

Site Plan Review Committee (SPRC)
Staff Report for
3200 Wilson Blvd. – Bingham Center (Silver Diner 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.

Online Written Comments:

<https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/3200-Wilson-Blvd>

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

Leonardo Sarli, Chair

lsarli@me.com

Bingham Center (previously known as the Silver Diner Site)
3200 Wilson Blvd. (SPLN21-00009)
(RPC#s 19-003-007, -006, -008, -013, -009, -016, -005, -015, -014, -
004, -003, -002, -10)

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

- **Online Engagement Session: September 12 – September 26, 2022**
 - Topics:
 - Introduction/Site Background
 - Land Use & Zoning
 - Site Design
 - Architecture
 - Transportation
 - Open Space & Landscaping

- Hybrid SPRC Meeting #1 – October 20, 2022 (tentative)
 1. Introductions
 2. SPRC Discussion Topics:
 - a. TBD
 3. Public Comment
 4. Wrap-up

- Hybrid SPRC Meeting #2 – December 12, 2022 (tentative)
 1. Introductions
 2. SPRC Discussion Topics
 - a. TBD
 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.

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: September 12 – 26, 2022
TIME: N/A
PLACE: Online Engagement

SPRC STAFF COORDINATOR: Matthew Pfeiffer

**Item 1. Bingham Center (SPLN21-00009)
3200 Wilson Blvd.**

(RPC#s 19-003-007, -006, -008, -013, -009, -016, -005, -015, -014, -004, -003, -002, -10)
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.

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
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, TCS Realty, proposes redeveloping the site with two buildings, a hotel, and a multifamily residential building. The two buildings total a 5.09 FAR (approximately 412,353 sq. ft. and would contain approximately 16,000 sqft. of ground floor retail.

Hotel: The proposed hotel building would contain 229 rooms, a maximum of 143,510 square feet of GFA. The proposed building would be 10-stories tall and 109' 0.5" in height (exclusive of penthouse roof) and would be served by below-grade parking spaces; at a ratio of approximately 0.35 spaces per room (approximately 80 spaces).

Multifamily Residential: The proposed multifamily building would contain 290 units and be 110 feet in height and would be served by a below-grade parking structure; at a ratio of approximately .45 spaces per units (approximately 131 spaces).

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

Site: The site is located at 3200 Wilson Boulevard (RPC#s: 19-003-007, -006, -008, -013, -009, -016, -005, -015, -014, -004, -003, -002, -10)

Zoning: "C-3," General Commercial District

GLUP Designation: Medium Density Mixed-Use; Note 12: Clarendon Revitalization District

Neighborhood: The site is located within the Clarendon-Courthouse Civic Association boundary and adjacent to Ashton Heights and Ballston Virginia Square Civic Associations.

Site Location – 3200 Wilson Blvd.



Existing Development: The site includes five existing buildings (the Silver Diner restaurant, the Lot Beer Garden, two office buildings, and an automobile repair service) and two surface parking lots. This site is not currently subject to any existing site plans. The southeast corner of the block is the site of the Joyce Motors site plan project that is currently under public review. The images provide further detail of the existing conditions:

Photos of Existing Conditions:

