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**WALSH COLUCCI
LUBELEY & WALSH PC**

August 29, 2022

Via Permit Arlington

Ms. Arlova Vonhm, Zoning Administrator
Arlington County Zoning Division
2100 Clarendon Boulevard, Suite 1000
Arlington, Virginia 22201

**Re: Statement of Justification
Request for Major 4.1 Site Plan Amendment
Applicant: The FORTIS Companies, LLC
Property: 2025 Fairfax Drive (RPC #17-017-005)**

Dear Ms. Vonhm:

On behalf of the above-referenced Applicant, please accept this statement of support for a major 4.1 Site Plan amendment to Site Plan #417. As detailed below, the Applicant proposes modifications to the design of the approved multifamily residential building that is planned to replace the existing single story home and surface parking lot on the Property.

The Applicant is the contract purchaser of the Property. Wakefield-Courthouse Associates LLC owns the Property. Both the Applicant and the owner have consented to this application.

Property Background

The Property consists of one parcel of record containing approximately 19,846 square feet located on the northeast corner of the intersection of Fairfax Drive and N. Courthouse Road in the Radnor/Fort Myer Heights neighborhood. The Property is zoned to the RA8-18 Multiple-family Dwelling District pursuant to § 6.3 *et seq.* of the Arlington County Zoning Ordinance (the “Zoning Ordinance”).

The Property is located adjacent to the Wakefield Manor/Wakefield Annex/Courthouse Manor complex (together, the “Historic Buildings”) located on RPC ##17-017-002 and -006. The Historic Buildings were developed between 1936 and 1943, and contain 84 units and approximately 68,200 square feet of gross floor area (“GFA”) in aggregate. The Historic Buildings are listed as “Essential” on Arlington County’s (the “County”) Historic Resources Inventory.

ATTORNEYS AT LAW

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2200 CLARENDON BLVD. ■ SUITE 1300 ■ ARLINGTON, VA 22201-3359

LOUDOUN 703 737 3633 ■ **WOODBRIIDGE** 703 680 4664

The Property is included within the Fort Myer Heights North Special District (the “Fort Myer District”) pursuant to § 9.3 *et seq.* of the Zoning Ordinance. This district permits, with a 4.1 Site Plan approval, heights up to 12 stories and 125 feet and density of a 3.24 floor area ratio (“FAR”) or higher if the development is consistent with the goals, design guidelines, and building height maximums of the Fort Myer Heights North Plan (the “Fort Myer Plan”), as discussed below. Pursuant to § 9.3.3 of the Zoning Ordinance, the Fort Myer District requires that 20 percent of the GFA above the County’s General Land Use Plan (“GLUP”) maximum of a 1.65 FAR be designated as on-site committed affordable units.

The Property is designated “Medium” Residential on the GLUP. Pursuant to Note 22 of the GLUP, the Property is subject to the Fort Myer Plan and is located within Block 8 of the Fort Myer Plan’s Revitalization Area. The Fort Myer Plan classifies the Historic Buildings as “Essential” and recommends the full preservation of the Historic Buildings. The Fort Myer Plan also recommends redevelopment of the Property with a residential building up to 125 feet in height and 12 stories. The Fort Myer Plan further suggests that buildings be oriented toward Fairfax Drive and that new development be consistent with the existing neighborhood character in terms of architecture and design.

Site Plan #417 and Transfer of Development Rights

The Property is subject to Site Plan #417, which was approved by the County Board on October 15, 2011. This approval permitted the construction of a 12-story, 104-unit multifamily building with approximately 105,400 square feet of GFA and preservation of the Historic Buildings. This approval resulted in a combined total of 173,600 square feet of residential GFA and a 2.15 FAR. The site plan area for density purposes, which included the Property as well as RPC ##17-017-002 and -006, was 80,927 square feet.

Parking for both the Historic Buildings and the new multifamily building was approved at a 1.01 space/unit ratio, and consisted of 189 garage and surface parking spaces. Consistent with the affordable housing requirements of the Fort Myer District and the Fort Myer Plan, 4,700 square feet of GFA was designated for on-site affordable units, with 1,200 square feet (25 percent) to be provided in the Historic Buildings or the new building, and 3,500 square feet (75 percent) provided in the new multifamily building.

Concurrent with the approval of Site Plan #417, the County Board approved the certification of 104,789 square feet of transferrable development rights (“TDRs”) in exchange for the preservation of the Historic Buildings. The County Board later certified the transfer of the TDRs to the nearby 2025 Clarendon Boulevard site (commonly known as the Wendy’s site) on March 14, 2015 concurrent with the approval of Site Plan #435. A historic easement was subsequently placed on the Historic Buildings in January 2016, in compliance with the requirements of the TDR certification.

The period of validity for Site Plan #417 was extended by the County Board in 2016 and, due to statutory changes adopted by the General Assembly codified at Va. Code Ann. § 15.2-

2209.1, the period of validity was automatically extended by operation of law until July 1, 2020. The County Board most recently extended the period of validity for a three-year term on June 13, 2020. This 2020 extension included a parking reduction to 123 parking spaces, resulting in a parking ratio of 0.60 spaces per unit. It was noted during the 2020 site plan amendment that there exist 31 on-street public parking spaces surrounding the Property. The term of Site Plan #417 is now valid through July 1, 2023.

Proposal

Since its original approval 11 years ago, construction of the multifamily building has not commenced despite marketing efforts by the owner and unprecedented regional demand for residential housing. Following a series of internal studies, the Applicant identified several issues that have made construction of the approved building impractical. These include challenges related to topography, geology and significant rock deposits, utility routing, parking accessibility, interior unit layout, exterior architectural design, and density.

Recognizing the Property's location, the housing goals of the Fort Myer Plan, and the significant market demand for residential development in proximity to Metrorail, the Applicant proposes to modify the plans for the approved multifamily building in a manner that will be more marketable to prospective tenants. The Applicant proposes to construct a 12-story residential building containing up to 166 units and a maximum of 141,338 square feet of residential GFA. This results in a development intensity of 2.59 FAR across the entire Site Plan #417 area of 80,927 square feet. The maximum building height is proposed to be 124.73 feet (not including a 16-foot tall mechanical penthouse). No changes to the Historic Buildings are proposed with this application.

The Applicant's modified plans will respond to today's residential market by offering more efficient living spaces, modern amenities, and convenience for residents. A two-story lobby will be provided at the corner of Fairfax Drive and N. Troy Street consistent with the prior approval, and an elevated landscaped rear courtyard with amphitheater seating available to existing residents and enhanced plantings will create a sense of openness for residents and fit into the classic landscape of the adjacent garden apartments.

Consistent with the Fort Myer Plan's Design Guidelines, the architecture of the proposed building will effectively contrast and complement (rather than compete with) the Historic Buildings in a manner that helps visually define the Historic Buildings' architectural richness. The proposed building, for example, will incorporate several Art Deco design elements traditionally utilized by the Historic Building's original architect, Mihran Mesrobian. These include curved balconies, corner windows, masonry articulation, decorative cornice detailing, horizontal masonry accent bands, brick rustication, and quoins.

The materials and massing of the proposed building help define the building's base, middle, and top. The height of the base references the adjacent Historic Buildings, and the articulation of the brick at the base of the proposed building echoes some of the brick motifs from the adjacent

buildings and from other local Mesrobian buildings (e.g., Wardman Park in the District of Columbia). The proposed building's curved balconies and corner windows are intended to recall the curved bays and corner windows found in the Historic Buildings. Additionally, the proposed setbacks and upper-floor step backs on the north and west building façades provide a dignified transition to the Historic Buildings.

Similar to the low decorative brick walls located between the Historic Buildings, the proposed landscape design incorporates low brick walls to complement and modulate the spaces created between the Historic Buildings and the proposed building. Additionally, the entrance to the upper level of the parking garage (which provides parking for the existing Wakefield Manor buildings) is articulated to enhance the entry within the broader landscape. The proposed building also presents an elegant façade toward Fairfax Drive, the Arlington Boulevard Trail, and Arlington Boulevard. It also presents a distinctive and complementary profile to visitors approaching the site from the north along Courthouse Road.

The proposed building will be served by 120 parking spaces and one loading space in a partially below-grade structured garage. Access to loading for the new building, as well as 90 spaces of resident parking for the new building and long-term visitor parking, is proposed on Fairfax Drive in the same location as approved with Site Plan #417.

The Applicant is required by a private agreement with the owner to provide 30 parking spaces for exclusive use by the existing residents of the Historic Buildings to replace the existing inventory of parking on the Property. These 30 parking spaces will be provided on the top level of the parking garage, and will be directly accessible to the Historic Buildings via a separate vehicular entrance along N. Troy Street and an at-grade pedestrian entrance that is directly accessible to the Historic Buildings. For purposes of visibility, safety, security, and building efficiency, the N. Troy Street parking entrance would be used solely by the residents of the Historic Buildings and will not be connected to the new building's resident parking, located below. As noted above, the remaining 90 spaces in the garage will serve the residents of the new building.

In addition to the 120 garage spaces, 10 visitor spaces will remain on the existing surface lot adjacent to the Courthouse Manor apartment building on N. Troy Street, for a total of 130 parking spaces available across Site Plan #417. Vehicular access for drop-off/pick-ups, short-term parking, and ridesharing is proposed adjacent to the lobby along Fairfax Drive.

The resulting parking ratio for the entire Site Plan #417 area will be 0.48 spaces per unit; the parking ratio for the proposed building will be 0.54 spaces per unit. The proposed parking ratio is in-line with recent County policies supporting significant parking reductions for residential development in close proximity to transit. The Property's substantial topographic drop between its northern and southern boundaries permits the building's parking garage to be tucked into the Property's natural grade. Any above-grade portions of the garage will be fully screened from public view through landscaping and architectural treatment.

The proposed project meets the following Zoning Ordinance requirements and the Fort Myer Plan recommendations:

- This project complies with the recommendation to redevelop the southeast corner of the Property while preserving the existing Historic Buildings;
- The proposed building footprint and massing are consistent with the For Meyer Plan's Illustrative Examples of new development for 2025 Fairfax Drive;
- The proposed building height complies with the Fort Myer Plan and Zoning Ordinance maximum height of 12 stories or 125 feet;
- The proposal meets the land use and historic preservation recommendations set forth in the Fort Myer Plan, which calls for preservation of the Historic Buildings and new residential development that is a strategic blend of conservation and redevelopment;
- The proposed building is oriented toward Fairfax Drive with the main entrance located at the corner of Fairfax Drive and N. Troy Street;
- The proposed building's architectural design is in keeping with the existing neighborhood and architecturally complements the Historic Buildings;
- The landscaping around the proposed building and the courtyard area accords with the surrounding garden apartment landscaping and appropriately frames the adjacent Historic Buildings.
- The proposed project is knit into the existing historic garden apartment landscape and provides direct access for Wakefield Manor residents to dedicated and protected parking spaces.

Proposed Modifications & Density Exclusions

The Zoning Ordinance permits the County Board to modify certain regulations for 4.1 Site Plans. With this application, the Applicant requests the following Zoning Ordinance modifications:

- Pursuant to § 15.5.7.A.1 of the Zoning Ordinance, the Applicant requests 28,324.45 square feet of bonus density at the 0.35 FAR level for LEED Gold in accordance with Arlington County's recently-adopted *Green Building New Construction Program*;
- Pursuant to §§ 7.15.4.A and -B, and 15.5.5 of the Zoning Ordinance, the Applicant requests an additional 23,799 square feet of bonus density (not including any LEED bonus density or GFA exclusions, discussed below) in consideration for community benefits;

- Pursuant to § 15.5.7.A of the Zoning Ordinance, and consistent with Arlington County policies, the Applicant requests a reduced parking ratio from one space per dwelling unit to 0.48 spaces per dwelling unit due to the Property's proximity to a variety of public transit options (e.g., the Courthouse Metrorail station, Metrobus, and ART bus stops). The proposed parking reduction will allow the Applicant to construct a more transit-oriented development with reduced vehicular traffic to the site;
- All other modifications necessary to achieve the proposed development.

The Applicant proposes 7,264 square feet of exclusions from GFA, as follows:

- A total of 3,238 square feet of below grade mechanical rooms;
- A total of 3,321 square feet of open mechanical and air shafts;
- A total of 710 square feet of below-grade tenant storage; and
- All other exclusions necessary to achieve the proposed development.

Summary

The Applicant has carefully planned the design of the proposed building in furtherance of the Fort Myer Plan's recommendations. The proposed development will provide new residential units in a building with high-quality architecture that is within short walking distance to many community amenities and transit options.

We would appreciate your review of this application and thank you for your time and consideration. Please feel free to call us with any questions or comments.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.



Andrew A. Painter

Enclosures

cc: Mr. George Chopivsky, III, FORTIS
Mr. Matthew Bunch, FORTIS
Mr. Henry Mahns, Associate AIA, KGD Architecture
Ms. Aileen RG Horn, AIA, LEED AP BD+C, KGD Architecture

Mr. Jeff Kreps, PLA / ASLA, VIKA
Mr. Dan Van Pelt, P.E., Gorove/Slade, Inc.
Ms. Felice B. Brychta, P.E., Gorove/Slade, Inc.
Mr. Jake Hermle, P.E., Gorove/Slade, Inc.
Lauren G. Riley, Esq., Walsh Colucci

DISCLOSURE STATEMENT

ARLINGTON COUNTY ZONING ORDINANCE §15.1.4

Department of Community Planning, Housing & Development – Zoning Division
 2100 Clarendon Boulevard, Suite 1000, Arlington, Virginia 22201
 building.arlingtonva.us | contactzoning@arlingtonva.us
 Phone (703) 228-3883 | Fax (703) 228-3896



Revised July 2019

REAL PROPERTY IDENTIFICATION

2025 Fairfax Drive

ADDRESS(ES)

17-017-005

REAL PROPERTY CODE(S) [RPC]

SUBDIVISION NAME

LOT(S)

BLOCK

SECTION

LEGAL DESCRIPTION

OWNERSHIP INTEREST(S)

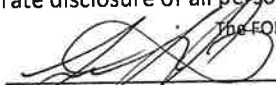
Please provide the: full name, full address, and nature of ownership interest of ALL persons and/or entities having equitable ownership of the identified real estate. For properties owned by general or limited partnerships, limited liability companies (LLCs), or other corporate entities, please list the full names of all stockholders, officers, and directors [for exceptions see below], and please provide staff the state incorporation paperwork for the corporation. Please attach any additional documentation as necessary.

SUBJECT PARCEL ADDRESS/RPC	NAME OF OWNER	FULL ADDRESS OF OWNER	NATURE OF OWNERSHIP INTEREST
See attached.			

Corporations with: (1) more than 500 shareholders; and, (2) having stock traded on a national or local stock exchange are not required to list all stockholders, officers, and directors. Please indicate any corporations listed above which meet these criteria:

CERTIFICATION

I hereby certify that this is a true and accurate disclosure of all persons and/or entities having equitable ownership interest in the real property identified above.



 SIGNATURE
 Walsh, Colucci, Lubeley & Walsh, P.C., 2200 Clarendon Blvd., Suite 1300, Arlington VA 22201

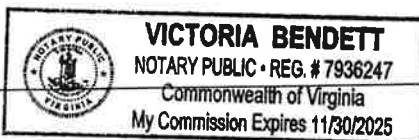
 ADDRESS

STATE OF Virginia, COUNTY OF Arlington, TO WITNESS _____

Subscribed and sworn before me this 14th day of February, 20 22

Notary Victoria Bendett

My commission expires 11/30/2025



DISCLOSURE ATTACHMENT

The Fortis Companies LLC
1300 19th Street, NW
Suite #725
Washington, DC 20036
(Applicant/Contract Purchaser of RPC #17-017-005)

Wholly owned by: George Chopivsky, Manager

Wakefield Courthouse Associates, LLC,
c/o Johnson Associates, Inc.
4619 Old Dominion Drive
Arlington, Virginia 22207 (Title Owner of RPC 14-059-039 and 14-059-040)

Name of Owner	Address	Nature of Ownership Interest
Wakefield Courthouse Associates, LLC, a Virginia limited liability company	c/o Johnson Associates, Inc. 4619 Old Dominion Drive Arlington, Virginia 22207	Owner of record
Wakefield Manor, LLC, a Virginia limited liability company Note: All members of Wakefield Manor, LLC have a prorata beneficial interest in Wakefield Manor Land Trust dated January 8, 1982, as amended, a Virginia land trust	c/o Johnson Associates, Inc. 4619 Old Dominion Drive Arlington, Virginia 22207	75% Member of Wakefield Courthouse Associates, LLC
Johnson Associates, Inc.	4619 Old Dominion Drive Arlington, Virginia 22207	Manager of Wakefield Manor, LLC (no membership interest)
Wakefield Manor Land Trust dated January 8, 1982, as amended, a Virginia land trust	c/o Ralph W. Johnson, Trustee 4619 Old Dominion Drive Arlington, Virginia 22207	Initial Member of Wakefield Manor, LLC
Vernon Chewning	c/o Jeri Ellen Chewning 4485 Perro Lane Reno, Nevada 89502	Member of Wakefield Manor, LLC
John P. Dolan	5630 Oak Place Bethesda, Maryland 20817	Member of Wakefield Manor, LLC

Name of Owner	Address	Nature of Ownership Interest
<p>The Jeffersonian Institute, LLC, a Virginia limited liability company This entity is owned:</p> <p>50% by Tranz Atlantic, LLC, a Virginia limited liability company, which is wholly owned by Jonathan C. Kinney, whose address is c/o Kinco Management Company, 2311 Wilson Boulevard, Suite 500, Arlington, Virginia 22201.</p> <p>50% by Royal Order of the Badger, LLC, which is wholly owned by Ralph W. Johnson, Trustee of the Ralph W. Johnson Revocable Trust dated May 12, 2005, as amended, having an address of c/o Johnson Associates, Inc., 4619 Old Dominion Drive, Arlington, Virginia 22207; Janice D. Johnson is the beneficiary of the Ralph W. Johnson Revocable Trust dated May 12, 2005, as amended.</p>	<p>c/o Johnson Associates, Inc. 4619 Old Dominion Drive Arlington, Virginia 22207</p>	<p>Member of Wakefield Manor, LLC</p>
<p>Beverly, L.C.</p> <p>This entity is owned:</p> <p>50% by Ralph W. Johnson, Trustee of the Ralph W. Johnson Revocable Trust dated May 12, 2005, as amended, having an address of c/o Johnson Associates, Inc., 4619 Old Dominion Drive, Arlington, Virginia 22207; Janice D. Johnson is the beneficiary of the Ralph W. Johnson Revocable Trust dated May 12, 2005, as amended.</p> <p>25% of this entity is owned by James Burkholder, having an address of 1321 N. Powhatan Street, Arlington, VA 22205.</p> <p>25% of this entity is owned by James T. Adams, having an address of 132 Nottinghamshire, Williamsburg, VA 23188</p>	<p>c/o Ralph W. Johnson 4619 Old Dominion Drive Arlington, Virginia 22207</p>	<p>Member of Wakefield Manor, LLC</p>

Name of Owner	Address	Nature of Ownership Interest
<p>Cheltenham, L.L.C.</p> <p>This entity is wholly owned by Jayhawk, LLC, a Virginia limited liability company, which entity is wholly owned by Badger, LLC, a Virginia limited liability company.</p> <p>Badger, LLC is owned:</p> <p>50% by Ralph W. Johnson, Trustee of the Ralph W. Johnson Revocable Trust dated May 12, 2005, as amended; Janice D. Johnson is the beneficiary of the Ralph W. Johnson Revocable Trust dated May 12, 2005, as amended.</p> <p>50% by Janice D. Johnson, Trustee of the Janice D. Johnson Revocable Trust dated May 12, 2005, as amended; Ralph W. Johnson is the beneficiary of the Janice D. Johnson Revocable Trust dated May 12, 2005, as amended.</p>	<p>c/o Ralph W. Johnson 4619 Old Dominion Drive Arlington, Virginia 22207</p>	<p>Member of Wakefield Manor, LLC</p>
<p>Carol K. Fontein, Trustee of the Fontein Family Trust dated February 26, 2008</p>	<p>4525 N. 25th Road Arlington, Virginia 22207</p>	<p>Member of Wakefield Manor, LLC</p>
<p>Carol K. Fontein, Trustee of the Hazel H. Fontein Revocable Trust</p>	<p>4525 N. 25th Road Arlington, Virginia 22207</p>	<p>Member of Wakefield Manor, LLC</p>
<p>Cathy Reynolds</p>	<p>143 Channel Road Tinnmouth, Vermont 05773</p>	<p>Member of Wakefield Manor, LLC</p>
<p>Amelia Fontein</p>	<p>97 Old Ledge Road Putney, Vermont 05346</p>	<p>Member of Wakefield Manor, LLC</p>
<p>John A. K. Fontein</p>	<p>200 Chambers Street, Apt. 8D New York, New York 10007</p>	<p>Member of Wakefield Manor, LLC</p>

Name of Owner	Address	Nature of Ownership Interest
Tomoyo Kamimura Fontein and Daniel Jacob Cohen as Co- Trustees of the TKF Irrevocable Trust dated November 4, 2020	306 Park Avenue, #4-PH Hoboken, New Jersey 07030	Member of Wakefield Manor, LLC
Douglas J. Fontein, Jr.	143 Channel Road Tinmouth, Vermont 05773	Member of Wakefield Manor, LLC
Daniel J. Cohen	877 North 27 th Street Philadelphia, Pennsylvania 19130	Member of Wakefield Manor, LLC
David S. Cohen	4525 N. 25th Road Arlington, Virginia 22207	Member of Wakefield Manor, LLC
Carol K. Fontein	4525 N. 25th Road Arlington, Virginia 22207	Member of Wakefield Manor, LLC
Ann Washburn	101 Grant Street, Apt. 805 Denver, Colorado 80203	Member of Wakefield Manor, LLC
Patrick Hillman	101 Grant Street, Apt. 805 Denver, Colorado 80203	Member of Wakefield Manor, LLC
Carl E. Jonson, Trustee of the Carl E. Jonson Trust U/A, dated February 17, 1994	109 Yeopim Circle Hertford, North Carolina 27944	Member of Wakefield Manor, LLC
Denise Giraud	417 Clairemont Avenue, #102 Decatur, Georgia 30030	Member of Wakefield Manor, LLC
Vicki A. Kirkbride, Trustee of the Vicki A. Kirkbride Trust dated December 28, 2011 [Beneficiary is Gary W. Kirkbride, husband of Vicki A. Kirkbride, having the same address]	4924 Rock Springs Road Arlington, Virginia 22207	Member of Wakefield Manor, LLC

Name of Owner	Address	Nature of Ownership Interest
Van M. Kleyla	14346 Forest Grove Road Painter, VA 23420	Member of Wakefield Manor, LLC
Robert L. Kleyla	P.O. Box 603 North Plains, Oregon 97133	Member of Wakefield Manor, LLC
James W. Korman	2450 North Wakefield Court Arlington, Virginia 22207	Member of Wakefield Manor, LLC
Edward N. Korman	500 East Creek Court, NE Vienna VA 22180	Member of Wakefield Manor, LLC
Sharon K. Weiss	6900 Fleetwood Road #700 McLean, Virginia 22101	Member of Wakefield Manor, LLC
Robert C. Kovarik, Jr. and Celia Kovarik, as tenants by the entirety	7520 Blue Heron Way West Palm Beach, Florida 33412	Member of Wakefield Manor, LLC
James S. Kovarik and Terri Kovarik, as tenants by the entirety	8817 Maple Ash Trail NE Leland, North Carolina 28451-1068	Member of Wakefield Manor, LLC
Jone P. Lleras	1851 Independence Avenue Melbourne, Florida 32940	Member of Wakefield Manor, LLC
Eugene Loomis	Post Office Box 11 Warsaw, New York 14569	Member of Wakefield Manor, LLC
James Loomis	2002 Harris Ave. Richland, Washington 99354	Member of Wakefield Manor, LLC
Andrea K. Greene, Custodian for Grady Robert Greene, UTA (21)	c/o Kinco Management Company 2311 Wilson Boulevard, Suite 500 Arlington, Virginia 22201	Member of Wakefield Manor, LLC
Estate of Mary Ellen Marti	Tom Marti, Executor of the Estate of Mary Ellen Marti and Sole Primary Beneficiary 114 Westminster Drive Mars, Pennsylvania 16046	Member of Wakefield Manor, LLC

Name of Owner	Address	Nature of Ownership Interest
<p>MCC Partnership (general partnership)</p> <p>This entity is owned:</p> <p>53.48% by Carol Poster</p> <p>46.52% by the Estate of Constance H. Poster, Randy James, Executor [Beneficiaries of the Estate are: Massachusetts General Hospital; State University of West Georgia Library; Paul Coughlin; and Randy James]</p>	<p>c/o Catherine F. Moberly, CPA 8500 Executive Park Avenue, Suite 412 Fairfax, Virginia 22031</p> <p>7753 South Vivaldi Court, Tucson, Arizona 85747</p> <p>c/o Randy James, Executor 19 Raritan Avenue, Apt C6 Highland Park, New Jersey 08904</p> <p>c/o Gene D. Robinson, III, Fiduciary Agent Gene Robinson Law, PLC 4620 Lee Highway, Suite 216 Arlington, Virginia 22207</p>	<p>Member of Wakefield Manor, LLC</p>
<p>University of the Virginias, LLC a Virginia limited liability company</p> <p>This entity is wholly owned by Tranz Atlantic, LLC, a Virginia limited liability company, which is wholly owned by Jonathan C. Kinney, whose address is c/o Kinco Management Company, 2311 Wilson Boulevard, Suite 500, Arlington, Virginia 22201.</p>	<p>c/o Kinco Management Company 2311 Wilson Boulevard, Suite 500 Arlington, Virginia 22201</p>	<p>Member of Wakefield Manor, LLC</p>
<p>Margaret J. Rudd, Trustee of The Rudd Family Trust</p>	<p>5518 West Richmountain Way Fredericksburg, Virginia 22407-9364</p>	<p>Member of Wakefield Manor, LLC</p>
<p>Mary C. Salvary</p>	<p>1223 Continental Avenue Melbourne, Florida 32940</p>	<p>Member of Wakefield Manor, LLC</p>
<p>Rees R. Shearer and Katharine C. Shearer, Trustees of the Rees and Katharine Shearer Trust</p>	<p>Post Office Box 117 Emory, Virginia 24327</p>	<p>Member of Wakefield Manor, LLC</p>
<p>Ross S. Shearer, Jr., Trustee of the Ross Shearer, Jr., Revocable Trust</p>	<p>406 Course Street, N.E. Vienna VA 22180</p>	<p>Member of Wakefield Manor, LLC</p>
<p>Marbeth M. Spreyer, Trustee of the Marbeth M. Spreyer Revocable Trust</p>	<p>5238 Coronado Avenue, Unit 421 Oakland, California 94618</p>	<p>Member of Wakefield Manor, LLC</p>

Name of Owner	Address	Nature of Ownership Interest
Barbara Szaszkiwicz (a/k/a Barbara Tyszkiewicz, Trustee of the Barbara Szaszkiwicz Trust dated November 15, 2016, as amended	68 SE 6 th Street Apt. 3109 Miami, Florida 33131	Member of Wakefield Manor, LLC
Christopher H. Washburn	4910 N. 35 th Street Arlington, Virginia 22207	Member of Wakefield Manor, LLC
Donald L. Washburn	4910 N. 35 th Street Arlington, Virginia 22207	Member of Wakefield Manor, LLC
Geoffrey Washburn	4910 N 35 th Street Arlington, Virginia 22207	Member of Wakefield Manor, LLC
Karen M. Washburn	9818 Arnon Chapel Road Great Falls, Virginia 22043	Member of Wakefield Manor, LLC
<p>Courthouse Manor, LLC</p> <p>Note: All members of Courthouse Manor, LLC have a prorata beneficial interest in Courthouse Manor Associates, A Limited Partnership, a Virginia limited partnership</p>	c/o Johnson Associates, Inc. 4619 Old Dominion Drive Arlington, Virginia 22207	25% Member of Wakefield Courthouse Associates, LLC
<p>Johnson Associates, Inc. 1%</p> <p>Ralph W. Johnson, Trustee of the Ralph W. Johnson Revocable Trust dated May 12, 2005, as amended, owns 100% of Johnson Associates, Inc.; Janice D. Johnson is the beneficiary of the Ralph W. Johnson Revocable Trust dated May 12, 2005, as amended.</p>	4619 Old Dominion Drive Arlington, Virginia 22207	Manager of Courthouse Manor, LLC (no membership interest)
Courthouse Manor Associates, A Limited Partnership	c/o Johnson Associates, Inc. 4619 Old Dominion Drive Arlington, Virginia 22207	Initial Member of Courthouse Manor, LLC

Name of Owner	Address	Nature of Ownership Interest
Ernest W. Johnson and Teresa Johnson, Trustees of the Ernest and Teresa Johnson Living Trust 6% [Ernest and Teresa Johnson, Beneficiaries]	1506 N. Jackson Street Arlington, Virginia 22201	Member of Courthouse Manor, LLC
Nancy J. Angelo, Trustee of the L. Kirk Johnson Revocable Trust dated August 2, 2007 [Nancy J. Angelo, Beneficiary]	2445 West Gulf Drive #C41 Sanibel, Florida 33957	Member of Courthouse Manor, LLC
Erik Weber Johnson 0.25%	9820 Islandside Drive Gaithersburg, Maryland 20886	Member of Courthouse Manor, LLC
Gretchen S. Johnson 0.25%	5429 D'Orsay Street Sarasota, Florida 34232	Member of Courthouse Manor, LLC
June C. Stevens 1%	2434 Columbia Street Eugene, Oregon 97403	Member of Courthouse Manor, LLC
Cynthia M. Allen 1%	P.O. Box 252 Hansville, Washington 98340	Member of Courthouse Manor, LLC
Richard J. Iseke (also known as Richard J. Mazandi Iseke) and Margaret M. Pothier, Co-Trustees of the Richard J. Iseke Revocable Trust 10%	82 Carlton Street Brookline, Massachusetts 02146	Member of Courthouse Manor, LLC
Barbara Szaszkiwicz (A/K/A Barbara Tyszkiewicz), Trustee of the Barbara Szaszkiwicz Trust dated November 15, 2016, as amended	68 SE 6 th Street, Apt. 3109 Miami, Florida 33131	Member of Courthouse Manor, LLC
Thomas Kennedy 2.5%	8290 James River Road Shipman, Virginia 22971	Member of Courthouse Manor, LLC

Name of Owner	Address	Nature of Ownership Interest
Linda Anne Kennedy, Trustee of the Linda A. 2.5% Kennedy Trust dated April 10, 2014 [Linda A. Kennedy, Beneficiary]	4520 Caminito Pedernal	Member of Courthouse Manor, LLC
Margaret J. Rudd, Trustee of The Rudd Family Trust	5518 West Richmountain Way Fredericksburg, Virginia 22407-9364	Member of Courthouse Manor, LLC
Mary E. Postma and Judith B. Fellows, Co-Trustees of the J. Vernon Ballard Credit Shelter Trust [Lilian and Vernon Ballard, Beneficiaries]	3440 South Jefferson Street, Apt. 1005 Falls Church, Virginia 22041 AND 8602 Water Street Road Walkersville, Maryland 21793	Member of Courthouse Manor, LLC
Vicki A. Kirkbride, Trustee of the Vicki A. 2.5% Kirkbride Trust dated December 28, 2011 [Gary W. Kirkbride, Beneficiary, husband of Vicki A. Kirkbride, having the same address]	4924 Rock Springs Road	Member of Courthouse Manor, LLC
Ralph W. Johnson, Trustee of the Ralph W. 13% Johnson Revocable Trust dated May 12, 2005, as amended [Janice D. Johnson, Beneficiary]	4619 Old Dominion Drive	Member of Courthouse Manor, LLC
Janice D. Johnson, Trustee of the Janice D. 12.5% Johnson Revocable Trust dated May 12, 2005, as amended [Ralph W. Johnson, Beneficiary]	4619 Old Dominion Drive	Member of Courthouse Manor, LLC
Carol Poster 2.5%	7753 South Vivaldi Court	Member of Courthouse Manor, LLC

Name of Owner	Address	Nature of Ownership Interest
Estate of Constance Hammett Poster 7.5% [Beneficiaries of the Estate are: Massachusetts General Hospital; State University of West Georgia Library; Paul Coughlin; and Randy James]	c/o Randy James, Executor 19 Raritan Avenue, Apt C6 Highland Park, New Jersey 08904 Gene D. Robinson, III, Fiduciary Agent Gene Robinson Law, PLC 4620 Lee Highway, Suite 216 Arlington, Virginia 22207	Member of Courthouse Manor, LLC
Vernon Chewning 3.75%	c/o Jeri Ellen Chewning 4485 Perro Lane Reno, Nevada 89502	Member of Courthouse Manor, LLC

WAKEFIELD-COURTHOUSE ASSOCIATES LLC

4619 Old Dominion Drive Arlington, Virginia 22207

Ms. Arlova Vonhm
Zoning Administrator
Arlington County Zoning Office
2100 Clarendon Boulevard, Suite 1000
Arlington, Virginia 22201

Re: Consent Letter
Property: 2025 Fairfax Drive (RPC #17-017-005)
Owner: Wakefield-Courthouse Associates LLC
Contract Purchaser/Applicant: The FORTIS Companies LLC


Dear Ms. Vonhm:

Wakefield-Courthouse Associates LLC, as title owner of the above-referenced Property, consents to the filing of a Site Plan Amendment application, and/or any other related applications, for the Property by The FORTIS Companies LLC.

Please direct all correspondence relative to the above-referenced application to Andrew A. Painter at Walsh, Colucci, Lubeley & Walsh, P.C.

Very truly yours,

WAKEFIELD-COURTHOUSE ASSOCIATES LLC

MANAGER:
JOHNSON ASSOCIATES, INC., a Virginia CORPORATION
By: 
Name: RALPH W. JOHNSON
Title: PRESIDENT

Date: FEBRUARY 15, 2022

FORTIS

February 2nd, 2022

Ms. Arlova Vonhm
Zoning Administrator
Arlington County Zoning Office
2100 Clarendon Boulevard, Suite 1000
Arlington, Virginia 22201

Re: Consent and Authorization Letter
Property: 2025 Fairfax Drive (RPC #17-017-005)
Contract Purchaser/Applicant: The FORTIS Companies LLC

Dear Ms. Vonhm:

The FORTIS Companies LLC, as applicant and contract purchaser of the above-referenced Property, consents to the filing of a Site Plan Amendment application, and/or any other related applications, for the Property.

