

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Thursday, July 30, 2015
TIME: 7:00 – 9:45 p.m.
PLACE: Ballston Common Mall
4238 Wilson Boulevard
2nd Flr Retail Space
(Across from Payless Shoe Store)
Arlington, VA 22203

SPRC STAFF COORDINATOR: Samia Byrd, 703-228-3525

Item 1. Ballston Quarter (SP #193) **7:00pm–9:45pm**
(RPC#s 14-059-028; 14-059-035, -036, and -041; 14-059-044, and -045)
Planning Commission and County Board meetings November 2015.
Samia Byrd (CPHD Staff)

The Site Plan Review Committee (SPRC) is comprised of Planning Commission members, representatives from other relevant commissions and several appointed citizens. The SPRC reviews all site plans and major site plan amendments requests, which are submitted to the County Board and the Planning Commission for consideration. The major responsibilities of the SPRC are the following:

1. Review site plan or major site plan amendment requests in detail.
2. Advise the Planning Commission by recommending the appropriate action in regard to a specific plan and any conditions, which it might determine to be necessary or appropriate.
3. Provide a forum by which interested citizens, civic associations and neighborhood conservation committees can review and comment on a particular plan, or the effects that the proposed project might have on the neighborhood.

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the Arlington County Zoning Office, 10th Floor, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library's Virginia Room, 1015 N. Quincy St., (703) 228-5990.

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

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

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

ITEM 1

SP #193 Ballston Quarter
4100 Wilson Boulevard (RPC# 14-059-028)
4238 Wilson Boulevard, 671 and 627 N. Glebe Road (RPC# 14-059-035, -036 and -041)
701 and 685 N. Glebe Road (RPC# 14-059-044 and -045)

SPRC Meeting #1, Monday, July 20, 2015:

- 1) Site Visit (6:00-7:00 pm)
- 2) Introduction, SPRC Chair (7:15-7:30 pm)
- 3) Informational Presentations
 - a) Presentation of Site Plan Proposal, Applicant (7:30-8:00 pm)
 - b) Review of Site Plan Application, Staff (8:00-8:15 pm)
- 4) Discussion (8:15-9:30 pm)
 - a) Special Topic: Wilson Boulevard Pedestrian Bridge
 - b) Issues Related to General Land Use Plan
 - c) Issues Related to Zoning Ordinance
 - d) Special Topic: Height & Density
- 5) Public Comment (9:30-9:40 pm)
- 6) Committee Member Wrap Up (9:40-9:55 pm)
- 7) Meeting Summary, SPRC Chair (9:55-10:00 pm)

SPRC Meeting #2, Thursday, July 30, 2015:

- 8) Applicant Review and Response to Issues Raised in SPRC #1 (7:00-7:20 pm)
- 9) Committee Comments (7:20-7:45 pm)
- 10) Applicant Presentation on Site Design and Characteristics (7:45-8:00 pm)
- 11) Committee Discussion of Site Design and Characteristics (8:00-8:30 pm)
 - a) Allocation of uses on the site
 - b) Relationship and orientation of proposed buildings to public space and other buildings
 - c) Streetscape Improvements
 - d) View vistas through site
 - e) Visibility of site or buildings from significant neighboring perspectives

12) Applicant Presentation on Building Architecture (8:30-8:45 pm)

13) Committee Discussion of Building Architecture (8:45-9:15 pm)

- a) Design Issues
 - i) Building form (height, massing, tapering, setbacks)
 - ii) Facade treatments, materials, fenestration
 - iii) Roof line/penthouse form and materials
 - iv) Street level activism/entrances & exits
 - v) LEED/Earthcraft/Green Home Choice Score
 - vi) Accessibility
- b) Retail Spaces
 - i) Location, size, ceiling heights
 - ii) Storefront designs and transparency
 - iii) Mix of tenants (small v. large, local v. national)
- c) Service Issues
 - i) Utility equipment
 - ii) Venting location and type
 - iii) Location and visibility of loading and trash service
 - iv) Exterior/rooftop lighting

