

Site Plan Review Committee

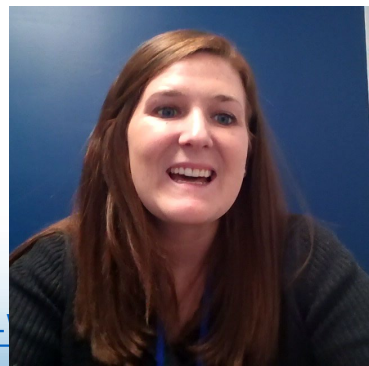
March 16, 2023

Bingham Center (Silver Diner Site)

New Site Plan (SPLN21-00009)

3200 Wilson Blvd.

(RPC #)



Agenda Topics:

- **Transportation**
- **Open Space & Landscaping**
- **Community Benefits & Sustainability**
- **Construction**
- **Outstanding Issues**

Transportation

Transportation

Planning and Neighborhood Character

Streets

Bicycle Facilities

Parking and Loading

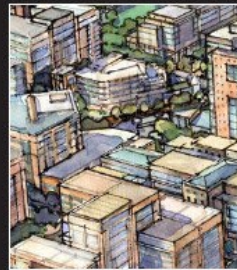
Multimodal Transportation Analysis



Transportation: Planning

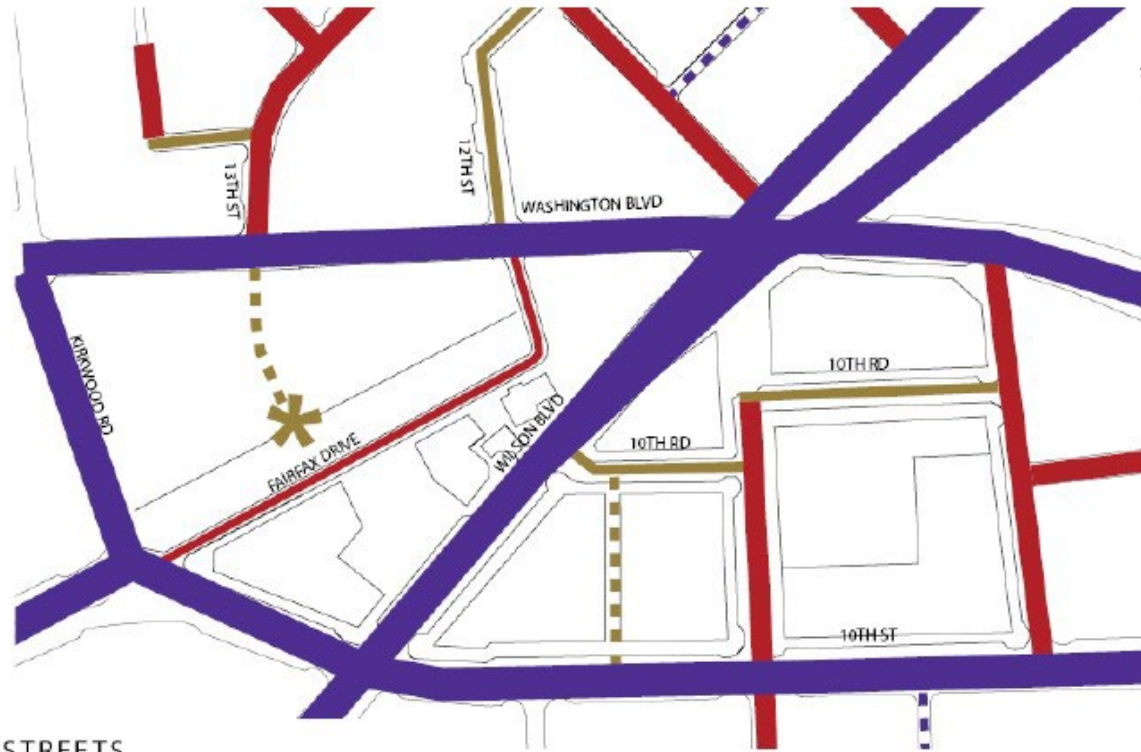
CLARENDON SECTOR PLAN | 2022

*Clarendon Sector Plan
update, 2022*



Transportation: Planning

1. A new street and alley
2. Wider sidewalks
3. More and better bicycle lanes



STREETS
Map 2.10

Clarendon Sector Plan update

- Arterial
- Local
- Planned Local
- Planned Shared St
- Alleys
- Pedestrian Only Access to Fairfax Planned Drive Public Open Space
- Planned Alley