The FORTIS Companies LLC hereby appoints Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing of a Site Plan Amendment application, and/or any other related applications, for the Property.

Please direct all correspondence relative to the above-referenced application to Andrew A. Painter at Walsh, Colucci, Lubeley & Walsh, P.C.

Very truly yours,

THE FORTIS COMPANIES LLC

By: 

Name: GEORGE CHOPIVSKY

Title: PRESIDENT

Date: 2/3/22



WALSH COLUCCI
LUBELEY & WALSH PC

August 29, 2022

Via Permit Arlington

Ms. Arlova Vonhm, Zoning Administrator
Arlington County Zoning Division
2100 Clarendon Boulevard, Suite 1000
Arlington, Virginia 22201

**Re: Modifications and Exclusions Letter
Request for Major 4.1 Site Plan Amendment
Applicant: The FORTIS Companies, LLC
Property: 2025 Fairfax Drive (RPC #17-017-005)**

Dear Ms. Vonhm:

On behalf of the Applicant, please accept this Modifications and Exclusions Letter in fulfillment of the Administrative Regulation 4.1 filing requirements. The Applicant requests the following Zoning Ordinance modifications:

- Pursuant to § 15.5.7.A.1 of the Zoning Ordinance, the Applicant requests 28,324.45 square feet of bonus density at the 0.35 FAR level for LEED Gold in accordance with Arlington County's recently-adopted *Green Building New Construction Program*;
- Pursuant to §§ 7.15.4.A and -B, and 15.5.5 of the Zoning Ordinance, the Applicant requests an additional 23,799 square feet of bonus density (not including any LEED bonus density or GFA exclusions, discussed below) in consideration for community benefits;
- Pursuant to § 15.5.7.A of the Zoning Ordinance, and consistent with Arlington County policies, the Applicant requests a reduced parking ratio from one space per dwelling unit to 0.48 spaces per dwelling unit due to the Property's proximity to a variety of public transit options (e.g., the Courthouse Metrorail station, Metrobus, and ART bus stops). The proposed parking reduction will allow the Applicant to construct a more transit-oriented development with reduced vehicular traffic to the site;
- All other modifications necessary to achieve the proposed development.

The Applicant proposes 7,264 square feet of exclusions from GFA, as follows:

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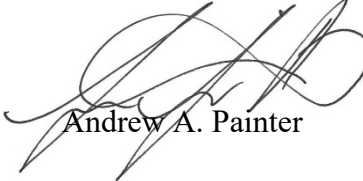
LOUDOUN 703 737 3633 ■ WOODBRIDGE 703 680 4664

- A total of 3,238 square feet of below grade mechanical rooms;
- A total of 3,321 square feet of open mechanical and air shafts;
- A total of 710 square feet of below-grade tenant storage; and
- All other exclusions necessary to achieve the proposed development.

Please let us know if there is any additional information you need to review this application.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.



Andrew A. Painter

cc: Mr. George Chopivsky, III, FORTIS
Mr. Matthew Bunch, FORTIS
Mr. Henry Mahns, Associate AIA, KGD Architecture
Ms. Aileen RG Horn, AIA, LEED AP BD+C, KGD Architecture
Mr. Jeff Kreps, PLA / ASLA, VIKA
Mr. Dan Van Pelt, P.E., Gorove/Slade, Inc.
Ms. Felice B. Brychta, P.E., Gorove/Slade, Inc.
Mr. Jake Hermle, P.E., Gorove/Slade, Inc.
Lauren G. Riley, Esq., Walsh Colucci

**Wakefield Manor
By-Right Tabulation**

August 29, 2022

	RA8-18 Zoning	RA8-18 Zoning (with Site Plan – Fort Myer Heights North)	Existing Site Plan #417	Proposed Site Plan Amendment to Site Plan #417
Use	Single family homes, semi-detached/duplexes, townhouses, and multifamily	Multifamily	Multifamily	Multifamily
Site Area	80,927 sq. ft. (1.86 ac)	80,927 sq. ft. (1.86 ac)	80,927 sq. ft. (1.86 ac)	80,927 sq. ft. (1.86 ac)
Density Permitted	Single family: one unit per 6,000 sq. ft. of lot area Semi-detached/duplexes: one unit per 3,500 sq. ft. of lot area Townhouses and multifamily: one unit per 1,200 sq. ft. of lot area	3.24 FAR	Existing Wakefield Manor and Courthouse Manor buildings: 68,200 sq. ft. (84 units) New Residential building: 105,400 sq. ft. (104) units Total density: 173,600 sq. ft. (188 units) and 2.15 FAR	Existing Wakefield Manor and Courthouse Manor buildings: 68,200 sq. ft. (84 units) New Residential building: 141,338 sq. ft. (166 units) Total density: 209,538 sq. ft. (250 units) and 2.59 FAR
Maximum GFA	See above	262,203 sq. ft.	See above	See above
Height	Single family: 35 ft./3 stories Semi-detached/duplexes: 35 feet/3.5 stories Townhouses and multifamily: 40 ft./4 stories	12 stories/125 ft.	12 stories/124.65 feet	12 stories/124.73 feet
Parking	As per § 14.3 of the Zoning Ordinance	As per § 14.3 of the Zoning Ordinance	113 garage spaces for residents of new building & Wakefield Manor 10 visitor surface parking spaces Total parking: 189 spaces (0.65 spaces/unit)	90 garage parking spaces for residents of new building (0.54 spaces/unit) 30 garage spaces for Wakefield Manor 10 visitor surface parking spaces Total parking: 120 spaces (0.48 spaces/unit)



**WALSH COLUCCI
LUBELEY & WALSH PC**

August 11, 2022

Via Permit Arlington

Ms. Arlova Vonhm, Zoning Administrator
Arlington County Zoning Division
2100 Clarendon Boulevard, Suite 1000
Arlington, Virginia 22201

**Re: Community Benefits Letter
Request for Major 4.1 Site Plan Amendment
Applicant: The FORTIS Companies, LLC
Property: 2025 Fairfax Drive (RPC #17-017-005)**

Dear Ms. Vonhm:

On behalf of the Applicant, please accept this letter as a preliminary list of anticipated community benefits which will be realized through the proposed major 4.1 Site Plan amendment. This list is being provided solely to fulfill the Administrative Regulation 4.1 filing requirements, with the understanding that the final community benefits package will be negotiated throughout the site plan process, and is not agreed upon at the time of application acceptance:

- Provision of high-quality architecture that will complement the surrounding historic buildings;
- Utility Fund contribution;
- Provision of bicycle parking;
- Implementation of a Transportation Demand Management plan;
- Implementation of a Parking Management Plan;
- Transportation performance monitoring studies;
- Contribution to Arlington County Commuter Services;

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- Public Art Contribution;
- Affordable Housing Contributions, including 20 percent of density above the GLUP maximum of 1.65 FAR as affordable housing;
- Provision of in-building first responder network;
- Green Building/Sustainable Design;
- Fort Myer North Area Plan recommendations and goals, including streetscapes, sidewalks, and Urban Design Guidelines;
- Increased real estate and sales tax revenue; and
- Job creation.

Please let us know if there is any additional information you need to review this application.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.



Andrew A. Painter

cc: Mr. George Chopivsky, III, FORTIS
Mr. Matthew Bunch, FORTIS
Mr. Henry Mahns, Associate AIA, KGD Architecture
Ms. Aileen RG Horn, AIA, LEED AP BD+C, KGD Architecture
Mr. Jeff Kreps, PLA / ASLA, VIKA
Mr. Dan Van Pelt, P.E., Gorove/Slade, Inc.
Ms. Felice B. Brychta, P.E., Gorove/Slade, Inc.
Mr. Jake Hermle, P.E., Gorove/Slade, Inc.
Lauren G. Riley, Esq., Walsh Colucci



**WALSH COLUCCI
LUBELEY & WALSH PC**

August 11, 2022

Via Permit Arlington

Ms. Arlova Vonhm, Zoning Administrator
Arlington County Zoning Division
2100 Clarendon Boulevard, Suite 1000
Arlington, Virginia 22201

**Re: Affordable Housing Letter
Request for Major 4.1 Site Plan Amendment
Applicant: The FORTIS Companies, LLC
Property: 2025 Fairfax Drive (RPC #17-017-005)**

Dear Ms. Vonhm:

On behalf of the Applicant, please accept this letter in fulfillment of the Administrative Regulation 4.1 requirement related to affordable housing. The Applicant will work with staff throughout the site plan process to develop an affordable housing plan. The Applicant will comply with § 15.5.8 of the Arlington County Zoning Ordinance, as amended.

Please let us know if there is any additional information you need to review this application.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.



Andrew A. Painter

cc: Mr. George Chopivsky, III, FORTIS
Mr. Matthew Bunch, FORTIS
Mr. Henry Mahns, Associate AIA, KGD Architecture
Ms. Aileen RG Horn, AIA, LEED AP BD+C, KGD Architecture

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Ms. Arlova Vonhm, Zoning Administrator

February 15, 2022

Page 2 of 2

Mr. Jeff Kreps, PLA / ASLA, VIKA

Mr. Dan Van Pelt, P.E., Gorove/Slade, Inc.

Ms. Felice B. Brychta, P.E., Gorove/Slade, Inc.

Mr. Jake Hermle, P.E., Gorove/Slade, Inc.

Lauren G. Riley, Esq., Walsh Colucci



**WALSH COLUCCI
LUBELEY & WALSH PC**

August 11, 2022

Via Permit Arlington

Ms. Arlova Vonhm, Zoning Administrator
Arlington County Zoning Division
2100 Clarendon Boulevard, Suite 1000
Arlington, Virginia 22201

**Re: Affordable Housing Letter
Request for Major 4.1 Site Plan Amendment
Applicant: The FORTIS Companies, LLC
Property: 2025 Fairfax Drive (RPC #17-017-005)**

Dear Ms. Vonhm:

On behalf of the Applicant, please accept this letter in fulfillment of the Administrative Regulation 4.1 requirement related to affordable housing. The Applicant will work with staff throughout the site plan process to develop an affordable housing plan. The Applicant will comply with § 15.5.8 of the Arlington County Zoning Ordinance, as amended.

Please let us know if there is any additional information you need to review this application.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.



Andrew A. Painter

cc: Mr. George Chopivsky, III, FORTIS
Mr. Matthew Bunch, FORTIS
Mr. Henry Mahns, Associate AIA, KGD Architecture
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Ms. Arlova Vonhm, Zoning Administrator

February 15, 2022

Page 2 of 2

Mr. Jeff Kreps, PLA / ASLA, VIKA

Mr. Dan Van Pelt, P.E., Gorove/Slade, Inc.

Ms. Felice B. Brychta, P.E., Gorove/Slade, Inc.

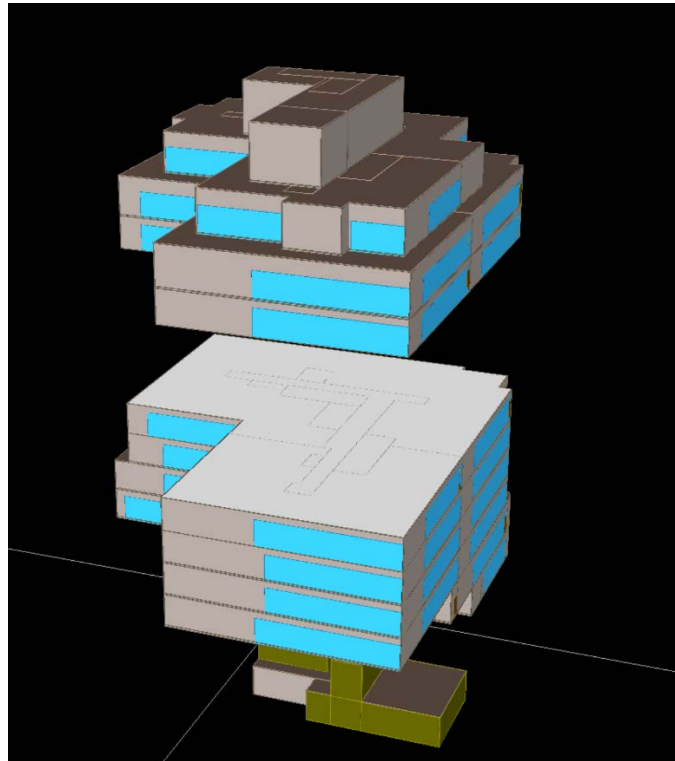
Mr. Jake Hermle, P.E., Gorove/Slade, Inc.

Lauren G. Riley, Esq., Walsh Colucci



ENERGY MODEL REPORT
2025 Fairfax Drive, Arlington, VA

July 25, 2022



Prepared by: Brian Stanfill, MaGrann Associates

NJ • NY • PA • CT • MA • MD • DC • VA • OH

20 F Street, NW • Washington, D.C. 20001 • 1-888-MAGRANN • www.magrann.com



Table of Contents

I. Executive Summary3
II. Results4
III. Modeling Specifications7
IV. Statement of Energy Design Intent10

I. EXECUTIVE SUMMARY

This report presents the projected energy usage of the 2025 Fairfax Drive project to be built in Arlington, VA. The building consists of 12 stories over 4 levels of parking and will contain 166 residential dwelling units. The garage levels include mechanical, storage, and amenity areas. Floors 1 through 12 consist of residential dwelling. The project will be pursuing LEED certification. The building is approximately 146,640 gross square feet.

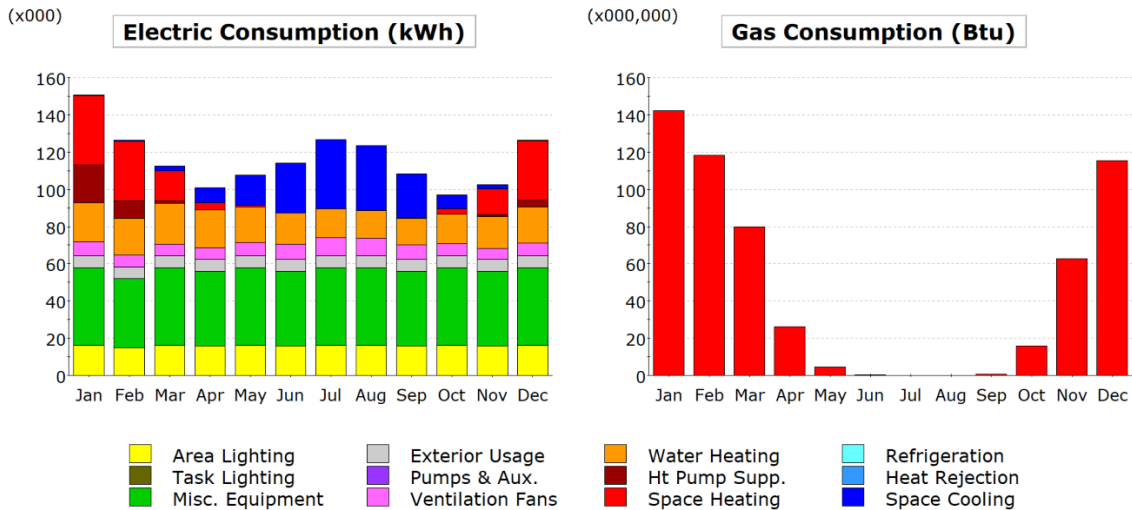
The simulations for the project have been developed using eQuest v3.65 software. The modeling performed was done at schematic stage of the design. The results are expected to change throughout the design process as more clarity on design decisions are implemented and the model is updated. The results presented in this report are based on a simulation and may not reflect the actual performance of the building once it is built and operating.

II. RESULTS

Energy Model Iteration	Projected Energy Usage From Model				
	Electricity (kWh)	Natural Gas (therms)	Total Site kBTU	kBtu/Sq Ft/yr	% Savings over 90.1-2010
Schematic Phase Design	1,396,778	5,660	5,331,807	36.36	20.0%

In addition to the results shown below, the Base Case results were entered into EPA’s Portfolio Manager to produce an ENERGY STAR Score of 92 which would meet the designed to Earn ENERGY STAR threshold of 75 or higher. A copy of those results can be found at the end of this report. Each iteration was ran against a 90.1-2010 baseline model as well and those results are included in the table above.

Schematic Phase Proposed Design



III. MODELING SPECIFICATIONS

SCHEMATIC PHASE PROPOSED ENERGY MODEL ASSUMPTIONS

Input Summary	Proposed Case
Roof Insulation	R-25 rigid insulation on top of roofdeck, U-0.039
Above Grade Wall Insulation	2x6 metal stud walls with R-21 cavity insulation and R-7 exterior insulation, U-0.061
Floor over Garage	R-25 insulation on underside of concrete floor, U-0.036
Swinging Doors	U=0.700
Residential Windows	U=0.40 SHGC= 0.40
Storefront Windows/Glazing	U=0.40 SHGC= 0.40
Plumbing Fixtures	Showerheads: 1.5 gpm @ 80 psi Bathroom Faucets: 1.2 gpm @ 60 psi Kitchen Faucets: 1.50 gpm @ 60 psi
Residential Appliances	Refrigerator: ENERGY STAR Labeled Stove: Electric Dishwasher: ENERGY STAR Labeled In-unit Washers: Non-ENERGY STAR Labeled In-unit Dryers: Non-ENERGY STAR Labeled
Plug Loads	Residential: 0.5 W/Sf Corridors, Stairs and Restrooms: 0.2 W/Sf Other Public and Common Areas: 0.5 W/Sf
Domestic Hot Water	0.93 UEF, In-unit electric water heaters
Lighting LPD (Space by Space method)	20% reduction of values by space shown in ASHRAE 90.1-2010
Dwelling Unit Ventilation	ENERGY STAR labeled bathroom exhaust fan running continuously
Common Area Ventilation	Central dedicated outside air supply system sized to meet ASHRAE 62.1
Temperature Setpoints	Cooling: 75° F Heating: 72° F

In-Unit Heating/Cooling System	Air Source Heat Pumps, 15 SEER / 8.5 hspf
Amenity Heating/Cooling System	Air Source Heat Pumps, 15 SEER / 8.5 hspf
Corridor Heating/Cooling System	Gas Fired, DX Cooling, Dedicated Outside Air System, 80% AFUE, 10.6 EER
Stairwell Heating System	Electric Resistance Space Heaters
Mechanical Rooms	Electric Resistance Space Heaters

IV. STATEMENT OF DESIGN ENERGY DESIGN INTENT



ENERGY STAR[®] Statement of Energy Design Intent (SEDI)¹

2025 Fairfax Drive

LEARN MORE AT
energystar.gov

92

Primary Property Type: Multifamily Housing
Gross Floor Area (ft²): 146,640
Estimated Date of Certification of Occupancy: _____

Date Generated: July 25, 2022

ENERGY STAR[®]
Design Score²

1. This form is required when applying for Designed to Earn the ENERGY STAR recognition. It was generated from ENERGY STAR Portfolio Manager.

2. The ENERGY STAR 1 – 100 Score is based on total annual Source Energy. To be eligible for Designed to Earn the ENERGY STAR recognition you must score at least 75.

Property & Contact Information for Design Project

Property Address 2025 Fairfax Drive 2025 Fairfax Drive Washington DC, District of Columbia (D.C.) 22201	Project Architect _____ , (____)____ - _____ _____	Owner Contact _____ , (____)____ - _____ _____
Property ID: 21963681	Architect Of Record _____ _____ , (____)____ - _____ _____	Property Owner _____ , (____)____ - _____ _____

Estimated Design Energy

Fuel Type	Usage	Energy Rate (\$/Unit)
Electric - Grid	1,396,778 kWh (thousand Watt-hours)	Not Provided
Natural Gas	5,660 therms	Not Provided

Estimated Design Use Details

★ This Use Detail is used to calculate the 1-100 ENERGY STAR Score.

Multifamily Housing		Parking	
Number of Laundry Hookups in Common Area(s)	0	★ Partially Enclosed Parking Garage Size	0 Sq. Ft.
Percent That Can Be Cooled	All of it - 100%	★ Open Parking Lot Size	0 Sq. Ft.
Common Entrance	Yes	★ Completely Enclosed Parking Garage	53,556 Sq. Ft.
Resident Population Type	No specific resident population	★ Supplemental Heating	No
★ Number of Residential Living Units in a Low-rise Building (1-4 stories)	0		
★ Total Number of Residential Living Units	166		
Number of Laundry Hookups in All Units	166		
★ Number of Bedrooms	190		
★ Number of Residential Living Units in a Mid-rise Building (5-9 stories)	0		
Percent That Can Be Heated	All of it - 100%		
★ Gross Floor Area	146,640 Sq. Ft.		
★ Number of Residential Living Units in a High-rise Building (10 or more stories)	166		
Government Subsidized Housing	No		

Design Energy and Emission Results

Metric	Design Project	Median Property	Estimated Savings
ENERGY STAR Score (1-100)	92	50	N/A
Energy Reduction (from Median)(%)	-29.1	0	N/A
Source Energy Use Intensity (kBtu/ft ² /yr)	95	134	39
Site Energy Use Intensity (kBtu/ft ² /yr)	36	51	15
Source Energy Use (kBtu/yr)	13,938,554	19,671,090	5,732,536
Site Energy Use (kBtu/yr)	5,331,805	7,524,627	2,192,822
Energy Costs (\$)	175,760	248,045	72,285
Total GHG Emissions (Metric Tons CO ₂ e)	460	649	189

Designed to Earn the ENERGY STAR: Application Checklist

This section is only required if you are using this document to apply for Designed to Earn the ENERGY STAR. All design projects that achieve an EPA energy performance score of 75 or higher are eligible for this certification.

- 1) Does your [property type](#) match the function or use of a property that's eligibility to receive an ENERGY STAR design score? Yes No/Not Sure

If you are not sure your project is eligible for an ENERGY STAR design score, please describe the property's major functions or use:

- 2) Is the design project at least 95% complete with construction documents? Yes No

If no, please explain:

- 3) Is the property currently unoccupied and not yet generating energy bills? Yes No

- 4) Do energy calculations account for the whole building intended operations and all energy sources? Yes No

- 5) Is the Architect of Record (AOR) applying for ENERGY STAR partnership? Yes No

- 6) Was the design record created in the owner's Portfolio Manager account? Yes No

- 7) Are you seeking other qualifications for this design project? Yes No

If so, please select all that apply:

- AIA 2030 Commitment
- Architecture 2030 Challenge
- Federal, State or Local Disclosure Ordinance
- Green Globes
- LEED
- Other, please indicate: _____

Professional Verification

I _____ (Name) verify that the above information is true and correct to the best of my knowledge.

Signature: _____ Date: _____

Verifying Professional

,
(____)____ - _____



**Verifying Professional Stamp
(if applicable)**

Note: When applying for the ENERGY STAR Designed to Earn, the signature of the Verifying Professional must match the stamp.

I agree to adhere to the ENERGY STAR Identity Guidelines when using the Designed to Earn the ENERGY STAR recognition graphic in association with this project.

Architect of Record Acknowledgement

As the Architect of Record representative, I confirm that the information on this SEDI is true and accurate to the best of my knowledge. It is our best estimate for all energy use of specified systems and processes but does not guarantee the operational performance of this building. Instead, this project has been specified to achieve Designed to Earn the ENERGY STAR recognition in an effort to assist the Owner/Developer in meeting their operational performance goal for the building to earn ENERGY STAR certification.

Signature: _____

Date: _____

Building Owner/Developer Acknowledgement

As the Building Owner/Developer representative, I concur that this project be nominated for Designed to Earn the ENERGY STAR recognition. Our organization understands the importance of measuring actual energy use in Portfolio Manager after receiving the Certificate of Occupancy to verify that this property is performing as intended. We understand that once the building earns an ENERGY STAR score of 75 or higher, it may be eligible for ENERGY STAR certification.

Signature: _____

Date: _____



LEED v4 for BD+C: New Construction

Project Checklist

Project Name: 2025 Fairfax | 2025 Fairfax Dr. Arlington, VA 22201

Date: 02/14/2022 Goal: LEED Gold

Y	?	N		Notes	Green Building Incentive Policy Appendix I and Appendix II Compliance							
1			d Credit 1 Integrative Process	1 - Simple Box energy model								
<table border="1"> <tr> <td>13</td> <td>2</td> <td>1</td> </tr> <tr> <td>-</td> <td>-</td> <td>-</td> </tr> </table>			13	2	1	-	-	-	Location and Transportation Possible Points: 16			
13	2	1										
-	-	-										
			d Credit 1 LEED for Neighborhood Development Location	16								
1			d Credit 2 Sensitive Land Protection	1 - Land has been previously developed								
	1	1	d Credit 3 High Priority Site	2 10% of units priced up to 60% AMI								
4	1		d Credit 4 Surrounding Density and Diverse Uses	5 2pt for 1/4 mile radius = 22,000sqft per acre OR FAR = 0.5 3pt for 1/4 mile radius = 35,000sqft per acre OR FAR = 0.8 1pt for 1/2 mile walking to 4-7 POIs 2pt for 1/2 mile walking to 8+ POIs								
5			d Credit 5 Access to Quality Transit	5 - Weekday = ___ stops - Weekend = ___ stops *Require 360 Weekday stops and 216 Weekend stops for 5pts								
1			d Credit 6 Bicycle Facilities	1 Migrate to LEED v4.1 for this credit 1 per 2.5 units.								
1			d Credit 7 Reduced Parking Footprint	1 - LEED v4.1 = 30% below baseline - 1.5/DU for 1st bedroom - 0.25 spaces for each extra bedroom - Den = bedroom if has closet 0.15 spaces per unit for visitors LEED v4.1 requires this project to have fewer than ___ spaces baseline = ___ 2025 Fairfax has 135 spaces								
1			d Credit 8 Green Vehicles	1 - Electric charging for 10% of all spaces - Electric charging infrastructure for 50% of all spaces - Electric charging infrastructure for 50% of all spaces is one of three credits from ARLCo's Attachment 2 document **Use Form v4.1	Appendix 1 - Requirements exceeded. Appendix II - This credit is being pursued as part of the project's Green Building Initiative.							
<table border="1"> <tr> <td>7</td> <td>3</td> <td>0</td> </tr> </table>			7	3	0	Sustainable Sites Possible Points: 10						
7	3	0										
Y			c Prereq 1 Construction Activity Pollution Prevention	Required								
1			d Credit 1 Site Assessment	1 Must include: Topography; Hydrology; Climate; Vegetation; Soils; Human Use; Human Health Effects.								
	2		d Credit 2 Site Development--Protect or Restore Habitat	2 - Financial support = \$0.40/sqft of site area - 30% of site area restored to native vegetation								
	1		d Credit 3 Open Space	1 - >30% of total site area - >25% of the 30% must be vegetated								
3			d Credit 4 Rainwater Management	3 - 2pts 95th percentile - 3pts 98th percentile LEED v4.1 = 85th percentile for 2pts and 90th for 3pts								
2			d Credit 5 Heat Island Reduction	2 [Area of nonroof measures / 0.5] + [Area of High-reflectance roof / 0.75] + [Area of vegetated roof / 0.75] > Total site paved area + total roof area - OR >75% of parking undercover								
1			d Credit 6 Light Pollution Reduction	1 Follow the BUG Rating Method								
<table border="1"> <tr> <td>4</td> <td>2</td> <td>5</td> </tr> </table>			4	2	5	Water Efficiency Possible Points: 11						
4	2	5										
Y			d Prereq 1 Outdoor Water Use Reduction	Required								
Y			d Prereq 2 Indoor Water Use Reduction	Required	Appendix 1 - WaterSense label for all toilets, bathroom faucets, and showerheads.							
Y			d Prereq 3 Building-Level Water Metering	Required								
1	1		d Credit 1 Outdoor Water Use Reduction	2 2pts = No Irrigation (100% reduction) 1pt = 50% reduction								
2	1	3	d Credit 2 Indoor Water Use Reduction	6 1pt = 25%; then up by increments of 5% Projecting 30%								
		2	d Credit 3 Cooling Tower Water Use	2								
1			d Credit 4 Water Metering	1 Irrigation, Indoor plumbing fixtures and fittings, Domestic hot water, Boiler, Reclaimed water, Other process water								
<table border="1"> <tr> <td>14</td> <td>14</td> <td>5</td> </tr> </table>			14	14	5	Energy and Atmosphere Possible Points: 33						
14	14	5										
Y			c Prereq 1 Fundamental Commissioning and Verification	Required								
Y			c Prereq 2 Minimum Energy Performance	Required								
Y			d Prereq 3 Building-Level Energy Metering	Required								
Y			d Prereq 4 Fundamental Refrigerant Management	Required								

5	1
8	10
1	1
	2
1	2
1	
2	

c Credit 1	Enhanced Commissioning	6	- 3pts for Enhanced Commissioning - 2pts for Envelope Commissioning - Envelope Commissioning one of three credits from ARLCo's Attachment 2 document
d Credit 2	Optimize Energy Performance	18	1pt = 6%; then up by increments of 2% Aiming for 20%.
d Credit 3	Advanced Energy Metering	1	All whole-building energy sources and any individual end uses that are more than 10% of the annual energy use for the building
c Credit 4	Demand Response	2	Enroll in min 1-yr program and create a demand response comprehensive plan.
d Credit 5	Renewable Energy Production	3	1% = 1pt; 5% = 2pts; 10% = 3pts MUST generate or purchase 2.0 watts per sqft of rooftop space.
d Credit 6	Enhanced Refrigerant Management	1	
c Credit 7	Green Power and Carbon Offsets	2	Green Power RECs 50% = 1pt; 100% = 2pts 5 year min contract

Appendix I - CxA must oversee the on-site refrigerant charging process. For commercial and multifamily buildings, meet the criteria for central ventilation exhaust testing and performance as required by Energy Star Multifamily High-Rise certification.
Appendix II - Envelope commissioning is being pursued as part of the project's Green Building Initiative.

7	4	2
Y		
Y		
2	1	2
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1	1	
1	1	
2		

Materials and Resources		Possible Points:	13
d Prereq 1	Storage and Collection of Recyclables	Required	
c Prereq 2	Construction and Demolition Waste Management Planning	Required	
c Credit 1	Building Life-Cycle Impact Reduction	5	May require life cycle assessment expert (LCA) Suggest Baumann Consulting Engineers - Option 4: Whole-building life-cycle analysis
c Credit 2	Building Product Disclosure and Optimization - Environmental Product Declarat	2	- Use 20 products from 5 diff manufacturers with Environmental Product Declarations (EPDs) - Use products that comply with one of the criteria for 50%, by cost, of the total value of permanently installed products in the project - Products sourced (extracted, manufactured, purchased) within 100 miles of the project site are valued at 200% of their base contributing cost. - Structure and enclosure materials may not constitute more than 30% of the value of compliant building products
c Credit 3	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2	- Use 20 products from 5 diff manufacturers with publicly released raw material supplier reports - Self-declared reports are valued at (1/2) of a product - Use products that meet at least one of the approved extraction criteria for at least 25%, by cost, of the total value of building products for an additional point
c Credit 4	Building Product Disclosure and Optimization - Material Ingredients	2	- Use 20 products from 5 diff manufacturers with an approved program to demonstrate the chemical inventory of the product to at least (1000ppm) - Use products that document their material ingredient optimization using an approved path for at least 25%, by cost, of the total value of permanently installed products
c Credit 5	Construction and Demolition Waste Management	2	- Reduce waste by 50% in 3 waste streams = 1pt - Reduce waste by 75% in 4 waste streams = 2pts

Appendix II - Whole-building LCA is being pursued as part of the project's Green Building Initiative. The project will conduct a life cycle assessment (Option 2 Path 1) and Conduct a life cycle analysis and demonstrate a 5% reduction in at least three of the key impact categories (Option 2 Path 2)

9	6	1
Y		
Y		
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Indoor Environmental Quality		Possible Points:	16
d Prereq 1	Minimum Indoor Air Quality Performance	Required	
d Prereq 2	Environmental Tobacco Smoke Control	Required	
d Credit 1	Enhanced Indoor Air Quality Strategies	2	Pay close attention to the strategies listed in LEED Guidelines - 10ft entryway systems; cross-contamination prevention; filtration; CO2 monitoring *MERV-13 Chemical Isolation
c Credit 2	Low-Emitting Materials	3	Seek to be fully-compliant = 5 compliant categories (1) Interior paints/coatings; (2) adhesives & sealants on-site; (3) Flooring; (4) Composite wood; (5) Insulation Need to be mindful of flooring in particular
c Credit 3	Construction Indoor Air Quality Management Plan	1	IAQ mgmt plan. Proper material storage while onsite. No tobacco products during construction. Only MERV8 filters during construction, etc.
c Credit 4	Indoor Air Quality Assessment	2	- Flush-out = 1pt - Testing = 2pts
d Credit 5	Thermal Comfort	1	Thermal comfort design & thermal comfort control from LEED 2009 (with some changes)
d Credit 6	Interior Lighting	2	- Lighting control = 1pt - Lighting quality = 1pt
d Credit 7	Daylight	3	Spatial Daylight Autonomy?
d Credit 8	Quality Views	1	Achieve a direct line of sight to the outdoors via vision glazing for 75% of all regularly occupied floor area.
d Credit 9	Acoustic Performance	1	Discuss with acoustic consultant

5	1	0
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Innovation	Possible Points:	6
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Load Letter

Switchboard #1 - Apartment loads

The use of "Dominion Energy" on this form refers to Dominion Energy Virginia and Dominion Energy North Carolina

General Information																																														
Service Location (Street Address) 2025 Fairfax Drive, Arlington, VA	Type of Business Apartments																																													
Electrician TBD	Address Phone																																													
Customer The Fortis Companies LLC	Address 1300 19th Street NW, Washington, DC 20036 Phone 202) 652-2438																																													
Total Square Footage 154,000	Conditioned Space Square Footage 154,000 Type of Heat Electric																																													
Similar Account Information (Building of Like type of business, square footage, operation hours and heating type)																																														
Name of Similar Business	Address of Similar Business (Dominion Energy) Similar Account Number(s)																																													
Type of Service (Check all that apply)																																														
<input checked="" type="checkbox"/> Underground <input type="checkbox"/> Overhead	<input type="checkbox"/> Service Change (Rewire) <input type="checkbox"/> Relocation																																													
<input checked="" type="checkbox"/> New <input type="checkbox"/> Temporary																																														
Service Characteristics																																														
Size of Load Wires <u>500 mcm</u>	Sets of Load Wires Per Phase <u>11</u>																																													
Terminations: <input type="checkbox"/> Meterbase <input type="checkbox"/> Connection Box <input type="checkbox"/> C.T. Cabinet	Load Wire Type <input type="checkbox"/> AL <input checked="" type="checkbox"/> CU <input checked="" type="checkbox"/> Switchgear/Manf. # <u>Square D</u> <input checked="" type="checkbox"/> Other <u>meter centers</u>																																													
Service Size																																														
<input type="checkbox"/> 100 amp <input type="checkbox"/> 150 amp <input type="checkbox"/> 200 amp <input type="checkbox"/> 300 amp <input type="checkbox"/> 400 amp <input type="checkbox"/> 600 amp <input checked="" type="checkbox"/> Other <u>4000 amp</u>																																														
Voltage																																														
<input type="checkbox"/> 1 Phase, 3 Wire, 120/240 <input checked="" type="checkbox"/> 3 Phase, 4 Wire, Wye, 120/208 <input type="checkbox"/> 3 Phase, 4 Wire, Delta, 120/240 (Limited to 200 amps or less per service connection) <input type="checkbox"/> 3 Phase, 4 Wire, Wye, 277/480 <input type="checkbox"/> Other (Must be approved by Dominion)																																														
Electric Load (Excluding Motor Load)	Electric Motor Load (Except Heating and AC)																																													
Interior Lighting <u>98</u> kW Exterior Lighting <u>2</u> kW Electric Cooking <u>1570</u> kW Water Heating <u>743</u> kW Dryer <u>825</u> kW Heat Pump <u>1,155</u> kW Heat Pump Strip Heat <u>875</u> kW Electric Heat (Baseboard or Furnace) <u>0</u> kW AC (Data Processing Load Only) _____ tons AC (Not Including Data Processing) <u>330</u> tons	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Phase</th> <th>Number of Motors</th> <th>HP</th> <th>Voltage</th> <th>Hours of Operation Per Week</th> </tr> </thead> <tbody> <tr> <td><u>1</u></td> <td><u>425</u></td> <td><u>.25</u></td> <td><u>120</u></td> <td><u>14</u></td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> Computers _____ kW Receptacles <u>620</u> kW Refrigeration <u>1</u> kW Tankless Water Heater _____ kW Other Misc <u>250</u> kW Other _____ kW ** Future _____ kW	Phase	Number of Motors	HP	Voltage	Hours of Operation Per Week	<u>1</u>	<u>425</u>	<u>.25</u>	<u>120</u>	<u>14</u>																																			
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Backup Generation	*Meter Location Desired																																													
<input checked="" type="checkbox"/> Break before Make / Open Transition (Preferred) <input type="checkbox"/> Make before Break / Closed Transition (Company Study and Approval required)	<input checked="" type="checkbox"/> Indoor <input type="checkbox"/> Outdoor																																													
Load Management Device	*Service Equipment Location Desired																																													
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, setting _____	<input checked="" type="checkbox"/> Indoor <input type="checkbox"/> Outdoor																																													
Estimated Business Operating Time																																														
Hours Per Week <u>168</u> Months Per Year <u>12</u>																																														

The information provided in this document, by the customer, is critical to Dominion Energy in sizing our electrical facilities to provide reliable service to you. This information will also be used to determine the installation cost for electrical service.