14) Public Comment (9:15-9:25 pm)

15) Committee Member Wrap Up (9:25-9:40 pm)

16) Meeting Summary, SPRC Chair (9:40-9:45 pm)

SPRC Meeting #3: Wednesday, September 16, 2015

17) Applicant Review and Response to Issues Raised in SPRC #2, SPRC Chair, Applicant, Staff
(7:00-7:20 pm)

18) Committee Comments (7:20-7:45 pm)

19) Applicant Presentation on Transportation Issues (7:45-8:00 pm)

20) Committee Discussion of Transportation Issues (8:00-8:30 pm)

- a) Infrastructure
 - i) Mass transit facilities and access
 - ii) Street systems (w/existing and proposed cross sections)
 - iii) Vehicular and pedestrian routes
 - iv) Bicycle routes and parking
- b) Traffic Demand Management Plan
- c) Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)

- ii) Access (curb cuts, driveway & drive aisle widths)
- d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks
- e) Signage (parking, wayfinding, etc.)

21) Applicant Presentation on Open Space (8:30-8:45 pm)

22) Committee Discussion of Open Space Issues (8:45-9:15 pm)

- a) Orientation and use of open spaces
- b) Relationship to scenic vistas, natural features and/or adjacent public spaces
Landscape plan (incl. tree preservation)

23) Public Comment (9:15-9:25 pm)

24) Committee Member Wrap Up (9:25-9:40 pm)

25) Meeting Summary, SPRC Chair (9:40-9:45 pm)

SPRC Meeting #4, Monday, September 28, 2015

26) Applicant Review and Response to Issues Raised in SPRC #3, SPRC Chair, Applicant, Staff
(7:00-7:20 pm)

27) Committee Comments (7:20-7:45 pm)

28) Applicant Presentation on Construction issues (7:45-8:00 pm)

29) Committee Discussion of Construction Issues (8:00-8:15 pm)

- i) Phasing
- ii) Vehicle staging, parking, and routing
- iii) Community Liaison

30) Staff Presentation on Community Benefits (8:15-8:30 pm)

31) Committee Discussion of Community Benefits (8:30-8:45 pm)

- a) Public Art
- b) Affordable Housing
- c) Underground Utilities
- d) Other

32) Public Comments (8:45-8:50 pm)

33) Committee Member Wrap Up (8:50-9:10 pm)

Summary, SPRC Chair (9:10-9:15 pm)

Site Location: 585,079 square foot site (13.43 acres) located in the Ballston Metro Station area on the block generally bounded by Wilson Boulevard to the north, N. Randolph Street to the east and N. Glebe Road to the south.

Applicant Information – Residential Building

Developer

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Applicant Information – Mall Renovation

Developer

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Applicant Information – Office Renovation