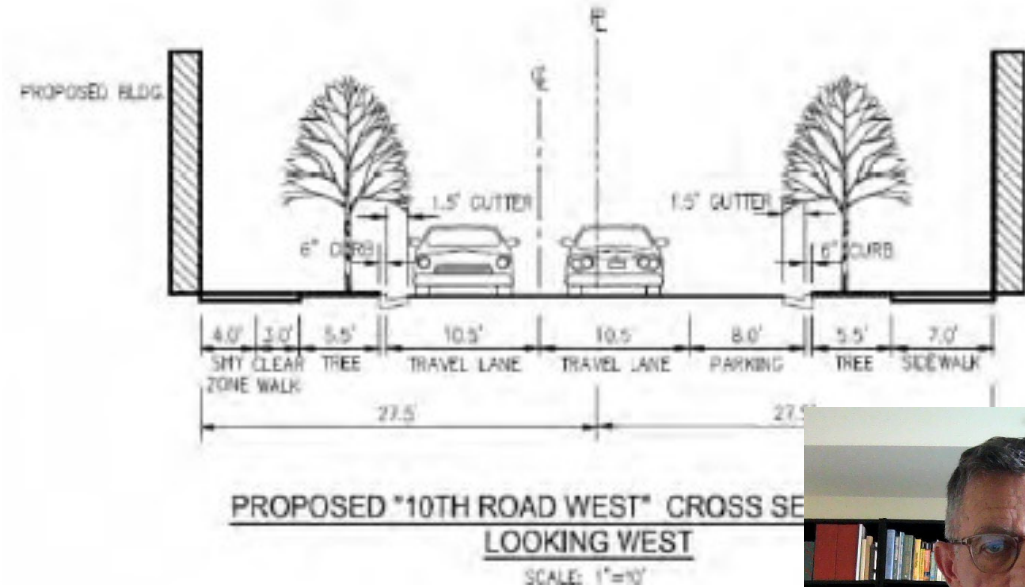
Transportation: Streets

Tenth Street North: wider sidewalks

North Irving Street: wider sidewalks

Wilson Boulevard: wider sidewalks and on-street parking

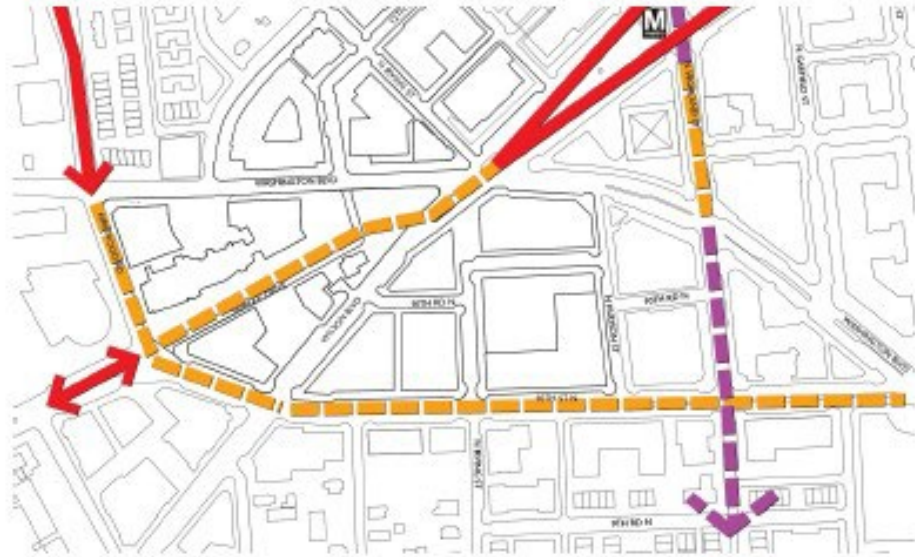
Tenth Road North: a new street



Gorove Slade and Assoc




Transportation: Bicycle Facilities



Enhance bike facilities on Fairfax Drive

Develop new bike facilities on 10th Street North

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

 Enhanced Bicycle Facility

Clarendon Sector Plan update, 2022 (p. 101)



Transportation: Parking and Loading

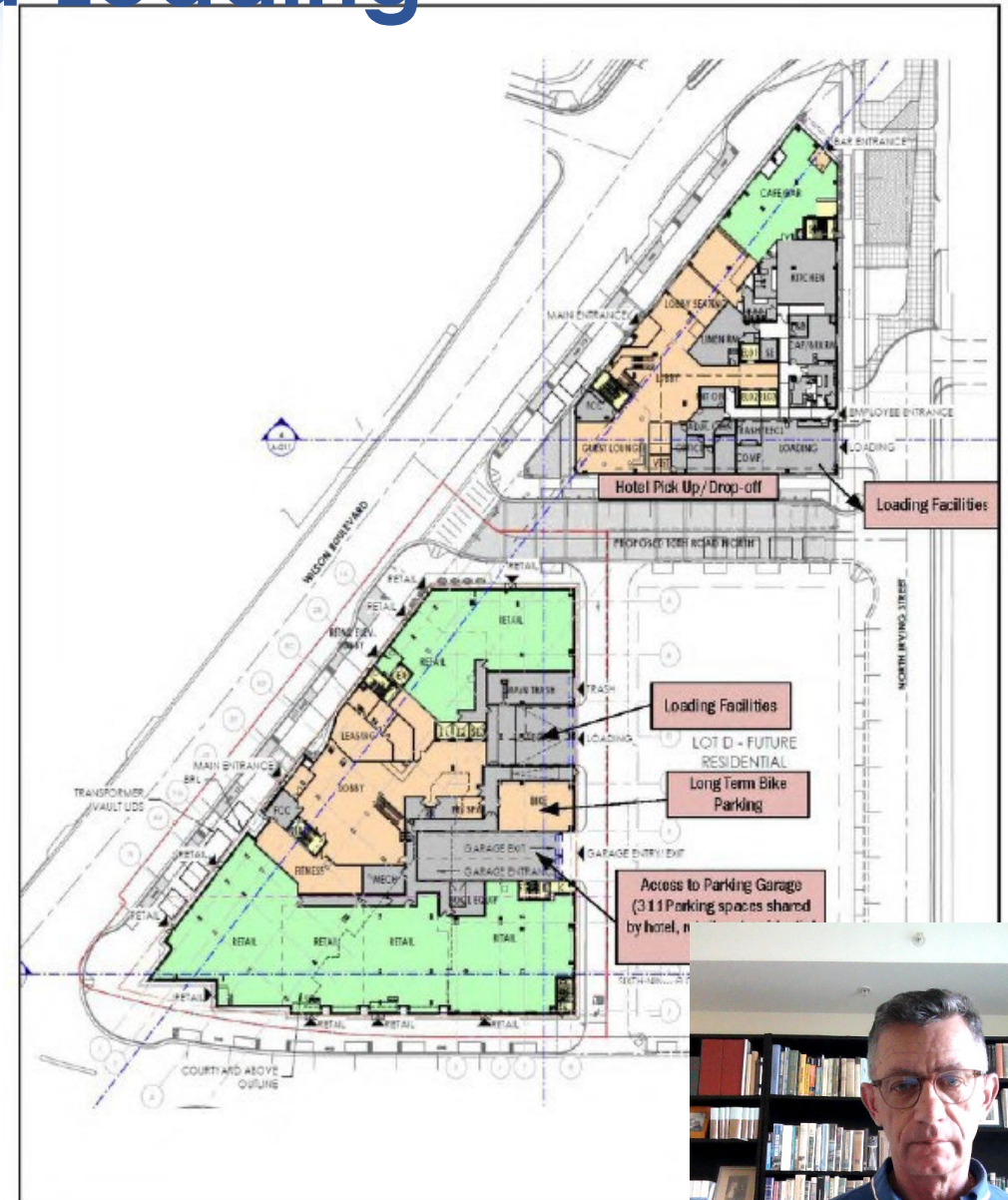
Two loading areas, 3 docks

One consolidated parking entrance (alley)