The company reserves the right to designate and/or approve the location of all metering and C.T. equipment. The company must approve all proposed metering arrangements. The customer must notify Dominion Energy prior to the actual connection of any future load (as required by Information and Requirements for Electric Service The Blue Book).

Signature Jeffrey K Delo 11/23/2021 Date **November 23, 2021**

Distribution: Please forward this form to Dominion Energy's project designer. If the project designer is unknown, forward to customer_service @ dom.com or call 1-888-667-3000

Instructions for Completing the Load Letter (Form No. 725071)**General Information**

Service Location (Physical Location)	Street Address, City & State of building being served.
Type of Business	Type of business being served (i.e. restaurant, office, etc.).
Electrician, Address, Phone	Name, address and phone number of the electrician performing new work on this building.
Customer, Address, Phone	Name of the ultimate customer along with their present address and phone number.
Total Square Footage	Total floor space of building.
Conditioned Space Square Footage	Floor space of the building subject to heating and cooling.
Type of Heat	Electric, Gas, Propane, Oil Other (please specify).

Similar Account Information (Buildings of like square footage and heating type)

Name of Similar Business	Name of similar business (must be similar size and heating type).
Address of Similar Business	Physical location of similar business (must be similar size and heating type).
(Dominion) Similar Account Number(s)	Dominion account number (if known) of the similar business (list several if possible – must be similar size and heating type).

Type of Service (Check all that Apply)

Check all that apply to the new service being provided.

Service Characteristics

Load Wires	Include conductor size, number of sets, and type of load conductors.
Terminations	Indicate where the customer's conductors and Dominion conductors will terminate together. If in a switchgear, please provide the specific number and manufacturer of the gear.

Service Size

Check the size of your panel or switchgear.

Voltage

Check the voltage that you want delivered to the building.

Electrical Load (Excluding Motor Load)

List all non-motor electrical loads at this location in terms of kW and tons.

Electric Motor Load (Except Heating and AC)

List all of the motors that will be used at this location along with the number of motors, horsepower, voltage and hours of operation per week (except Heating and AC).

Load Management Device

If you are limiting the kW demand to a certain level with an automated device, check Yes. If Yes, enter the maximum kW setting of the device.

Estimated Business Operating Time

Hours Per Week	Enter how many hours per week the business will be in operation.
Months Per Year	Enter how many months per year the business will be in operation.

Meter Location Desired

Check the location you prefer for the meter (subject to Dominion approval).

Service Equipment Location Desired

Check the location you prefer for the service equipment (subject to Dominion approval).



Load Letter

Switchboard #2 - House loads

The use of "Dominion Energy" on this form refers to Dominion Energy Virginia and Dominion Energy North Carolina

General Information																																									
Service Location (Street Address) 2025 Fairfax Drive, Arlington, VA	Type of Business Apartments																																								
Electrician TBD	Address Phone																																								
Customer The Fortis Companies LLC	Address 1300 19th Street NW, Washington, DC 20036 Phone 202) 652-2438																																								
Total Square Footage 55,000	Conditioned Space Square Footage 10,000 Type of Heat Electric (partial gas)																																								
Similar Account Information (Building of Like type of business, square footage, operation hours and heating type)																																									
Name of Similar Business	Address of Similar Business (Dominion Energy) Similar Account Number(s)																																								
Type of Service (Check all that apply)																																									
<input checked="" type="checkbox"/> Underground	<input type="checkbox"/> Service Change (Rewire)																																								
<input type="checkbox"/> Overhead	<input type="checkbox"/> Relocation																																								
	<input checked="" type="checkbox"/> New																																								
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Service Characteristics																																									
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	<input type="checkbox"/> Other _____																																								
Service Size																																									
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Electric Load (Excluding Motor Load)																																									
Interior Lighting <u>4.5</u> kW	Computers _____ kW																																								
Exterior Lighting <u>2</u> kW	Receptacles <u>12</u> kW																																								
Electric Cooking <u>0</u> kW	Refrigeration <u>1</u> kW																																								
Water Heating <u>6</u> kW	Tankless Water Heater _____ kW																																								
Dryer <u>0</u> kW	Other <u>Car Chargers</u> <u>550</u> kW																																								
Heat Pump <u>100</u> kW	Other <u>Fire Pump</u> <u>98</u> kW																																								
Heat Pump Strip Heat <u>30</u> kW	** Future _____ kW																																								
Electric Heat (Baseboard or Furnace) <u>40</u> kW																																									
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Electric Motor Load (Except Heating and AC)																																									
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Signature Jeffrey K Delo DocuSigned by: 11/23/2021 Date **November 23, 2021**

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Service Size

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Voltage

Check the voltage that you want delivered to the building.

Electrical Load (Excluding Motor Load)

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Electric Motor Load (Except Heating and AC)

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Load Management Device

If you are limiting the kW demand to a certain level with an automated device, check Yes. If Yes, enter the maximum kW setting of the device.

Estimated Business Operating Time

Hours Per Week	Enter how many hours per week the business will be in operation.
Months Per Year	Enter how many months per year the business will be in operation.

Meter Location Desired

Check the location you prefer for the meter (subject to Dominion approval).

Service Equipment Location Desired

Check the location you prefer for the service equipment (subject to Dominion approval).



MEMORANDUM

TO:	Rosa Achour, CPHD Zoning		
FROM:	Angela Adams, AED	DATE:	March 28, 2022
	Public Art 4.1 Pre-filing – March 3, 2022		
SUBJECT:	Fortis Wakefield \ 2025 Fairfax Drive		

Arlington staff:

- Angela Adams, AED, Public Art
- Deirdre Ehlen, AED, Public Art
- Kris Krider, CPHD, Urban Design

Developer representatives:

- Andrew Painter, Walsh Colcci Lubeley & Walsh
- Lauren G. Riley, Walsh Colcci Lubeley & Walsh
- Aileen Horn, KGD Architects
- Matthew Bunch, The FORTIS Companies

Andrew Painter provided an orientation of the 1900 square foot development, previously approved in 2011. The FORTIS companies are the new developer and they are moving forward with a denser plan for the site that responds to today's market. Matthew Bunch spoke to the challenges of the site, grade, geology, proximity of the old and new buildings and the need to respond architecturally to historic Wakefield Manor designed by Mihran Mesrobian. The FORTIS Companies has submitted plans for a 12-story, 166-unit development with KGD Architecture as the designer.

Aileen Horn spoke to the design of the new building, surrounding landscape and how it is informed by Mesrobian's Wakefield Manor. Ms. Horn noted that the influences can be seen in the curve of the balconies, material color and brick details. Both Aileen Horn and Matthew Bunch have experience in commissioning public art on site and expressed interest in wanting to do so here.

Kris Krider noted that the courtyard entrance is a possible location for public art, but also that any site selected must be public for all to experience. Mr. Krider continued that the overall project site is compact due to the dramatic grade change which creates fewer opportunities for publicly-accessible art. Angela Adams maintained that if FORTIS is motivated to do public art on site that they should work with an experienced art consultant for scoping the project and artist selection. Ms. Adams referenced the following public art projects, [Dressed Up and Pinned](#), [Rising Star](#) and [Acanthus](#) as past developer projects in Arlington that have had similar site constraints.

Aileen Horn mentioned that the adjacent trail along Arlington Blvd. is another opportunity for public art. Angela Adams made clear that Arlington Public Art cannot accept a cash contribution to manage a project in VDOT's right of way.

Ms. Adams noted that the decision to pursue on site public art should be made after site plan approval and to keep all options open to avoid the need for further amendments. Ms. Adams recommends retaining both the on-site and payment in lieu option (A and B of the standard public art condition language) and keeping Arlington Public Art looped in at each step. Arlington Public Art has recently updated their Master Plan and are happy to meet with the applicant's design team to review the plan's overarching goals and those for this location.

TECHNICAL MEMORANDUM

To: TDM Planner
Arlington County DES

Cc: Matthew Bunch
Andrew Painter
Lauren Riley
Fortis
Walsh Colucci

From: Jake Hermle, P.E.
Felice Brychta, P.E.
Dan VanPelt, P.E., PTOE

Date: February 15, 2022

Subject: 2025 Fairfax Drive
Preliminary Transportation Management Plan

Introduction

This document presents a preliminary Transportation Management Plan (TMP) for the proposed residential development located at 2025 Fairfax Drive in Arlington, Virginia. This letter is being submitted for purposes of fulfilling the Administrative Regulation 4.1 submission requirements. The site is bound by N Troy Street to the east, Fairfax Drive to the south, and existing residential buildings to the north and west.

The site currently consists of a single-family home and a surface parking lot for the existing residential buildings. Plans for the site include replacing the surface lot and single-family home with a new residential building containing approximately 165 units. Parking for the new residential tower and a portion of the existing residential units will be provided in a partially below-grade garage. The site is located approximately 0.3 miles from the Courthouse Metro Station, which serves the Blue and Orange Lines.

Based on the proposed development program and the location of site, a preliminary TMP was developed as part of the 4.1 submission; however, it should be noted that the TMP will continue to be developed and negotiated throughout the 4.1 Site Plan process.

Preliminary Transportation Management Plan

The Developer agrees to obtain approval from the County Manager or designee of a Transportation Management Plan (TMP) prior to the issuance of the First Certificate of Occupancy for each building or as directed by adopted Site Plan Conditions. Upon approval of the TMP by the County Manager, the Developer agrees to implement all elements of the plan with assistance, when appropriate, by agencies of the County. Unless otherwise specified, the Developer agrees that all individual elements of this TMP shall be operational prior to issuance of the First Certificate of Occupancy for Tenant Occupancy. All dollar denominated rates shall be adjusted for inflation by the U.S. Department of Labor, Bureau of Labor Statistics Consumer Price Index (CPI) Inflation Calculator from the date of first approval of this condition.

The TMP will include a schedule and details of implementation and continued operation of the elements in the plan. The location of the site near the Courthouse Metro Station allows for a TMP that may include, but is not limited to, the following:

Participation and Funding

1. Establish and maintain an active, ongoing relationship with Arlington Transportation Partners (ATP), or successor entity, at no cost to the developer, on behalf of the property owner.
2. Designate and keep current a member of building management as Property Transportation Coordinator (PTC) to be primary point of contact with the County and undertake the responsibility for coordinating and completing all Transportation Management Plan (TMP) obligations. The PTC shall be trained, to the satisfaction of Arlington County Commuter Services (ACCS), to provide, transit, bike, walk, rideshare and other information provided by Arlington County intended to assist with transportation to and from the site.
3. Contribute annually to ACCS, or successor, to sustain direct and indirect on-site and off-site services in support of TMP activities. Payment on this commitment shall begin as a condition of issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for each respective building or phase of construction. Subsequent payments shall be made annually.

Facilities and Improvements

1. Provide in the lobby or lobbies, a transportation information display(s), the number/content/design/location of which will be approved by ACCS. The developer agrees that the required transportation information displays shall meet the Arlington County Neighborhood Transportation Information Display Standards in effect on the date of the site plan approval, or equivalent as approved by the County Manager.
2. Comply with requirements of the Site Plan conditions to provide bicycle parking/storage facilities, and a Bicycle Facilities Management Plan.

Carpool and Vanpool Parking (Intentionally Omitted due to Proposed Uses)

Promotions, Services, Policies

1. Prepare, reproduce and distribute, in digital or hard copy, materials provided by Arlington County, which includes site-specific transit, bike, walk, and rideshare related information, to each new residential lessee or purchaser, property management, or maintenance employee, from initial occupancy through the life of the site plan. These materials shall be distributed as a part of prospective tenant marketing materials, as well as communications associated with lease signing, on-boarding, or similar activities.
2. Provide one time, per person, to each new residential lessee or purchaser, property management, or maintenance employee, whether employed part-time or full-time, directly employed or contracted, who begins employment in the building throughout initial occupancy, the choice of one of the following:
 - a. Metro fare on a SmarTrip card or successor fare medium (amount to be determined)
 - b. A one year bikeshare membership
 - c. A one year carshare membership

The County Manager may approve additions to, or substitution of one or more of these choices with a comparable transportation program incentive, as technology and service options change, if he/she finds that an incentive shall be designed to provide the individual with an option other than driving alone in a personal vehicle, either by removing a barrier to program entry, such as a membership cost, or by providing a similar level of subsidized access to a public or shared transportation system, program or service.

3. Provide, administer, or cause the provision of a sustainable commute benefit program for each on-site property management and maintenance employee, whether employed part-time or full-time, directly employed or contracted. This commute benefit program shall offer, at a minimum, a monthly pre-tax transit benefit or a monthly subsidized/direct transit benefit.
4. Provide, under a "transportation information" heading on the Developer and property manager's websites regarding this development:
 - a. Links to the most appropriate Arlington County Commuter Services and/or external transportation-related web page(s). Confirmation of most appropriate link will be obtained from ACCS.
 - b. A description of key transportation benefits and services provided at the building, pursuant to the TMP.

Performance and Monitoring

1. During the first year of start-up of the TMP and on an annual basis thereafter, the Developer shall submit an annual report, which may be of an online, or e-mail variety, to the County Manager, describing completely and correctly, the TDM related activities of the site and changes in commercial tenants during each year.
2. The Developer agrees to conduct and/or participate in, a transportation and parking performance monitoring study at two years, five years, and each subsequent five years (at the County's option), after issuance of the First Certificate of Occupancy for Tenant Occupancy. The County may conduct the study or ask the owner to conduct the study (in the latter case, no reimbursement payment shall be required). As part of the study, a report shall be produced as specified below by the County. The study may include building occupancy rates, average vehicle occupancy, average garage occupancy for various day of the week and times of day, parking availability by time of day, average duration of stay for short term parkers on various days of the week and times of day, pedestrian traffic, a seven-day count of site-generated vehicle traffic, a voluntary mode-split survey, and hourly, monthly, and special event parking rates.

The building owner and/or operator shall notify, assist, and encourage building occupants and visitors on site to participate in mode-split surveys which may be of an on-line or email variety.

Summary

A TMP has many components that are tailored to accommodate a given facility with the goal being the reduction of automobile trips by encouraging alternative forms of transportation. A few of the typical TMP components include the establishment of a TMP coordinator, the distribution of transit literature, the establishment of ride-sharing programs, and the on-site sale of discounted fare media. The Applicant agrees to develop and implement a TMP that is appropriate for the proposed project and that helps achieve the desired results of the Arlington County Transportation Demand Management (TDM) program. Management measures taken by the 2025 Fairfax Drive project can be monitored and adjusted as needed to continually create opportunities to reduce the amount of vehicular traffic generated by the site and encourage the use of alternative modes of travel.

Multimodal Transportation Assessment

2025 Fairfax Drive

Arlington, Virginia

August 2, 2022

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CONTENTS

Executive Summary	1
Introduction.....	4
Purpose of Study	4
Study Tasks.....	4
Project Summary	4
Contents of Study.....	5
Study Area Overview.....	13
Major Transportation Features	13
Future Projects	18
Project Design	24
Adjacent Roadways.....	24
Site Access and Circulation.....	27
Loading.....	27
Parking	27
Curbside Management.....	28
Bicycle and Pedestrian Facilities	28
Transit	35
Metrorail Service	35
Bus Service	35
Planned Transit Facilities	36
Pedestrian Facilities	41
Pedestrian Study Area.....	41
Existing Pedestrian Facilities.....	41
Planned Pedestrian Facilities	41
Bicycle Facilities	48
Existing Bicycle Facilities.....	48
Planned Bicycle Facilities.....	49
Travel Demand Assumptions	52
Mode Split Methodology.....	52
Trip Generation Methodology	52
Trip Generation Comparison	53
Crash Data Review	56
VDOT Crash Data	56
Crash Characteristics	56

Crash Factors.....	57
Findings.....	57
Transportation Management Plan.....	59
Participation and Funding.....	59
Facilities and Improvements.....	59
Promotions, Services, Policies.....	59
Performance and Monitoring.....	60
Summary and Conclusions.....	61

LIST OF APPENDICES

Appendix A – Signed Scoping Document

Appendix B – Detailed Trip Generation

LIST OF FIGURES

Figure 1: Major Regional Transportation Facilities	6
Figure 2: Site Location.....	7
Figure 3: Parcel Map (Source: Arlington County Real Estate Map, January 2022).....	8
Figure 4: Planned Land Uses (Source: Arlington General Land Use Plan (GLUP), April 2021).....	9
Figure 5: Zoning Map (Source: Arlington County)	10
Figure 6: Ground Floor Site Plan.....	11
Figure 7: Pedestrian/Bike/Transit Study Area.....	12
Figure 8: Major Local Transportation Facilities.....	15
Figure 9: Walkscore and Bikescore Map.....	17
Figure 10: Street Typology (Source: Arlington Master Transportation Plan, 2011)	21
Figure 11: Existing and Planned Bike Facilities (Source: Arlington Master Transportation Plan, 2019).....	22
Figure 12: Fort Myer Heights North Plan – Fairfax Drive Recommended Cross-Section	23
Figure 13: Proposed Fairfax Drive Cross-Section	25
Figure 14: Proposed N Troy Street Cross-Section	26
Figure 15: Site Access.....	29
Figure 16: Proposed Circulation Plan.....	30
Figure 17: County Guidelines on Minimum Parking Requirements	31
Figure 18: Existing Curbside Management.....	33
Figure 19: Proposed Curbside Management.....	34
Figure 20: Existing Transit Service.....	37
Figure 21: Approximate Transit Travel Times.....	38
Figure 22: Average Daily Metro Ridership by Year at Court House Metro Station (Source: WMATA)	39
Figure 23: Pedestrian Pathways.....	44
Figure 24: Approximate Pedestrian Travel Times	45
Figure 25: Existing Pedestrian Facilities.....	46
Figure 26: Planned and Proposed Pedestrian Improvements	47
Figure 27: Existing and Planned Bicycle Facilities	50
Figure 28: Approximate Bicycle Travel Times	51
Figure 29: Transportation Analysis District (TAD) in Study Area	54
Figure 30: Destinations of Driving Commuters with Origins in project TAD.....	55
Figure 31: Historical Crash Data	56
Figure 32: Historical Crash Data (2017-2021).....	58

LIST OF TABLES

Table 1: Carshare Locations	16
Table 2: Proposed Parking Allocation	32
Table 3: Bus Stop Inventory	39
Table 4: Bus Route Information.....	40

Table 5: Sidewalk Recommendations per Arlington County Master Transportation Plan.....	43
Table 6: Summary of Residential Mode Split Data.....	52
Table 7: Summary of Mode Split Assumptions by Land Use.....	52
Table 8: Multi-Modal Trip Generation, ITE 10 th Edition.....	53
Table 9: 2011 Site Plan Application Trip Generation, ITE 8 th Edition.....	53
Table 10: Vehicular Trip Generation Comparison – 2011 Site Plan vs. Proposed Plan.....	53
Table 11: Crash Count by Severity (2017-2021).....	56
Table 12: Crash County by Collision Type.....	56
Table 13: Crash Count by Light Condition.....	57
Table 14: Crash Count by Driver Behavior Factors.....	57
Table 15: Crash Count by Vehicle Characteristics.....	57

Executive Summary

The following report is a Multimodal Transportation Assessment (MMTA) for the 2025 Fairfax Drive development in the Radnor/Fort Myers Heights neighborhood in Arlington, Virginia.

The purpose of this report is to evaluate whether the proposed development will have a detrimental impact on the surrounding transportation network. This evaluation is based on a review of the existing and planned multimodal transportation network and the anticipated trip generation for the site.

Site Location and Study Area

The development site currently consists of a 40-space surface parking lot and a single-family home at 2025 Fairfax Drive. The project site is bounded by existing residential buildings to the north and west, Fairfax Drive to the south, and N Troy Street to the east as shown in Figure 2. The general extents of the study area consist of the area within a quarter-mile radius from the project site. The transportation facilities on Fort Myer located to the south of the site were excluded from the study as they are not public.

The existing site consists of an existing 40-space surface parking lot which serves the existing residential buildings on the same block, as well as one single-family home. The site is currently zoned RA8-18 and is shown as a Medium Residential land use in the General Land Use Plan (GLUP).

Proposed Project

The proposed development will replace the existing uses with a 166-unit residential building. The building will include a partially below-grade parking garage with 120 spaces. Of these 120 spaces, 30 spaces will be allocated for the adjacent residential buildings which currently utilize the existing surface lot on-site. The remaining 90 spaces will be allocated to residents of the new building at a ratio of 0.54 spaces per dwelling unit. Sixteen (16) of the total spaces (approximately 13.3 percent) are compact parking spaces, which is within the 15 percent threshold established by § 14.3.3.F of the Zoning Ordinance. The proposed residential parking ratio accords with recent County policies supporting significant parking reductions for residential development in close proximity to transit.

Vehicular access to the parking garage will be provided at two (2) locations. One (1) driveway will be located on N Troy Street and will provide access to the Mezzanine level of the garage, which is not internally connected to the lower levels of the

garage, and one (1) driveway will be located on N Fairfax Drive and connect to the spaces on the Ground Floor, G2, and G3 levels of the garage.

One (1) loading space will be provided on the south side of the building, with access via a driveway on Fairfax Drive. The number of on-site loading facilities will accommodate the practical needs of the proposed development.

Existing sidewalks along the eastern and southern frontages of the site will be improved as part of the proposed development. Walkways will also be provided along the northern and western frontages of the proposed building. These walkways will connect the sidewalks on N Troy Street and Fairfax Drive with an existing internal walkway leading to N Courthouse Road.

These facilities will provide a more inviting pedestrian environment and comply with the improvements laid out in the Arlington Master Transportation Plan.

The proposed site plan is shown in Figure 6.

Policies and Goals

The Arlington County Master Transportation Plan (MTP), adopted in 2011 and updated in 2019, outlines goals to improve various modes of transportation throughout the County. The proposed development achieves several of the goals and policies of the MTP and other guiding documents for the County.

Multi-Modal Overview

Transit

The site has access to the Metrorail's Orange and Silver lines via the Court House station, located 0.3 miles from the project site; however, the site has limited access to additional transit service within a quarter-mile of the site. The Court House station is located north of the development site and can be reached by walking north from the site on N Courthouse Road. There are sidewalks, curb ramps, and crosswalks along routes to the Metro station.

There are two (2) bus stops within a quarter-mile of the site which are served by Arlington Transit (ART). Three (3) additional ART routes, two (2) Metrobus routes, and two (2) OmniRide routes serve stops on the Wilson Boulevard/Clarendon Boulevard Corridor, just outside of the quarter-mile study area.

Pedestrian

The existing pedestrian infrastructure surrounding the site provides an adequate walking environment. There are sidewalks

along most primary routes to pedestrian destinations with some gaps in the system.

A number of planned or approved projects will improve pedestrian infrastructure and connectivity in the vicinity of the proposed development:

- As part of the 2050 Wilson Boulevard (Courthouse Landmark Block) development, N Uhle Street will be converted to a pedestrian promenade between the Court House Metrorail station and the Landmark Block. The project would also provide streetscape and transportation improvements along 15th Street N, Clarendon & Wilson Boulevards, and N Courthouse Road, including upgraded sidewalks and pedestrian crossings, curb ramps, bulb-outs, and bus stop facilities.
- The recently-completed 1307 N Rolfe Street project provides an approximately 8,000 square-foot park at the corner of 14th Street N and N Rhodes Street, as well as sidewalk, streetscape, and pedestrian crossing improvements along the site frontages on Fairfax Drive, N Rolfe Street, 14th Street N, N Rhodes Street, and the Arlington Boulevard Trail.

As part of the proposed development, existing sidewalks along the eastern and southern frontages of the site will be improved to meet or exceed Arlington County and ADA standards. Walkways will also be provided along the northern and western frontages of the proposed building. These walkways will connect the sidewalks on N Troy Street and Fairfax Drive with an existing internal walkway leading to N Courthouse Road.

These facilities will provide a more inviting pedestrian environment and comply with the improvements laid out in the Arlington Master Transportation Plan.

Bicycle

The site has access to several on-street bicycle facilities, including bicycle lanes along N Courthouse Road, 15th Street N, N Barton Street, Wilson Boulevard, and Clarendon Boulevard. The Arlington Boulevard Trail runs along the south side of Fairfax Drive, immediately south of the project site. These facilities provide local and regional access to destinations within Virginia and the District.

Several new bike facilities have been recommended by the Arlington Master Transportation in the vicinity of the project site. These include adding bicycle lanes along N Fairfax Drive between N Barton Street and Arlington Boulevard, bicycle lanes on the Arlington Boulevard Frontage Road between N Rolfe

Street and N Meade Street, and bicycle lanes on 10th Street N west of N Barton Street. Portions of the Arlington Boulevard Trail between Rosslyn and Seven Corners are also proposed to be reconstructed.

Vehicular

The project site is accessible from several principal arterials located within a half-mile of the site; Clarendon Boulevard, Wilson Boulevard, and VA-50 (Arlington Boulevard). These arterials create connections to I-66, US-29 (Langston Boulevard), I-395 and ultimately the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs as well as regional access to I-95. These principal arterials bring vehicular traffic within a half-mile of the site, at which point minor arterials, collectors and local roads can be used to access the site directly.

Vehicular access for residential parking will occur at two locations. One driveway will be located on N Troy Street and will provide access to the Mezzanine level of the garage, which is not internally connected to the lower levels of the garage and is for the exclusive use for the existing Wakefield residents. The second driveway, accessing the Ground Floor level of the garage, will be located on N Fairfax Drive and connect to 90 garage spaces on the Ground Floor, G2, and G3 levels of the building. Access to the loading bay will be provided via a driveway on N Fairfax Drive.

Travel Demand Assumptions

Mode split (also called mode share) is the percentage of travelers using a particular type (or mode) of transportation when traveling. The main source of mode split information for this report was based on Census data using Transportation Analysis Districts (TADs) and data contained in the 2016 State of the Commute, the WMATA Ridership Survey, and the Arlington County Mode Share Assumptions for Clarendon/Court House. The following mode splits were assumed in the analysis, as vetted and approved by Arlington County:

- Residential
 - Auto – 39%, Transit – 52%, Bike – 3%, Walk – 6%

Weekday peak hour and daily trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) Trip Generation, 10th Edition.

Residential trip generation is based on the development program of 166 residential dwelling units. Residential trip generation was calculated based on ITE Land Use 222 (Multifamily Housing –

High-Rise), using the setting/location of General Urban/Suburban, splitting trips into different modes using assumptions outlined in the mode split section of this report. It should be noted that the vehicular trip generation numbers include truck and delivery related trips to and from the residential component of the project.

Trip Generation Comparison

In 2011, the County Board approved the previous site plan for the project site, which consisted of a 12-story residential building with 104 residential dwelling units. The traffic impact study performed as part of the previous site plan application included proposed trip generation for the site based on ITE Trip Generation, 8th Edition, and assumed a development with 110 residential dwelling units.

The vehicular trip generation calculated for the currently-proposed development using the methodology noted above was compared to the vehicular trip generation assumed for the traffic impact study prepared as part of the previous site plan application, which was approved in 2011. Based on this comparison, the vehicular trip generation of the currently-proposed development is lower than what was studied as part of the 2011 site plan. Though the currently-proposed development includes a greater number of units than the 2011 site plan, the vehicular trip generation for the current proposal is lower because the 2011 study assumed a lower non-auto mode split and was based on trip generation rates from a previous version of the ITE Trip Generation manual.

The traffic impact study performed for the 2011 site plan application included a vehicular capacity analysis which concluded that all study intersections and site entrances would continue to operate at acceptable levels of service in the Future Conditions with Development scenario. As agreed upon with Arlington County staff, since the trip generation for the currently-proposed development is lower than what was analyzed as part of the previous capacity analysis for the site and it was found to have no detrimental impact to vehicular operations, no capacity analysis is included in this MMTA. It is assumed that the currently-proposed development will have no detrimental impact to vehicular operations, consistent with the conclusions of the previous study.

Future Improvements

A number of planned transportation improvements in the vicinity of the proposed 2025 Fairfax Drive development are expected to

be complete by 2025. The improvements are further detailed in the report, but include:

- 2050 Wilson Boulevard (Courthouse Landmark Block) Development
- 1307 N Rolfe Street (Gables) Development

Transportation Management Plan

A Transportation Management Plan (TMP) will be provided for the project based on the County's requirements, and a framework for a TMP is included in this report. This TMP will include typical components such as the establishment of a TMP coordinator, the distribution of transit literature, the establishment of ride-sharing programs, and the on-site sale of discounted fare media. Management measures taken by the 2025 Fairfax Drive development will be monitored and adjusted as needed to continually create opportunities to reduce the amount of vehicular traffic generated by the site.

Summary and Recommendations

This report concludes that the proposed development will not have a detrimental impact to the surrounding transportation and roadway network, assuming that all planned site design elements are implemented.

The development has many positive elements contained within its design that minimize potential transportation impacts, including:

- The proposed development's proximity to the Court House Metro Station.
- The proposed development's location within an existing, well-connected pedestrian environment and proximity to a high-quality bicycle facility (Arlington Boulevard Trail).
- Improvements to the pedestrian facilities adjacent to the site that meet or exceed Arlington County and ADA requirements.
- The inclusion of secure-long-term bicycle parking that meets zoning requirements.
- The installation of short-term bicycle parking spaces around the perimeter of the site that meet zoning requirements.
- A Transportation Management Plan (TMP) that aims to reduce the demand of single-occupancy, private vehicles to/from the proposed development during peak period travel times or shifts single-occupancy vehicular demand to off-peak periods.

Introduction

This report presents the findings of a Multimodal Transportation Assessment (MMTA) conducted for the proposed development at 2025 Fairfax Drive in the Radnor/Fort Myer Heights neighborhood in Arlington, VA.

The development site currently consists of a 40-space surface parking lot and a single-family home. The proposed development will replace the existing uses with a 166-unit residential building. The proposed project build-out year is 2025.

The site is currently zoned RA8-18 and is shown as a Medium Residential land use in the General Land Use Plan (GLUP).

Purpose of Study

The purpose of this study is to evaluate the transportation network in the vicinity of the site and identify any potential transportation impacts that may result from the proposed redevelopment. Elements of this report include a description of the proposed development, an evaluation of the existing multimodal transportation network, and evaluation of the anticipated trip generation for the site.

In 2011, a proposal to build a 104-unit development at the project site was approved by Arlington County; the site plan application included a traffic study, which found that all study intersections and site entrances operated under acceptable levels of service under future conditions with development. The Applicant is applying for an amendment to the site plan. As part of the scoping process, it was determined that the trip generation of the project (as depicted in the amended site plan) would be less than what was studied for the original proposal. As a result, it was determined in the scoping process that a vehicular capacity analysis shall not be included in this MMTA.

Study Tasks

The following tasks were completed as part of this study:

- A scoping form dated February 15, 2022, was submitted by Gorove Slade to Arlington County and accepted on April 6, 2022. This scope includes discussions about the parameters of the study and relevant background information. A copy of the signed scoping document is included in the Technical Appendix.
- Proposed site traffic volumes were generated based on the methodology outlined in [Trip Generation, 10th Edition](#) published by the Institute of Transportation Engineers (ITE).