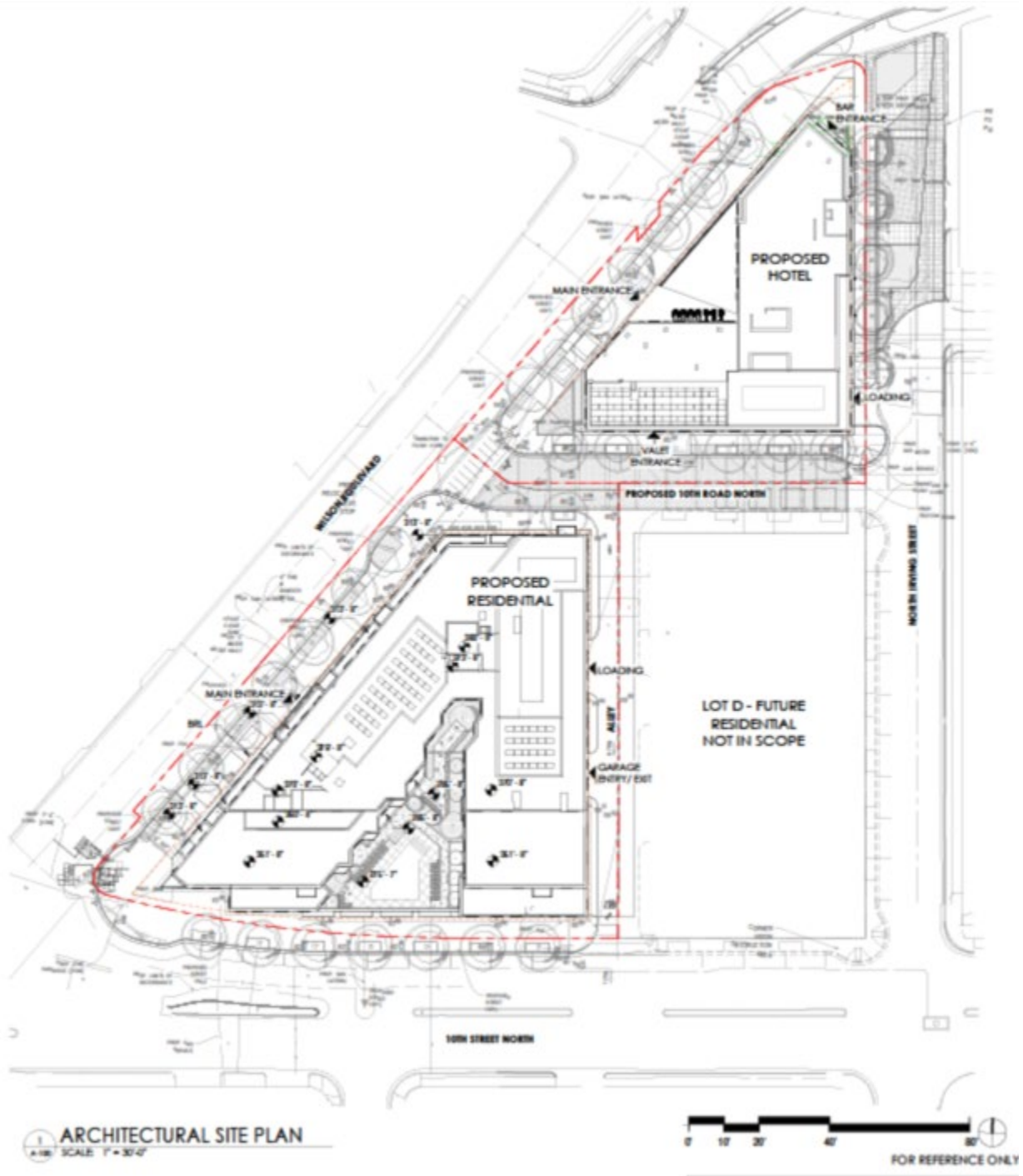


Development Potential: The following provides a statistical summary of the development potential for the site area.

| Site Plan Area 81,062 sqft (1.86 acres) | Density Allowed for Proposed Uses | Maximum Development |
|---|--|---------------------|
| By-Right: "C-3" District | | |
| 81,062 sqft (1.86 acres) | One-family dwelling unit | 13 Dwelling Units |
| | Hotel | 135 Rooms |
| | All other uses | Max 75' Height |
| Special Exception Site Plan: "C-3" District | | |
| 81,062 sqft (1.86 acres) | Residential, Commercial, Hotel, or Mixed-Use (3.0 FAR) | 243,186 sqft GFA |

Development Proposal: The applicant, TCS Realty, proposes to redevelop the site and construct two new buildings (hotel and multi-family residential) with ground floor retail space, totaling approximately 5.09 FAR with 290 residential units, 229 hotel rooms, 16,169 square feet of retail space, and 412,353 square feet of total GFA. The proposed residential parking ratio is 0.45 spaces per unit and .03 parking ratio for the hotel building. The project would deliver a new alley and private street (10th Road North) envisioned in the Clarendon Sector Plan and enhance the plaza along Wilson Blvd. called for in the Clarendon Sector Plan. The applicant proposes LEED Gold certification for both buildings. Requested modifications include additional density, density exclusions, required residential parking (0.3 spaces per unit), and required loading spaces.

Proposed Site Layout



The following table sets forth the preliminary statistical summary for the proposed site plan (#SPLN21-00009):

| SP # SPLN21-00009 Bingham Center | |
|---|--|
| SITE AREA | 81,062 sf 1.86 acres |
| Density | |
| Proposed Residential GFA (Total) | 268,843 sf |
| Proposed Residential Dwelling Units (Total) | 290 |
| Proposed Hotel GFA (Total) | 143,510 sf |
| Proposed Hotel Rooms (Total) | 220 |
| Proposed Retail GFA (Total) | 16,169 sf |
| Proposed FAR (Total) | 5.09 |
| Proposed Exclusions | 14,132 sf |
| Green Building | |
| LEED Certification | Gold |
| Bonus Density | .4 FAR |
| Building Height | |
| Average Site Elevation Above Sea Level | 260.64 ft |
| Hotel Building | |
| Main Roof Height (above average grade) | 109 ft |
| Mechanical Penthouse Height | 15 ft |
| Number of Stories | 10 |
| Residential Building | |
| Main Roof Height (above average grade) | 110 ft |
| Number of Stories | 10 |
| Maximum Permitted Building Height | 110 ft |
| Parking | |
| Total Number of Spaces | 346 |
| Minimum Required Residential Parking Ratio | 1.125 spaces/unit per first 200 units + 1 per each additional unit |
| Proposed Residential Ratio | 0.45 spaces/unit |
| Proposed Hotel Ratio | 0.3 spaces/room |
| Proposed Retail Ratio | 1 space per 500 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)
- Zoning Ordinance Regulations
- Clarendon Sector Plan

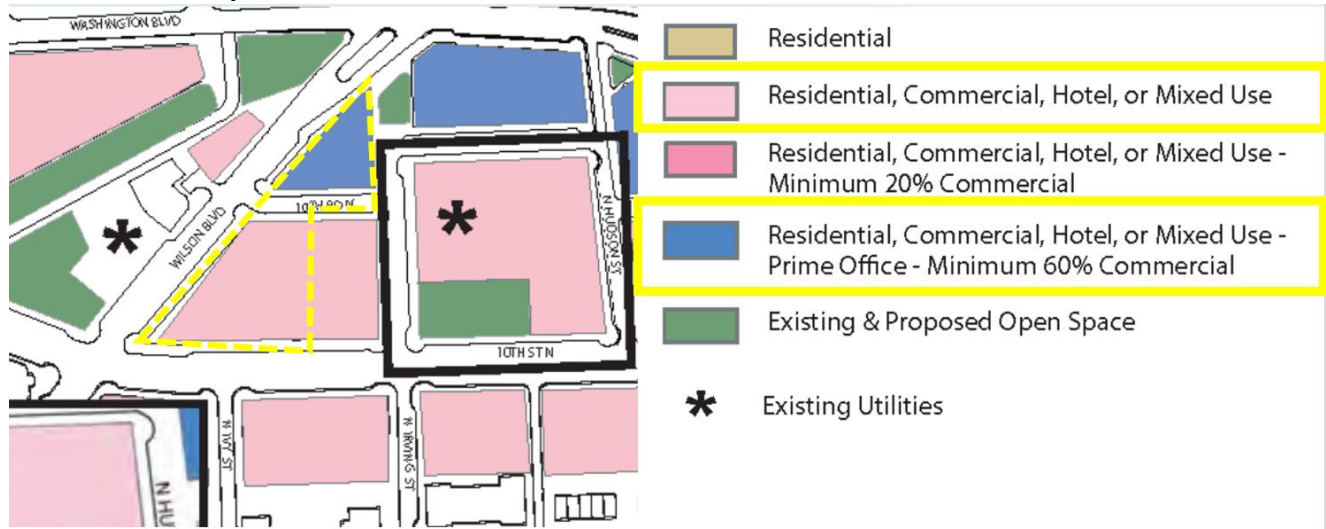
The Sector Plan established three (3) overarching goals for the study area:

- A Quality Public Realm: Focus on improving the quality of the public realm by creating and maintaining a network of walkable streets; safe street crossings; attractive, accessible public spaces; and a mix of new and old buildings whose form and design contribute to an attractive street environment, respect Clarendon’s architectural heritage, and conserve the integrity of surrounding neighborhoods.
- Accessible & Connected Places: Balance demands on transportation infrastructure by encouraging a dynamic mix of uses; improving conditions for pedestrians and cyclists, including those with visual and mobility impairments; and encouraging the efficient use of transit and parking resources.
- A Rich Mix of Uses: Maintain a critical mass and broad mix of mutually supportive uses ranging from a variety of housing choices to retail and restaurant offerings to multiple employment options, including a diverse office market.

In addition, the Sector Plan established several area-wide plan elements and area-specific plan elements. The discussion below provides a preliminary analysis of the site plan proposal with respect to the most relevant requirements codified in ACZO §9.2 and adopted policies of the Sector Plan. Staff analysis of the project will continue throughout the SPRC review period.

Land Use: The AZCO and Sector Plan recommend land uses including residential, commercial, hotel, or mixed use for the site. The northern portion of the block (shown in blue on the map below) is identified as a prime office site requiring a minimum of 60% Commercial use. The zoning ordinance and sector plan both recognize hotel as a commercial use for the basis of meeting this requirement. The applicant’s proposal for a hotel on the northern portion of the block and a multifamily residential building on the southern portion of the block is consistent with the identified land use guidance.

ACZO § 9.2.6 Map 2, Use Mix



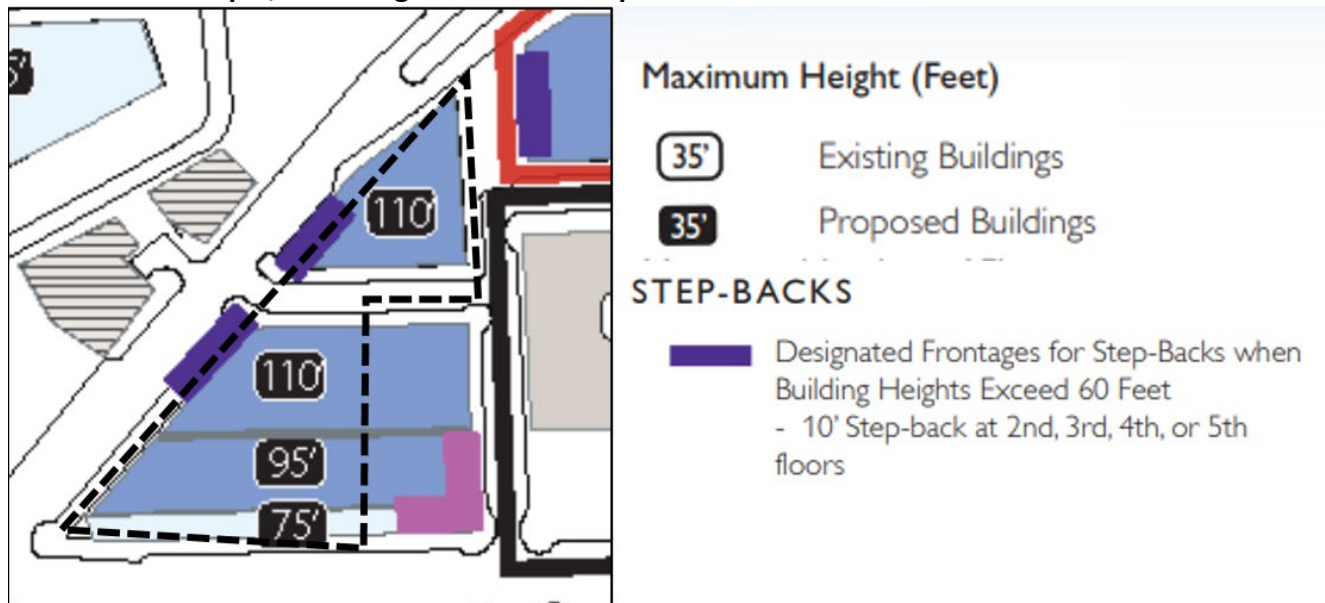
Density / Building Height and Step-backs: As provided in the Sector Plan, the County Board may approve optional increases in density above 3.0 FAR pursuant to §15.5 of the Zoning Ordinance by approving additional floors subject to the Maximum Height (feet) on the Maximum Heights Limits and Step-backs Map (§9.2.5, Map 1). The applicant is proposing a total of 5.09 FAR, an additional 2.09 FAR above the base density of 3.0 FAR. A portion of the additional density will be achieved through compliance with the Green Building Incentive Policy. On Map 1, below, you can see the step-backs that are called for from 10th Street North toward the northern portion of the block. The applicant’s proposal is complying with the building taper from 75’ to 95’ to a maximum of 110’.

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

Unit Mix

| Type | Studio/1-JR | 1-Bedroom | 2-Bedroom | Total |
|----------------------|-------------|-----------|-----------|-------|
| Residential Building | 70 | 140 | 80 | 290 |

ACZO §9.2.5 Map 1, Max Height Limit and Step Backs



The Sector Plan calls for two step-backs along Wilson Blvd. where the new 10th Road North meets Wilson (identified as purple bars on §9.2.5 Map 1). The purpose of the step-backs is to contextually appropriate to the existing buildings and ensure a pedestrian scale environment. The applicant’s proposal does not include the step-back as envisioned in the sector plan. Instead, they are proposing a triangular carve out on the hotel building at the second floor and a reduced step-back at the 6th floor along the full Wilson frontage on the residential building (see images below).