Applicant

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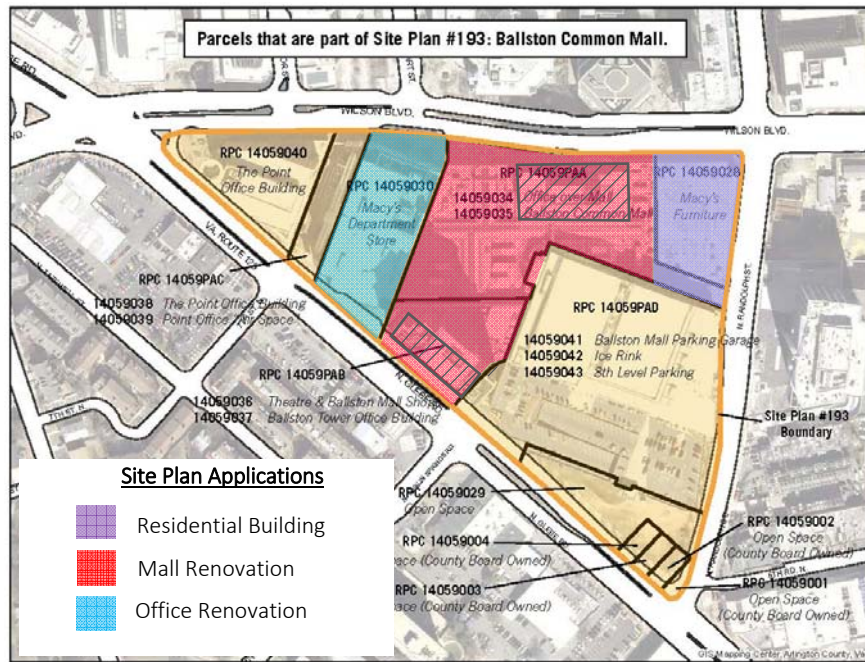
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BACKGROUND: The Ballston Common site plan (SP #193) is a multiple building site plan that has been developed in phases over time. With the 1980 adoption of the [Ballston Sector Plan](#), planning and land use goals for the Ballston Metro Station Area have established the Metro Station and the Ballston Common Shopping Mall as the focal point for development. The Ballston Common Shopping Mall was developed through a cooperative venture between Arlington County and a private developer and opened in 1986. It replaced the Parkington Shopping Center which was constructed in 1952, and established a major retail center in Arlington.

With changes in the economy and approaches to development and redevelopment of shopping malls throughout the country, Ballston Common Shopping Mall is primed for development through continued cooperation with the County in ensuring that the long term planning goals and vision for the area are met. The vision for development of the Ballston Common site, from Parkington in the 1950s to Ballston Galleria and Ballston Common in the 1980s and now as proposed, Ballston Quarter, remains unchanged. As further detailed in this report, the County’s vision has consistently sought to “facilitate the creation of a dynamic downtown area by ensuring that development would include a mix of commercial, office and residential uses” ([Ballston Sector Plan Summary](#)). Development of the Ballston Common site and Ballston Common Shopping Mall is and has always been key to implementation of this vision. To that end, three site plan amendment applications have been filed to modify the Ballston Common site plan (SP #193) as follows:

1. *Residential Building (Ballston Air Rights, LLC)* to demolish the existing Macy’s Home Furniture store located at the corner of Wilson Boulevard and N. Randolph Street to permit construction of a 22-story residential building with ground floor and second story retail.

2. *Mall Renovation (FC Ballston Common, LLC)* to modify the existing three-story retail mall with façade improvements, interior improvements, the addition of an open space plaza and mews, streetscape improvements, and improvements to the Ballston Common parking garage; and
3. *Office Renovation (Ballston Acquisition, LLC)* to modify the existing six-story office building above Macy's department store including façade improvements, the addition of new entrances on Glebe Road and Wilson Boulevard, an interior courtyard, and streetscape improvements;



The following provides additional information about the site and location.

Site: The 13.43-acre, triangular site is located in Ballston on the block bounded by Wilson Boulevard to the north, N. Randolph Street to the east and Glebe Road to the south. Adjacent and surrounding land uses are as follows:

- To the north: Across Wilson Boulevard, SP #20, the Liberty Center multiple building, mixed use development east of N. Randolph Street, immediately adjacent, SP #239, Lincoln Towers site plan multiple building, mixed use development; Site Plan #256, Stuart Park multifamily residential, and SP #249 NRECA and the Ellipse at Ballston; Zoned "C-O-A" and designated as Coordinated Mixed Use Development district on the GLUP
- To the west: Immediately west of the Point office building across Wilson and Glebe, is the Peck Staples/AHC site plan, SP #401. Zoned "C-O-2.5" and designated "Medium" Office Apartment Hotel on the GLUP.

To the east: SP #413, Founders Square multiple building, mixed use site plan including a 20-story office building immediately adjacent to the site and a 17-story residential building, 13-story secure office building, 11-story hotel and a one-story retail building; Zoned “C-O-2.5” and designated as “Medium” Office Apartment Hotel on the GLUP. Also American Service Center zoned “CM” and designated as “Medium” Office Apartment Hotel on the GLUP.