- As agreed upon in the scoping process, a vehicular capacity analysis was not conducted for this study. Instead, this study includes a comparison of the trip generation developed as part of the 2011 application and the currently-proposed project. The comparison shows that the proposed project generates fewer trips than what was studied for the 2011 application.
- A Transportation Management Plan framework was developed as a TMP will be necessary to meet County requirements.

Project Summary

Site Location

The project site is located in the Radnor/Fort Myer Heights neighborhood in Arlington, Virginia. Figure 1 shows the regional location of the project. The project site is bounded by existing residential buildings to the north and west, Fairfax Drive to the south, and N Troy Street to the east. The site location is shown in Figure 2.

Parcel Information

The existing site is currently occupied by a 40-space surface parking lot and a single-family home. A parcel map showing the location of the property is presented in Figure 3.

General Land Use Plan Recommendations

According to Arlington County's General Land Use Plan (GLUP), this site is listed as a medium residential land use. The GLUP map for the site is shown in Figure 4. The site is currently zoned RA8-18, Multiple-family Dwelling District. The zoning map is shown in Figure 5.

Proposed Site Plan

The proposed development will replace the existing uses with a 166-unit residential building. The building will include a partially below-grade parking garage with 120 spaces. Of these 120 spaces, 30 spaces will be allocated for the adjacent residential buildings which currently utilize the existing surface lot on-site. The remaining 90 spaces will be allocated to residents of the new building at a ratio of 0.54 spaces per dwelling unit. Sixteen of the residential spaces (approximately 13.3 percent) are compact parking spaces, which is within the 15 percent threshold established by § 14.3.3.F of the Zoning Ordinance. The proposed residential parking ratio accords with recent County

policies supporting significant parking reductions for residential development in close proximity to transit.

Vehicular access for residential parking will occur at two (2) locations. One (1) driveway will be located on N Troy Street and will provide access to the Mezzanine level of the garage, which is not internally connected to the lower levels of the garage and is for the exclusive use for the existing Wakefield residents, and one (1) driveway will be located on N Fairfax Drive and connect to the spaces on the Ground Floor, G2, and G3 levels of the garage. One (1) loading space will be provided on the south side of the building, with access via a driveway on Fairfax Drive.

Existing sidewalks along the eastern and southern frontages of the site will be improved as part of the project. Walkways will also be provided along the northern and western frontages of the proposed building. These walkways will connect the sidewalks on N Troy Street and Fairfax Drive with an existing internal walkway leading to N Courthouse Road.

The proposed site plan is shown in Figure 6.

Scope and Limits of the Study Area

The study area generally consists of the area within a quarter mile of the project site. The transportation facilities on Fort Myer located to the south of the site were excluded from the study as they are not public. The study area is shown in Figure 7.

Data Sources

Sources of data for this study include Arlington County, the Virginia Department of Transportation (VDOT), the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, Census Transportation Planning Products (CTPP), Fortis, VIKa, KGD Architecture, and the office files and field reconnaissance efforts of Gorove Slade.

Contents of Study

This report contains nine (9) chapters as follows:

- Study Area Overview
This chapter reviews the area near and adjacent to the project and includes an overview of the site location.
- Transit
This chapter summarizes the existing and future transit service adjacent to the site, reviews how the project's transit demand will be accommodated, outlines impacts, and presents recommendations as needed.

- Pedestrian Facilities
This chapter summarizes existing and future pedestrian access to the site, reviews walking routes to and from the project site, outlines impacts, and presents recommendations as needed.
- Bicycle Facilities
This chapter summarizes existing and future bicycle access to the site, reviews the quality of cycling routes to and from the project site, outlines impacts, and presents recommendations as needed.
- Project Design
This chapter reviews the transportation components of the project, including the site plan and access.
- Travel Demand Assumptions
This chapter outlines the travel demand of the proposed project. It summarizes the expected mode splits and multimodal trip generation of the currently-proposed project and provides a comparison to the trip generation of the original site plan.
- Transportation Management Plan
This chapter outlines the components of the proposed development's Transportation Management Plan (TMP).
- Crash Data Review
This chapter reviews the findings of a crash data review of adjacent intersections and frontage of the proposed project.
- Summary and Conclusions
This chapter presents a summary of the recommended mitigation measures by mode and presents overall findings and conclusions.

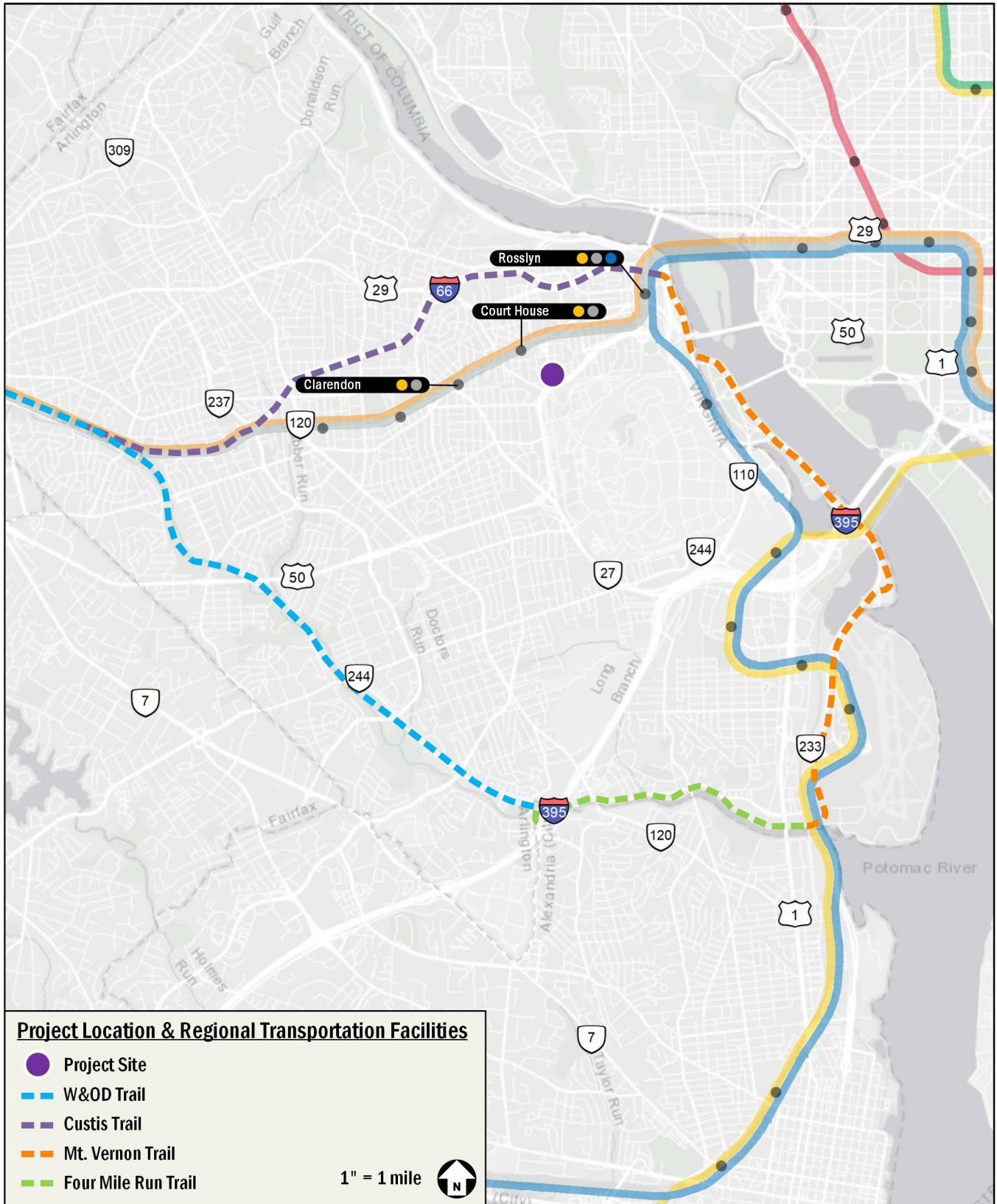


Figure 1: Major Regional Transportation Facilities

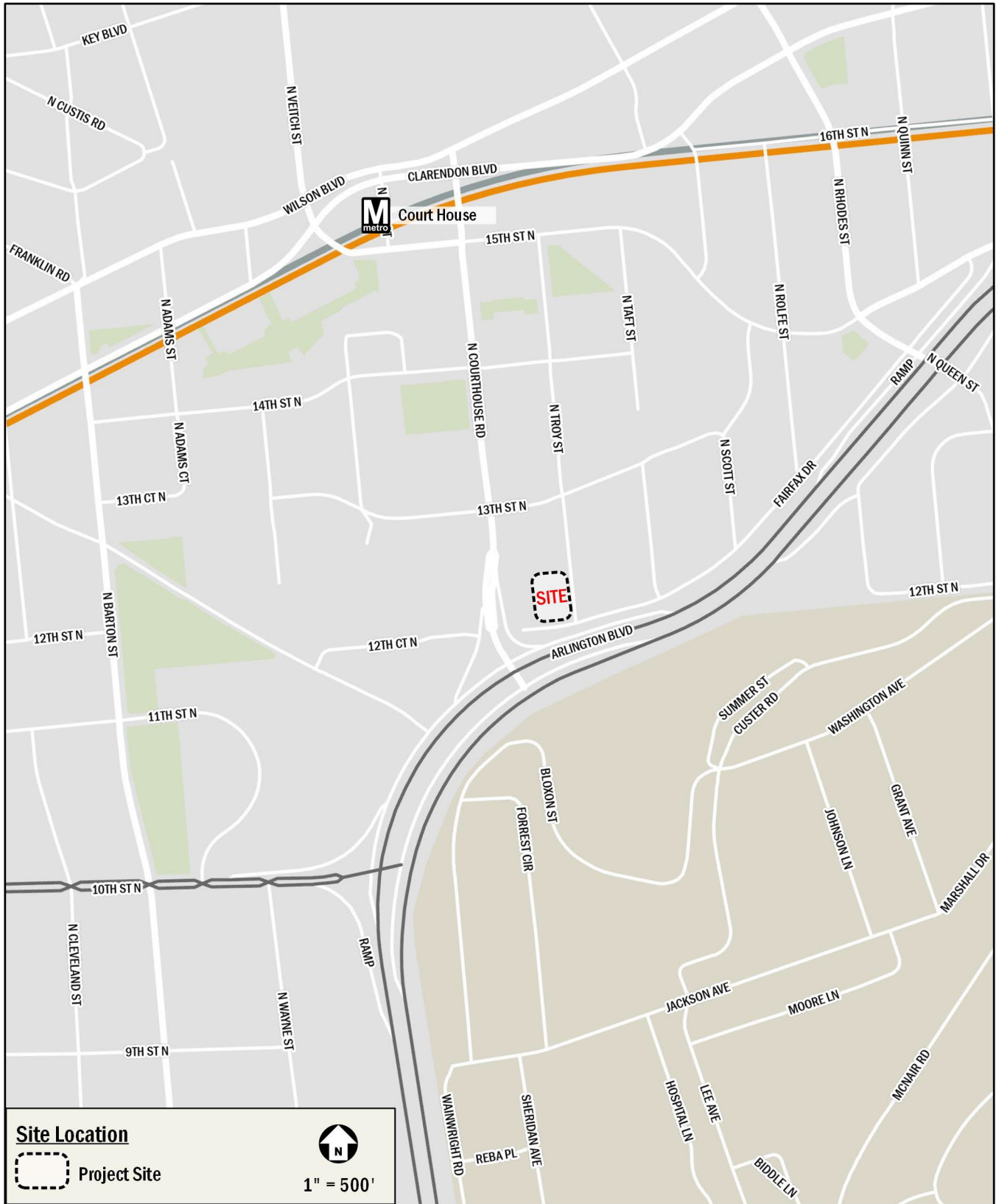


Figure 2: Site Location

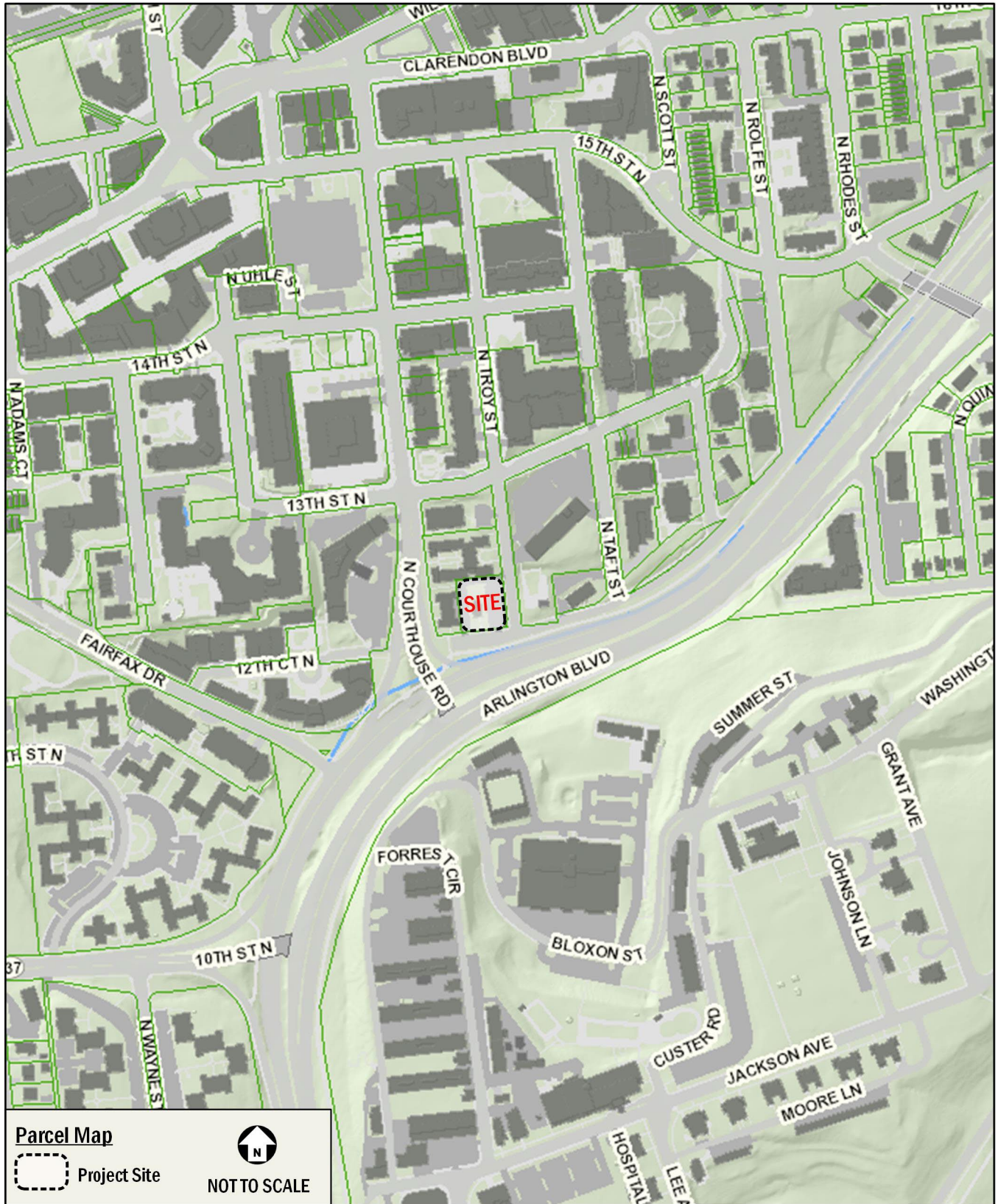


Figure 3: Parcel Map (Source: Arlington County Real Estate Map, January 2022)

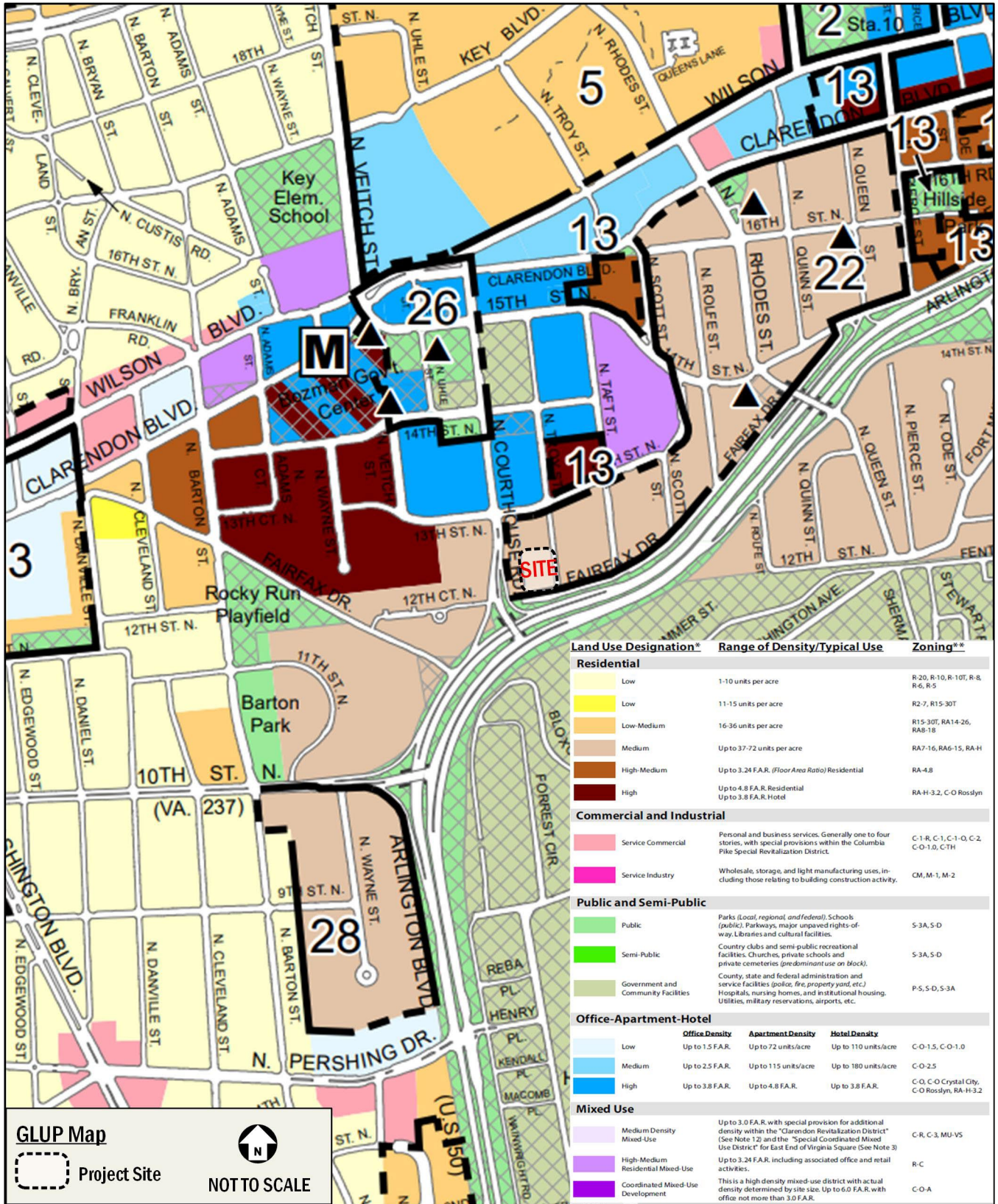


Figure 4: Planned Land Uses (Source: Arlington General Land Use Plan (GLUP), April 2021)

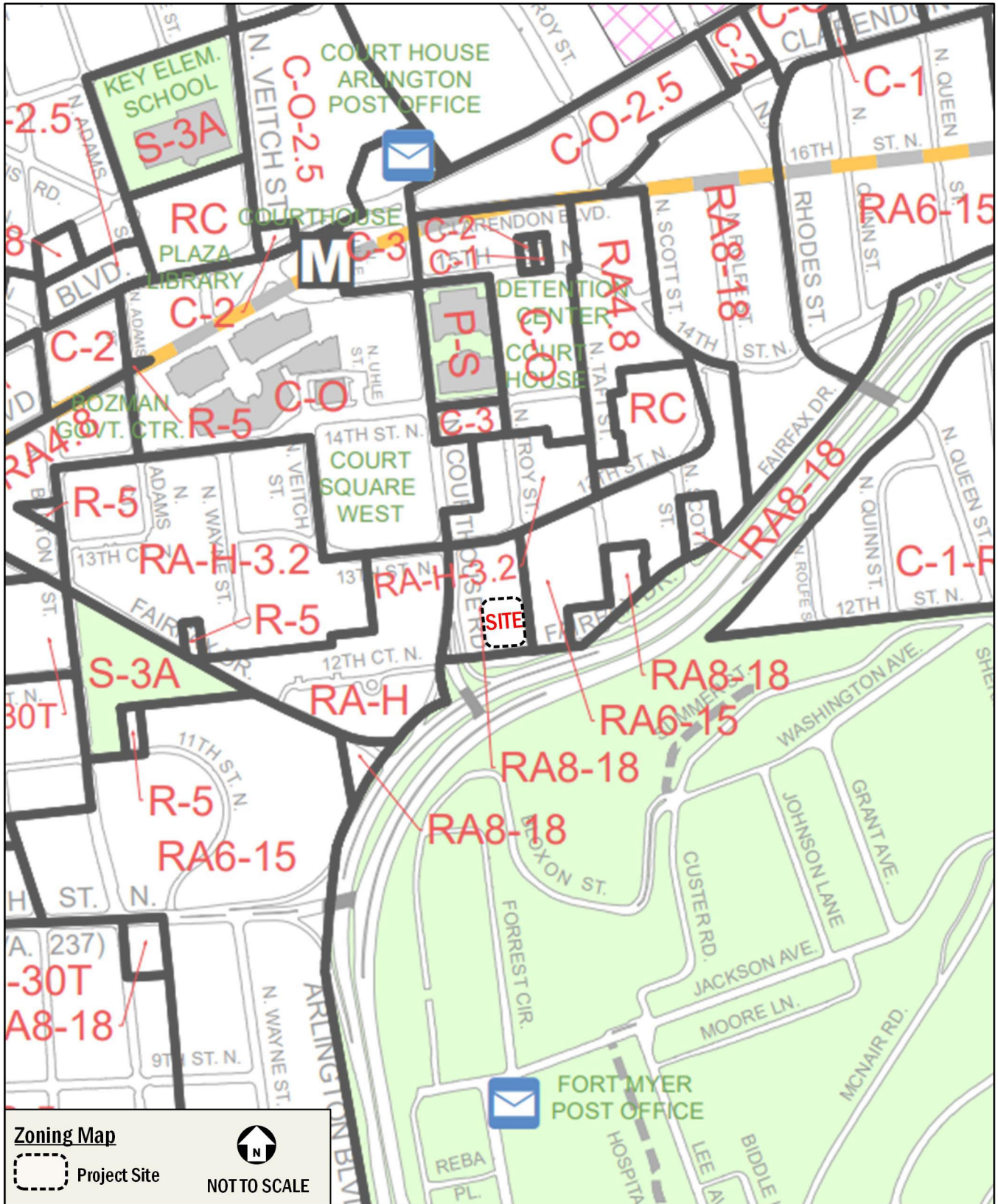


Figure 5: Zoning Map (Source: Arlington County)

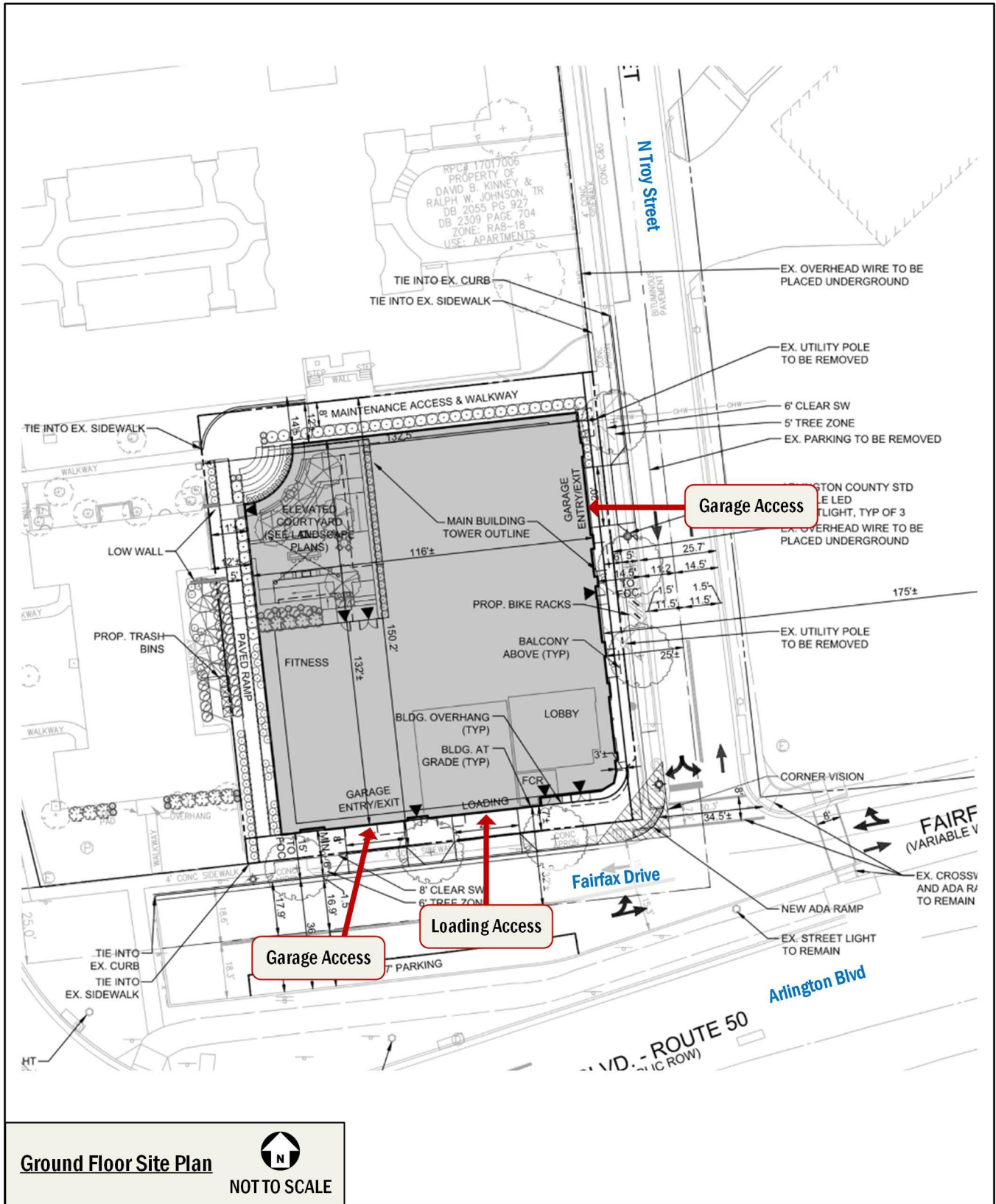


Figure 6: Ground Floor Site Plan

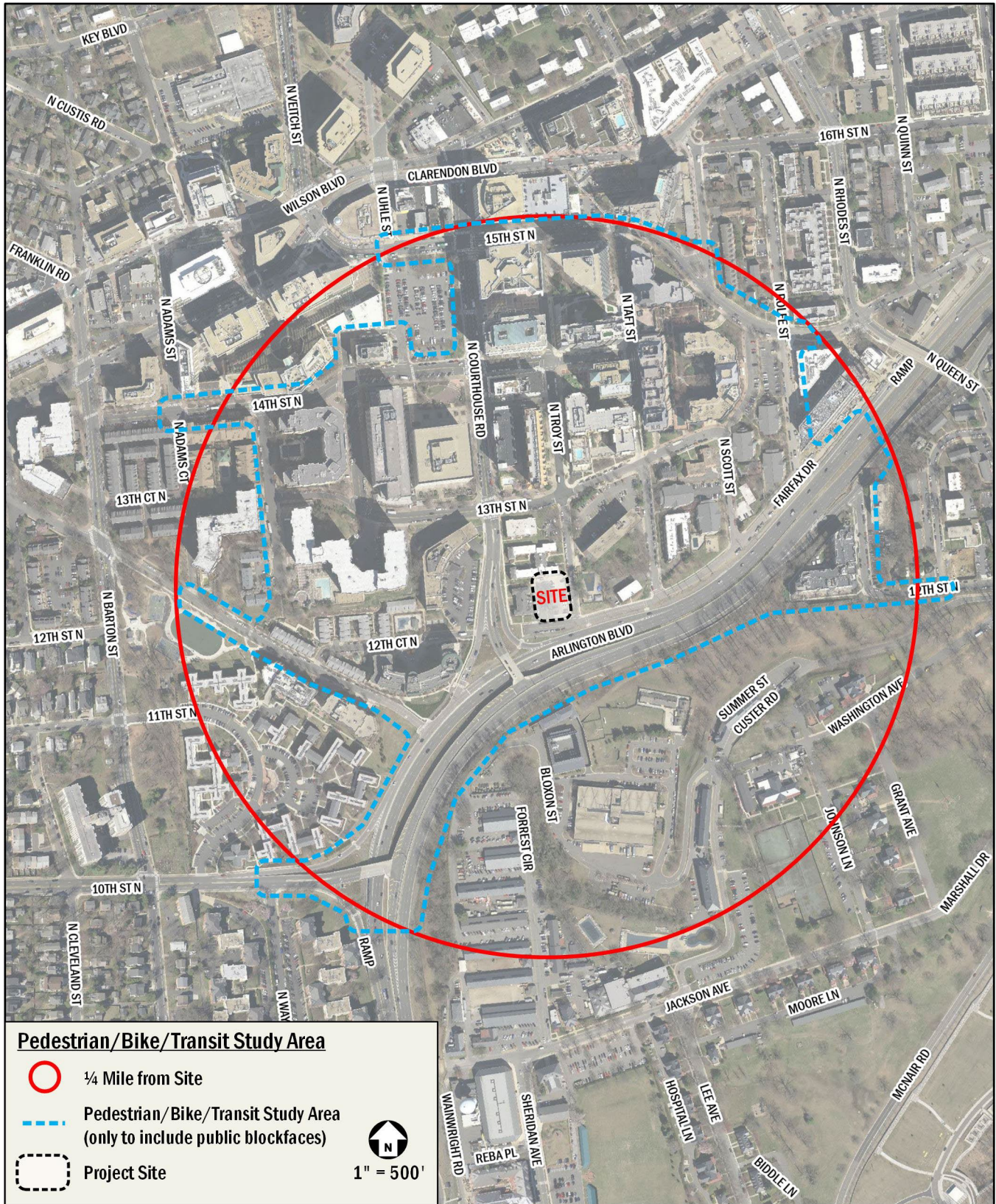


Figure 7: Pedestrian/Bike/Transit Study Area

Study Area Overview

This chapter reviews the existing conditions of the surrounding transportation network and includes an overview of the site location, including a summary of the major transportation characteristics of the area and of future regional projects. Detailed characteristics of each mode and their subsequent study areas will be defined in the following chapters.

The following conclusions are reached within this chapter:

- The site is surrounded by an extensive regional and local transportation system that will accommodate the residents and employees of the proposed development.
- The site is well-served by public transportation with access to the Metrorail's Orange and Silver Lines and several local and regional bus lines.
- The site is surrounded by a well-connected pedestrian environment. In the vicinity of the site, sidewalks generally meet standards recommended by the Arlington County Master Transportation Plan with some gaps in the system.
- The site has access to several on- and off-street bicycle facilities, including the Arlington Boulevard Trail and bicycle lanes along N Courthouse Road, 15th Street N, Fairfax Drive, and N Barton Street.

Major Transportation Features

Overview of Regional Access

Under existing conditions, the proposed development site has ample access to regional vehicular and transit-based transportation options, as shown in Figure 1, that connect the site to destinations within Virginia, the District, and Maryland.

On a regional level, the site is primarily accessible from several principal arterials located within a half-mile of the site; Clarendon Boulevard, Wilson Boulevard, and VA-50 (Arlington Boulevard). These arterials create connections to I-66, US-29 (Langston Boulevard), I-395 and ultimately the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs as well as regional access to I-95. These principal arterials bring vehicular traffic within a half-mile of the site, at which point minor arterials, collectors and local roads can be used to access the site directly.

The site has access to the Orange and Silver Lines via the Court House Metro station, which provide connections to areas in Virginia, the District, and Maryland. The Orange Line connects

Fairfax, VA with New Carrollton, MD and the Silver Line connects Reston, VA with Largo, MD. Both lines provide connections to the Red Line, which provides a direct connection to Union Station, a hub for commuter rail – such as Amtrak, MARC, and VRE – in addition to all additional Metrorail lines, allowing for access to much of the DC Metropolitan area. Overall, the site has access to several regional roadways and transit options, making it convenient to travel between the site and destinations in the District, Virginia, and Maryland.

The proposed development is located directly adjacent to the Arlington Boulevard Trail, an approximately 2.2-mile long shared-use path that travels along Arlington Boulevard. To the east, the trail connects to on-street bicycle facilities in the Rosslyn neighborhood, which can be used to access the District, Mount Vernon Trail, and the Custis Trail. To the west, the trail parallels Arlington Boulevard and connects to on-street bicycle facilities at the intersection of Arlington Boulevard and Glebe Road, which can be used to connect to the W&OD Trail. A detailed review of existing bicycle infrastructure is provided in a later chapter of this report.

Overall, the site has access to several regional roadways, transit, and bicycle options, making it convenient to travel between the site and destinations in the Virginia, the District, and Maryland.

Overview of Local Access

There are several local transportation options near the site that serve vehicular, transit, walking, and cycling trips under existing conditions, as shown on Figure 8.

In addition to three (3) principal arterials, Wilson Boulevard, Clarendon Boulevard, and VA-50 (Arlington Boulevard), the site is served by a local vehicular network that includes several minor arterials and collectors such as N Courthouse Road, 14th Street N, N Barton Street, and N Rhodes Street. In addition, there is an existing network of local roadways that provide direct access to the site.

Several bus routes provide local transit service in the vicinity of the site, including connections to several neighborhoods within Virginia, the District, and additional Metrorail stations. These routes are primarily located along the Wilson Boulevard/Clarendon Boulevard corridor, approximately a quarter mile from the site. A detailed review of existing proposed transit facilities is provided in a later section of this report.