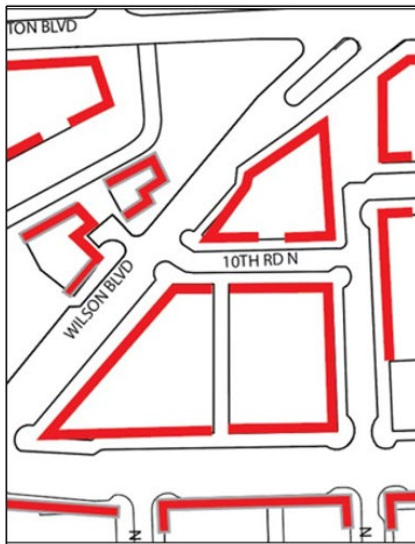
Renderings Pointing to the Proposed Step-backs



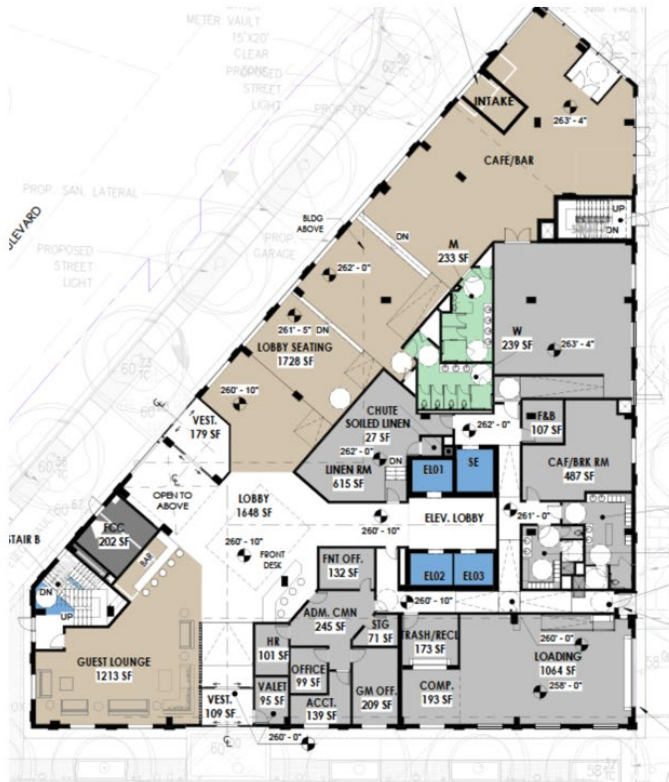
Site Design: As shown in the proposed layout image above, the site layout orients the primary entrance for both buildings toward Wilson Blvd, with a new east-west connection dissecting mid-block from Wilson to Irving St. The new north-south alley will provide vehicular access to the below-grade parking garage for both buildings and the loading dock for the residential building, consistent with the sector plan.

For the hotel building, the Sector Plan envisions that the entrance for loading will be located off of the new 10th Road N. The applicant is proposing a deviation from this that would locate the loading area from N. Irving St. The Sector Plan also identifies the N. Irving Street frontage to have retail, retail equivalent, food, entertainment, or service uses as the ground floor uses. In the ground floor plan below, you can see that the applicant is proposing instead to have loading and other back-of-house uses along N. Irving St.

Sector Plan Build-to-Lines and Hotel Ground Floor Plan



BUILD-TO LINES
Map 3.1
Note: Parking and loading should be located where build-to lines are not indicated except where shown on the Fairfax Drive public space frontage.



Open Space: The Sector Plan calls for a plaza at the terminus of N. Irving St. and Wilson Blvd. With the public street improvements along Wilson Blvd., this space became public right of way. In coordination with the Wells Fargo site plan project (anticipated to begin public review in the coming months) this existing area will be expanded, and a plaza will be delivered. This will be an ongoing conversation throughout the public review process.

Clarendon Sector Plan Map 2.9, Open Space and Photo of Existing Conditions



Transportation

Streets: The site is bounded by Wilson Boulevard (on the west), North Irving Street (on the east), and Tenth Street North (on the south), with a scant northern edge along Washington Boulevard. It is bisected (north and south) by the proposed new Tenth Road North, and, due to its unusual shape, one portion of the site is bounded on the east by a service alley. The site will be anchored on its southern end, and its triangular shape completed by another proposed development site, the Joyce Motors site, which shares some of the same block faces.

Tenth Street North is classified on Arlington County's Master Transportation Plan (MTP) map as a Type A arterial street (*Primarily Retail-Oriented, Mixed Use*), with a posted speed limit of 30 miles per hour (mph) in the vicinity of the site (high for this typology) and featuring frequent transit service (though this not a transit route). Although Tenth Street North features a median separation, this is not a typical feature of this street typology. The project is proposing no changes to the 10th Street right-of-way or configuration, except for wider sidewalks on the project side of the street (from 4.5' to 12', with 5.5' tree pits, and a 6" curb).

North Irving Street is a neighborhood street (*Residential or Commercial Local*) on Arlington County's MTP map, with a posted speed limit of 25 miles per hour (mph) in the vicinity of the site. South of Washington Boulevard, North Irving Street terminates into a public open space. The street sections proposed by this project show no changes to the street other than a widening of the sidewalk on the project side of Irving Street (what is today a 12' wide sidewalk would be increased to a 16' wide sidewalk, including a 5.5' wide tree pit and a 6" curb.)

Wilson Boulevard is classified on Arlington County's Master Transportation Plan (MTP) map as a Type A arterial street (*Primarily Retail-Oriented, Mixed Use*), with a posted speed limit of 25 miles per hour

(mph) in the vicinity of the site. Such street typology, according to Arlington County's MTP Streets Element (2011) includes the following:

“An arterial street segment that serves (or is planned to serve) a dense commercial area and is fronted by (or planned to be fronted by) predominantly high-intensity, ground-level retail and consumer service. It is highly oriented to pedestrian, bicycle, and transit access with wide sidewalks, bike lanes, and transit stops prioritized over motor vehicles’ travel space and parking.”

