

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: September 7 – 16, 2021
 - Topics:
 - Land Use
 - Site Design
 - Architecture
 - Transportation
 - Open Space
 - Other

- Virtual LRPC/SPRC Meeting #1 – October 21, 2021 (tentative)
 1. Introductions
 2. SPRC Discussion Topics:
 - a. TBD
 3. Public Comment
 4. Wrap-up

- Virtual SPRC Meeting #2 – November 18, 2021 (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.

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: February 7 – February 14, 2022
PLACE: Online Engagement

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
- 555 total residential units
- 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”

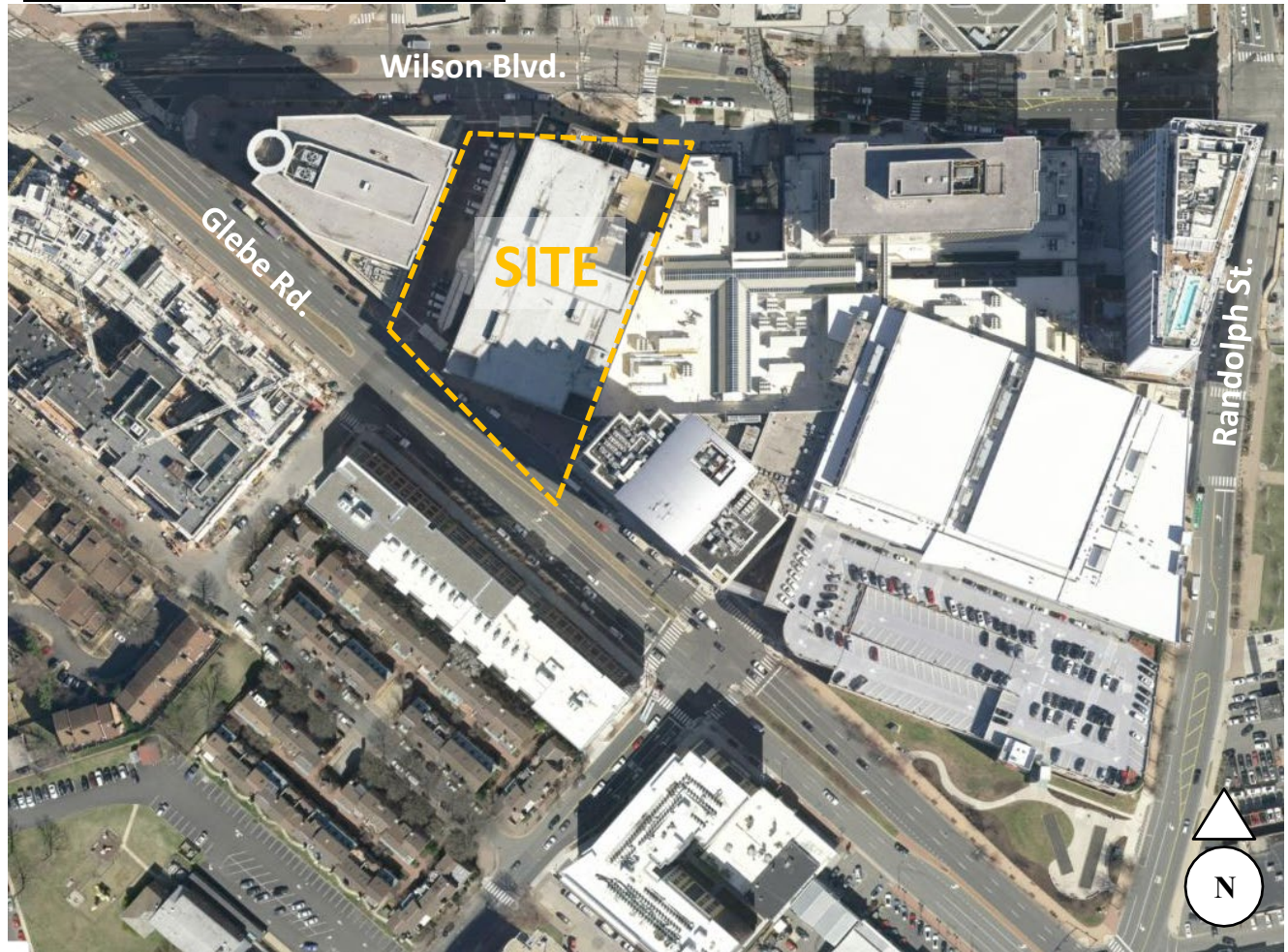
To the south: Glebe Road; commercial, retail, and multi-family, zoned “RA 4.8”