To the south: Across Glebe Road, SP #72 including Harris Teeter grocery store, American Service Center and the recently constructed Maxwell multifamily residential project located at 650 Glebe zoned “C-O-2.5”, “C-2” and “R-C” and designated “Low Medium” Residential, “Medium” Residential, and “High Medium” Residential Mixed Use on the GLUP, respectively. One-story by-right commercial development including an Exxon gas station and 670 Glebe currently zoned “C-2” and designated as “High Medium” Residential Mixed Use on the GLUP. Proposed development of 178 units residential with ground floor retail and rezoning to “R-C”. 750 Glebe Road developed currently with the commercial uses to include the Rosenthal Mazda dealership and Enterprise Rental Car; Zoned “C-2”, “R-5” and “RA 8-18” and designated as High-Medium Residential Mixed Use on the GLUP.



Zoning: The site is zoned “C-O-2.5” Mixed Use District.

General Land Use Plan Designation: The site is designated “Medium” Office Apartment Hotel in the GLUP which permits up to 2.5 FAR office commercial, 115 units per acre

apartment and 180 units per acre hotel.

Neighborhood: The site is located within the Ashton Heights Civic Association. It is adjacent to the Ballston Virginia Square, Bluemont and Buckingham Civic Associations.

Existing Development: In 1982, the County Board approved a GLUP amendment, rezoning and site plan to permit the redevelopment of the Parkington Shopping Center as Ballston Galleria. The approval included renovation of the existing Hecht’s store, construction of a new mall, department store and shops, construction of three office buildings and the addition of three new levels of parking to an existing parking garage. Although not identified specifically as a Phased Development Site Plan (PDSP), the approval allowed for an overall program of development on the more than 13-acre site, to be allocated to multiple buildings and uses that would be constructed in phases over time. As the site plan has been amended from time to time by the County Board, it is currently approved today for approximately 1,679,628 square feet of office and retail development, as well as an ice rink facility on top of an 8-level parking garage providing 3,450 spaces.

Use	Approved GFA (SF)
Office	850,000
Retail	662,660
Flex Use Office/Retail	25,000
Ice Skating Facility	141,968
TOTAL	1,679,628
	2.87 FAR

As built, the approved uses on the site total approximately 1,535,163 square feet of gross floor area.

Built Gross Floor Area – SP #193	
	GFA (SF)
Macy's/Hecht's	348,514
Macy's Home Furniture Store	120,000
Mall	220,000
4200 Wilson Office	183,691
Glebe Road Office	252,443
Point Office	268,547
Ice Skating Facility	141,968
Total	1,535,163

Development Potential:

Site Plan Area: 585,079 sq ft	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
“C-O-2.5” By-Right	• All Uses and Permitted in “R-6”	6,000 sq ft Lot One-Family

Site Plan Area: 585,079 sq ft	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
	<ul style="list-style-type: none"> Offices, business and professional, including medical, legal, insurance, philanthropic, real estate, banking and other offices, which in the judgment of the Zoning Administrator, are of the same general character as those listed above. Uses customarily incidental to any of the above uses and accessory buildings, when located on the same lot, including automobile parking garage for the exclusive use of the patrons of the above offices. 	Dwelling: 97 Dwellings .60 FAR: 351,074 sq ft GFA all other uses
“C-O-2.5” Site Plan	Office buildings, commercial uses including retail and service commercial uses, hotels and apartment buildings.	2.5 FAR Commercial/ Office/ Industrial: 1,462,697.5 sf GFA 115 DU/Acre Residential: 1,544 Units 180 DU/Acre Hotel: 2,417 Rooms
Approved by Site Plan ¹	Office, Retail and Ice Skating Facility	2.87 FAR Commercial/Office uses: 1,679,628 sf/1,679,628 sf

Proposed Development: The following table sets forth the preliminary statistical summary for the overall site plan as proposed to be amended through each of the three requests:

Use	Approved GFA	Proposed GFA	Change
Office	850,000	851,452 ²	+1,452
Retail	662,660	600,320 ³	-62,340
Flex Use Office/Retail	25,000	25,000	---
Ice Skating Facility	141,968	141,968	---
Residential	0	380,855	+380,855
TOTAL	1,679,628	1,999,595	+319,967
	2.87 FAR	3.42 FAR	+0.55 FAR

The following tables sets forth the preliminary statistical summary for the proposed new residential building, the mall renovation and office renovation, respectively.