.57 residential parking ratio

.34 hotel parking ratio

33 retail parking spaces (1/500 sf)



Transportation: Multimodal Traffic Analysis

Existing Conditions: one intersection performs poorly

Future Conditions: two intersections perform poorly

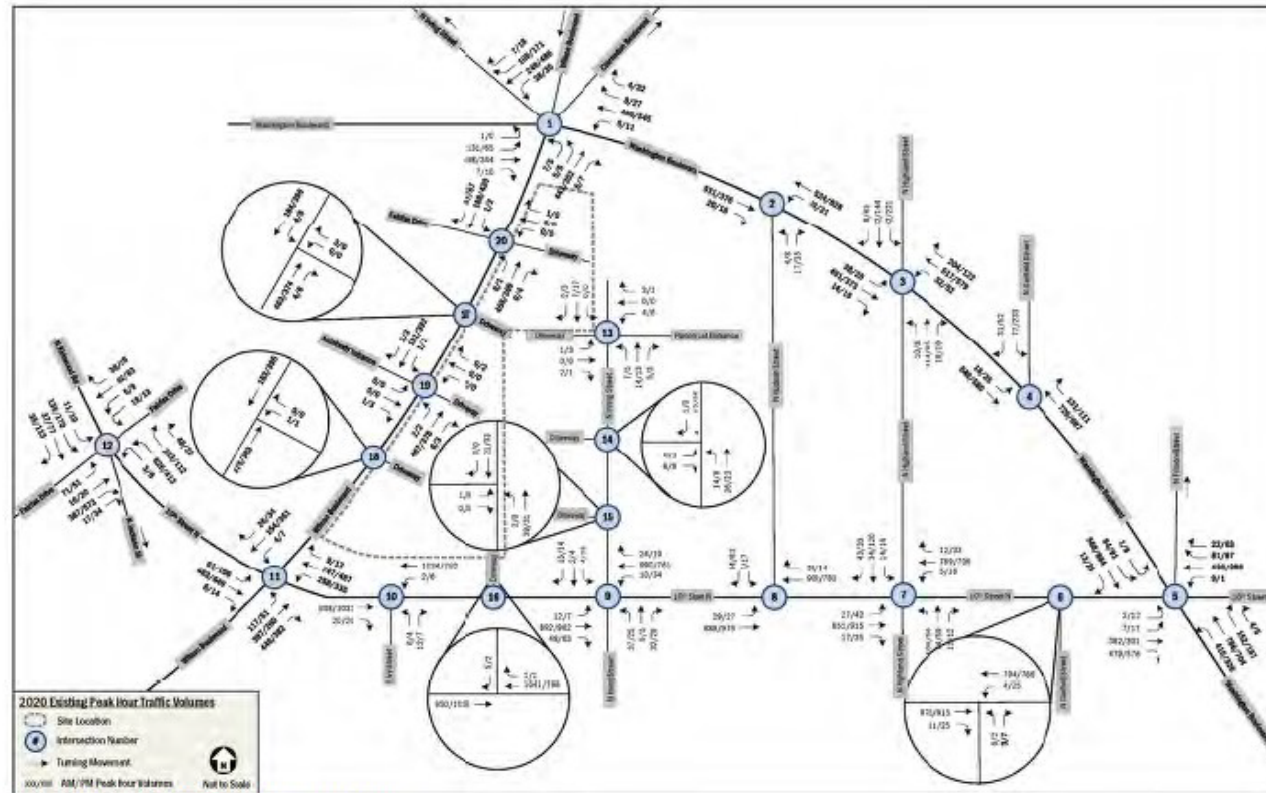


Figure 33: Existing (2020) Peak Hour Traffic Volumes

Gorove Slade and Assoc., July 2020



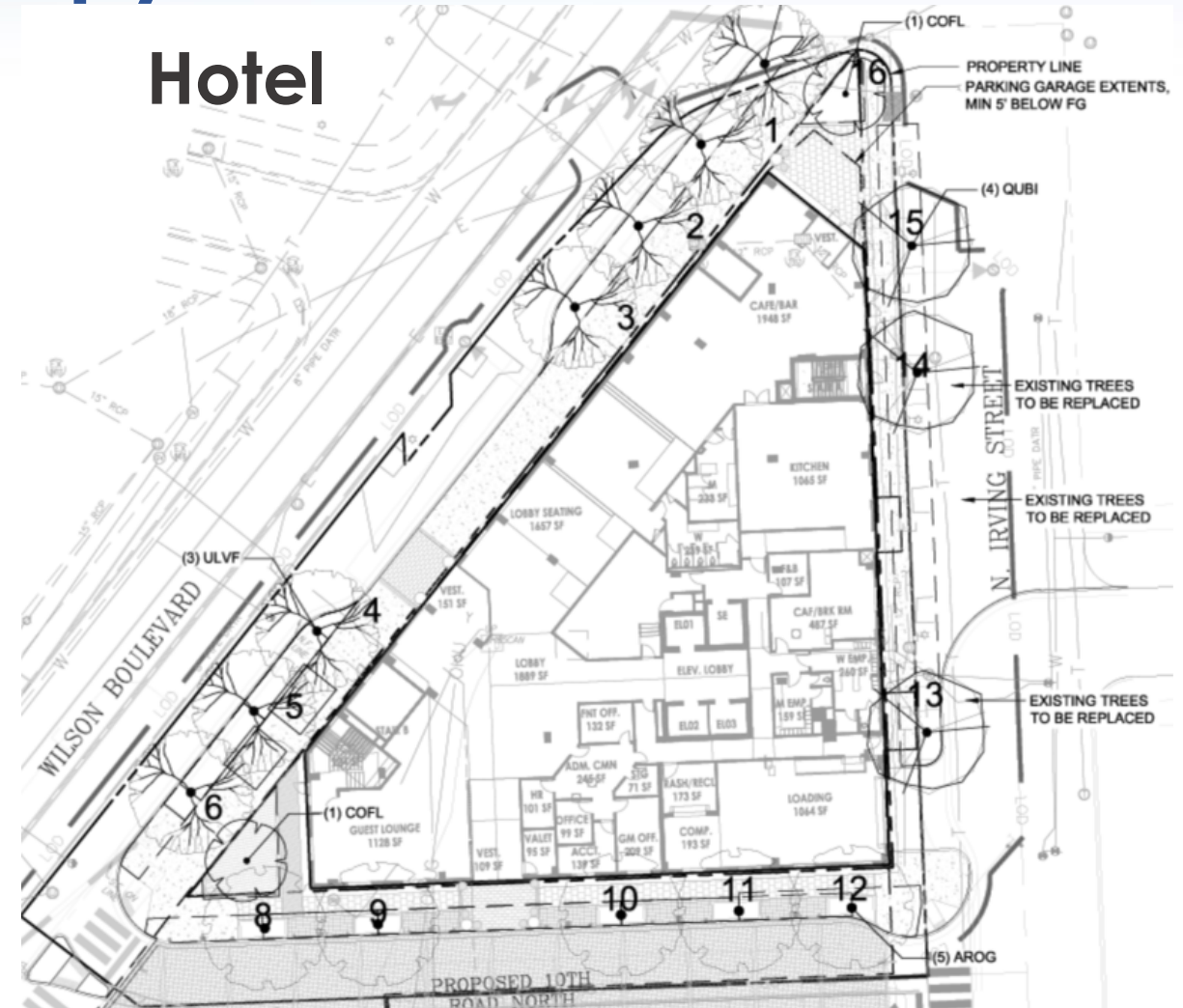
Open Space & Landscaping

Landscaping – Tree Canopy

Residential

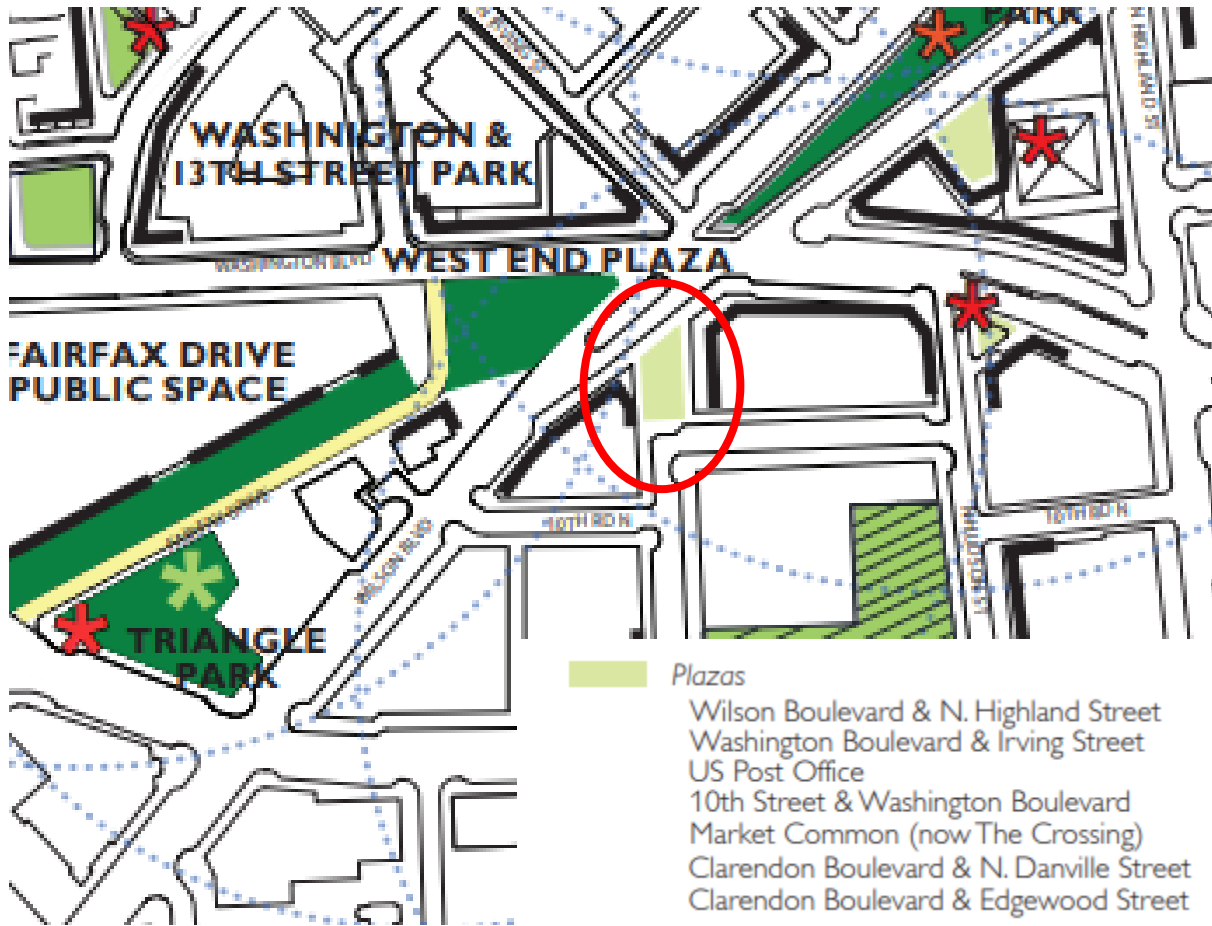


Hotel



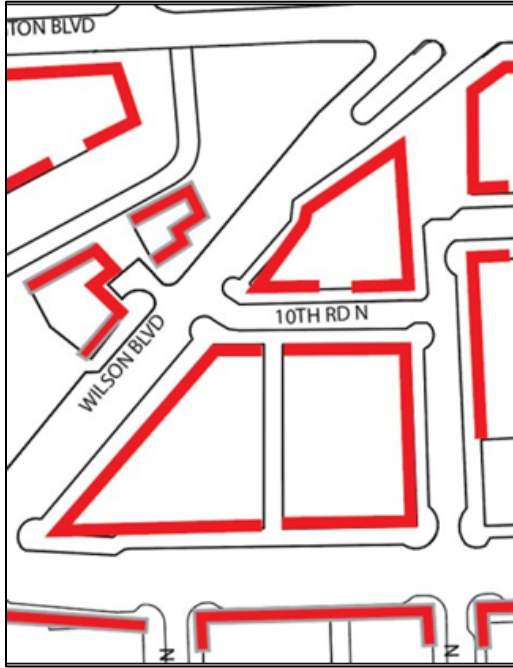
Open Space

Clarendon Sector Plan Map 2.9, Open Space



Outstanding Issues

Identified by staff