Zoning: “C-O-2.5,” Mixed Use District

GLUP Designation: “Medium” Office-Apartment-Hotel

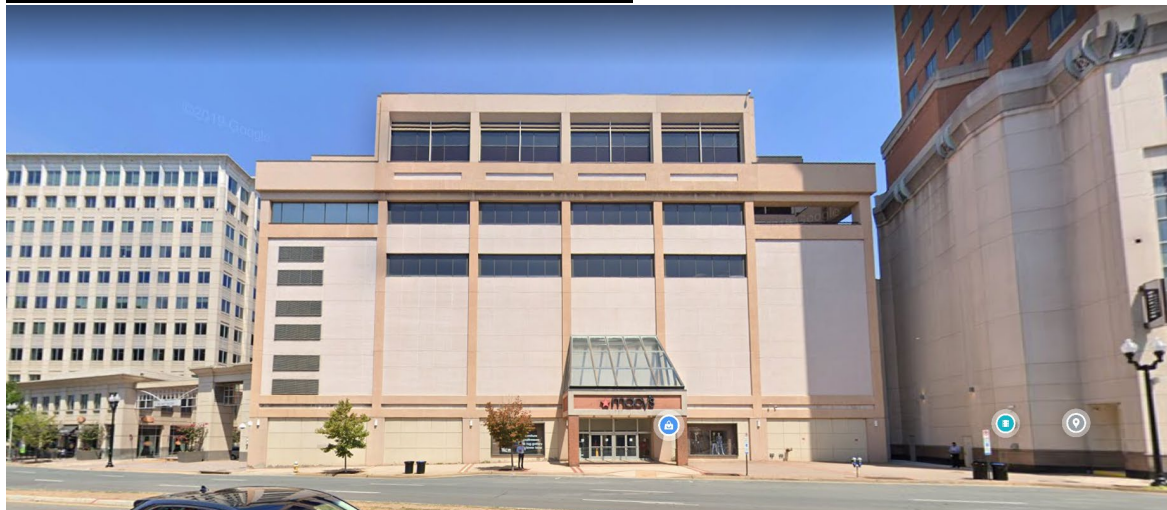
Neighborhood: The site is located within the Ashton Heights boundary, and adjacent to the Ballston Virginia Square, Bluemont, and Buckingham civic associations.

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 |
|-------------------------------------------------|-----------------------------------|---------------------|
| 106,102.44 sq. ft. / (2.4 ac) | | |
| By-Right: "C-O-2.5" District | | |
| 106,102.44 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 | | |
| 106,102.44 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 | 106,102.44 sqft 2.4 acres |
| Density | |
| Proposed Residential GFA | 510,432 |
| Proposed Residential Dwelling Units | 555 |
| 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:

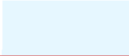

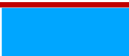
- General Land Use Plan (GLUP)
- “C-O-2.5” Zoning Ordinance Regulations
- Ballston Sector Plan
- Administrative Guidance for Office Conversion
- Arlington County Retail Plan (2015)

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 (SP #435):