There are existing bicycle facilities that connect the site to areas within Arlington, Virginia, and the District, most notably the Arlington Boulevard Trail which travels along VA-50 (Arlington Boulevard) Custis Memorial Parkway and provides connections to Rosslyn and the District to the east and to the W&OD Trail and City of Falls Church to the west. There are bicycle lanes on N Courthouse Road, 15th Street N, N Barton Street, Wilson Boulevard, and Clarendon Boulevard in the vicinity of the site. A detailed review of existing and proposed bicycle facilities and connectivity is provided in a later section of this report.

In the vicinity of the site, most sidewalks meet Americans with Disabilities Act (ADA) standards and standards recommended by

the Arlington Master Transportation Plan, with some gaps in the local network. Anticipated pedestrian routes, such as those to public transportation stops, retail zones, nearby residential areas, and community amenities, provide well-connected pedestrian facilities. A detailed review of existing and proposed pedestrian access and infrastructure is provided in a later chapter of this report.

Overall, the site is surrounded by an extensive local transportation network that allows for efficient transportation options via transit, bicycle, walking, or vehicular modes.

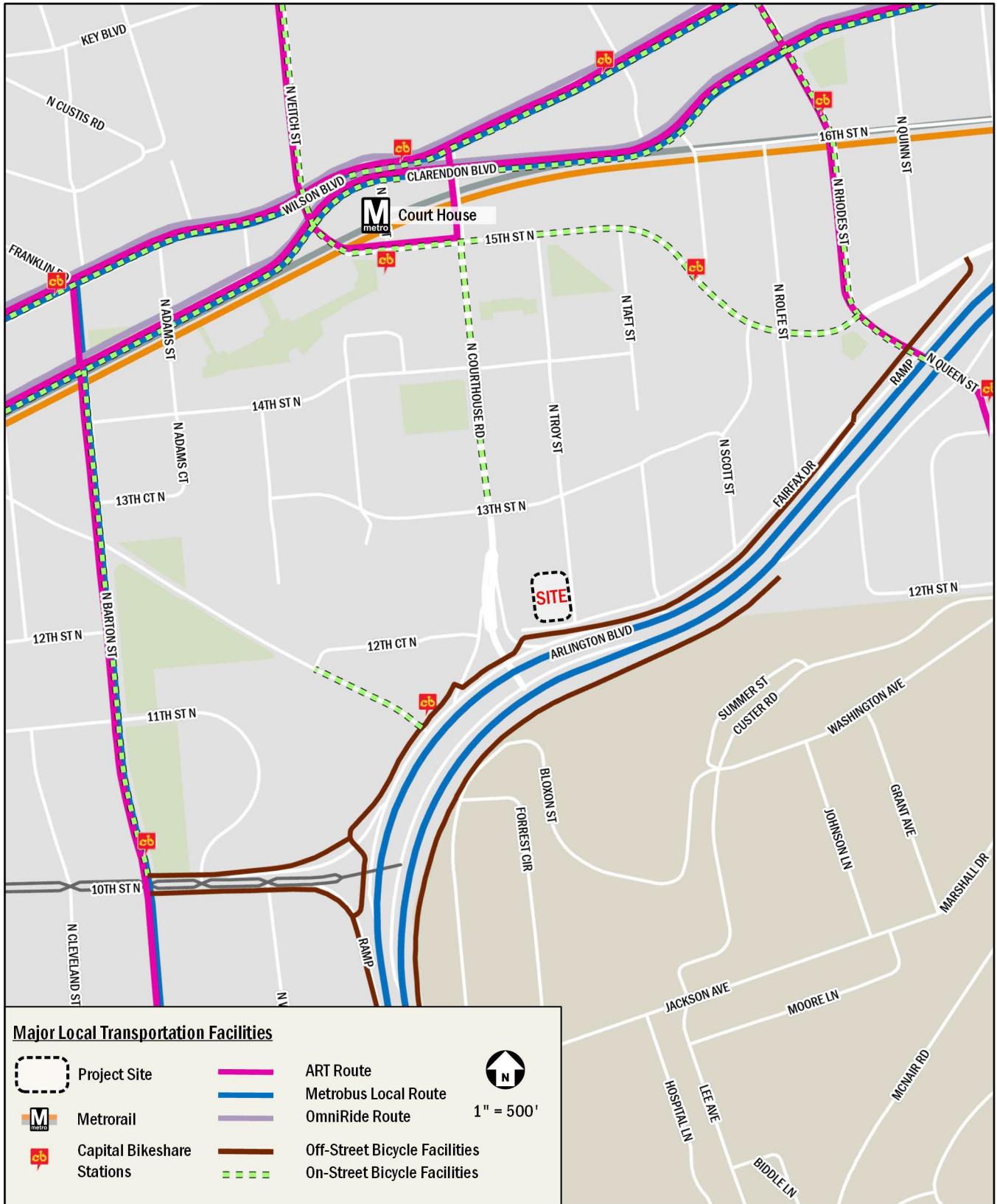


Figure 8: Major Local Transportation Facilities

Car-sharing

Car-sharing service in Arlington is provided by Zipcar. This is a private company that provides registered users access to a variety of automobiles. Zipcar has designated spaces for their vehicles, and two (2) Zipcar locations are located within a quarter-mile of the site. These locations and the number of available vehicles are listed in Table 1.

Table 1: Carshare Locations

Zipcar Carshare Location	Number of Vehicles
N Veitch Street & 14 th Street N	2 vehicles
N Courthouse Road & 14 th Street N	1 vehicle
Total	3 vehicles

E-Scooters and Dockless E-Bicycles

Five (5) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies provide Shared Mobility Device (SMD) service in Arlington County: Bird, Helbiz, Lime, Link, and Spin. These SMDs are provided by private companies that give registered users access to a variety of e-scooter and e-bike options. These devices are used through each company-specific mobile phone application. Many SMDs do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; instead, many SMDs are parked in public space, most commonly in the “furniture zone” (the portion of sidewalk between where people walk and the curb, often where you’ll find other street signs, street furniture, trees, parking meters, etc.). At this time, SMD pilot/demonstration programs are underway in Arlington County, the District, Fairfax County, the City of Alexandria, and Montgomery County.

Walk Score and Bike Score

Walkscore.com is a website that provides scores and rankings for the walking, biking, and transit conditions for an area. This project location has a walk score of 88 (or “Very Walkable”), transit score of 70 (or “Excellent Transit”), and a bike score of 66 (or “Bikeable”). Figure 9 displays a heat map for walkability and bikeability.

The site is situated in an area with a “Very Walkable” walk score because of the abundance of neighborhood serving retail locations, where daily errands can be completed by walking.

The proposed development is located in an area with an “Excellent Transit” transit score because of its proximity to the Court House station, and the rail and bus lines that serve it.

The site is situated in an area with a “Bikeable” bike score due to its proximity to bike infrastructure, including the Arlington Boulevard Trail and nearby on-street bicycle facilities.

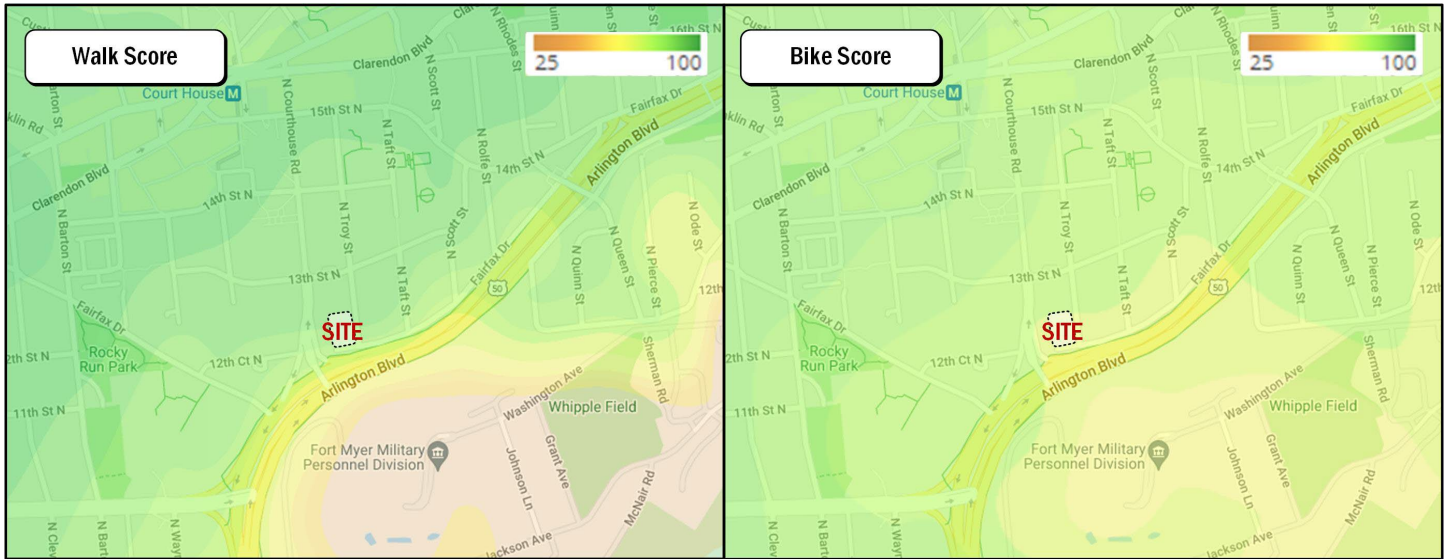


Figure 9: Walkscore and Bikescore Map

Future Projects

There are several County-wide initiatives, local initiatives, and planned improvements located in the vicinity of the site. These planned projects are summarized below.

County-Wide Initiatives

Arlington Master Transportation Plan (2019)

The Arlington County Master Transportation Plan (MTP), adopted in 2011 and updated in 2019, outlines goals to improve various modes of transportation throughout the County. The MTP identifies goals and objectives for each mode to improve safety and access for all users, particularly for pedestrians, bicyclists, and transit users. The Arlington Master Transportation Plan's recommended policies for transportation in the County that apply to the 2025 Fairfax Drive development are outlined as follows:

- **Streets (2016)** – The County will address the street system and enhance the transportation network by: (1) Utilizing the plan's street typology to guide street planning and ensure each street type supports the general policies of complete streets and adjacent land uses; (2) Including appropriate facilities to meet and balance the needs of all modes; (3) Constructing/converting some local streets to a pedestrian priority or a shared street; (4) Accommodating travel growth through shifts to non-auto modes; (5) Designing streets to favor lower vehicular speeds; and (6) Maintaining a grid-style network to enhance connectivity. The planned improvements included in the MTP in the vicinity of the site are shown in Figure 10.
- **Transit (2016)** – The County will address the transit system by: (1) Developing a Premium Transit Network of high-frequency service connecting major destinations; (2) Operating a Secondary Transit Network of fixed route services that improves access to destinations across Arlington; (3) Making transit more accessible and convenient to all through enhanced facilities and transit-oriented land use policies; (4) Improving Metrorail services and stations; and (5) Expanding pedestrian access to transit facilities.
- **Pedestrian (2011)** – The County will address the pedestrian system by: (1) Completing the walkway network with appropriate facilities on both sides of arterial streets and at least one side of neighborhood streets; (2) Upgrading existing pedestrian facilities to comply with current standards; (3) Implementing measures aimed at changing motorist behavior to manage vehicular speed and minimize

vehicle/pedestrian conflicts; and (4) Developing strategies to encourage more people to walk.

- **Bicycle (2019)** – The County will address the bicycle system by: (1) Making existing streets safer and more comfortable for bicycling by all users; (2) Expanding travel safety education programs; (3) Providing a network of low-traffic-stress bicycle routes that connect all land uses; (4) Accommodating bicycle infrastructure as part of all street improvement projects; (5) Establishing bicycles as a mainstream travel mode; and (6) Encouraging bicycle facilities, including parking, showers, and lockers. The improvements planned for the bicycle facilities surrounding the site as part of the Plan are shown in Figure 11.
- **Parking and Curb Space (2009)** – The County will address the parking system by: (1) Prioritizing the use of curb space, matching the various types of uses to the most appropriate locations; (2) Promoting on-street parking within residential neighborhoods and on commercial streets to calm traffic; (3) Ensuring the minimum parking needs are met and limit excessive parking; (4) Discouraging off-street surface parking; and (5) Allowing reduced parking space requirements for new developments in close proximity to frequent transit service and requiring enhanced TDM measures.
- **Transportation Demand Management (2008)** – The County will address transportation demand management by: (1) Incorporating comprehensive TDM plans for all site plans to minimize vehicular trips and maximize the use of other modes; (2) Exploring strategies and incentives to achieve TDM measures in existing private buildings; and (3) Applying TDM programs to non-work travel, as well as commuting, through marketing strategies.

A number of elements in the proposed development are consistent with these policies:

- **Pedestrian:**
 - Improvements to the adjacent sidewalks.
- **Bicycle:**
 - Short-term bicycle parking will be provided along the perimeter of the site.
 - Secure, long-term bike parking will be provided in the below-grade parking garage on-site.
- **Parking and Curb Space:**
 - On-site parking will be located off-street in the parking garage.

- Transportation Demand Management:
 - A TMP will be implemented for the development to discourage auto travel and encourage the travel by other modes.

The MTP also identifies the following recommendations in the vicinity of the 2025 Fairfax Drive development:

- Transit:
 - Additional elevators at the Court House Metrorail station
- Bicycle:
 - Develop a Bicycle Boulevard route along Fairfax Drive between N Barton Street and the trail along the north side of Arlington Blvd.
 - Reconstruct portions of the Arlington Boulevard Trail, between Rosslyn and the Seven Corners area, to enhance user safety and usability. Reconstruction should include resurfacing to achieve a minimum 10-foot paved width, enhancing the crossings of highway ramps and providing contra-flow facilities for those sections of one-way service road that constitute parts of the trail. Evaluate installation of trail lighting.
 - Provide an enhanced bicycle facility on Fairfax Drive, along the south side of Arlington Boulevard, to connect the Arlington Boulevard Trail to N Meade Street bicycle lanes and trails near the Iwo Jima Memorial. The new facility could be a widened sidewalk for shared bicycle and pedestrian use, or an on-street bike lane.

In direct relation to the 2025 Fairfax Drive development, these recommendations would create additional multi-modal capacity and connectivity to/from the site.

Local Initiatives

Fort Myer Heights North Plan (2008)

The Fort Myer Heights North Plan, adopted in 2008, seeks to create a strategic balance of preservation and redevelopment with an emphasis on affordable housing, historic buildings, open space, significant trees and neighborhood scale. The Plan includes the following goals and objectives:

- Preservation of existing affordable units and the construction of new affordable units;
- Preservation of neighborhood character and historic buildings;
- Preservation of tree cover and significant trees and the enhancement of streetscapes with shade trees;

- Provision of public and private open space;
- Enhanced pedestrian corridors along North Rhodes Street and 16th Street North;
- An improved neighborhood edge and pedestrian-oriented streetscape along Fairfax Drive and Clarendon Boulevard; and
- The provision of adequate parking using creative strategies.

The 2025 Fairfax Drive development is consistent with the outlined goals. The development includes plans for a pedestrian-oriented streetscape along the Fairfax Drive frontage and provides adequate parking on site.

The Plan also includes design guidelines for streetspaces and bicycle/pedestrian facilities in the Plan area. These guidelines call for enhanced streetscape treatments along the neighborhood's principal streets, which include Fairfax Drive near the project site. Streetscape improvements could possibly include wide sidewalks, additional lighting, provisions for bus stops and crosswalk nubs.

In relation to the proposed development, the Plan provides guidance on recommended street cross-sections for Fairfax Drive near the project site; the relevant cross-section for the site is shown in Figure 12. Along the frontage of the project site, the cross-section recommends sidewalks with an 8-foot clear width and a 5-foot planting strip. The proposed development provides an 8-foot clear width sidewalk and a 6-foot planting strip along Fairfax Drive, and is thus consistent with the Plan's proposed cross-section.

Radnor-Fort Myer Heights Neighborhood Conservation Program (2007)

The Neighborhood Conservation Program, established in 1964, was created to improve and enhance Arlington neighborhoods. The goal of the program is to encourage residents to discuss and share ideas for improving the neighborhoods in which they reside. The program also provides funding for a variety of improvements, such as the installation of sidewalks, curbs and gutters, streetlights, and signs. Each neighborhood decides to develop a plan and when it is ready to initiate the update process; each plan typically serves a community for 10 years. The Radnor-Fort Myer Heights Neighborhood Conservation Plan was developed in 2007 and includes the project site and areas to the north and east.

Planned Improvements

2050 Wilson Boulevard (Courthouse Landmark Block)

Approved in March 2021, this project proposes the redevelopment of the Landmark Block, located at 2050 Wilson Boulevard. This site is comprised of seven parcels in the Court House neighborhood, with a 20-story residential apartment building with ground-floor retail, rooftop amenities and open space, and a below-grade parking structure. As part of the redevelopment of the site, the project will convert N Uhle Street to a pedestrian promenade between the Court House Metrorail station and the Landmark Block. It would also provide streetscape and transportation improvements along 15th Street N, Clarendon & Wilson Boulevards, and N Courthouse Road, including upgraded sidewalks and pedestrian crossings, curb ramps, bulb-outs, and bus stop facilities.

In direct relation to the 2025 Fairfax Drive development, the multi-modal improvements proposed for the 2050 Wilson Boulevard project will improve multi-modal connectivity to the site with upgrades to pedestrian and bus facilities. They will also

improve connectivity between Court House station and the proposed development.

1307 N Rolfe Street (Gables)

This project proposed to redevelop the project site with three buildings: two residential buildings that provide 395 housing units, and a County transitional living facility with 14 housing units. It also proposed an approximately 8,000 square-foot park at the corner of 14th Street N and N Rhodes Street, and sidewalk, streetscape, and pedestrian crossing improvements along the site frontages on Fairfax Drive, N Rolfe Street, 14th Street N, N Rhodes Street, and the Arlington Boulevard Trail. The project was completed in 2019.

In direct relation to the 2025 Fairfax Drive development, the completed upgrades to pedestrian facilities around the 1307 N Rolfe Street site have improved pedestrian connectivity to the project site.



Figure 10: Street Typology (Source: Arlington Master Transportation Plan, 2011)

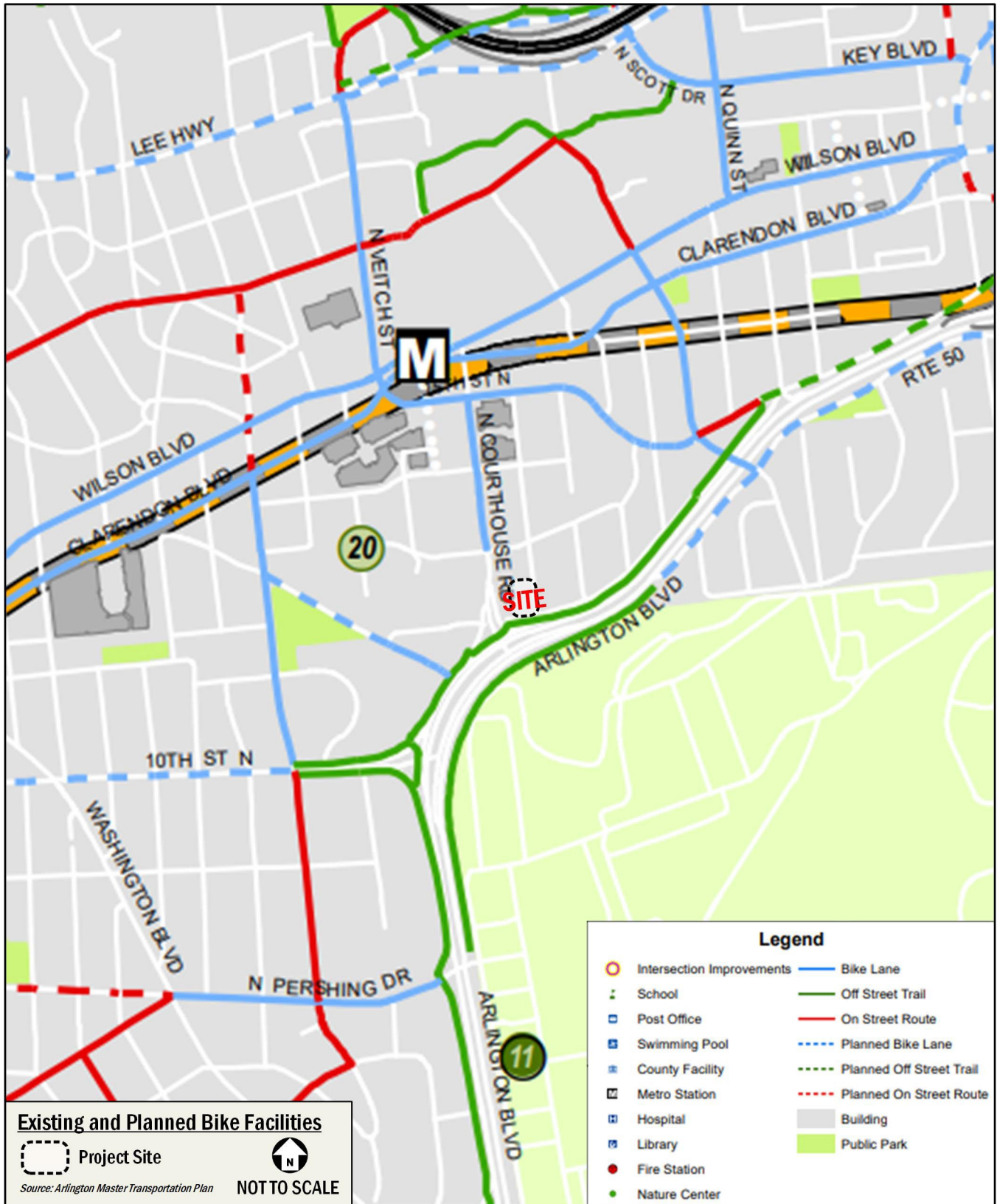
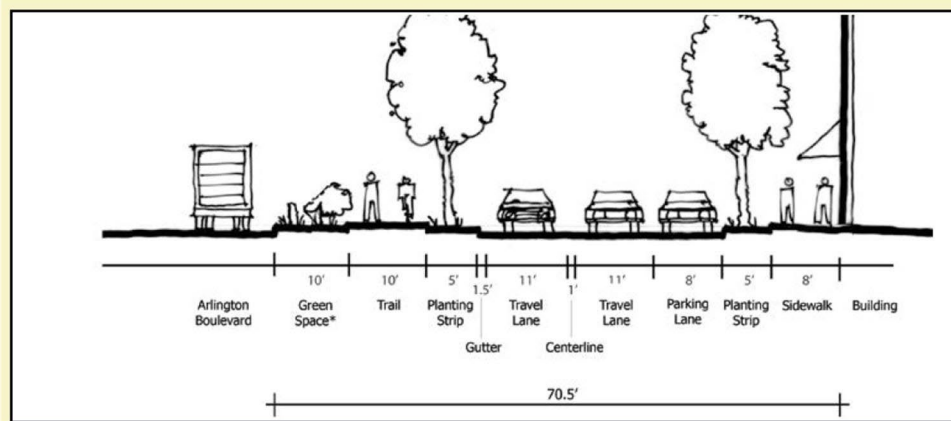


Figure 11: Existing and Planned Bike Facilities (Source: Arlington Master Transportation Plan, 2019)

*Fort Myer Heights North Plan (2008) –
Fairfax Drive Recommended Cross-Section*



Fairfax Drive Cross-Section A:

The following cross-sections for Fairfax Drive respect the needs of pedestrians, bicyclists, transit users and motorists, resulting in a "complete street." Further study and development of this and all other cross-sections depicted in this Plan are required prior to implementation through the site plan process or through County initiated projects.

Figure 12: Fort Myer Heights North Plan – Fairfax Drive Recommended Cross-Section

Project Design

This chapter reviews the transportation components of the 2025 Fairfax Drive development, including the proposed site plan and access points. It includes descriptions of the site's vehicular access, loading, parking, bicycle, and pedestrian facilities.

The proposed development site is located in the Radnor/Fort Myer Heights neighborhood in Arlington, Virginia and is bounded by existing residential buildings to the north and west, Fairfax Drive to the south, and N Troy Street to the east. The site location is shown in Figure 2. The proposed site plan for the redevelopment is shown in Figure 6.

The existing site currently consists of a 40-space surface parking lot and a single-family home. The proposed development will replace the existing uses with a 166-unit residential building.

The project will provide 120 parking spaces in a partially below-grade garage. The Mezzanine level of the garage will be accessed via a driveway on N Troy Street, providing access to the 30 spaces allocated for the adjacent residential buildings which currently utilize the surface parking lot on-site. The remaining 90 spaces will be allocated to residents of the new building and will be accessed separately from a driveway on Fairfax Drive, with spaces on the Ground Floor and two (2) additional below-grade levels of the garage. Secure bicycle storage will be provided in the parking garage, providing 68 long-term bicycle spaces across two levels. A total of at least four (4) short-term bicycle parking spaces for residential use will be located around the perimeter of the site.

Adjacent Roadways

Consistent with the Fort Myer Heights North Plan, the proposed development will provide safe and attractive multimodal infrastructure along the adjacent roadways.

Fairfax Drive

Fairfax Drive is a local, low volume, two-lane roadway that runs east-west along the south end of the site and provides local multimodal connectivity. As part of the Fort Myer Heights North Plan, the cross-section of Fairfax Drive is designed to respect the needs of pedestrians, bicyclists, transit users and motorists, resulting in a "complete street." As part of the proposed development, the sidewalk along the property frontage will be improved to provide ample circulation to and around the

property, including sidewalk and planting strip widths consistent with the Fort Myer Heights North Plan (as shown in Figure 12). Figure 13 shows the typical cross-section and design elements that can be expected along Fairfax Drive as part of the proposed development.

N Troy Street

N Troy Street is a local, low volume, two-lane roadway that runs north-south adjacent to the east end of the site and provides local multimodal connectivity. As part of the proposed development, the sidewalk along the property frontage of N Troy Street will be improved to provide ample circulation to and around the property. Figure 14 shows the typical cross-section and design elements that can be expected along N Troy Street as part of the proposed development.

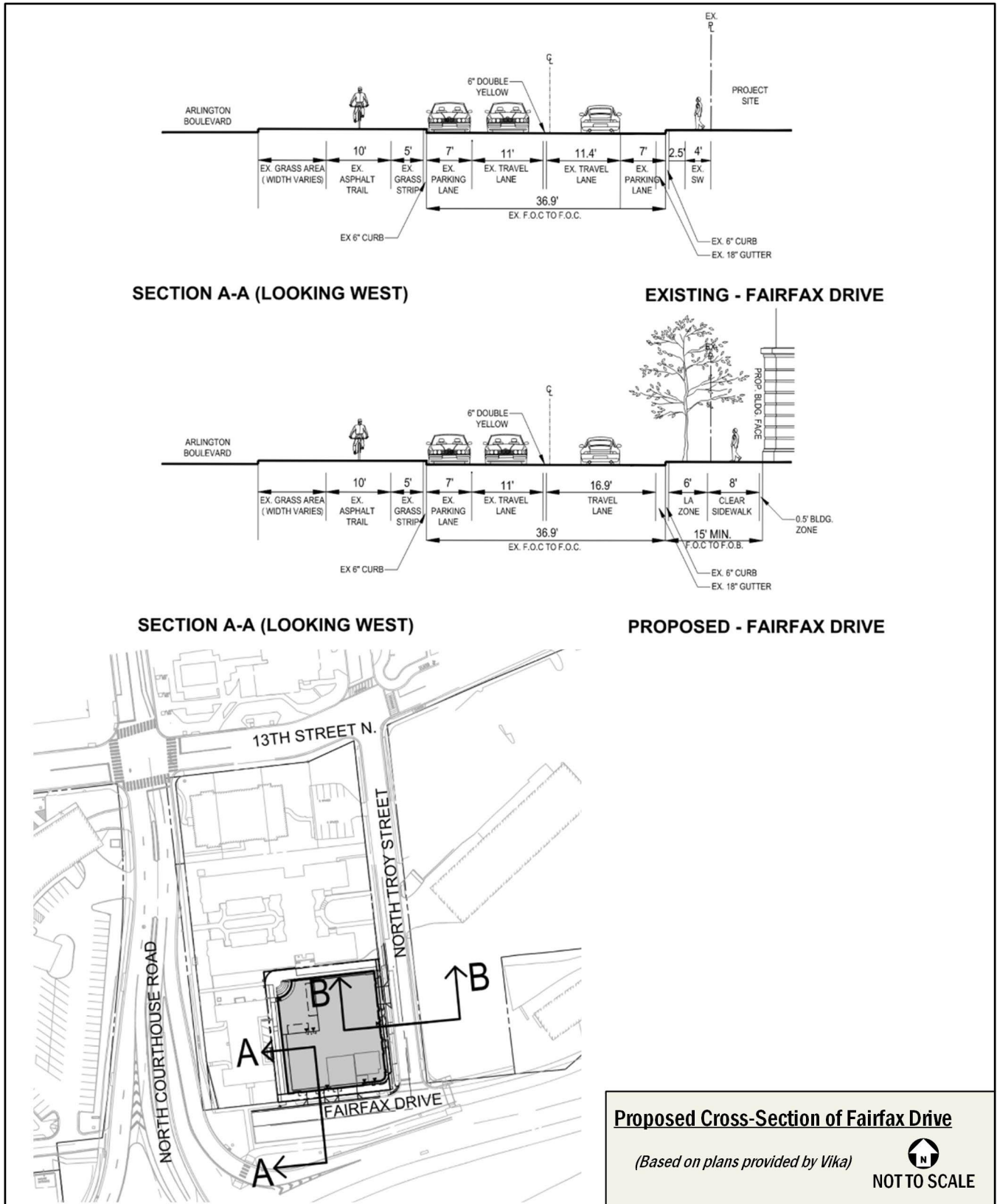


Figure 13: Proposed Fairfax Drive Cross-Section

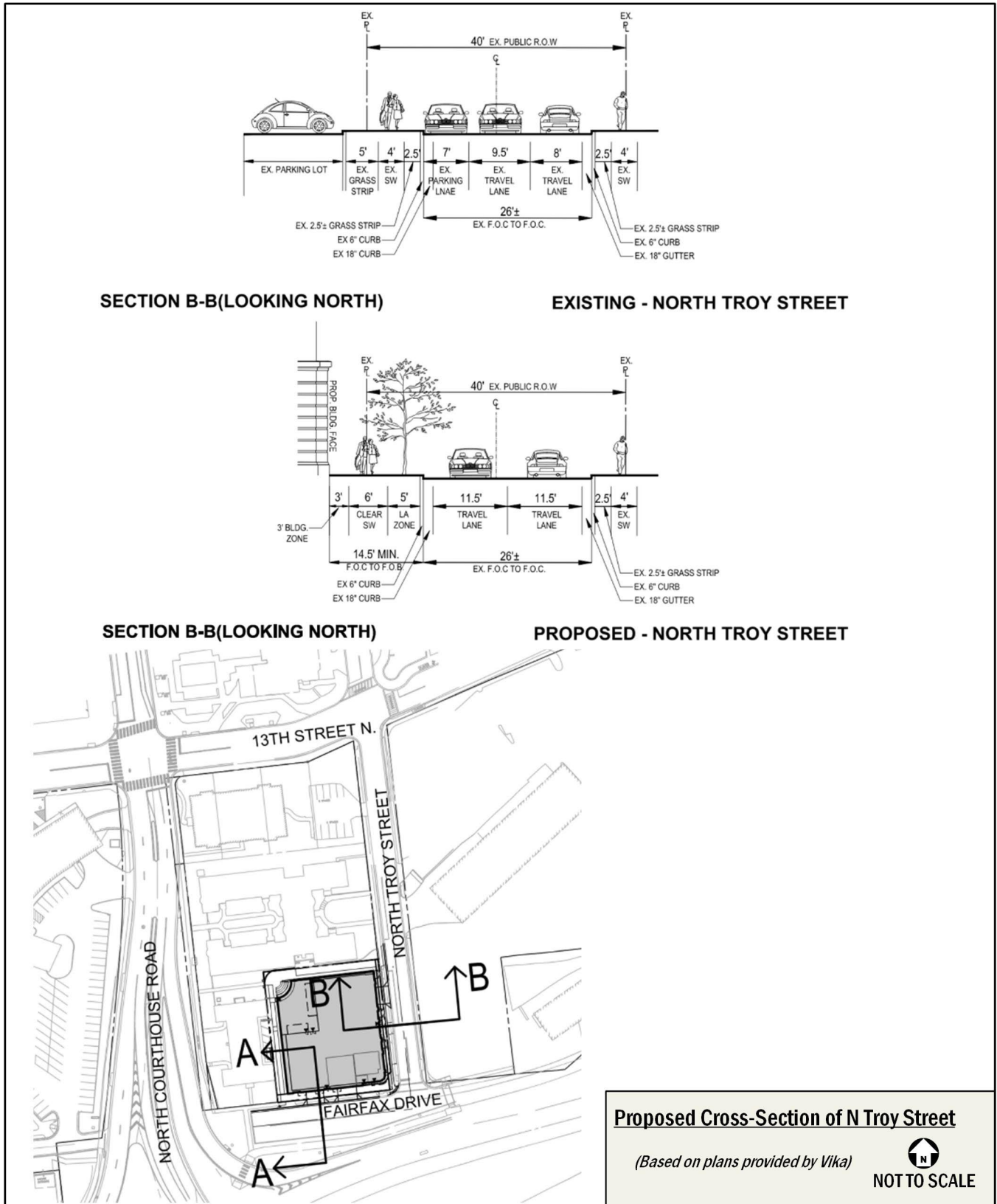


Figure 14: Proposed N Troy Street Cross-Section

Site Access and Circulation

Pedestrian Access

The primary pedestrian access to the proposed development is shown in Figure 15. Pedestrians will access the building through entrances fronting the sidewalks along Fairfax Drive and N Troy Street, as well as an entrance on the west side of the building. The proposed development also includes walkways along the north and west sides of the building, which will connect to an existing walkway accessing N Courthouse Road at the northeast corner of the site. A circulation plan showing expected pedestrian routes is shown in Figure 16.