Except for bike lanes (in the segment fronting the site), Wilson Boulevard includes all the above. In the site vicinity, Wilson Boulevard is a transit route for eastbound ART buses 41, 42, and 62. There is a bus stop located along the frontage of the project site. Wilson Boulevard is proposed to be widened as part of this project: while the number of travel lanes will not change (it will remain at two in each direction), there will be a new parking/loading lane added to the project side of the site. Additionally, the sidewalk on the project side of the site, currently about 6' wide, will increase to varying widths, up to 20', including 5' tree pits. The curb line on the opposite side of Wilson Boulevard is not anticipated to change.

Tenth Road North, a proposed new street which will run east-west through the site from Washington Boulevard to North Irving Street, has been recognized in the sector plan amendment but not yet officially designated. Tenth Road North is envisioned to be a 55-foot wide urban, tree-lined street that provides a pedestrian environment and accommodates multiple modes. Streetscape elements that contribute to this include 7-foot sidewalks and 5.5-foot tree areas on both sides, as well as an 8-foot on-street parking lane on the south side.

Transit Service:

Metrorail: The closest Metrorail station is located about two blocks (0.2 miles) from the site. Clarendon 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 in Loudoun County, VA via Washington Dulles International Airport (expected in late October 2022). Riders can use the two lines serving Clarendon 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 12:00 am on weekdays, 7:00 am to 1:00 am on Saturdays, and 7:00 am to 12:00 am on Sundays. The train headways at Clarendon range from 5 minutes during peak periods to 6-30 minutes during off-peak periods and on weekends.

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

ART Routes 41, 42, 62, and 77.

MetroBus route 38B.

These buses pick up and drop off passengers at several locations at or near the site, along Clarendon Boulevard, Wilson Boulevard, Washington Boulevard, and North Highland Street, at designated transit stops. Higher volume bus stops have transit shelters.

Bicycle Facilities

The Clarendon neighborhood experiences a healthy amount of bicycle activity, which is facilitated by a substantially complete on-street network of dedicated bicycle lanes, accompanied by sharrows.

Most of these bike lanes tie into a vast countywide and regional network of on- and off-street bike lanes and pathways.

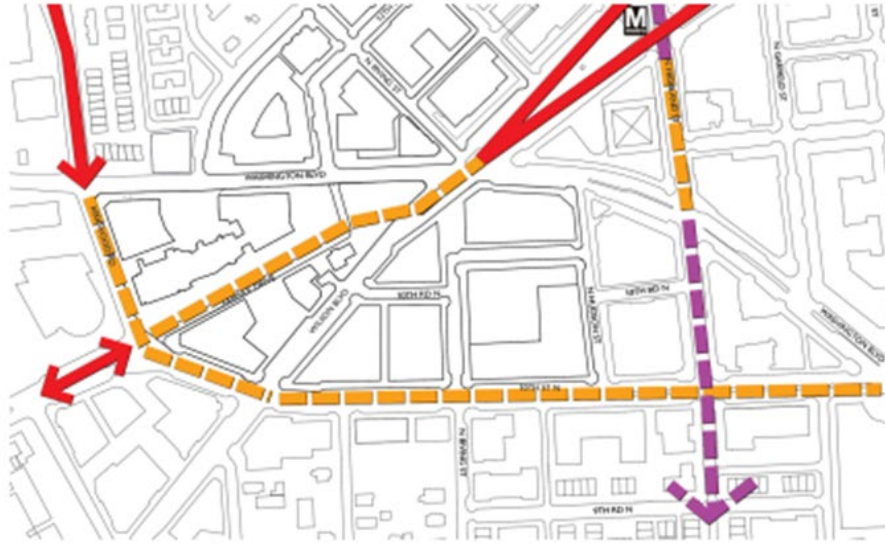
Dedicated bicycle lanes exist today on Clarendon Boulevard, Wilson Boulevard (protected in some places), and on Fairfax Drive. According to the most recent (2019) Arlington County MTP Bike Element, there is a proposed plan for enhanced bicycle facilities on Wilson Boulevard and Clarendon Boulevard in Clarendon: *“Upgrade the existing bicycle lanes on Wilson and Clarendon boulevards to provide more separation of bicyclists from motor traffic in the Rosslyn, Courthouse, and Clarendon areas. Link with an enhanced bikeway on Fairfax Drive to provide a lower-stress bicycle route east-west through the Rosslyn-Ballston corridor and across the center of Arlington. (1.4 miles)”* (project 3-19).

There is also a proposal in the MTP to enhance the existing dedicated bicycle lanes along Fairfax Drive: *“Enhance the bicycle lanes on Fairfax Drive between N. Glebe Road and Washington Boulevard to include additional separation and protection of bicyclists from motor vehicle traffic. The facility should provide a lower-stress route through the Ballston and Virginia Square areas and connect the Custis and Bluemont Junction trails to enhanced bicycle facilities on Wilson and Clarendon boulevards in the Clarendon, Courthouse and Rosslyn areas. (1.2 miles)”* (project 3-21)


Additionally, there is a proposed project for an enhanced bike facility on 10th Street North: *“Develop an enhanced bicycle facility on 10th Street North between Fairfax Drive and the Arlington Boulevard rail (0.9 miles)”* (project 3-45). While no improvements or changes to the current configuration of 10th Street North are anticipated to be delivered as part of this site plan project, County staff are requiring that all site plans and other developments occurring along 10th Street North maintain the existing curb line along 10th Street, so that, in the future, County staff can use that consistent curb line to develop a uniform multimodal design.

In Arlington County’s recently adopted Capital Improvement Program, the Arlington County Board has identified funding for a multimodal corridor study of Fairfax Drive and 10th Street North. That study will evaluate potential options to include an enhanced bike facility along 10th Street North, and it will develop recommendations for capital project investments.