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

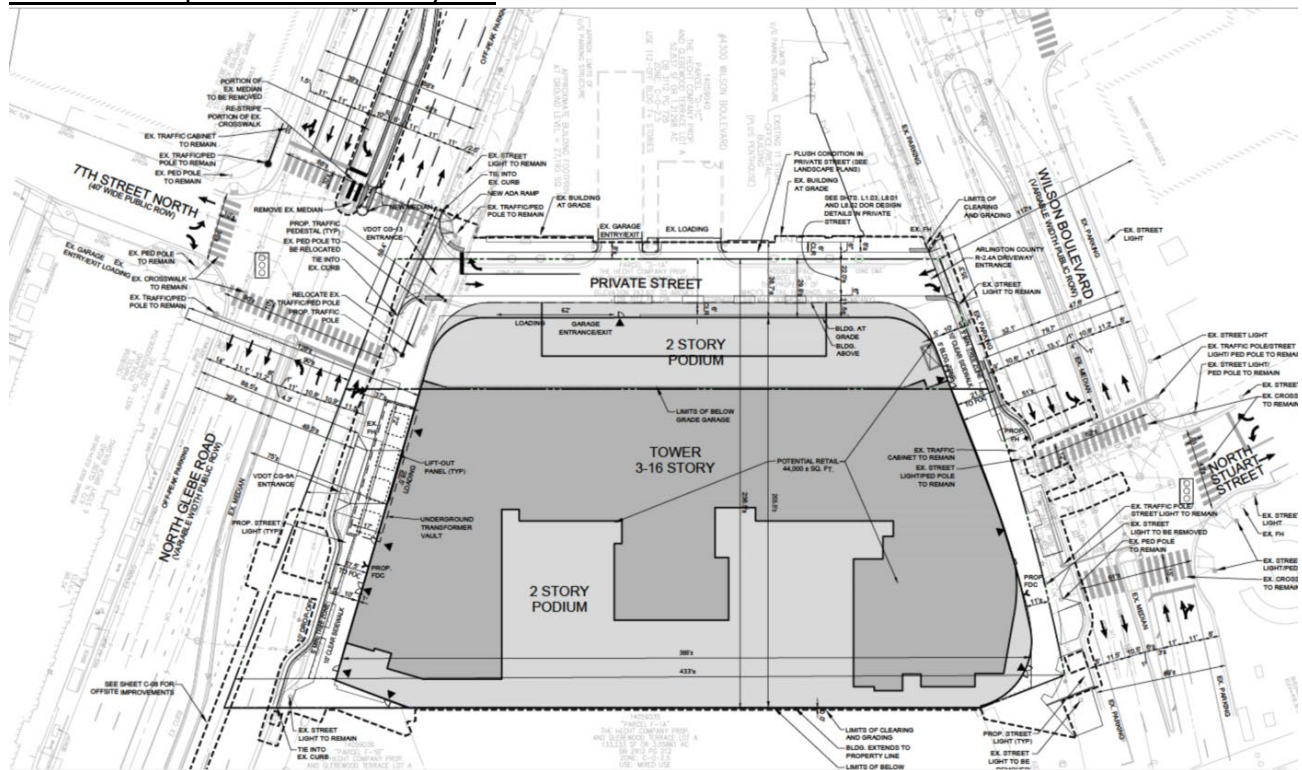
Proposed residential units include studio, one-bedroom, two-bedroom, and three-bedroom units, as shown in the table below.