Bicycle Access

Bicycle access to the secure long-term bicycle parking on the G2 and G3 levels of the garage will be provided via elevators in the building lobby (accessed through doors on Fairfax Drive). Alternatively, bicycles will access the secure parking through the parking garage entrance on Fairfax Drive and the internal garage ramps.

Short-term bicycle parking spaces will be placed along the perimeter of the site on N Troy Street. Bicycle access to the site is primarily expected to occur via the Arlington Boulevard Trail (directly south of the site across Fairfax Drive) or via N Troy Street to/from the north. A circulation plan showing expected bicycle routes is shown in Figure 16.

Vehicular Access

Vehicular access to the parking garage will be provided at two (2) locations. One (1) driveway will be located on N Troy Street and will provide access to the Mezzanine level of the garage, which is not internally connected to the lower levels of the garage and is for the exclusive use for the existing Wakefield residents, and one (1) driveway will be located on N Fairfax Drive and connect to the spaces on the Ground Floor, G2, and G3 levels of the garage.

Access to the loading area will be provided along N Fairfax Drive. A circulation plan showing expected vehicular routes is shown in Figure 16.

Loading

Per the Zoning Ordinance, the following outlines the loading facility requirements for land uses of the development:

- Residential

Multifamily uses with more than 50 dwelling units are required to provide one (1) loading space for each 200 units.

Per these requirements, the proposed development is required to provide one (1) loading space. The proposed development will provide one (1) 25-foot loading berth to support the residential uses of the building. The number of on-site loading facilities will accommodate the practical needs of the development.

Figure 6 shows the location of the area within the building.

Parking

Based on the Arlington County Zoning Ordinance, the following outlines the vehicular parking requirements for the proposed development under RA8-18, Multiple-family Dwelling District requirements:

- Residential
One and one-eighth (1.125) spaces for the first 200 dwelling units and one (1) space for each additional dwelling unit.

Per the Zoning Ordinance, the proposed development is required to provide 187 parking spaces for residential use. However, the County Board adopted the Off-Street Parking Guidelines for Multi-Family Residential Projects in November 2017 which provide justification for reducing this parking requirement. These guidelines recognize that a lower on-site parking ratio may be appropriate for a project, among other considerations, and may range from 0.2 to 0.6 spaces per unit depending on a project site's distance to Metro. Figure 17 shows the County's guidance on minimum parking requirements. Based on the site location and per these guidelines, a minimum of 0.3 spaces per unit are required for the proposed development. These guidelines also require 0.05 visitor parking spaces per unit for the first 200 dwelling units. Per these guidelines, the proposed development is required to provide 50 parking spaces for residential use and 9 parking spaces for residential visitor use, for a total of 59 parking spaces.

The proposed development will provide 120 parking spaces in a partially below-grade garage on-site. Consistent with the County Off-Street Parking Guidelines, a parking ratio of 0.54 spaces per unit is proposed for the proposed development, providing a total of 90 parking spaces. The remaining 30 spaces in the garage will be provided to serve the existing adjacent residential buildings (the Courthouse Manor and Wakefield Annex complexes), which were previously served by the 40 surface parking spaces that will be removed as part of the proposed development. The adjacent

residential buildings are also served by 10 parking spaces in a separate lot at the southwest corner of N Troy Street and 13th Street N which would not be affected by the project. Sixteen (16) of the total spaces (approximately 13.3 percent) are compact parking spaces, which is within the 15 percent threshold established by § 14.3.3.F of the Zoning Ordinance. The proposed residential parking ratio accords with recent County policies supporting significant parking reductions for residential development in close proximity to transit.

A summary of the proposed parking allocation is shown in Table 2.

Curbside Management

A review of the existing curbside management was conducted and is shown on Figure 18. Currently, on-street parking is provided along Fairfax Drive and N Troy Street adjacent to the project site. The on-street parking along the south side of Fairfax Drive will remain, and the on-street parking along the Fairfax Drive and N Troy Street frontages of the site will be removed as part of the proposed development. The proposed on-street parking is shown on Figure 19.

Bicycle and Pedestrian Facilities

Bicycle Facilities

Bicycle Parking

Per the Standard Site Plan Conditions, the following outlines the bicycle parking requirements for land uses of the development:

- Residential
Provide one (1) long-term space for every 2.5 residential dwelling units; and one (1) short-term space for every 50 residential dwelling units.

Long-Term Bicycle Parking

Per these requirements, the proposed development is required to provide 67 long-term spaces and 4 short-term spaces for residential use.

The proposed development will provide 68 long-term bicycle parking spaces for residential use, meeting zoning requirements. Secure long-term bicycle parking for the development will be located in the bicycle rooms on the G2 and G3 levels of the garage.

Short-Term Bicycle Parking

Per these requirements, the proposed development is required to provide four (4) short-term spaces for residential use. The proposed development will provide at least four (4) short-term bicycle parking spaces for residential use, meeting zoning requirements. Short-term bicycle parking spaces will be placed along the perimeter of the site.

Bicycle Showers and Lockers

No showers or lockers are required for the proposed development.

Pedestrian Facilities

The existing pedestrian facilities around the site provide a quality walking environment. Pedestrian facilities directly surrounding the site will be improved along the eastern and southern frontages of the project. These facilities will provide a more inviting pedestrian environment and comply with the improvements laid out in the Arlington Master Transportation Plan.

New pedestrian facilities are expected to meet or exceed Arlington County requirements with an emphasis on pedestrian safety and comfort. This includes sidewalks that meet or exceed the width requirements, crosswalks at all necessary locations, and curb ramps with detectable warnings.

As part of the proposed development, walkways will also be provided along the northern and western frontages of the proposed building. These walkways will connect the sidewalks on N Troy Street and Fairfax Drive with an existing internal walkway which leads to N Courthouse Road.

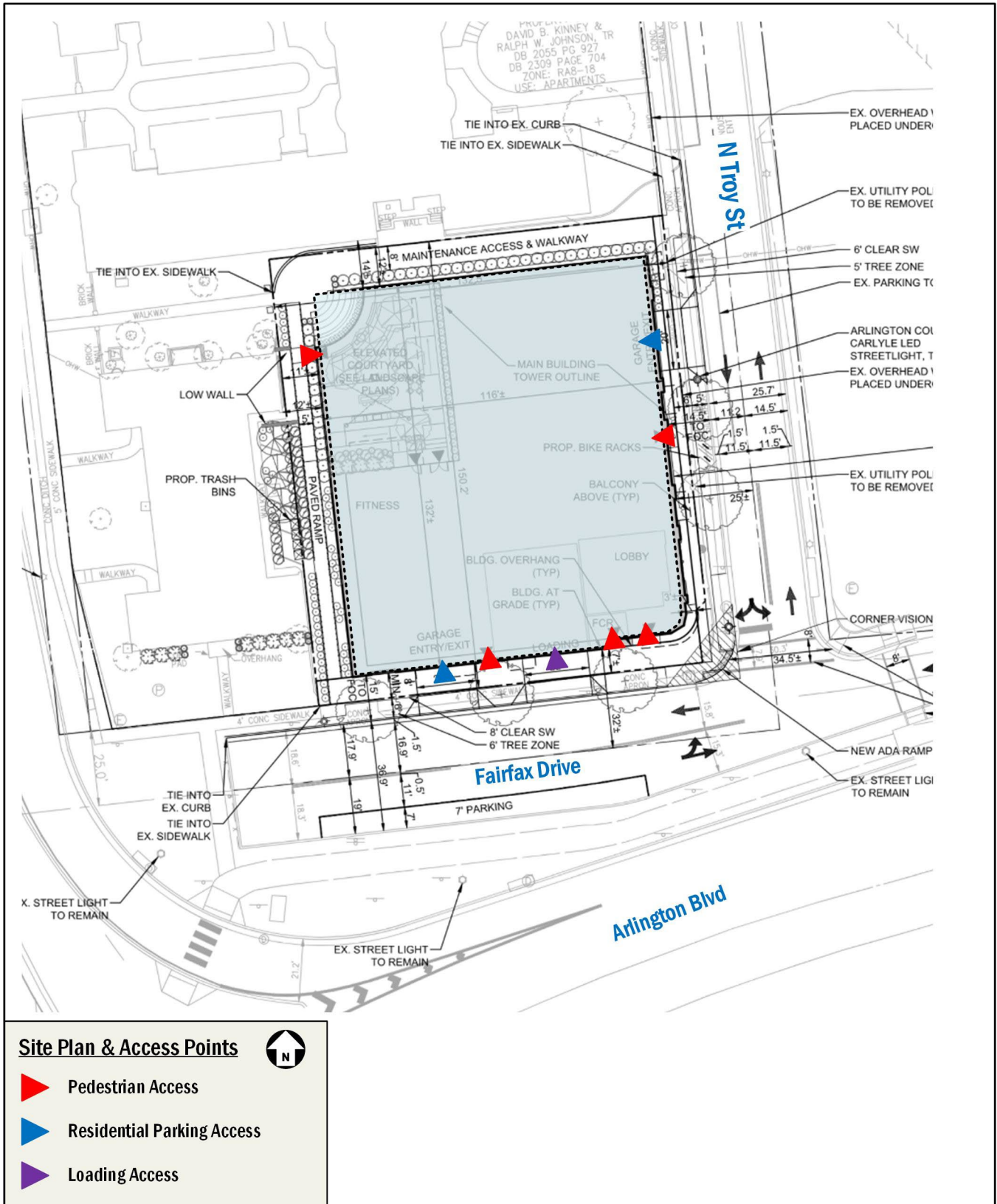


Figure 15: Site Access

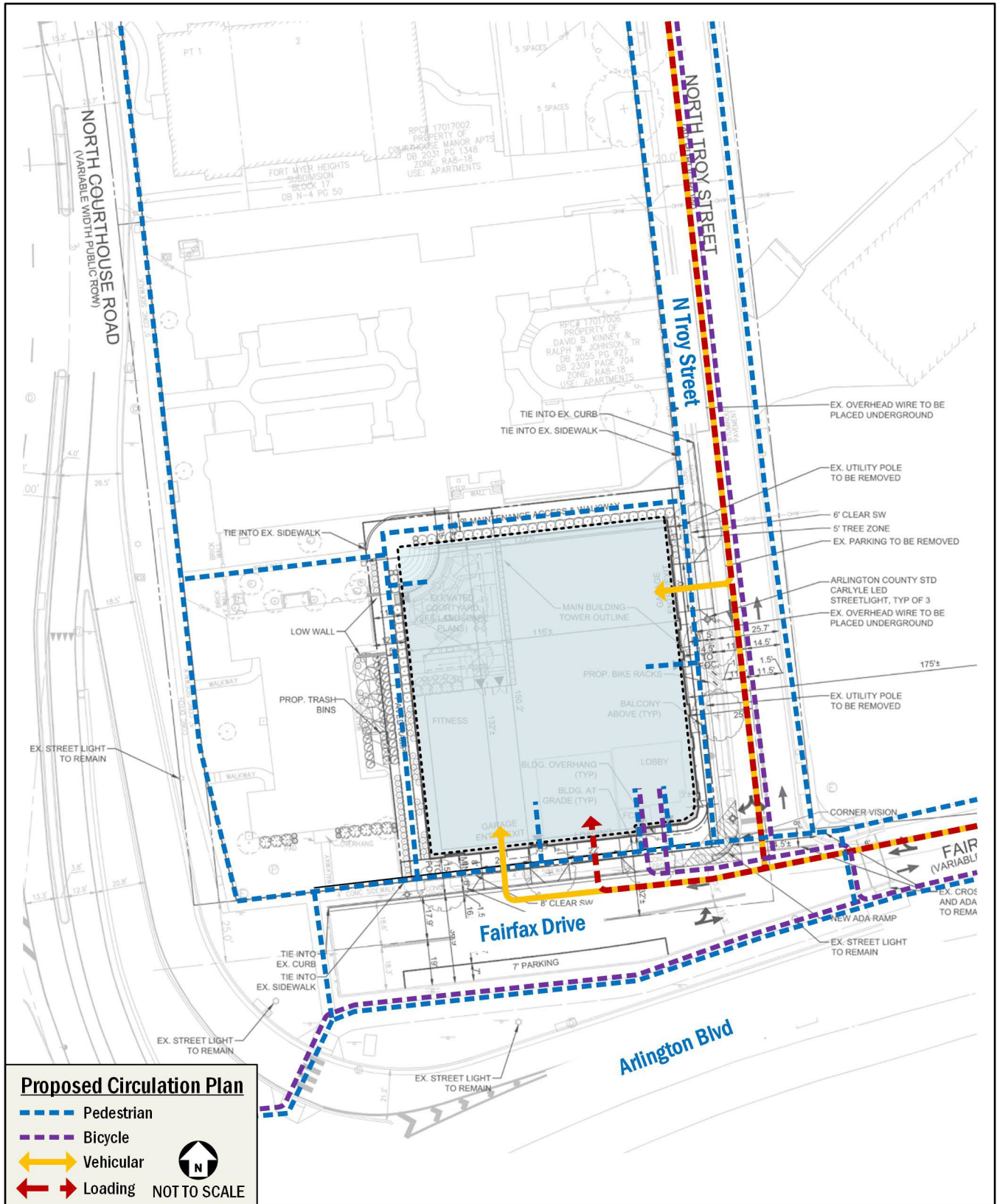


Figure 16: Proposed Circulation Plan

County Guidelines on Minimum Parking Requirements

● Project Site

Source: *Off-Street Parking Guidelines for Multi-Family Residential Projects (2017)*



Figure 1.4 Minimum Parking Requirements for Market-Rate Units within Areas where Multi-Family Buildings are Permitted by Site Plan in the Rosslyn-Ballston Corridor

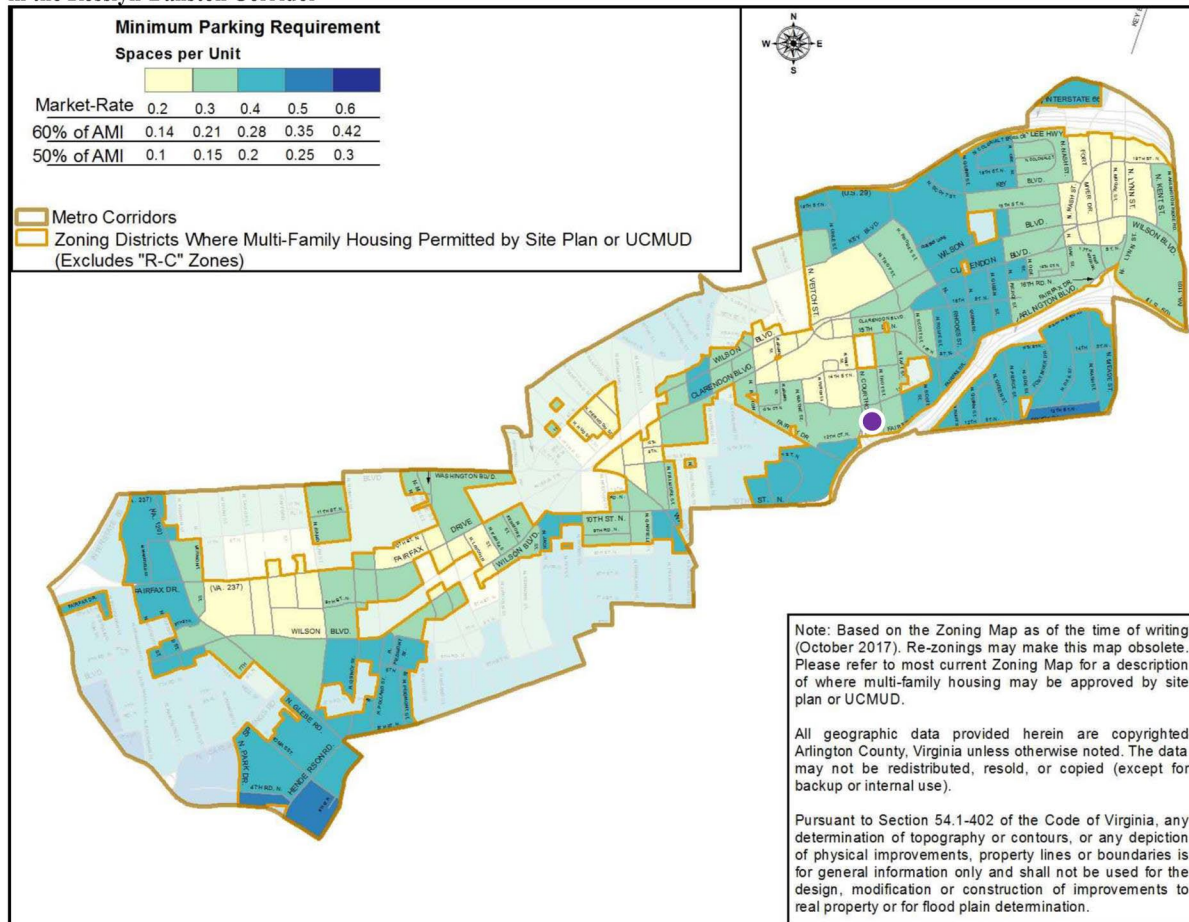


Figure 17: County Guidelines on Minimum Parking Requirements

Table 2: Proposed Parking Allocation

	Existing		Proposed	
	Number of Units	Number of Spaces	Number of Units	Number of Spaces
Courthouse Manor (Existing Garden Apartments)	18	10 ²	18	10 ²
Wakefield Annex (Existing Garden Apartments)	66	40 ¹	66	30 ³
Proposed 2025 Fairfax Drive Development	-	-	166	90 ³

1. Located in existing surface lot (to be redeveloped) located on 2025 Fairfax Drive site
2. Located in existing surface lot (to remain) at southwest corner of N Troy Street and 13th Street N
3. Located in garage of proposed development

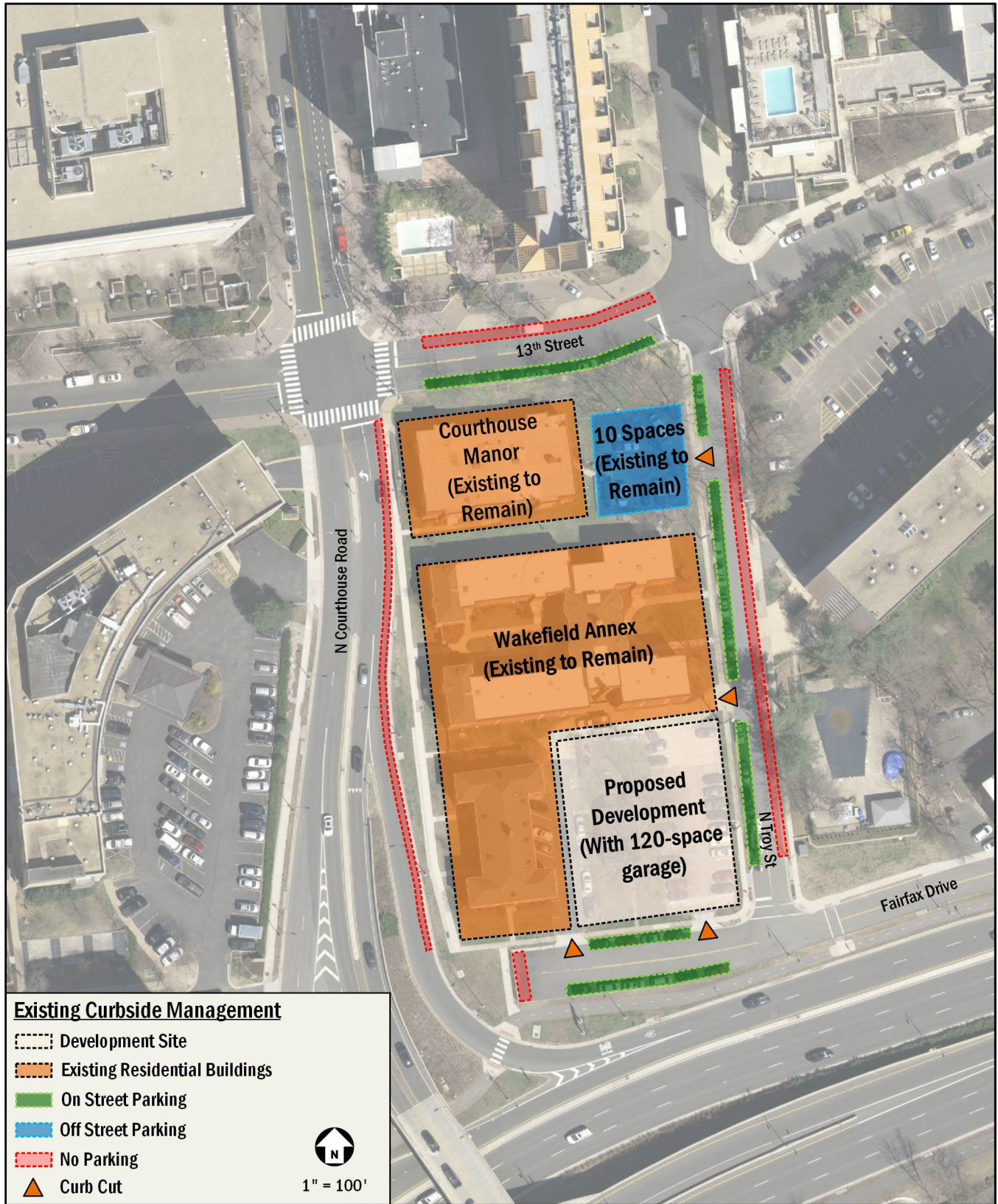


Figure 18: Existing Curbside Management

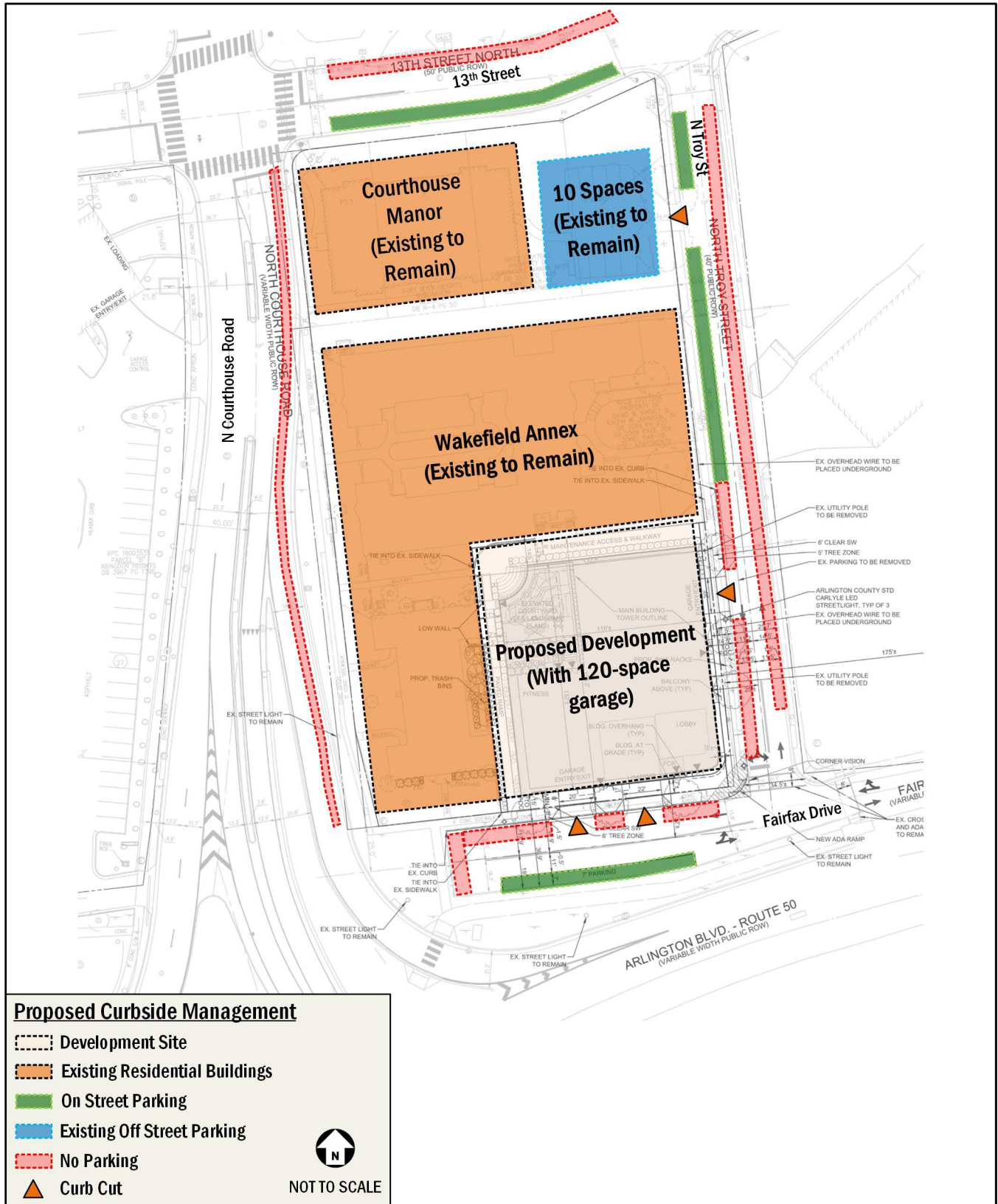


Figure 19: Proposed Curbside Management

Transit

This chapter discusses the existing and planned transit facilities in the vicinity of the site, accessibility to transit, and evaluates the overall transit impacts of the project.

The following conclusions are reached within this chapter:

- The site has access to the Metrorail's Orange and Silver lines via the Court House station, located 0.3 miles from the project site.
- The site has limited access to additional public transportation within a quarter-mile of the project site. There are two (2) bus stops within a quarter-mile of the site which are directly served by Arlington Transit (ART).
- Three (3) additional ART routes, two (2) Metrobus routes, and two (2) OmniRide routes serve stops just outside of the quarter-mile study area.
- The site is surrounded by a well-connected pedestrian environment which connects to the site to transit facilities in the area.

Under existing conditions, there is limited transit service within a quarter-mile of the project site; however, several rail, local bus, and regional bus lines provide service just outside a quarter-mile radius from the site. Combined, these transit services provide local, citywide, and regional transit connections and link the site with major cultural, residential, employment, and commercial destinations throughout the region. Figure 20 identifies the major transit routes, stations, and stops in the study area.

Figure 21 shows the 10-minute, 20-minute, and 30-minute transit travel shed to and from the proposed development. As shown in the transit travel shed, much of northern Arlington and Downtown DC are accessible via transit within 30 minutes from the proposed development, as is Tysons, VA and Crystal City. Several destinations in Arlington and the District are accessible within a 20-minute transit trip from the proposed development, including Downtown DC and the Rosslyn-Ballston corridor in Arlington.

Metrorail Service

The site is located approximately 0.3 miles from the Court House Metro Station. The Court House Station is located north of the development site between N Veitch Street and N Uhle Street on Clarendon Boulevard. It can be reached by walking north from the site on N Courthouse Road. There are sidewalks, curb ramps, and crosswalks along routes to the Metro station.

The Court House station serves the Orange and Silver lines. The average daily ridership at the station in 2021 was approximately 1,300 boardings on weekdays, according to the WMATA Ridership Data Portal. The Orange Line travels from Fairfax, VA to the District core and continues east to New Carrollton, MD. As of March 2022, trains run approximately every 20 minutes on weekdays and every 24 minutes on weekends. The Silver Line travels east from Reston, VA to the District core and continues east to Largo, MD. As of March 2022, trains run approximately every 20 minutes on weekdays and every 24 minutes on weekends. Both lines provide connections to the Red Line, which provides a direct connection to Union Station, a hub for commuter rail – such as Amtrak, MARC, and VRE – in addition to all additional Metrorail lines, allowing for access to much of the DC Metropolitan area.

Figure 22 shows the average annual weekday passenger boardings for the Court House station. In 2019, Metrorail ridership at the station was down approximately 12 percent from its peak in 2013. Ridership throughout the entire system was down 11 percent from 2013 at that point. WMATA has initiated the Back2Good plan to improve safety, reduce delays, and build rider confidence in Metrorail. The decline in boardings at the stations near the development site indicates there is available capacity at these stations.

Bus Service

A review of the existing Metrobus stops within a quarter-mile radius of the site, detailing individual bus stop amenities and conditions, is shown in Table 3. There are two (2) bus stops within a quarter-mile of the site, both located on 15th Street N. These stops are served by three (3) Arlington Transit (ART) routes. Three (3) additional ART routes, two (2) Metrobus routes, and two (2) OmniRide routes serve stops at the Court House Metro station just outside of the quarter-mile study area. These stops can be accessed by walking north from the project site, which is surrounded by a well-connected pedestrian environment.

The site has access to several major bus lines as a result of its proximity to the Wilson Boulevard/Clarendon Boulevard Corridor and the Court House Metro station, where several major routes provide service. These bus lines connect the site to many areas of Virginia and the District, including several Metrorail stations serving all of the six (6) Metrorail lines.

Table 4 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

Planned Transit Facilities

Arlington Master Transportation Plan (2019)

The Arlington County Master Transportation Plan (MTP), adopted in 2011 and updated in 2019, outlines goals to improve various modes of transportation throughout the County. The MTP Transit Element identifies policies, implementation actions, and performance measures to:

- Increase transit service options;
- Improve access to transit services for all;
- Improving transit facilities;
- Creating multi-modal centers for convenient transfers;
- Expanding transit information distribution and marketing outreach; and
- Employing environmentally-sensitive technologies.

The MTP identifies the need for station enhancements and access improvements to Metrorail stations in the County. Near the project site, the MTP calls for additional elevators at the Court House Metrorail station. This will benefit the proposed development by improving transit accessibility to and from the project site.

