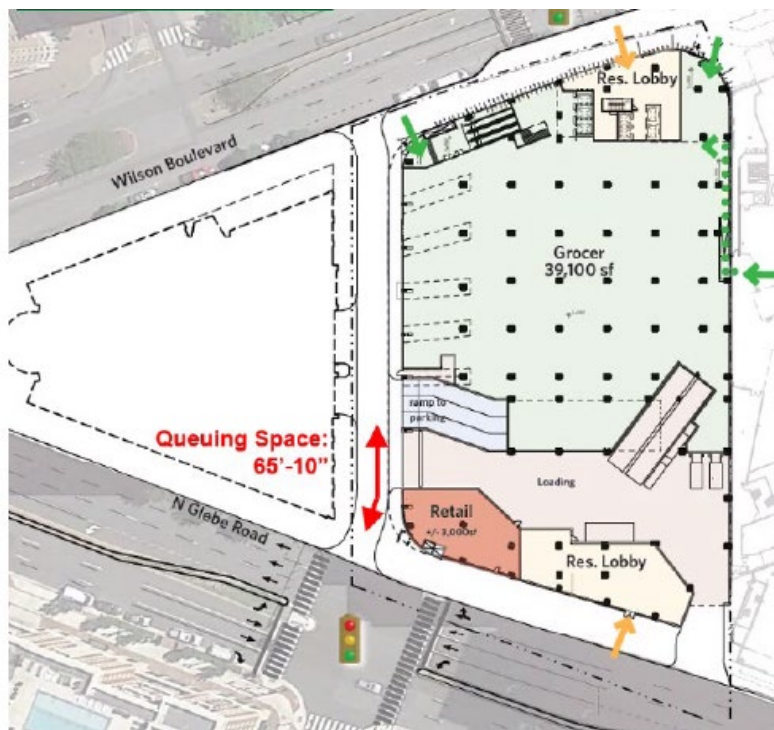
Both Wilson Boulevard and North Glebe Road allow metered vehicle parking on the street adjacent to the site. (Due to the sweep of the large truck exiting onto Wilson Boulevard, one on-street parking space will be lost.) Along North Glebe Road, on-street parking is permitted only during off-peak hours (from 9 am until 4 pm, and after 6 pm).

The developer is proposing to build 238 parking spaces for the 553-unit residential building, a parking ratio of approximately .43 spaces per unit. This ratio is within the residential parking guidelines established by the Arlington County Board in its 2017 guidelines for new multifamily buildings within the Metro corridors. (Residents will also have access to another 11 spaces in the Ballston Point office building.)

Regarding retail parking, the developer is proposing to build 141 new parking spaces, all above grade, for the 43,000 square foot grocery store. With a parking requirement of one space per 250 square feet of retail space (with the first 5,000 square feet of space reduced, due to Metrorail proximity), the parking requirement is being met. It is also understood that additional customer parking at the 2,800-space Ballston Mall would be available to all grocery store customers.

Loading

The applicant is meeting the requirements for loading dock spaces: 3 for residential and 2 for retail. While they are proposing to use the existing loading dock for residential uses (entered from North Randolph Street), the developer is proposing to construct a new loading dock for the grocery store at the ground level, with an entry from North Glebe Road, and an entry/exit fronting along the private street.



Graphic illustrating ground floor, including loading and parking entrances, from the applicant’s draft multimodal transportation assessment addendum, August 2022.

Large (53’ trailer) trucks, of which there are expected to be three to five per day, will arrive via northbound North Glebe Road. A tractor-trailer can maneuver front-in to the loading dock, and, once inside, back into the dock itself. The truck would then be able to drive straight out, onto the private street, from where it would make its exit, and then turn right onto Wilson Boulevard (and right-only from Wilson). Smaller bread trucks and box trucks would enter and exit the loading dock from the private street, and may be able to enter from Glebe Road as well.

Traffic Operations

DES transportation has expressed some concerns regarding the project’s impacts on traffic operations and safety. Specifically, DES expressed concerns in the four following areas:

Impacts of the proposed left turn from southbound Glebe Road into the site. The length of the left-turn pocket may not be of sufficient capacity for the potential amount of traffic expected. This may cause impacts to traffic operations and traffic safety.

Impacts to pedestrian safety: The new left-turn pocket may impact pedestrian safety because of the introduction of a new vehicular movement that did not previously exist. Reduction of the median width may negatively impact pedestrian safety. Other new traffic movements, as well as increased traffic volumes due to the proposed new use (grocery store) may negatively impact pedestrian safety.

Location of garage entry and vehicle queuing: DES expressed concern that the location of the garage entry on the private street was too close to the sidewalk (and Glebe Road), and may not be set far enough back from the public street and sidewalk to ensure that there would not be vehicular backups onto the sidewalk and the public right-of-way, creating conflicts.

Loading issues: the introduction of large (53’ long) trucks, unloading perishable merchandise three to five times per day, into the site, raised concerns among staff. Initial concerns were with respect to the location of the loading dock entry along Glebe Road, interrupting a continuous street wall and a streetscape, losing an opportunity for an enhanced pedestrian experience. Further, transportation staff raised concerns about the way large trucks were required to enter the loading dock from Glebe Road from a far lane, crossing over two lanes of traffic. Finally, staff expressed concerns about large trucks exiting the site onto the private street, swinging into the pedestrian zone.

For each of the above operational concerns, the applicant worked with DES technical staff, in some cases revising their plans to accommodate changes to the plan. In other cases, the applicant and County staff resolved issues through agreeing upon mitigation measures to be put into place to ensure compliance or to minimize potential negative impacts. In other cases, additional analysis has been provided to demonstrate the effectiveness of mitigation measures or other traffic measures that will bring all of the applicant’s proposals within the range of acceptability to the County.

SPRC Neighborhood Members:

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Bernie Berne	Buckingham Civic Association	bhberne@yahoo.com
Laura Kirkconnell	Bluemont Civic Association	exec@bluemontcivic.org
Casey Creech	Ballston Place HOA	caseycreech@gmail.com
Amy Connelly	Townes of Ballston	aconnelly@krooth.com
	The Jefferson Condos	firemanronb@hotmail.com
Cate Harrington	Arlington Mill Civic Association	cellenh@yahoo.com

Planning Commissioner Chairing This Item:

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Dennis Sellin DES – Transportation dsellin@arlingtonva.us

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