Unit Mix

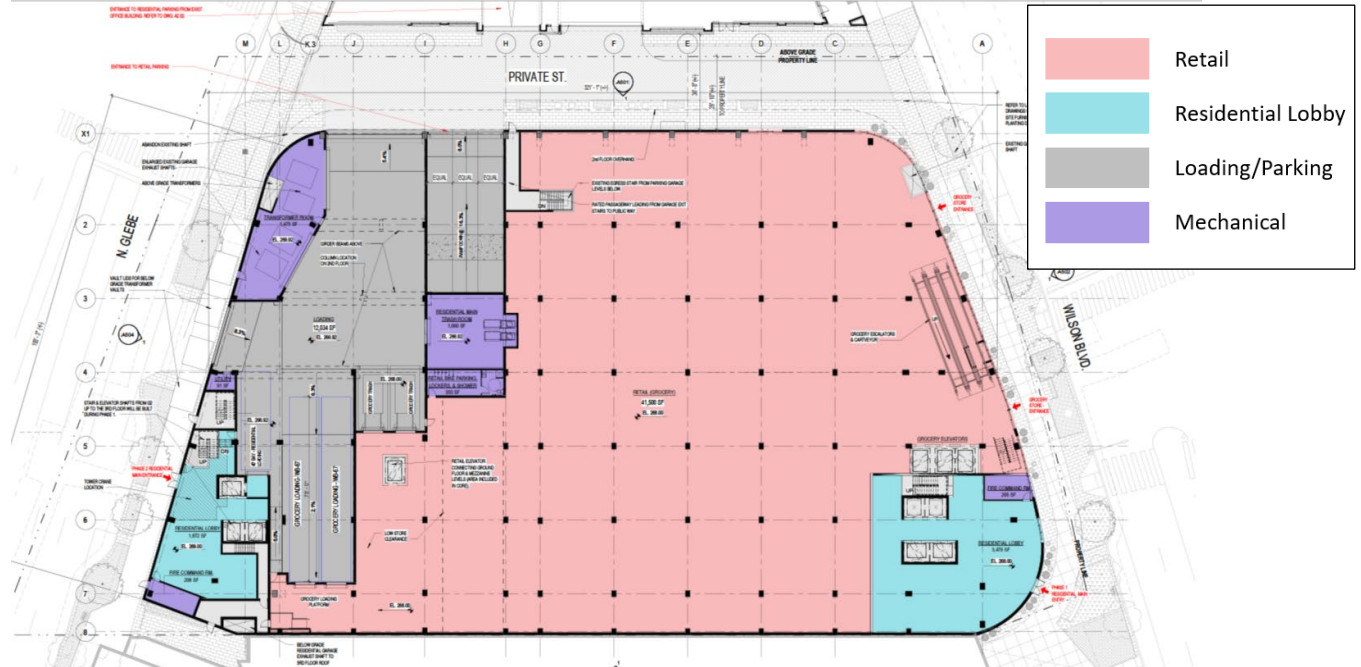
| Type | Studio | 1-Bedroom | 2-Bedroom | 3-Bedroom | Total |
|-------------|--------|-----------|-----------|-----------|-------|
| Total Units | 174 | 168 | 185 | 28 | 555 |

Site Layout and Building Design: The applicant proposes one building with two connected residential towers. 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.

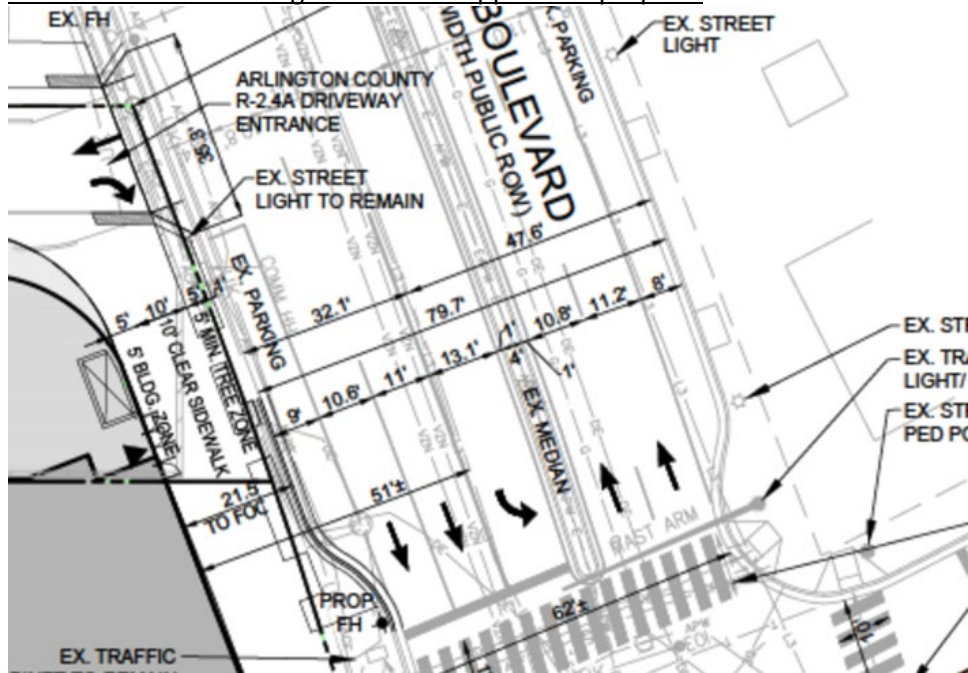
The private street is not public, and thus is not classified on the MTP map.