The Clarendon Sector Plan addendum shows the proposals for future bicycle facilities in the project area, in the drawing below (red and purple lines show existing bike facilities, and gold lines show proposed bicycle facilities):



- Add Enhanced Bicycle Facility on 10th St. N. per MTP Bike Element
- Revised legend text

 Enhanced Bicycle Facility

Above bicycle facilities figure from December 2021 staff presentation on Clarendon sector plan update

The nearest off-street trails are the Arlington Boulevard and Washington Boulevard shared-use trails, providing connections throughout Arlington County. The Arlington Boulevard trail is physically quite close to the Clarendon neighborhood but is not clearly signposted; accessed only via neighborhood streets. The Washington Boulevard trail is some distance east of the Clarendon neighborhood and must be accessed by using streets and sidewalks until the trail begins, near the intersection of Arlington Boulevard and Washington Boulevard.

Capital Bikeshare is an automated bicycle rental or bicycle sharing program that provides over 4,500 bicycles at over 500 stations across Washington, DC, Maryland, and Virginia. Membership, which is required to use Capital Bikeshare, includes several options for joining. The first 30 minutes of use are free; users then are charged a usage fee for each additional 30-minute period. Bicycles can be returned to any station with an available dock. Within a ½ mile radius of the site there are at least five (5) Capital Bikeshare stations, with the closet one located on Fairfax Drive, near the parking lot for Saint Charles Borromeo church. Another station is located right at the Clarendon Metro station.

In addition to bike sharing, electric-assist bike and scooter sharing services have become readily available throughout the Rosslyn-Ballston corridor. Users must have an account with the bike or scooter service provider and can then board an electric bike or scooter wherever available. When the user is done with their trip, the bike or scooter is left for the next rider. The County has been working to designate scooter parking zones in high traffic areas.

Pedestrian Facilities

The Clarendon Square neighborhood achieves a walkscore of 96, which is an indicator of its high walkability and pedestrian comfort. The availability of high-capacity and frequent transit, the presence and scale of retail frontage, the availability of sidewalks and street trees, and the presence of other pedestrians contribute to a pleasant environment for walking. At every intersection, there are pedestrian heads and ADA-accessible ramps for pedestrian crossing. Still, there is room for improvement: in spite of recent improvements, the signal timing at Clarendon Circle still presents a multi-phase intersection for many pedestrians to get across the street, with some blind spots, and confusion about prioritization for crossings, tempting some pedestrians to cross illegally. The high volume of vehicular traffic along the boulevards means that many vehicles travel above posted speeds, and there is frequent double-parking, which blocks visibility and creates pedestrian crossing hazards as vehicles and cyclists swerve around these obstacles. Outdoor dining on the boulevards enlivens the environment, but also competes with other users, such as those walking along the sidewalks and those waiting for a bus.

Other Modes

There are Zipcar (carsharing) parking spots available nearby at 3100 N. Clarendon Boulevard and 813 N. Jackson Street.

Parking

There are 165 below-grade parking spaces proposed for 290 residential units, a residential parking ratio of .57 spaces per unit, which is within the residential parking guidelines established by the Board in its 2017 guidelines for new multifamily buildings built within the Metro corridors. This building, given its near proximity to the Metro, is in the first tier, and would qualify for the greatest reduction in parking allowed (0.2 spaces per unit for sites located near Metro). The parking ratio proposed is thus higher than would be permitted under the guidelines.

Hotel parking has 78 spaces for 229 rooms, a .34 ratio. There are also 10 tandem parking spaces, which are not counted toward the parking ratio.

Retail vehicle parking is 1 space per 500 square feet, or 33 parking spaces for 16,169 sf of retail space.

Additionally, surrounding the site, paid on-street parking is available on 10th Street N and N Irving Street adjacent to the site. The future configuration of Wilson Boulevard will also include a parking lane along the curb adjacent to the site.

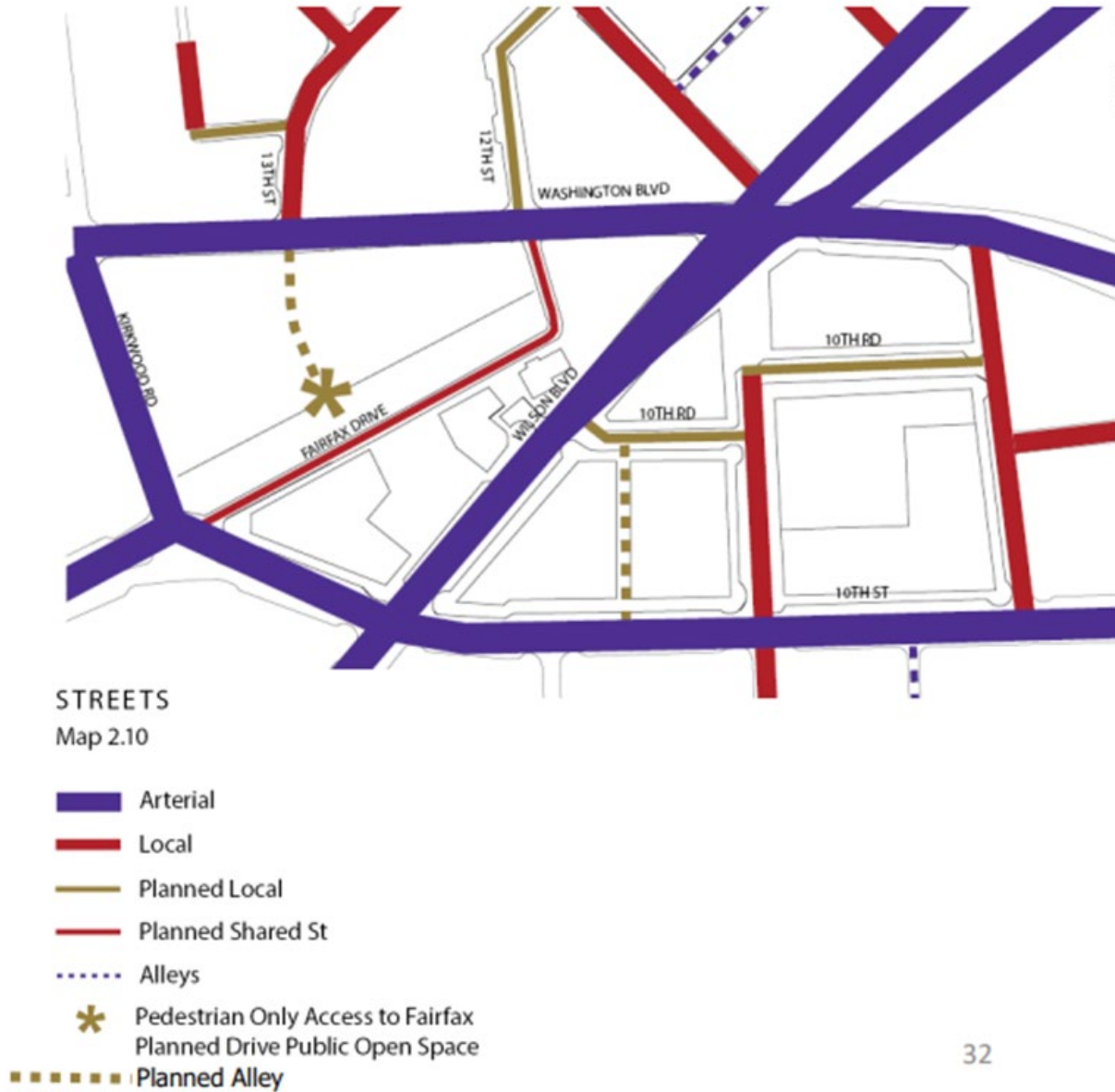
Regarding bicycle parking, the north (hotel) building will include 23 long-term bicycle parking spaces, and 6 short-term spaces. The residential (south) building will include 120 long-term, and 10 short-term parking spaces. Of those spaces, 116 long-term spaces will be for residents, and 4 will be for retail, and 6 short-term spaces will be for residential use, and 4 short-term spaces will be for retail use. Total bicycle parking will be 159 spaces.