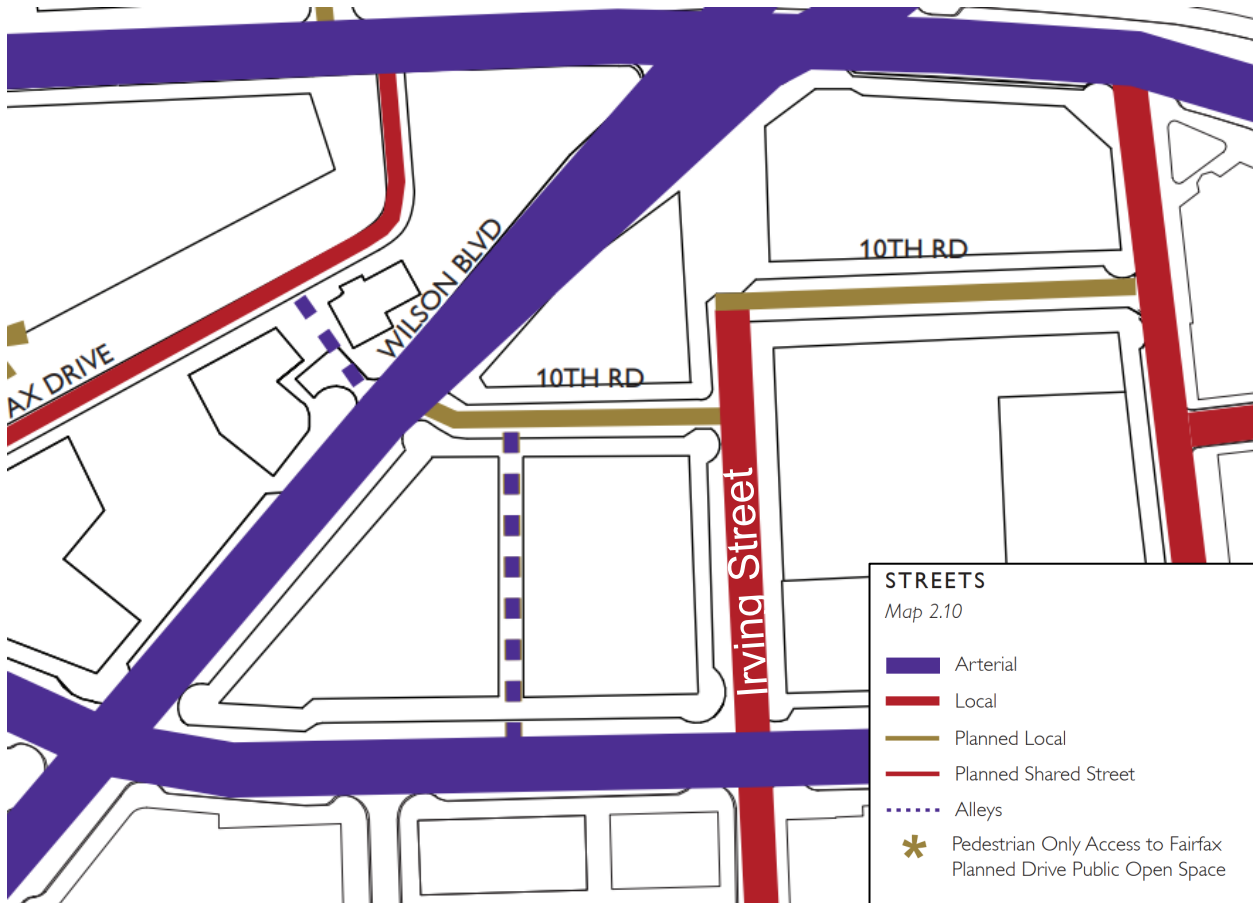


BUILD-TO LINES
 Map 3.1

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



Clarendon Sector Plan – Street Network



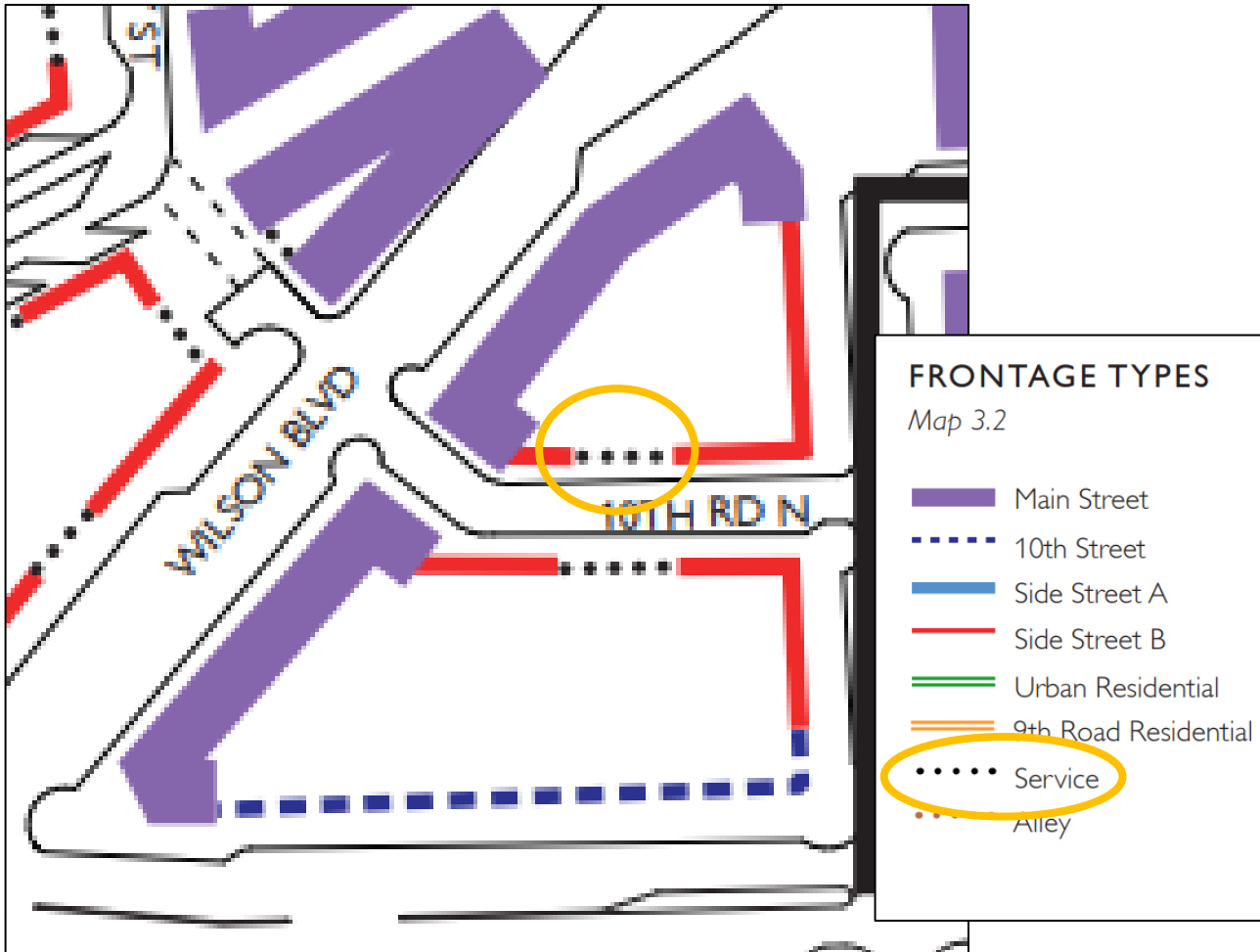
Irving Street – Existing Public Street

- “N. Irving Street’s connection to Washington Blvd. was removed to **create a safer and less complex intersection.**” p. 80
- Recognized as a desire line for pedestrians to the Metro from residential areas to the south

10th Road – New Private Street with Public Access Easement

- “... new streets are **preferred locations for service and parking access points**, allowing for improved building and site design along primary streets with fewer driveways, fewer conflicts between pedestrians and motorists, and continuous building walls behind sidewalks.” p. 29
- “A new east-west street (10th Road) is proposed...to provide midblock **access to service frontages and parking entries**” p. 81

Clarendon Sector Plan – Street Network



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Master Transportation Plan – Streets Element

- **Policy 3 (7)** - *“Expect service alleys and off-street delivery/loading zones in all new commercial, mixed use and high-density residential developments. Minimize the number and size of curb cuts for new developments, particularly along arterial streets. **Place curb cuts where pedestrian volume is lowest.**”* p. 6
- *h.* *“Require commercial sites to provide adequate off-street loading areas. Enforce against loading that occurs on-street rather than through available loading docks or alleys. **Place loading zones away from primary pedestrian paths.**”* p. 7
- **Alleys (or service streets like 10th Rd)** - Both publicly and privately owned alleys supplement the public streets by providing valuable building access and **loading away from routes with significant pedestrian and vehicular traffic.** The primary purpose of alleys is to **provide for loading and parking access that is not obtrusive to the activity on the adjacent sidewalks and streets.** P. 32