Residential Building	Proposed
Site Area	88,965 sf (2.04 Ac) ⁴
Residential Site Area	88,965 sf (2.04 Ac)
Office Commercial Site Area	0 sf (0 Ac)

¹ Includes total approved GFA with bonus and density exclusions, of which not all has been built.

² Includes the addition of a net total of 1,452 sf proposed with the renovation of the office building above Macy’s

³ Includes the proposed addition of 51,860 sf of retail in the residential building, 5,800 sf of retail at the renovated mall and the reduction of 120,000 sf of retail associated with the Macy’s Home Furniture Store.

⁴ This site area is calculated site area based on approved, built and proposed GFA for density purpose.

Residential Building	Proposed
Density⁵	
Office Commercial GFA	51,860 sf
Retail	51,860 sf
Office Commercial Density	1.72 FAR
Residential GFA	380,855 sf
Residential Units	405 Units
Residential Density	198 DU/Acre
LEED Bonus (.25 FAR Silver Certification) GFA	22,241 sf
LEED Bonus Units	23 Units ⁶
“C-O-2.5” Max. Permitted Office/Commercial GFA⁷	0 sq ft
“C-O-2.5” Max. Permitted Office/Commercial Density	2.5 FAR
“C-O-2.5” Max. Permitted Residential Units	234 Units
“C-O-2.5” Max. Permitted Residential Density	115 DU/Acre
Height	
Average Site Elevation	270.93 ft
Residential Building	22 Stories
Main Roof Elevation	507.67 ft
Main Roof Height	236.74 ft
Penthouse Roof Elevation	533.00 ft
Penthouse Roof Height	262.07 ft
Penthouse Height	25.33 ft
“C-O-2.5” Max. Permitted Residential Height	16 Stories
Parking	
Commercial Parking Spaces ⁸	0
Residential Parking Spaces	282
Standard	219
Compact	54 (19.15%)
Handicap	9
Residential Parking Ratio	.69 sp/unit
Office Commercial Parking Ratio – Site Plan Standard	1 space per 580 sq ft GFA (89 Spaces)
Residential Parking Ratio – Site Plan Standard	1 space per unit (405 Spaces)
LEED	Silver Certification Level
Residential Building – LEED (NC)	50 Points

Mall Renovation	Existing	Proposed
Density		
Office Commercial GFA	220,000 sf	225,800 sf
Height	3 Stories	No Change
Parking	No Change	No Change

⁵ Not included in the gross floor area is 16,535 square feet proposed to be excluded for mechanical shafts (11,330 sf), below grade building maintenance and storage (980 sf), retail service corridors at grade and above (1,650 sf), pedestrian access corridors between the County garage and the Retail concourse (1,080 sf), and below grade residential storage (1,495 sf).

⁶ Based on average unit size of 940 square feet.

⁷ No area of the site is permitted to be used more than once for a particular use. As proposed, the entirety of the site area would be allocated to the residential use, and therefore, there would be no office commercial density permitted for this site plan amendment.

⁸ Although GFA is proposed to be added with the site plan amendment to construct the residential building, with the removal of the Home Furniture Store, the impact on the overall site plan is a total amount of reduced retail GFA. The applicant does not propose to provide additional parking with the retail for the residential building but consistent with the site plan approval provide for retail parking in the Ballston Common Parking garage.