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.

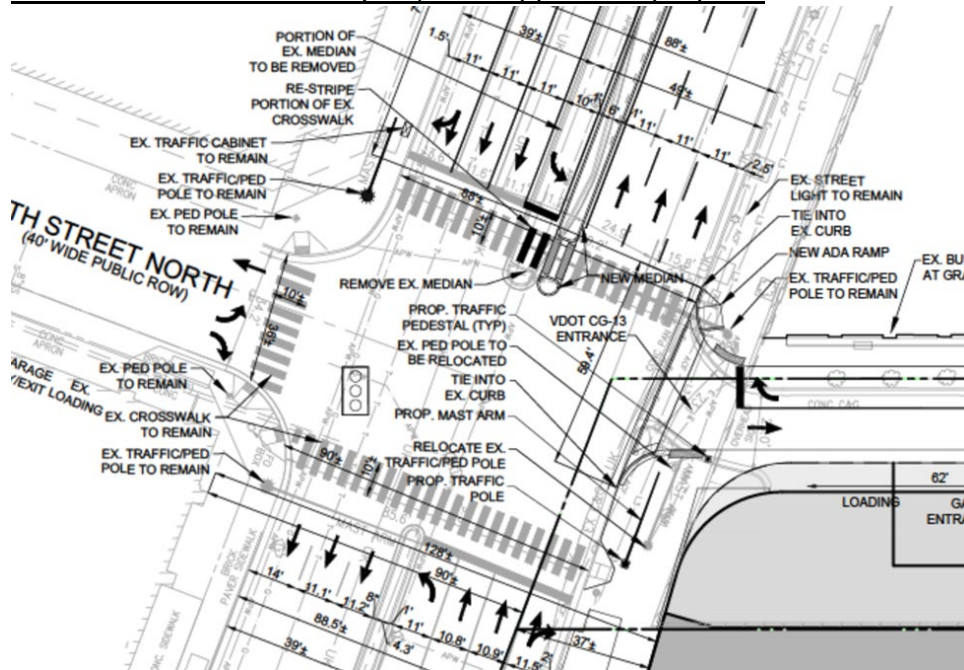
Wilson Blvd street configuration from applicant’s proposal



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 into the private street. Although the exact length of the left-turn lane is not yet finalized, it 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 Wiehle Road in Reston, VA. An extension of the silver line (anticipated in September 2022) will extend service to Washington Dulles International Airport and to Ashburn in Loudoun County, VA. 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, on North Tazewell Street near the intersection with North Vermont Street.

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. The private street is a one-way (westbound) alley of light traffic, and it includes sidewalks for pedestrians. A Macy’s customer can enter the store from three sides (Wilson Boulevard, the private street, and North Glebe Road), all of which have at least two sets of canopied double doorways. It can be said, however, that Macy’s does not provide an inspired streetscape for window-shopping along any of its facades today.

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 curbless environment, will have a 6’ clear pedestrian zone on the north side and a 6’ clear pedestrian zone on the south side. A pedestrian crossing from the private street across North Glebe Road is permitted on both sides, and it is signalized. However, due to street changes proposed for North Glebe Road, the crossing on the north side may be less safe than it was previously because a new pedestrian-vehicular conflict will be introduced, with left-turning vehicles entering the private street from southbound North Glebe Road conflicting with the pathway of pedestrians crossing North Glebe Road. Additionally, the creation of the left-turn lane that facilitates this new vehicular movement will necessitate the reduction of the pedestrian refuge island, from as wide as 11’ down to 6’ at the intersection crossing.