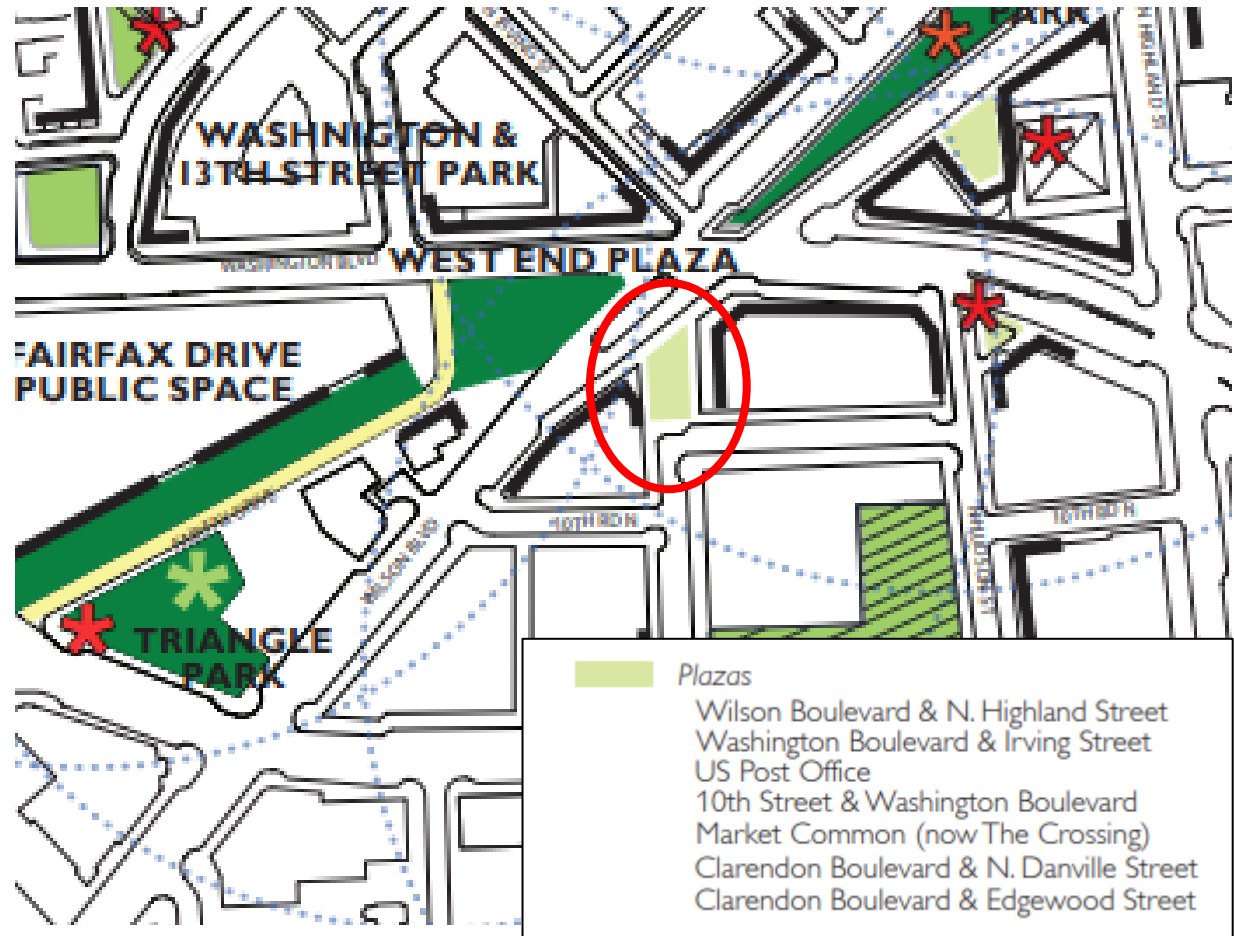
Open Space

- “Plaza at Irving Street and Washington Blvd... **maintains a pedestrian connection from the Lyon Park and Ashton Heights neighborhoods to the Central Park area.**”

p. 72 Clarendon Sector Plan

- **Public Space Master Plan Design Guidelines:**
 - Minimize curb cuts and locate parking access to reduce impacts on transit, bicycles, and pedestrian circulation.
 - Coordinate pedestrian, cyclist, and vehicular movements to prevent conflicts and ensure safety and convenience.

Clarendon Sector Plan Map 2.9, Open Space



Updates



Retail Frontages

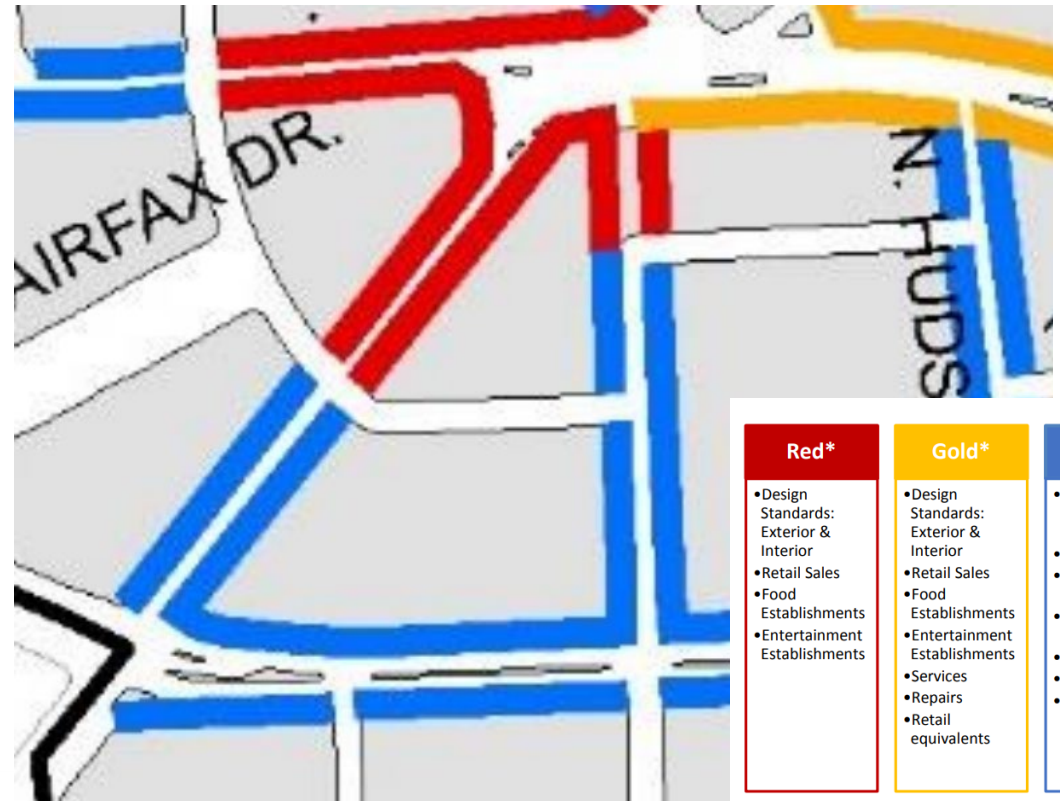
Clarendon Sector Plan



RED*	GOLD*	BLUE*	GREEN
<ul style="list-style-type: none"> Design standards: exterior & interior Retail sales Food establishments Entertainment establishments Services Repairs 	<ul style="list-style-type: none"> Design standards: exterior & interior Retail sales Food establishments Entertainment establishments Services Repairs Retail equivalents 	<ul style="list-style-type: none"> Design standards: exterior Retail sales Food establishments Entertainment establishments Services Repairs Retail equivalents 	<ul style="list-style-type: none"> No design standards** All uses as permitted by the Zoning Ordinance

* Other uses as permitted in the Zoning Ordinance may be approved, on a case-by-case basis, by the County Board. | ** Other adopted design standards may apply.