Planning: Clarendon Sector Plan Addendum

In April 2022, The Arlington County board adopted an addendum to the Clarendon Sector Plan that focused specifically on the several blocks surrounding this site. Intended to provide guidance to the six potential development sites in the focus area, it set forth a vision as well as guiding principles and design guidelines or the future direction of this neighborhood. The sector plan addendum was

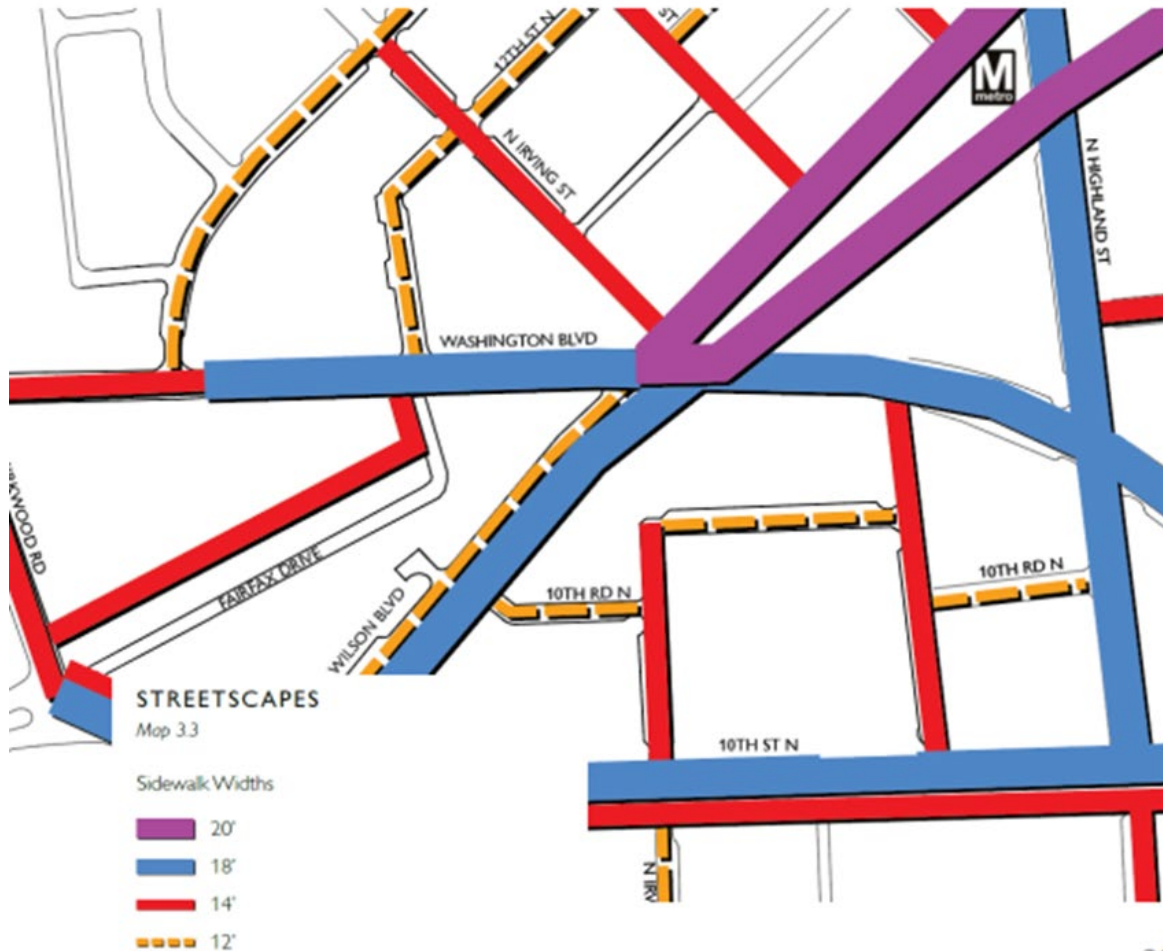
enshrined in a Board-approved ordinance.