With respect to the overall pedestrian environment, the developer is placing both entrances to the grocery store along Wilson Boulevard, which will add to the vibrancy of this well-traveled street. However, the frontages facing the private street and North Glebe Road will be largely devoid of building entrances (except for an entrance to the apartment tower on Glebe Road), or much of anything to attract eye-level interest or pedestrian activity, unfortunately.

Parking

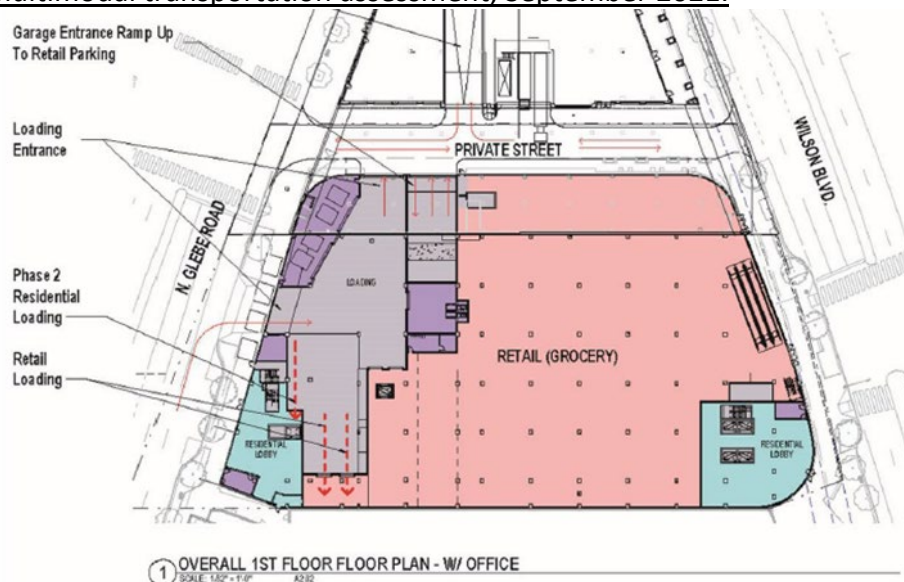
Both Wilson Boulevard and North Glebe Road allow metered vehicle parking on the street adjacent to the site. Along North Glebe Road, on-street parking is permitted only during off-peak hours (from 9 am until 4 pm, and after 6 pm). The private street also contains fifteen 2-hour metered parking spaces. The on-street parking along the private street would be removed as part of this project. The developer is proposing to build 240 parking spaces for the 555-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 72 spaces in the Ballston Point office building, which raises the effective parking ratio to .56 spaces per unit.

Regarding retail parking, the developer is proposing to build 148 new parking spaces, all above grade, for the 44,000 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 requirement of 145 parking spaces 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, fronting along the private street.

Graphic illustrating ground floor, including loading and parking entrances, from the applicant’s draft multimodal transportation assessment, September 2021.



Large (53’ trailer) trucks, of which there are expected to be two per day, will arrive via northbound North Glebe Road. A layby, remnant of Macy’s, which has used it as a drop-off/pick-up area, will be used so that the 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 onto the private street. Smaller bread trucks and box trucks would enter and exit the loading dock from the private street.

Traffic: Trip Generation and Levels of Service

This section will be written upon receipt of a revised multimodal transportation assessment from the applicant.

SPRC Neighborhood Members:

| | | |
|-------------------|--------------------------------------------|----------------------------------------------------------------------|
| Ken Matzkin | Ashton Heights Civic Association | Kenmatz1@gmail.com |
| Jim Rosen | Ballston-Virginia Square Civic Association | info@ballstoncivic.org |
| 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:

Jim Lantelme – SPRC Chair Planning Commission jatel@me.com

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