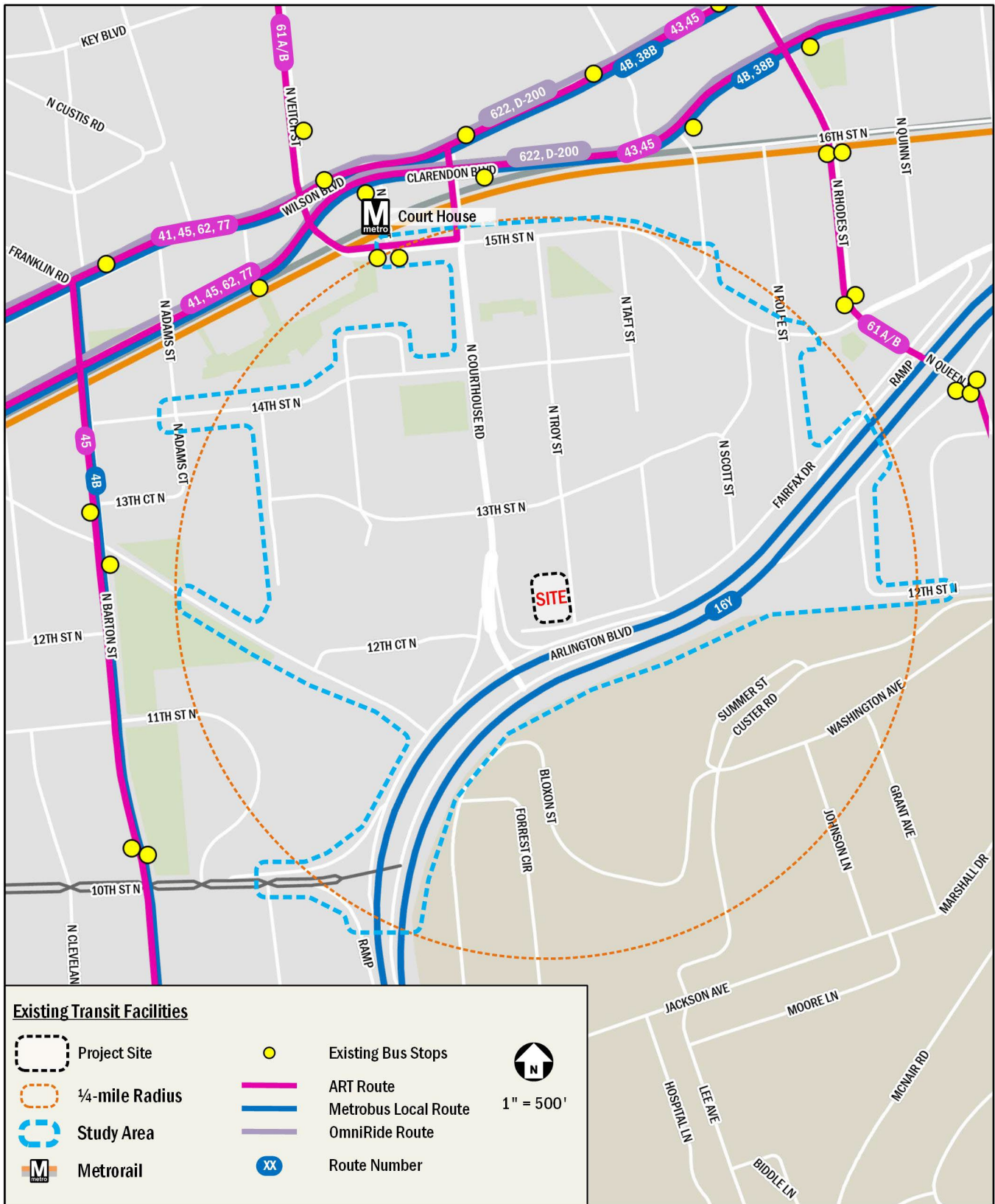


Figure 20: Existing Transit Service

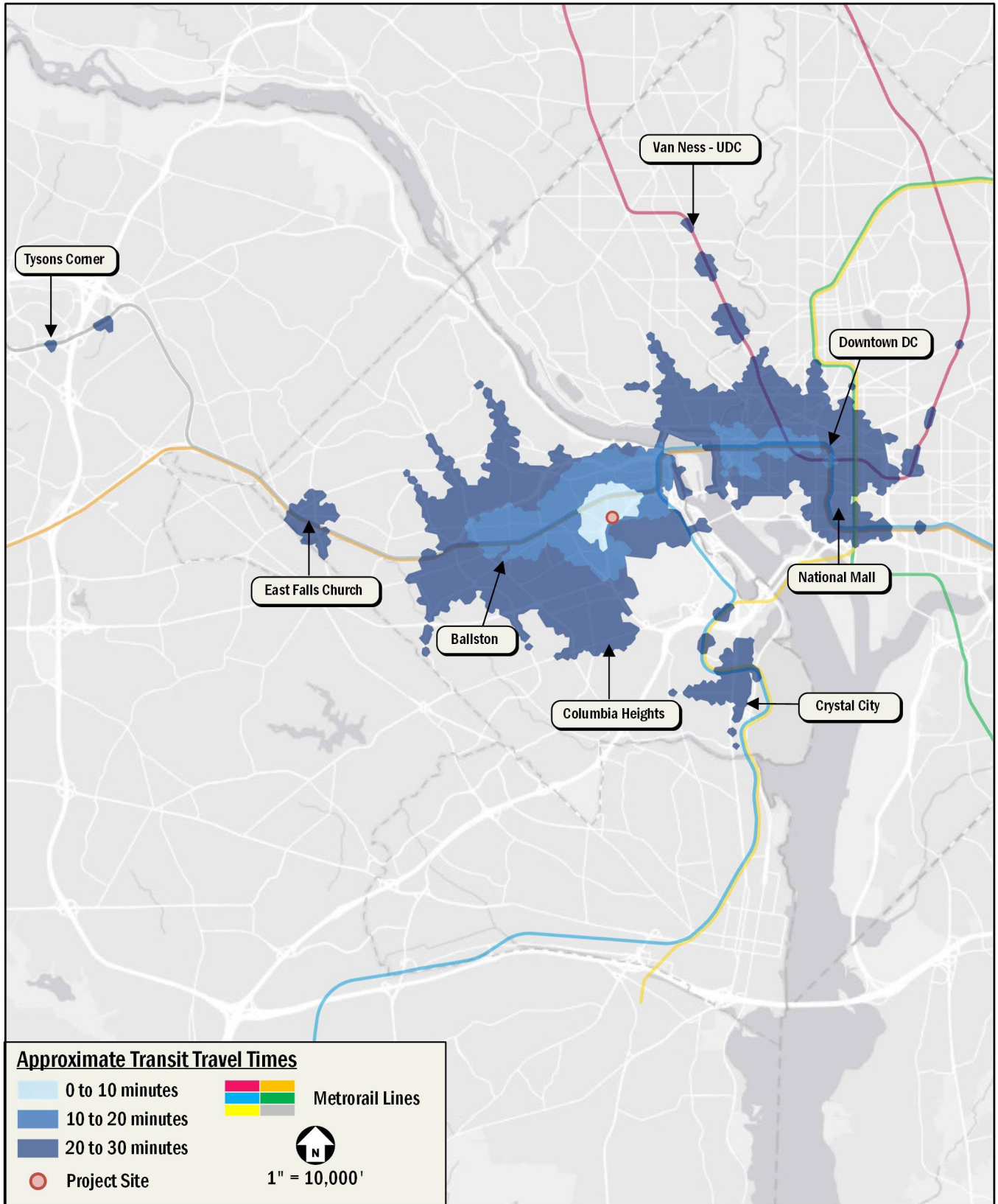


Figure 21: Approximate Transit Travel Times

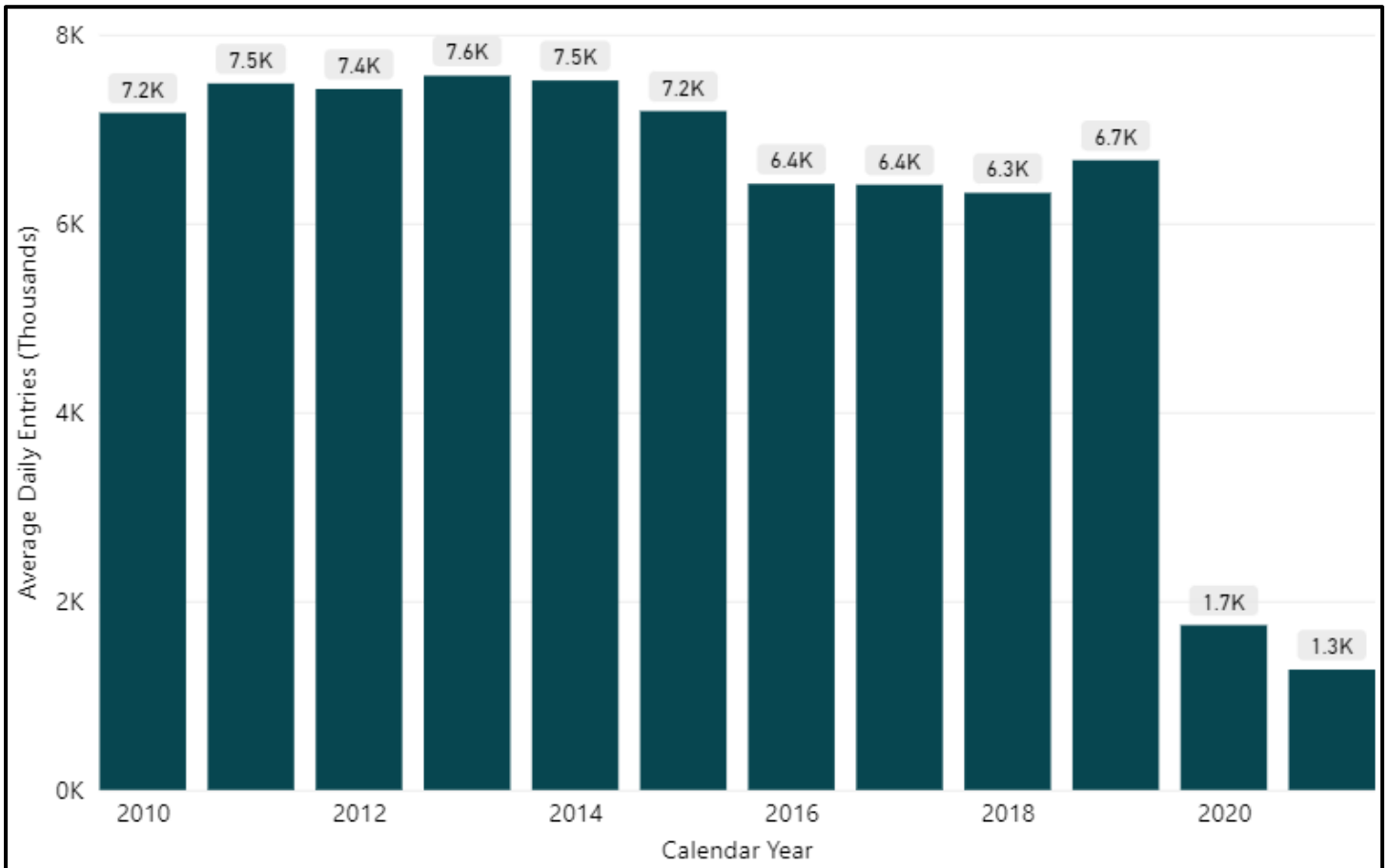


Figure 22: Average Daily Metro Ridership by Year at Court House Metro Station (Source: WMATA)

Table 3: Bus Stop Inventory

Location	Stop ID	Buses Served	Stop Condition
Court House Metro, 15 th St N, EB at N Uhle St	6001280	62	Sign, ADA clearance, acceptable sidewalk clearance, street lighting, information case, seating, shelter, trash receptacle
Court House Metro, Arlington Co. Offices	6001166	41, 62, 77	Sign, ADA clearance, acceptable sidewalk clearance, street lighting, information case, seating, shelter, trash receptacle

Table 4: Bus Route Information

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
4B	Wilson Blvd	Weekdays: 5:05AM-12:01AM Saturday: 6:20AM-11:31AM Sunday: 6:35AM-9:44AM	30-60 min	0.4 miles, 10 minutes
38B	Ballston-Farragut Square	Weekdays: 5:30AM-2:31AM Saturday: 5:30AM-2:28AM Sunday: 5:30AM-2:24AM	15-30 min	0.4 miles, 10 minutes
ART 41	Columbia Pike-Ballston-Courthouse	Weekdays: 5:30AM-1:10AM Saturday: 6:10AM-1:57AM Sunday: 6:55AM-12:33AM	15-23 min	0.3 miles, 7 minutes
ART 43	Court House – Rosslyn – Crystal City	Weekdays: 6:05AM-11:51PM	10-20 min	0.4 miles, 10 minutes
ART 45	Columbia Pike – DHS/Sequoia – Rosslyn	Weekdays: 5:45AM-11:40PM Saturday: 7:30AM-12:21AM Sunday: 6:50AM-11:41PM	20-30 min	0.4 miles, 10 minutes
ART 61A/B	Court House - Rosslyn	Weekdays: 6:15AM-9:41AM, 3:03PM-7:06PM	25 min	0.4 miles, 10 minutes
ART 62	Court House Metro – Lorcom Lane – Ballston Metro	Weekdays: 6:22AM-9:36AM, 3:10PM-7:35PM	27-33 min	0.3 miles, 7 minutes
ART 77	Shirlington – Lyon Park – Court House	Weekdays: 6:00AM-11:25PM Saturday: 7:00AM-11:56PM	25-30 min	0.3 miles, 7 minutes
D-200	OmniRide Dale City-Pentagon/Rosslyn/Ballston Express	Weekdays: 4:15AM-9:27AM, 12:40PM-8:38PM	15-40 min	0.4 miles, 10 minutes
622	Haymarket-Rosslyn/Ballston	Weekdays: 5:24AM-8:02AM (3 Trips), 2:30PM-5:15PM (4 Trips)	N/A	0.4 miles, 10 minutes

Pedestrian Facilities

This chapter summarizes the existing and future pedestrian access to the site and reviews walking routes to and from the site.

The following conclusions are reached within this chapter:

- The existing pedestrian infrastructure surrounding the site provides an adequate walking environment. There are sidewalks along most primary routes to pedestrian destinations, with some curb ramp and sidewalk width deficiencies in the system.
- Planned improvements to the pedestrian infrastructure surrounding the site will improve pedestrian comfort and connectivity.

Pedestrian Study Area

Pedestrian facilities within a quarter-mile of the site were evaluated as well as routes to nearby transit facilities, including routes to Court House Metro Station between 15th Street N and Clarendon Boulevard. In general, existing pedestrian facilities surrounding the site provide comfortable walking routes to and from nearby transit options. However, there are some areas within the study area that negatively impact the quality and attractiveness of the walking environment. This includes curb ramp and sidewalk width deficiencies.

Figure 23 shows expected pedestrian pathways, walking time and distances, and barriers. Arlington Boulevard, located south of the site presents challenges for pedestrians by limiting north-south connection points.

Figure 25 shows the 10-minute, 20-minute, and 30-minute walk travel shed for the proposed development. Within a 10-minute walk, the proposed development has access to several destinations including bus stops, the Court House Metro station served by the Orange and Silver lines, Rocky Run Park, retail zones, nearby residential neighborhoods, and community amenities. Within a 20-minute walk, the proposed development has access to destinations such as residential neighborhoods, retail zones, grocery stores, and the Custis Trail. Within a 30-minute walk, the proposed development has access to destinations including additional residential neighborhoods, Arlington Cemetery, Gateway Park, and Georgetown via the Key Bridge.

Existing Pedestrian Facilities

A review of pedestrian facilities surrounding the proposed development shows that many facilities provide an adequate walking environment. Figure 25 shows a detailed inventory of the existing pedestrian infrastructure surrounding the site.

Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by the Arlington County, and ADA standards. Sidewalk and buffer widths and recommendations are shown in Table 5. It should be noted that the sidewalk widths shown in Figure 25 reflect the total sidewalk widths based on aerial images and field observations.

ADA standards require that curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks is not desired. As shown in Figure 25, under existing conditions the majority of curb ramps meet ADA standards.

Within the study area, the majority of roadways have existing sidewalks on both sides, with some deficiencies. However, there are portions of the residential areas surrounding the project site that are missing sidewalks. Notably, no sidewalk is present on the south side of 13th Street N between N Courthouse Road and N Troy Street, and no crosswalk is provided across the west leg of 13th Street N and N Troy Street. Despite some deficiencies, all primary pedestrian destinations are accessible via routes with sidewalks, most of which meet Arlington County and ADA standards.

Overall, the site is situated within an urban transportation network with adequate pedestrian access.

Planned Pedestrian Facilities

As part of the proposed development, the existing sidewalks along the site frontage on Fairfax Drive and N Troy Street will be improved. The sidewalk on Fairfax Drive will be widened to an 8-foot clear width and a 6-foot buffer zone and the sidewalk on N Troy Street will be widened to a 6-foot clear width and will include a 5-foot buffer zone. These sidewalks will meet Arlington County and ADA standards and will improve pedestrian comfort and connectivity in the area.

A number of pedestrian infrastructure improvements are planned or were recently completed as part of other development projects:

-
- As part of the 2050 Wilson Boulevard (Courthouse Landmark Block) N Uhle Street will be converted to a pedestrian promenade between the Court House Metrorail station and the Landmark Block. The project would also upgrade sidewalks and provide pedestrian crossings, curb ramps, bulb-outs, and bus stops facilities along 15th Street N, Clarendon & Wilson Boulevards, and N Courthouse Road.
 - As part of the recently-completed 1307 N Rolfe Street (Gables) project, an approximately 8,000 square-foot park was constructed at the corner of 14th Street N and N Rhodes Street. The project also provided sidewalk, streetscape, and pedestrian crossing improvements along the site frontages on Fairfax Drive, N Rolfe Street, 14th Street N, N Rhodes Street, and the Arlington Boulevard Trail.

Planned and proposed pedestrian improvements are shown in Figure 26.

Table 5: Sidewalk Recommendations per Arlington County Master Transportation Plan

Street Name	Section	Minimum Sidewalk Width	Minimum Sidewalk Width Met	Sidewalk Width*	Minimum Buffer Width	Minimum Buffer Width Met	Buffer Width*
Fairfax Drive	N Barton Street to Rhodes Street	4-6 ft	N	None	2-4 feet	N	None
N Courthouse Road	15 th Street N to Arlington Boulevard	10-16 ft	N	8 ft	6 feet	N	None
N Troy Street	15 th Street N to Fairfax Drive	4-6 ft	Y	5 ft	2-4 feet	N	None
15 th Street N	N Uhle Street to 14 th Street N	4-6 ft	Y	5 ft	2-4 feet	N	None
14 th Street N	N Adam Street to N Rolfe Street	4-6 ft	Y	5 ft	2-4 feet	N	None
13 th Street N	N Wayne Street to N Scott Street	4-6 ft	N	None	2-4 feet	N	None
N Wayne Street	14 th Street N to 13 th Street N	4-6 ft	Y	4 ft	2-4 feet	N	None
N Veitch Street	N Uhle Street to 13 th Street N	4-6 ft	Y	6 ft	2-4 feet	N	None
N Taft Street	15 th Street N to Fairfax Drive	4-6 ft	N	None	2-4 feet	N	None
N Scott Street	14 th Street N to Fairfax Drive	4-6 ft	Y	4 ft	2-4 feet	N	None
N Rolfe Street	14 th Street N to Fairfax Drive	4-6 ft	Y	6 ft	2-4 feet	Y	5 ft
12 th Street N	N Rolfe Street to N Quinn Street	4-6 ft	N	None	2-4 feet	N	None
N Quinn Street	12 th Street N to N Queen Street	4-6 ft	N	None	2-4 feet	N	None
10 th Street N	N Wayne Street to Arlington Boulevard	6-12 ft	Y	6 ft	6 feet	N	5 ft

* Widths based on most narrow measurement along either side of roadway section

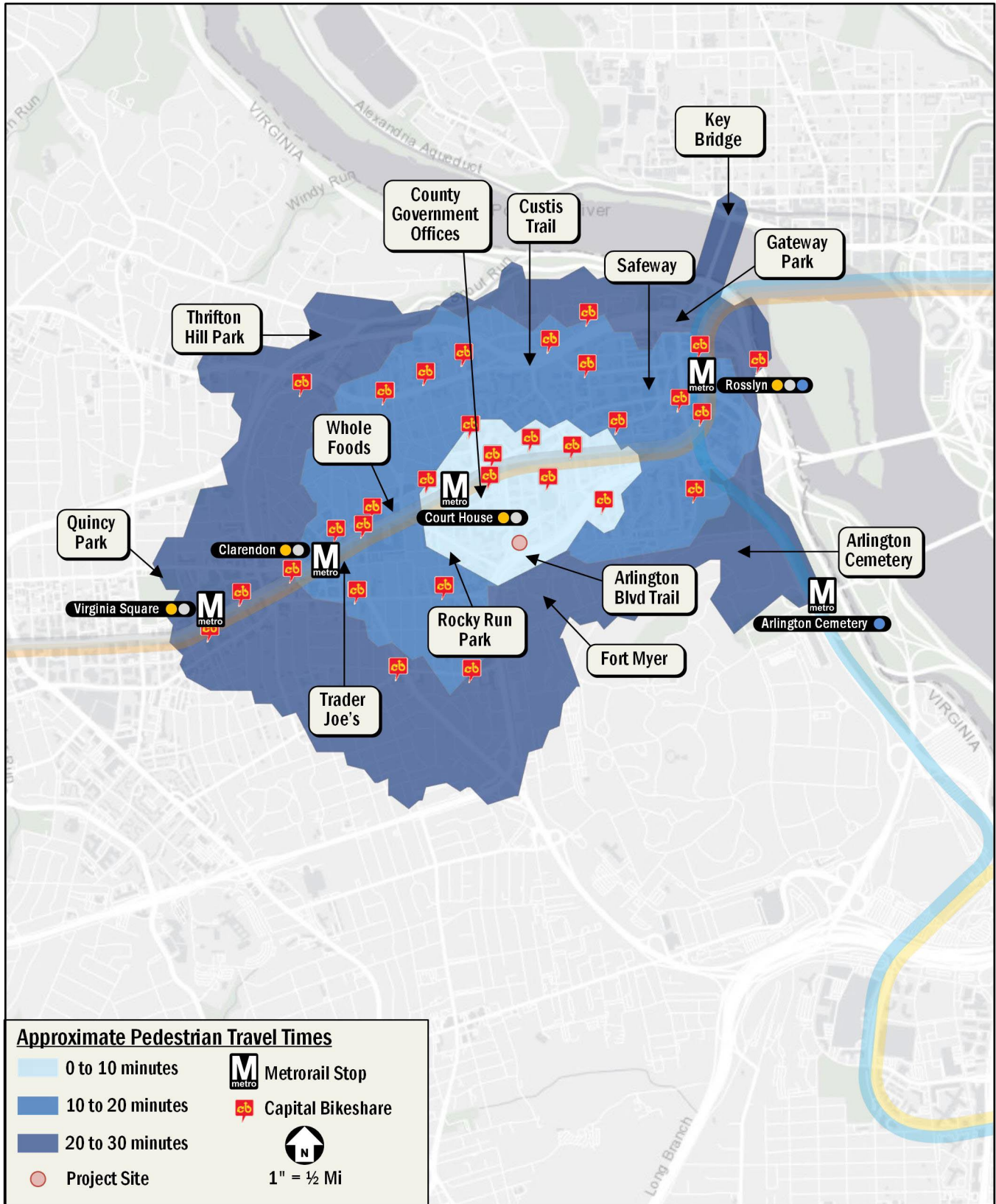


Figure 24: Approximate Pedestrian Travel Times

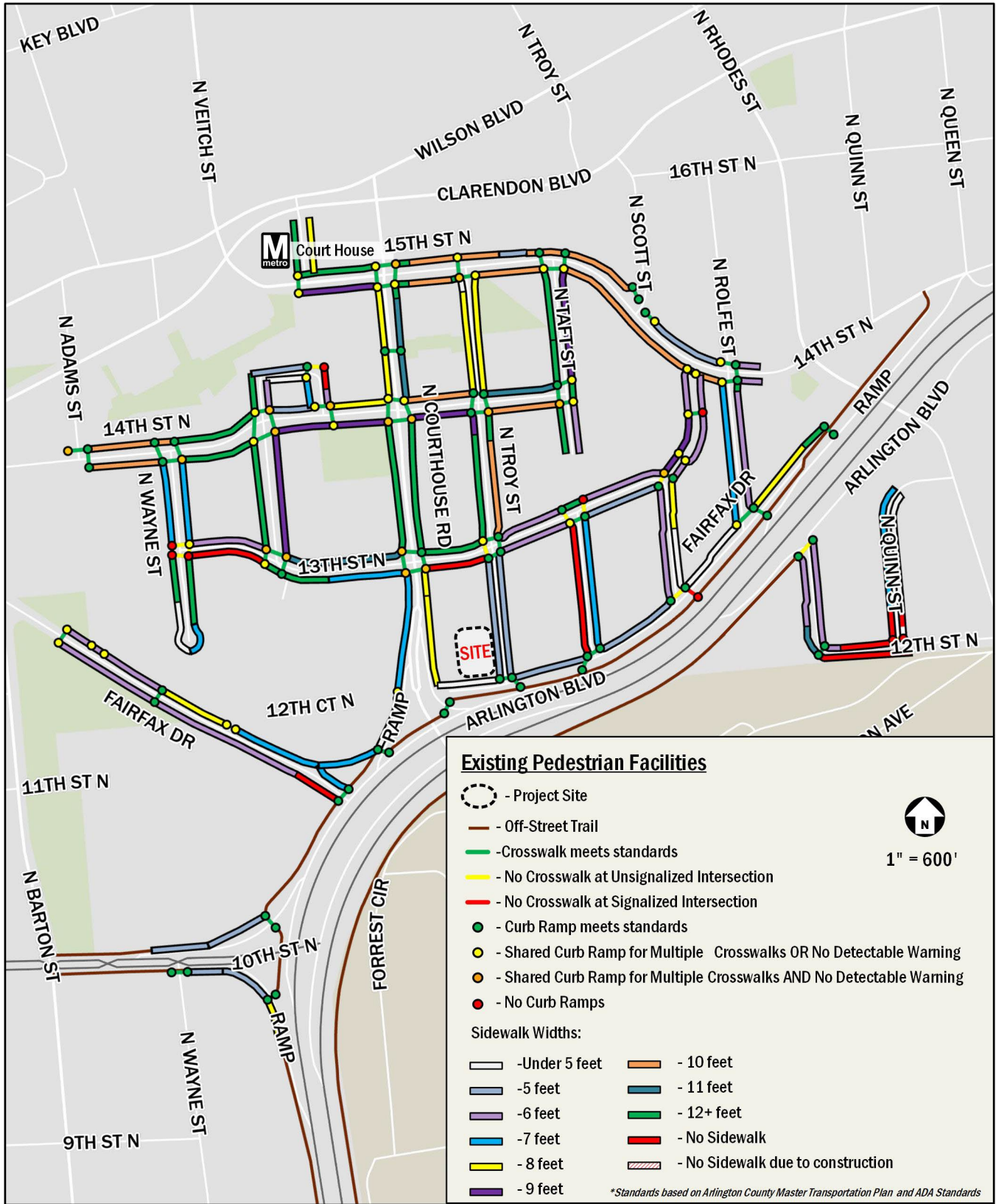


Figure 25: Existing Pedestrian Facilities

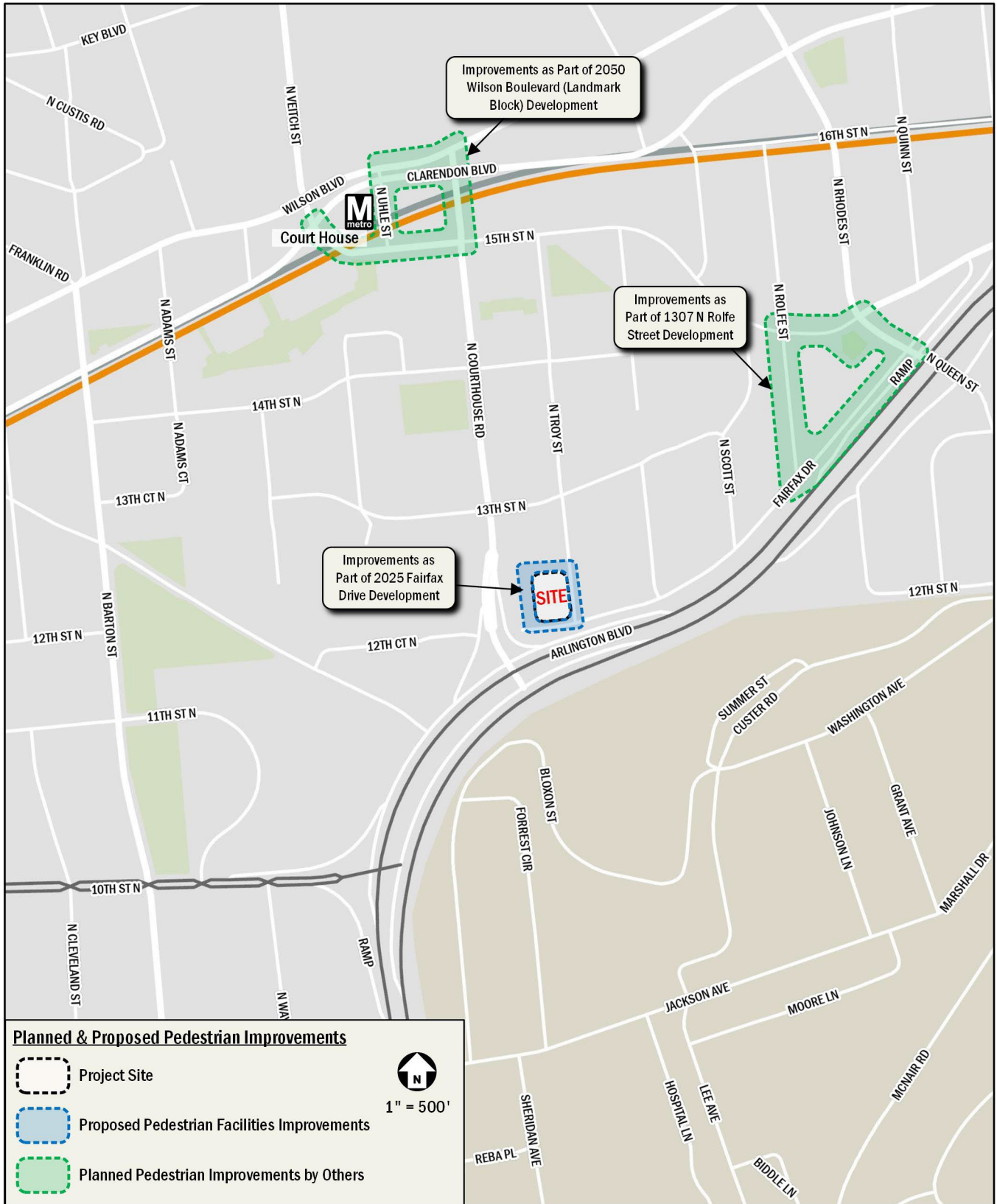


Figure 26: Planned and Proposed Pedestrian Improvements

Bicycle Facilities

This chapter summarizes existing and future bicycle access and reviews the quality of cycling routes to and from the site.

The following conclusions are reached within this chapter:

- The site has access to several on- and off-street bicycle facilities, including the Arlington Boulevard Trail and bicycle lanes along N Courthouse Road, 15th Street N, N Barton Street, Clarendon Boulevard, and Wilson Boulevard.
- Future planned projects in the vicinity of the site include adding bicycle lanes along N Fairfax Drive between N Barton Street and Arlington Boulevard, bicycle lanes on the Arlington Boulevard Frontage Road between N Rolfe Street and N Meade Street, and bicycle lanes on 10th Street N west of N Barton Street. Portions of the Arlington Boulevard Trail between Rosslyn and Seven Corners are also proposed to be reconstructed.
- The proposed development will provide short-term and long-term bicycle parking that meets zoning requirements.

Existing Bicycle Facilities

The site has access to several on-street bicycle facilities, including bicycle lanes along N Courthouse Road, 15th Street N, N Barton Street, Clarendon Boulevard, and Wilson Boulevard. The Arlington Boulevard Trail runs along the south side of Fairfax Drive, directly south of the project site. The trail is an off-street, multi-use path which parallels Arlington Boulevard between N Rhodes Street and N Glebe Road. Near the project site, a bicycle lane is provided along N Courthouse Road between 13th Street N and 14th Street N in the northbound direction with a shared lane marking (“sharrow”) in the southbound direction. Figure 27 shows the existing facilities within the study area.

Arlington County publishes an annual Bicycle Comfort Level Map highlighting the most comfortable bicycle routes throughout Arlington County. The map uses a rating system of “perception of comfort” to show which routes are most comfortable. Routes are rated as ‘Easy’, ‘Medium’, ‘Challenging’, ‘Expert Level’, or ‘Prohibited’. The most recent publication of the map (2020) shows most on-street bicycle routes in the vicinity of the site rated as ‘Medium’. The Arlington Boulevard Trail, which is off-street, serves as an accessible bicycle route to and from the site that provides an enhanced level of comfort for cyclists.

‘U’ shaped bicycle racks are available at locations along N Courthouse Road and 14th Street N near the project site. The proposed development will provide at least the required short-term bicycle parking.

Figure 28 shows the 10-minute, 20-minute, and 30-minute bicycle travel shed for the proposed development. Within a 10-minute bicycle ride, the proposed development has access to several destinations including the Custis Trail trailhead, Mount Vernon Trail, public transportation stops, Metro stations served by the Orange and Silver lines, retail zones, residential neighborhoods, and community amenities. Within a 20-minute bicycle ride, the proposed development has access to destinations in Arlington such as the W&OD Trail, Pentagon City, Downtown DC, residential neighborhoods, and retail zones. Within a 30-minute bicycle ride, the proposed development is accessible to most of Arlington County, as well as several locations in the District, Alexandria, and Fairfax County.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program provides additional cycling options for residents and patrons of the proposed development. The Bikeshare program has placed over 550 Bikeshare stations across Washington, DC, Arlington County, VA, City of Alexandria, VA, Montgomery County, MD, Fairfax County, VA, Prince George’s County MD, and most recently the City of Falls Church, VA, with over 4,500 bicycles provided. There are three (3) existing Capital Bikeshare stations that house 39 docks within a quarter mile of the site, located at 15th Street N & N Scott Street, Court House Metro/15th Street N & N Uhle Street, and Arlington Boulevard & Fairfax Drive. There are nine (9) additional stations located within one half-mile of the site.

E-Scooters and Dockless E-Bicycles

Five (5) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies provide Shared Mobility Device (SMD) service in Arlington County: Bird, Helbiz, Lime, Link, and Spin. These SMDs are provided by private companies that give registered users access to a variety of e-scooter and e-bike options. These devices are used through each company-specific mobile phone application. Many SMDs do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; instead, many SMDs are parked in public space, most commonly in the “furniture zone” (the portion of sidewalk between where people walk and the curb, often where you’ll find other street signs, street furniture, trees, parking meters, etc.). At

this time, SMD pilot/demonstration programs are underway in Arlington County, the District, Fairfax County, the City of Alexandria, and Montgomery County.

Planned Bicycle Facilities

Existing bike facilities have been recommended by the Arlington Master Transportation Plan to be upgraded in the future, as shown on Figure 27, including adding bicycle lanes along N Fairfax Drive between N Barton Street and 12th Court N, along the Arlington Boulevard Frontage Road between N Rolfe Street and N Meade Street, and along 10th Street west of N Barton Street.

The MTP also recommends reconstruction of portions of the Arlington Boulevard Trail between Rosslyn and the Seven Corners area to enhance user safety and usability.

Reconstruction would include resurfacing to achieve a minimum 10-foot paved width, enhancing the crossings of highway ramps and providing contra-flow facilities for those sections of one-way service road that constitute parts of the trail.

The proposed development will include both short- and long-term bicycle parking spaces, consistent with the Standard Site Plan

Conditions. The proposed development will provide 68 long-term bicycle parking spaces for residential use. Secure long-term bicycle parking for the development will be located in the bicycle rooms on the G2 and G3 levels of the garage. At least four (4) short-term bicycle parking spaces for residential use will be placed along the perimeter of the site.

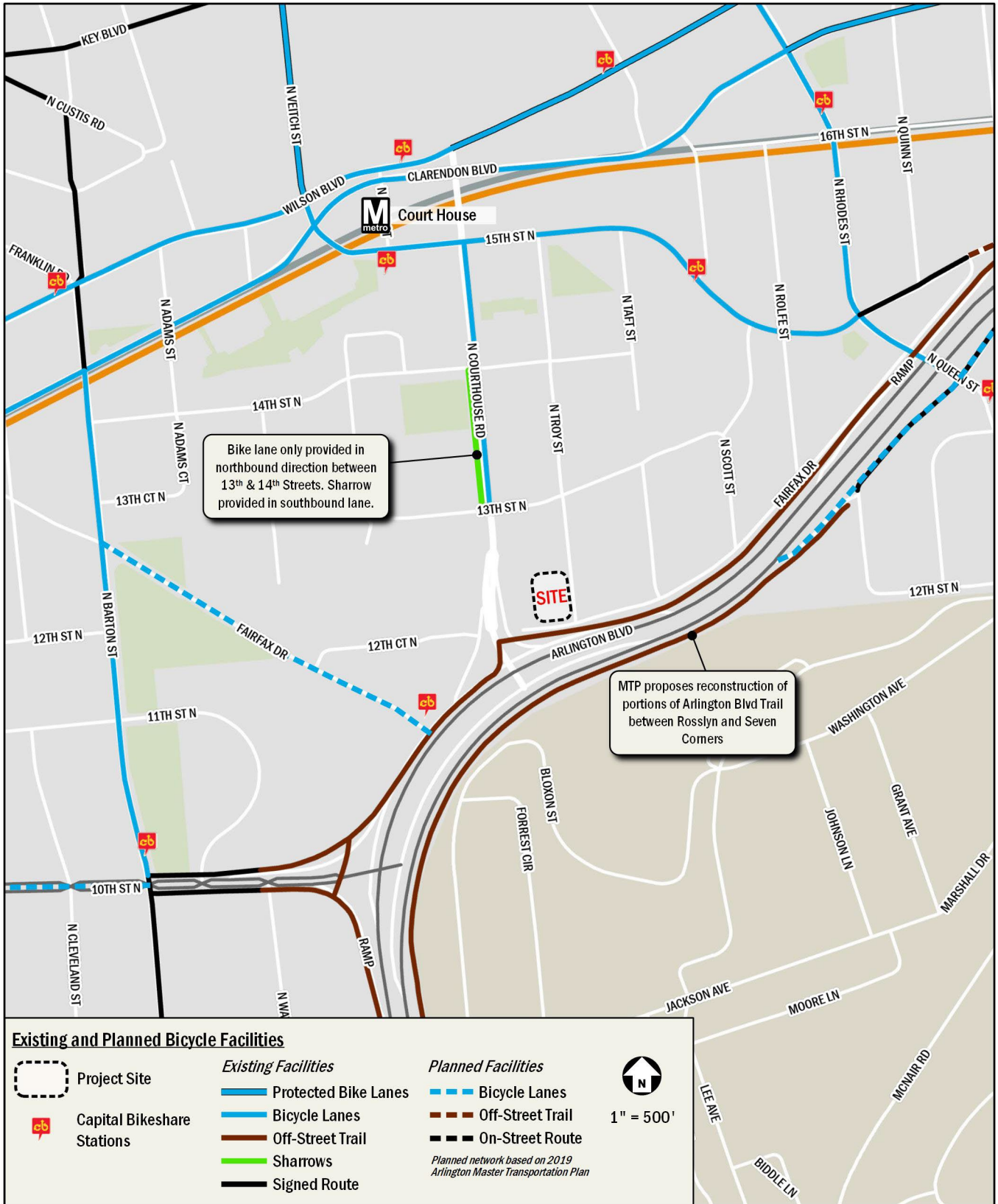


Figure 27: Existing and Planned Bicycle Facilities

Travel Demand Assumptions

This chapter outlines the transportation demand of the proposed 2025 Fairfax Drive development. It reviews the expected mode splits and multimodal trip generation for the proposed development. These assumptions were vetted and approved by Arlington County during the scoping process. This chapter also provides a comparison between the trip generation of the currently-proposed development and the previously-proposed development for the site as part of the previous 2011 site plan.