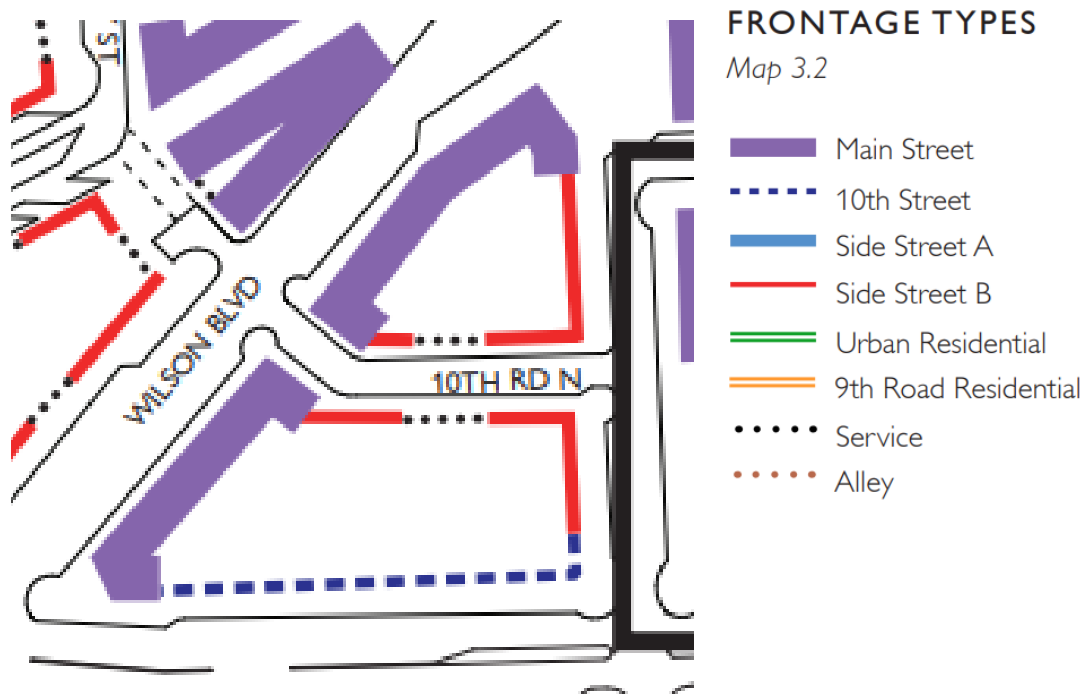
Retail Action Plan



Red*	Gold*	Blue*
<ul style="list-style-type: none"> Design Standards: Exterior & Interior Retail Sales Food Establishments Entertainment Establishments 	<ul style="list-style-type: none"> Design Standards: Exterior & Interior Retail Sales Food Establishments Entertainment Establishments Services Repairs Retail equivalents 	<ul style="list-style-type: none"> Design Standards: Exterior Retail Sales Food Establishments Entertainment Establishments Services Repairs Retail equivalents

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Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
SIDE STREET B	80 Linear Feet	Min. 50% within ground level facade treatment	Match sidewalk grade	Blade Signs Awnings Canopies	15' structural 12' finished interior



Side streets should maintain adequate levels of transparency and spacing between entries, but less than is required for Main Street and 10th Street frontages.

Though less activity is anticipated on along "Side Street A & B" frontages, the guidelines promote reasonably high levels of transparency and a rhythm of storefronts and building entries.

Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
MAIN STREET	50 Linear Feet	Min. 75% within ground level facade treatment	Match sidewalk grade	Shopfronts Blade Signs Awnings Canopies	15' structural 12' finished interior

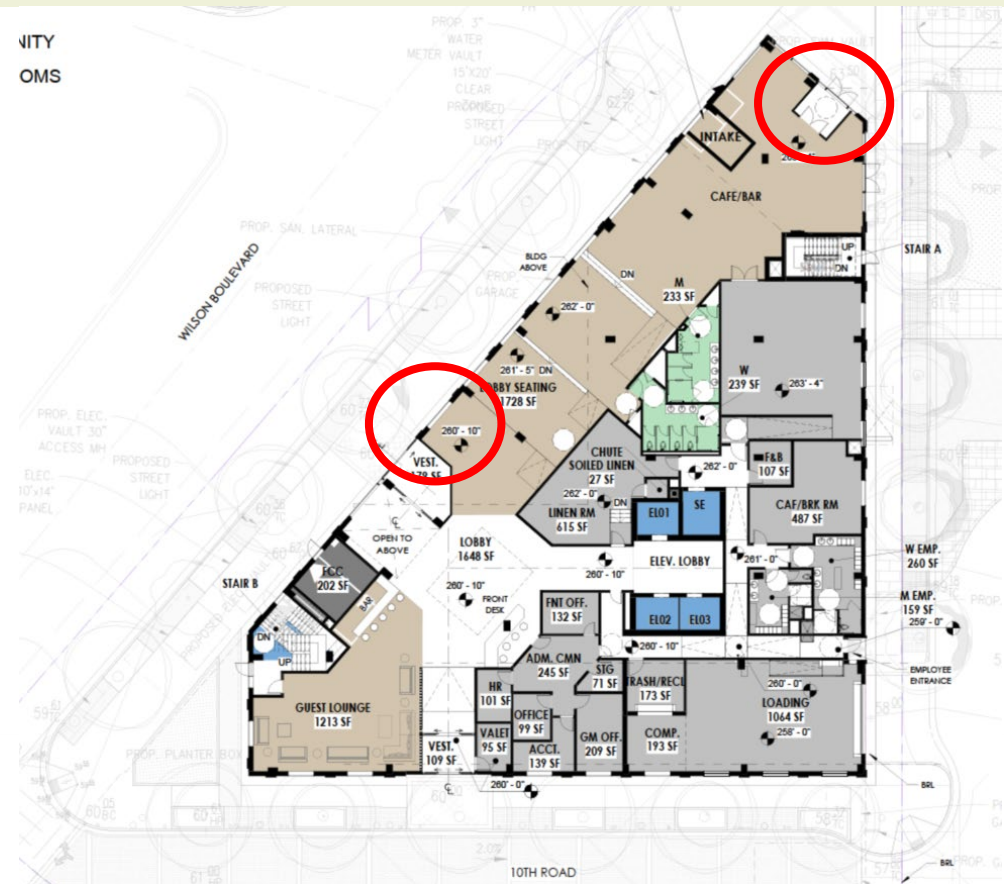
Figure 3.1



FRONTAGE TYPES

Map 3.2

- Main Street
- 10th Street
- Side Street A
- Side Street B
- Urban Residential
- 9th Road Residential
- Service
- Alley



For More Information

Visit the project webpage:

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

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