The transportation aspects of the sector plan amendment that affect this site have to do with the proposal for a new street and alley. A new 10th Road North is proposed for the south side of one portion of the Bingham Center site, and an alley is proposed directly east of another portion of the site, to provide access, as well as to separate this site from the Joyce Motors site. These are shown in brown in the image below:



The proposed new 10th Road North and alley, from the 2022 Clarendon Sector Plan addendum (December 2021 staff presentation)

Other transportation recommendations from the Clarendon Sector Plan addendum include recommendations for streetscapes, as shown below:



Proposed sidewalk widths for the Clarendon sector plan addendum, from the December 2021 staff presentation.

Sidewalk widths are proposed for all streets surrounding the Bingham Center site; 18' for Wilson Boulevard and 10th Street North; 14' for North Irving Street, and 12' for 10th Road North. No guidance is given for sidewalks for alleys.

Loading

As the drawing below shows, there would be two loading areas. Access to all garages, and to the residential building's loading would be provided along the north/south alley. Access to the hotel's loading dock would be provided from North Irving Street:



From the MMTA for the Bingham Center site, prepared by Gorove/Slade Associates, July 2020

Arlington County off-street loading requirements are summarized below:

Multi-family residential uses: One space for every 200 units, when over 50 units

Retail uses: One space for 15,000 sf, when over 3,000 sf

The applicant is proposing three loading bays to serve the site, one in the north (hotel) building and two in the south building.

Multimodal Transportation Analysis & Trip Generation

The applicant’s consultant analyzed existing conditions at twelve signalized intersections near the study site to determine the existing conditions, prior to performing analysis of proposed future conditions near the site following implementation of the site plan project. The existing conditions analysis shows that many intersections and movements operate at an acceptable level of service during the morning and afternoon peak hours. However, of the 12 intersections in the study area, one (1) intersection has one or more movements that operate at levels beyond Level of Service (LOS) E in one or more peak hours.

The consultant then populated their analysis with proposed future developments that are known to have been approved and will have been implemented by the time this site plan is also implemented. Factoring in future growth, with and without this proposed site plan project, the consultant has analyzed future traffic growth and the potential impacts upon the transportation network and its capacity to absorb such growth.

Following these guidelines, there are impacts to two (2) of the twelve area intersections because of the proposed development in the 2024 analysis year:

- Washington Boulevard & 10th Street N & N Filmore Street (Northbound left in the evening peak)
- 10th Street N & N Fairfax Drive & N Jackson Street/N Kirkwood Street (eastbound through/right in the evening peak)

Analysis for 2024 with this proposed development shows that the two intersections above would operate at service beyond acceptable levels, and experience queuing and delay beyond acceptable thresholds in one or more peak hours.

Mitigation measures were explored at these intersections and included the recommendation to adjust the signal timing at the two intersections. With such mitigation in place, the analysis shows that traffic operations with proposed development are consistent with the background scenarios at the study intersections.

The consultant based the trip generation analysis upon the following mode-share assumptions for the proposed uses:

| | | | | |
|-------------|-----------|--------------|----------------|----------------------------|
| RESIDENTIAL | Auto: 39% | Transit: 52% | Bike/Walk: 9% | Telecommute/TNC/Other: 0% |
| RETAIL | Auto: 20% | Transit: 30% | Bike/Walk: 50% | Telecommute/TNC/Other: 0% |
| HOTEL | Auto: 22% | Transit: 34% | Bike/Walk: 19% | Telecommute/TNC/Other: 25% |

According to the traffic consultant, the proposed development is estimated to generate 119 morning peak-hour vehicle trips (of which 32 would be new trips), and 139 evening peak-hour vehicle trips (of which 49 would be new trips).

In addition, because the location of the site lends itself to trips that are not made by car, consultant estimates of the number of walking, biking, and transit trips are summarized. The proposed site is estimated to generate about 419 morning peak-hour person trips, 441 evening peak-hour person

trips.

Based upon the amount of vehicular traffic proposed to be generated by the site, the future levels of service and future queuing analysis show only minor changes with this proposed development, according to the consultant, and any delays or queuing, or diminishment to traffic levels of service could be accommodated by adjustments to traffic signal timing.

Additionally, the traffic generated by this site would also not generate any warrants for new traffic signals or other traffic control devices at any of the nearby intersections. There is already in place a rectangular rapid flashing beacon (RRFB) at the intersection of 10th Street and North Irving Street; this is a pedestrian-activated flasher that warns motorists to slow or stop to allow the pedestrian to cross the street. This RRFB would remain in place at its existing location.

Arlington County staff reserve the right to make additional detailed comments upon the Multimodal Transportation Analysis; this 88-page document is also available for the public to review.

Planning Commissioner Chairing This Item:

Leo Sarli – SPRC Chair

Planning Commission

lsarli@me.com

Staff Members:

Courtney Badger

CPHD – Planning

cbadger@arlingtonva.us

Dennis Sellin

DES – Transportation

dsellin@arlingtonva.us

Applicant Information:

Applicant

TCS Realty Associates
Donohoe Development Co.
7101 Wisconsin Ave, Suite 700
Bethesda, MD 20814
Ralph Chouoeiri
202-625-4155
ralphc@donohoe.com

Attorney

Tarter Nova Law
3033 Wilson Blvd, Suite 700,
Arlington, VA 22201
David Peters
703-464-1000
apainter@thelandlawyers.com

Architect

KGD Architecture
4040 N. Fairfax DR. Suite 1000A
Alexandria, VA 22203
Aileen RG Horn
202-338-3800
ahorn@kgdarchitecture.com

Civil Engineer

Bowman Consulting Group Ltd.
13461 Sunrise Valley Drive
Suite 500
Herndon, VA 20171
David Peterson
703-464-1000
dpeterson@bowman.com

Landscape Architect

LandDesign
200 Peyton Street
Alexandria, VA 22314
Tade Willger
703-549-7784
twullger@landdesign.com

Traffic Engineer

Gorove Slade
3914 Centreville Rd. Suite 330
Chantilly, VA 20151
Dan VanPelt
703.787-9595
dan.vanpelt@goroveslade.com

LEED Consultant

KGD Architecture
4040 N. Fairfax Dr, Suite 1000A,
Arlington, VA 22203
Shane Trexler
703-970-2890
strexler@kgdarchutecture.com