Mode Split Methodology

Mode split (also called mode share) is the percentage of travelers using a particular type (or mode) of transportation when traveling. The main source of mode split information for this report was based on Census data using Transportation Analysis Districts (TADs) and data contained in the 2016 State of the Commute, the WMATA Ridership Survey, and the Arlington County Mode Share Assumptions for Clarendon/Court House.

Residential Mode Splits

Residential mode splits were primarily based on the County’s guidance on mode share assumptions for residential trip productions; census data at the TAD level was also considered for commuters with origins in the TAD. Figure 29 shows the TAD used in the analysis in relation to the proposed development and Figure 30 shows the destinations of driving commuters with origins in the project TAD. Table 6 summarizes the data that was used to establish the residential mode split assumptions for this report.

Table 6: Summary of Residential Mode Split Data

Information Source	Mode				
	SOV	Carpool	Transit	Bike/Walk	Telecommute/Other
Census Transportation Planning Products (TAD 1014)	43%	4%	36%	11%	6%
Census Data 2019 (Tract 1017.01)	39%	4%	45%	9%	3%
WMATA Ridership Survey (average for Court House Station Area)	34%		52%	14%	-
WMATA Ridership Survey (average for Suburban-Inside the Beltway)	39%		49%	12%	-
Arlington Resident Study 2015	44%	3%	42%	11%	1%
Arlington County Mode Share Assumptions for Productions (Clarendon/Courthouse)	39%		52%	9%	---

The site has multiple bus stops and one (1) Metro station in the vicinity of the site. It is expected that a significant portion of trips will be by Metrorail, bus, bicycle, or on foot during the morning and afternoon peak hours, rather than by personal vehicle. Based on this, the auto mode split for the proposed development was determined to be 39%. The proposed mode splits were vetted and approved by Arlington County during the scoping process. Table 7 shows the mode split for the development.

Table 7: Summary of Mode Split Assumptions by Land Use

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	39%	52%	3%	6%

Trip Generation Methodology

Proposed Trip Generation

Weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers’ (ITE) Trip Generation, 10th Edition.

Residential trip generation is based on the development program of 166 residential dwelling units. Residential trip generation was calculated based on ITE Land Use 222 (Multifamily Housing – High-Rise), using the setting/location of General Urban/Suburban, splitting trips into different modes using assumptions outlined in the mode split section of this report. It should be noted that the vehicular trip generation numbers include truck and delivery related trips to and from the residential component of the project.

A summary of the multi-modal trip generation for the proposed development is shown in Table 8 for the weekday morning and weekday afternoon peak hours, as well as daily weekday trips. Detailed trip generation calculations are included in the Technical Appendix.

2011 Site Plan Trip Generation

In 2011, the County Board approved the previous site plan for the project site, which consisted of a 12-story residential building with 104 residential dwelling units. The traffic impact study performed as part of the previous site plan application included proposed trip generation for the site based on ITE Trip Generation, 8th Edition, and assumed a development with 110 residential dwelling units.

A non-auto mode reduction of 40% for residential use was assumed for the site to account for non- single-occupancy vehicle (SOV) use, non-peak hour SOV trips and non-automobile

trips to/from the site. The mode split assumptions for the previous study were based on the 2005 Development-Related Ridership Survey by Washington Metropolitan Area Transit Authority (WMATA) and various other studies conducted in the vicinity of the site at the time. Table 9 shows the vehicular trip generation for the weekday morning peak hour, weekday afternoon peak hour, and daily weekday trips for the previously-proposed site plan.

Trip Generation Comparison

A comparison between the vehicular trip generation for the currently-proposed and the previously-proposed programs for the site is shown in Table 10. The vehicular trip generation of the currently-proposed development is 12 fewer trips in the morning peak hour, 22 fewer trips in the afternoon peak hour, and 137 fewer daily trips than what was studied as part of the 2011 site plan. Though the currently-proposed development includes a greater number of units than the 2011 site plan, the vehicular trip generation for the current proposal is lower because the 2011 study assumed a lower non-auto mode split and was based on trip generation rates from a previous version of the ITE Trip Generation manual.

The traffic impact study performed for the 2011 site plan application included a vehicular capacity analysis which concluded that all study intersections and site entrances would continue to operate at acceptable levels of service in the Future Conditions with Development scenario. As agreed upon with Arlington County staff, since the trip generation for the currently-proposed development is lower than what was analyzed as part of the previous capacity analysis for the site and it was found to have no detrimental impact to vehicular operations, no capacity analysis is included in this MMTA. It is assumed that the currently-proposed development will have no detrimental impact to vehicular operations, consistent with the conclusions of the previous study.

Table 8: Multi-Modal Trip Generation, ITE 10th Edition

Land Use	ITE Code	Quantity	Mode	Mode Split	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	Total
Residential	222	166 DU	Auto	39%	6 veh/hr	17 veh/hr	23 veh/hr	15 veh/hr	10 veh/hr	25 veh/hr	338 veh/hr
			Transit	52%	9 ppl/hr	27 ppl/hr	36 ppl/hr	24 ppl/hr	16 ppl/hr	40 ppl/hr	531 ppl/hr
			Bike	3%	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	31 ppl/hr
			Walk	6%	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	61 ppl/hr

Table 9: 2011 Site Plan Application Trip Generation, ITE 8th Edition

Land Use	ITE Code	Quantity	Mode Split	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Residential	220	110 DU								
Baseline Vehicle Trip Generation			100%	12 veh/hr	46 veh/hr	58 veh/hr	51 veh/hr	28 veh/hr	79 veh/hr	791 veh/hr
Non-Auto Trip Reduction			40%	-5 veh/hr	-19 veh/hr	-23 veh/hr	-21 veh/hr	-11 veh/hr	-32 veh/hr	-316 veh/hr
Total Vehicle Trips			60%	7 veh/hr	28 veh/hr	35 veh/hr	31 veh/hr	17 veh/hr	47 veh/hr	475 veh/hr

Table 10: Vehicular Trip Generation Comparison – 2011 Site Plan vs. Proposed Plan

Land Use	Size	Units	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)			Daily (veh)
			In	Out	Total	In	Out	Total	Total
2011 Site Plan	110	DU	7	28	35	31	17	47	475
Currently Proposed Plan	166	DU	6	17	23	15	10	25	338
Difference in Trips			-1	-11	-12	-16	-7	-22	-137

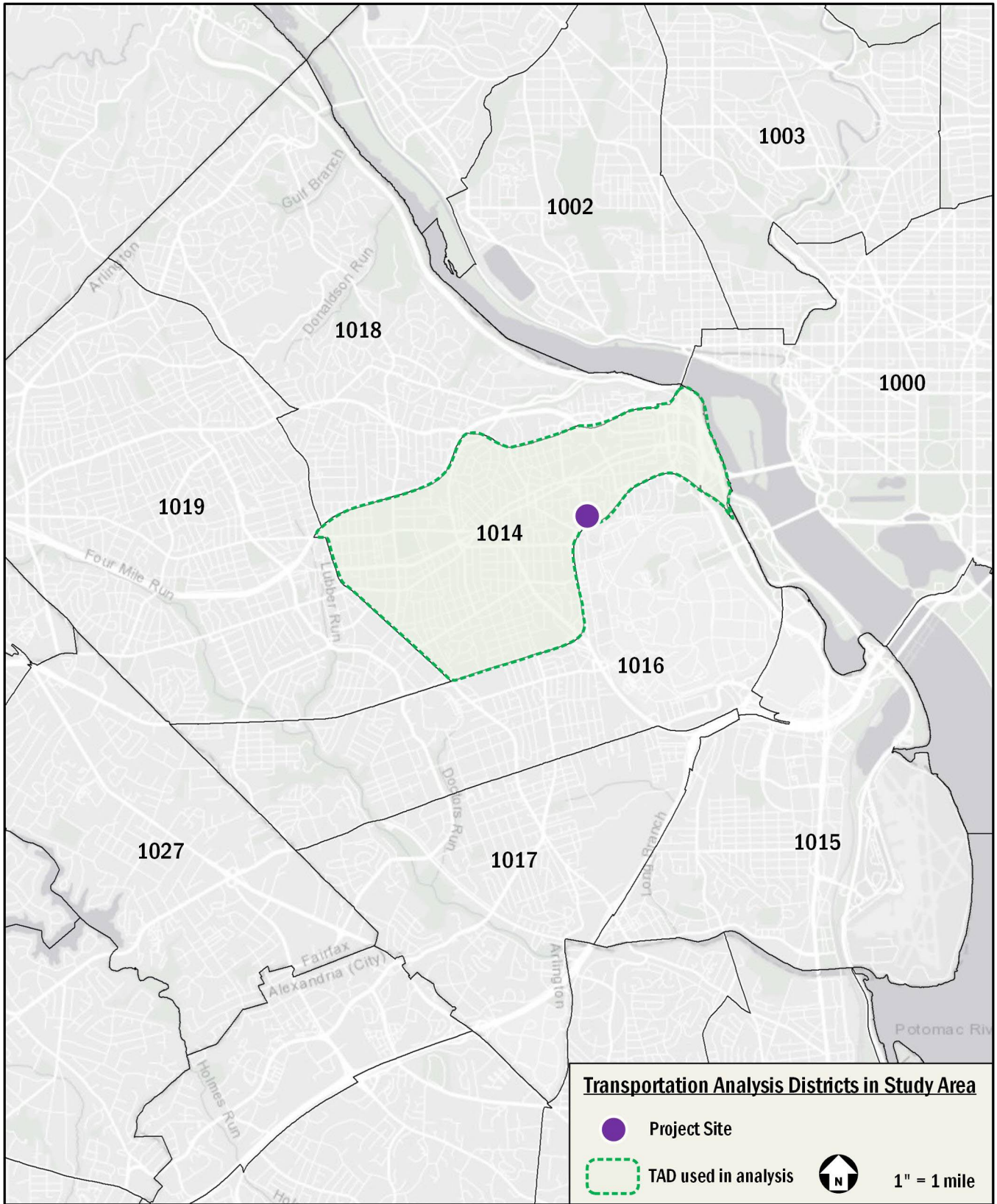


Figure 29: Transportation Analysis District (TAD) in Study Area

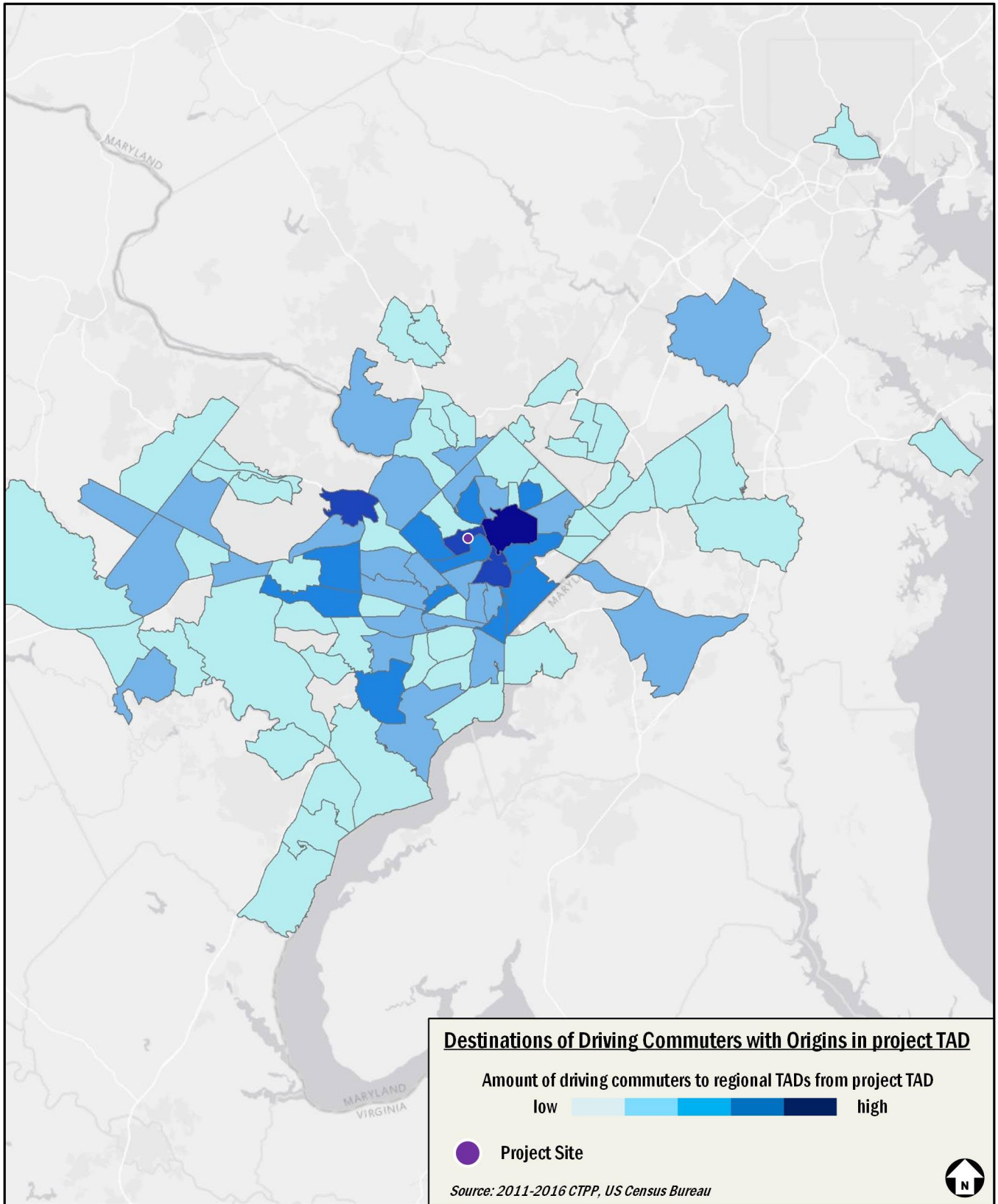


Figure 30: Destinations of Driving Commuters with Origins in project TAD

Crash Data Review

This chapter reviews available crash data within the study area, reviews potential impacts of the proposed development on crash rates and informs future transportation improvements that work toward the County’s goals outlined in the Vision Zero Action Plan.

VDOT Crash Data

Based on guidelines contained in the Safety Analysis Guidance (May 2021) provided by Arlington County DES, crash data from 2017 to 2021 was obtained from the VDOT Crash Analysis Tool for crashes occurring in the vicinity of the site. This data was used to conduct a review of the following intersections adjacent to the project site:

- 13th Street N & N Courthouse Road
- 13th Street N & N Troy Street
- N Troy Street & N Fairfax Drive
- N Courthouse Road & Arlington Boulevard

The crash data used in the analysis is included in the Technical Appendix.

Based on the historical crash data, a total of 16 crashes were reported in the vicinity of the site from 2017 to 2021. The year with the highest number of crashes was 2017 with 7 crashes, while the year with the lowest number of crashes was 2020 with no crashes. Figure 31 shows the number of crashes per year in in the study area over the last five years. The data obtained from VDOT shows a general downward trend in the number of reported crashes.

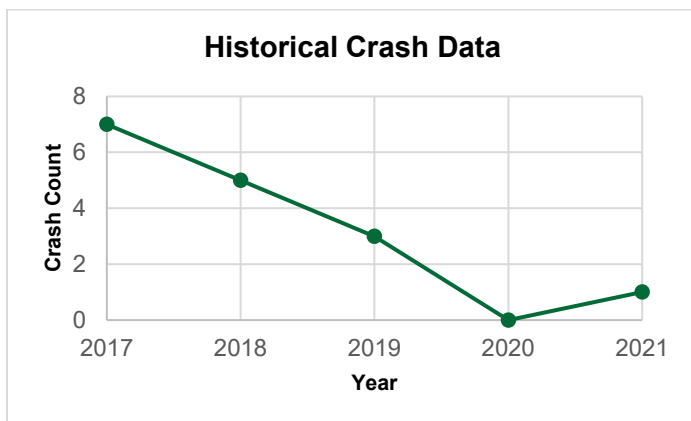


Figure 31: Historical Crash Data

Crash Characteristics

Crash Severity

According to the 2017 VDOT Crash Data Manual, crash severity is measured using the KABCO scale as per the Model Minimum Uniform Crash Criteria (MMUCC) based on the most severe injury to any person involved in the crash. The KABCO scale definitions are as follows:

- K: Fatal Injury
- A: Suspected Serious Injury
- B: Suspected Minor Injury
- C: Possible Injury
- O: Property Damage Only (No Apparent Injury)

From 2017 to 2021, 68% were classified as O (Property Damage Only), and 19% were classified as B (Suspected Minor Injury). Two (2) crashes involved suspected serious injuries. Table 11 shows the number of crashes according to its severity.

Table 11: Crash Count by Severity (2017-2021)

Crash Severity	Count	%
K	-	-
A	2	13%
B	3	19%
C	-	-
O	11	68%
Total	16	100%

Collision Type

The most common type of collisions found in the study area are Angle Collision and Rear End Collision with 31% of crashes each occurring in this manner, followed by Sideswipe – same direction of travel with 13% of crashes. Table 12 summarizes the collision type for all analyzed crashes.

Table 12: Crash County by Collision Type

Collision Type	Count	%
Angle	5	31%
Backed Into	1	6%
Pedestrian	1	6%
Rear end	5	31%
Sideswipe - same direction of travel	2	13%
Miscellaneous or other	1	6%
Non-Collision	1	6%
Total	16	100%

Crash Factors

Several factors that contribute to crashes were reviewed as part of this analysis. These factors include environmental factors, driver behavior, and vehicle characteristics.

Environmental Factors

Light conditions at the moment of the crash can contribute to the quantity and severity of crashes. For the data analyzed, more than 90% of the crashes occurred during daylight (75%) or during darkness in a lighted road (19%). This information suggests that, in the majority of crashes, light condition might not have been the primary cause for the crash. Table 13 summarizes the light conditions for crashes in the vicinity of the development site.

Table 13: Crash Count by Light Condition

Light Condition	Count	%
Daylight	12	75%
Darkness - road lighted	3	19%
Dawn	1	6%
Darkness - road not lighted	-	-
Dusk	-	-
Total	16	100%

Driver Behavior

The intentional or unintentional characteristics and actions that a driver performs while operating a vehicle also contribute to crashes. As shown in Table 14, a distracted driver was reported in 19% of the analyzed crashes, while alcohol and speeding were involved in 13% of the crashes. This information suggests that, in the majority of cases, driver behavior might not have been the primary cause of the crash but is a contributing cause.

Table 14: Crash Count by Driver Behavior Factors

Driver Behavior Factors	Count	%
<i>Distracted Driver?</i>		
Yes	3	19%
No	13	81%
<i>Speeding?</i>		
Yes	2	13%
No	14	88%
<i>Alcohol Involved?</i>		
Yes	2	13%
No	14	88%

Vehicle Characteristics

Vehicle characteristics including type of vehicle and vehicle size were analyzed to determine their contribution to crashes in the vicinity of the development site. As shown in Table 15, no crashes involving bicyclist have been reported in the past five (5) years while a single crash has been reported to involve a motorcyclist. In addition, 19% of the crashes reported a large truck being involved in the crash.

Table 15: Crash Count by Vehicle Characteristics

Vehicle Characteristics Factors	Count	%
<i>Large Truck Involved</i>		
Yes	3	19%
No	13	81%
<i>Motorcycle Involved</i>		
Yes	1	6%
No	15	94%
<i>Bike Involved</i>		
Yes	0	0%
No	16	100%
<i>Pedestrian Involved</i>		
Yes	1	6%
No	15	94%
Total	16	100%

Findings

According to the VDOT historical crash data for the study area, 44% (7 crashes) of all crashes surrounding the site for the past five years occurred on N Courthouse Road as shown in Figure 32. These crashes also include the only two (2) serious injury crashes, classified as A. The single pedestrian crash classified as B (Minor injury) occurred in 2019 at the intersection of 13th Street N and N Troy Street. There were no fatal crashes in the vicinity of the site.

As part of the proposed development, new pedestrian facilities that meet or exceed Arlington County requirements will be provided along the street frontages of the site. These improvements are consistent with several County-wide and national guidelines which prioritize shifting trips to non-auto modes, complete streets principles, and safety for all users, including the Arlington Master Transportation Plan, Vision Zero Action Plan, and NACTO Urban Streets Design Guide. The project does not propose changes to nearby intersections or the roadway network. No changes to the transportation network are proposed except for pedestrian improvements along the site frontage. As such, no change is anticipated to the crash rates in the vicinity of the site.

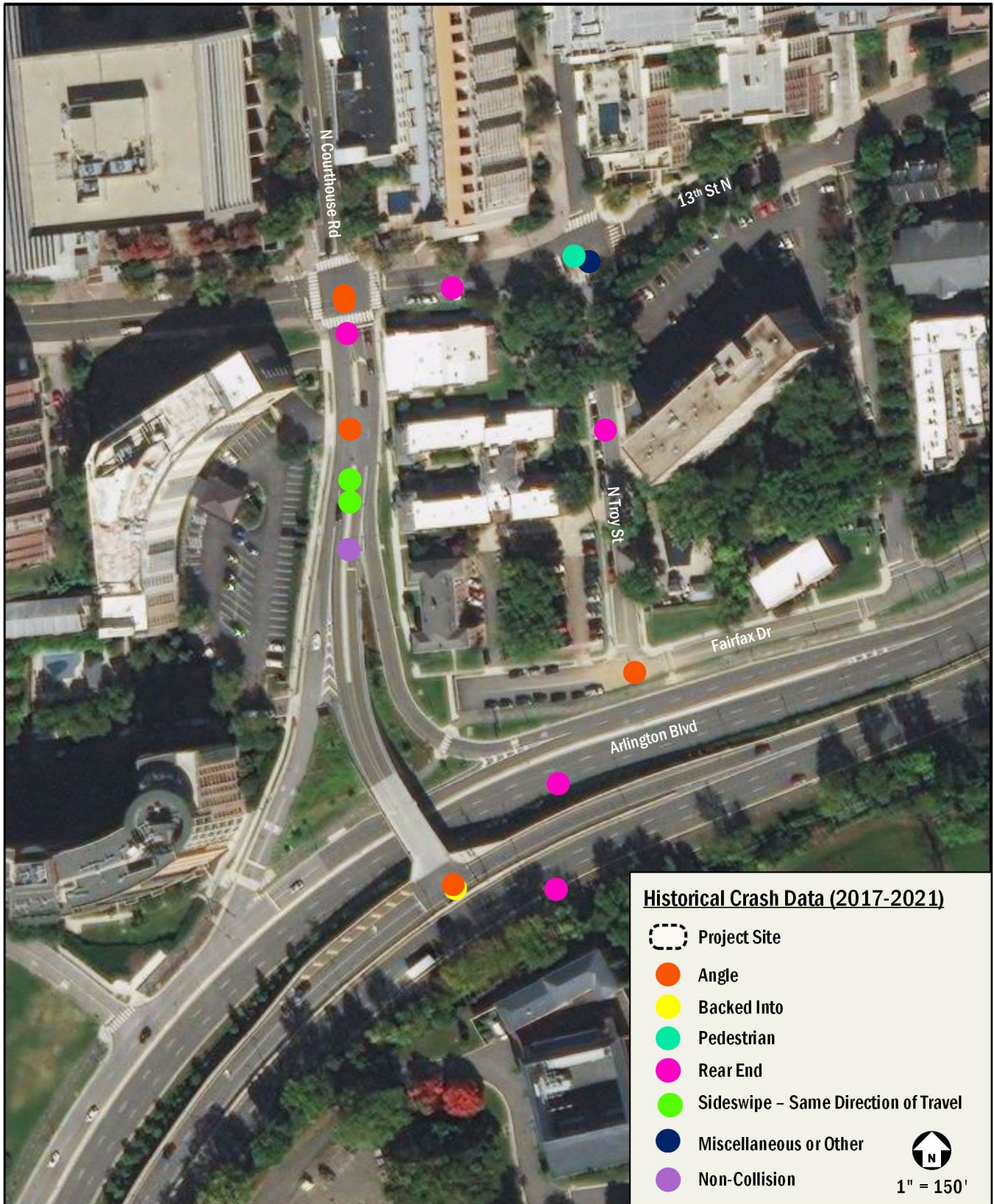


Figure 32: Historical Crash Data (2017-2021)

Transportation Management Plan

A Transportation Management Plan (TMP) has many components that are tailored to accommodate a given facility with the goal being the reduction of automobile trips by encouraging alternative forms of transportation. A few of the typical TMP components include the establishment of a TMP coordinator, the distribution of transit literature, the establishment of ride-sharing programs, and the on-site sale of discounted fare media. Management measures taken by the proposed 2025 Fairfax Drive development can be monitored and adjusted as needed to continually create opportunities to reduce the amount of vehicular traffic generated by the site.

The TMP will include a schedule and details of implementation and continued operation of the elements in the plan. The location of the site near the Court House Station allows for a TMP that may include, but not be limited to, the following:

Participation and Funding

- (1) Establish and maintain an active, ongoing relationship with Arlington Transportation Partners (ATP), or successor entity, at no cost to the developer, on behalf of the property owner.
- (2) Designate and keep current a member of building management as Property Transportation Coordinator (PTC) to be primary point of contact with the County and undertake the responsibility for coordinating and completing all Transportation Management Plan (TMP) obligations. The PTC shall be trained, to the satisfaction of Arlington County Commuter Services (ACCS), to provide, transit, bike, walk, rideshare and other information provided by Arlington County intended to assist with transportation to and from the site.
- (3) Contribute annually to ACCS, or successor, to sustain direct and indirect on-site and off-site services in support of TMP activities. Payment on this commitment shall begin as a condition of issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for each respective building or phase of construction. Subsequent payments shall be made annually.

Facilities and Improvements

- (1) Provide in the lobby or lobbies, a transportation information display(s), the number/content/design/location of which will be approved by ACCS. The developer agrees that the required transportation information displays shall meet the Arlington County Neighborhood Transportation Information Display Standards in effect on the date of the site plan approval, or equivalent as approved by the County Manager.
- (2) Comply with requirements of the Site Plan conditions to provide bicycle parking/storage facilities, a Parking Management Plan (PMP), a Bicycle Facilities Management Plan, and construction worker parking.

Promotions, Services, Policies

- (1) Prepare, reproduce and distribute, in digital or hard copy, materials provided by Arlington County, which includes site-specific transit, bike, walk, and rideshare related information, to each new residential lessee and retail, property management, or maintenance employee, from initial occupancy through the life of the site plan. These materials shall be distributed as a part of prospective tenant marketing materials, as well as communications associated with lease signing, on-boarding, or similar activities.
- (2) Provide one time, per person, to each new residential lessee and each new retail, property management, or maintenance employee, whether employed part-time or full-time, directly employed or contracted, who begins employment in the building throughout initial occupancy, the choice of one of the following:
 - a. Metro fare on a SmarTrip card or successor fare medium (amount to be determined)
 - b. A one year bikeshare membership
 - c. A one year carshare membership

The County Manager may approve additions to, or substitution of one or more of these choices with a comparable transportation program incentive, as technology and service options change, if he/she finds that an incentive shall be designed to provide the individual with an option

other than driving alone in a personal vehicle, either by removing a barrier to program entry, such as a membership cost, or by providing a similar level of subsidized access to a public or shared transportation system, program or service.

- (3) Provide, administer, or cause the provision of a sustainable commute benefit program for each on-site property management and maintenance employee, whether employed part-time or full-time, directly employed or contracted. This commute benefit program shall offer, at a minimum, a monthly pre-tax transit benefit or a monthly subsidized/direct transit benefit.
- (4) Provide, under a "transportation information" heading on the Developer and property manager's websites regarding this development:
 - a. Links to the most appropriate Arlington County Commuter Services and/or external transportation-related web page(s). Confirmation of most appropriate link will be obtained from ACCS.
 - b. A description of key transportation benefits and services provided at the building, pursuant to the TMP.

for short term parkers on various days of the week and times of day, pedestrian traffic, a seven-day count of site-generated vehicle traffic, a voluntary mode-split survey, and hourly, monthly, and special event parking rates.

The building owner and/or operator shall notify, assist, and encourage building occupants and visitors on site to participate in mode-split surveys which may be of an on-line or email variety.

Performance and Monitoring

- (1) During the first year of start-up of the TMP and on an annual basis thereafter, the Developer shall submit an annual report, which may be of an online, or e-mail variety, to the County Manager, describing completely and correctly, the TDM related activities of the site and changes in commercial tenants during each year.
- (2) The Developer agrees to conduct and/or participate in, a transportation and parking performance monitoring study at two years, five years, and each subsequent five years (at the County's option), after issuance of the First Certificate of Occupancy for Tenant Occupancy. The County may conduct the study or ask the owner to conduct the study (in the latter case, no reimbursement payment shall be required). As part of the study, a report shall be produced as specified below by the County. The study may include building occupancy rates, average vehicle occupancy, average garage occupancy for various day of the week and times of day, parking availability by time of day, average duration of stay

Summary and Conclusions

This report concludes that the proposed development at 2025 Fairfax Drive will not have a detrimental impact to the surrounding transportation and roadway network assuming that all planned site design elements are implemented.

The site has access to the Metrorail's Orange and Silver lines via the Court House station, located 0.3 miles from the project site; however, the site has limited access to additional transit service within a quarter-mile of the site. The project site is surrounded by a well-connected pedestrian and bicycle network. The site is located near several principal arterials such as Clarendon Boulevard, Wilson Boulevard, and VA-50 (Arlington Boulevard). These arterials create connections to I-66, US-29 (Langston Boulevard), I-395 and ultimately the Capital Beltway (I-495).

The proposed project will replace the existing site with a 166-unit residential building. As part of the proposed development, existing sidewalks along the eastern and southern frontages of the site will be improved. Walkways will also be provided along the northern and western frontages of the proposed building. These walkways will connect the sidewalks on N Troy Street and Fairfax Drive with an existing internal walkway at the northeast corner of the site which leads to N Courthouse Road.

Vehicular access for residential parking will occur at two locations. One driveway will be located on N Troy Street and will provide access to the Mezzanine level of the garage, which is not internally connected to the lower levels of the garage and is for the exclusive use for the existing Wakefield residents. The second driveway will be located on N Fairfax Drive and connect to the spaces on the Ground Floor, G2, and G3 levels of the garage. One loading bay will be provided on the south side of the building, with access via a driveway on Fairfax Drive.

The building will include a partially below-grade parking garage with 120 spaces. 30 of these spaces will be assigned for the use of the adjacent residential buildings which utilize the existing surface lot. The remaining 90 spaces will be assigned to residents of the new building at a ratio of 0.54 spaces per dwelling unit. Sixteen of the residential spaces (approximately 13.3 percent) are compact parking spaces, which is within the 15 percent threshold established by § 14.3.3.F of the Zoning Ordinance. The proposed residential parking ratio accords with recent County policies supporting significant parking reductions for residential development in close proximity to transit.

A number of planned transportation improvements in the vicinity of the proposed 2025 Fairfax Drive are expected to be complete by 2025. The full list of improvements is detailed in earlier sections of this report, but projects include:

- 2050 Wilson Boulevard (Courthouse Landmark Block) Development
- 1307 N Rolfe Street (Gables) Development

A multi-modal trip generation was prepared to compare the vehicular trip generation of the currently-proposed project to the trip generation that was developed for the traffic impact study prepared as part of the original site plan application approved in 2011. The vehicular trip generation of the current project is less than what was studied for the original proposal. Though the currently-proposed development includes a greater number of units than the 2011 site plan, the vehicular trip generation for the current proposal is lower because the 2011 study assumed a lower non-auto mode split and was based on trip generation rates from a previous version of the ITE Trip Generation manual.

The traffic study for the 2011 site plan application included a vehicular operations analysis which concluded that all study intersections and site entrances would continue to operate at acceptable levels of service in the Future Conditions with Development scenario. As a result, it is concluded that because the trip generation of the currently-proposed site plan is less than that of the original site plan, and because the original site plan was found to have no detrimental impact to vehicular operations, the currently-proposed project would also have no detrimental impact to vehicular operations.

The development has many positive elements contained within its design that minimize potential transportation impacts, including:

- The proposed development's proximity to the Court House Metro Station.
- The proposed development's location within an existing, well-connected pedestrian environment and proximity to a high-quality bicycle facility (Arlington Boulevard Trail).
- Improvements to the pedestrian facilities adjacent to the site that meet or exceed Arlington County and ADA requirements.
- The inclusion of secure-long-term bicycle parking that meets zoning requirements.

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- The installation of short-term bicycle parking spaces around the perimeter of the site that meet zoning requirements.
 - A Transportation Management Plan (TMP) that aims to reduce the demand of single-occupancy, private vehicles to/from the proposed development during peak period travel times or shifts single-occupancy vehicular demand to off-peak periods.

As noted above, this report concludes that the proposed development will not have a detrimental impact to the surrounding transportation and roadway network assuming that all planned site design elements are implemented.