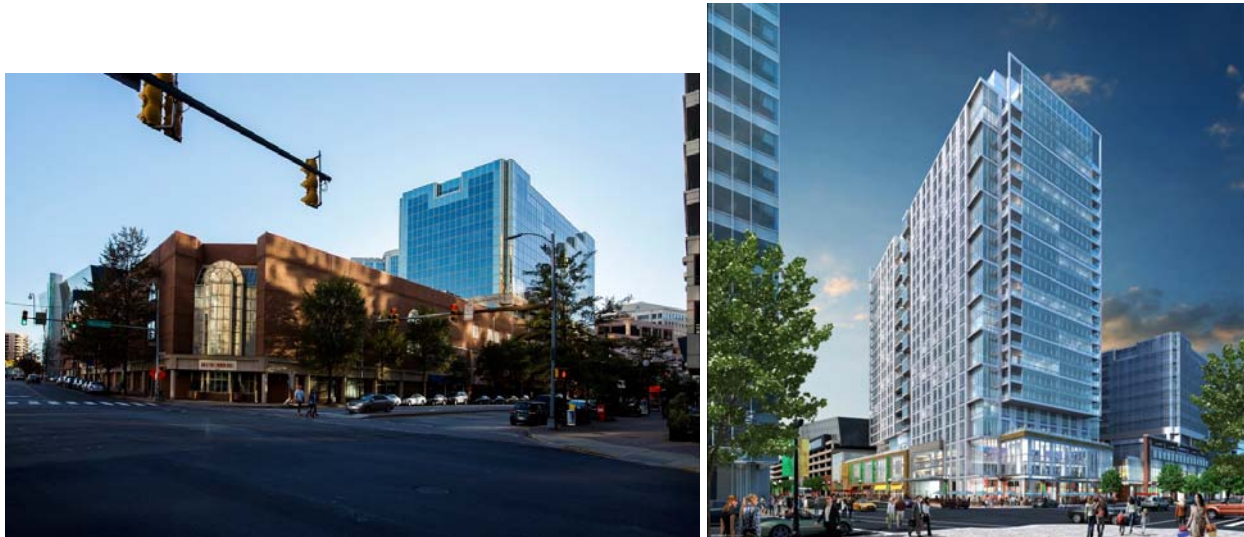
Office Renovation	Existing	Proposed
Density		
Office Commercial GFA	141,992 sf	143,444 sf
Height	6 Stories	No Change
Parking	No change	No Change
LEED	Silver Certification Level	
Office Renovation – LEED (CS)	50 Points	

Density and Uses: The site’s current zoning of “C-O-2.5” permits by site plan office buildings, commercial uses including retail and service commercial uses, hotels and apartment buildings, the purpose of which is to provide for redevelopment in the Metro Corridors at the County Board’s discretion. The site’s GLUP designation, which is consistent with the current zoning, “Medium” Office Apartment Hotel provides for the development of up to 2.5 FAR office, commercial and/or industrial use, 115 dwelling units per acre of residential and 180 units per acre hotel. With the subject site plan amendment, it is proposed that a 22-story, multifamily building with 380,855 square feet in 405 residential units and 51,860 square feet of ground floor retail would be added to the Ballston Common site plan. In addition, the existing Home Furniture Store comprised of approximately 120,000 square feet would be demolished and with the proposed renovations to the mall and the office building above Macy’s, there would be a net increase of approximately 5,800 square feet of retail gross floor area and approximately 1,452 square feet of gross floor area of office, respectively.

To date, approximately 1,535,163 square feet of the 1,679,628 of approved density has been built. Approximately 144,465 square feet of density therefore remains for the site plan. As previously shown in the tables above, a total of 319,967 square feet of additional density is proposed to be added to the site plan through the three site plan amendment applications. With 144,465 square feet of unused density remaining for the site plan, approximately 175,502 square feet is requested in bonus density. With the major site plan amendment to construct the residential building, the applicant requests .25 FAR bonus density for certification of the building under the LEED Silver level rating. Similarly, with the site plan amendment application to renovate the office building above Macy’s the applicant requests .20 FAR bonus density with a commitment to certify the building’s renovation at the LEED Silver rating as well as an additional .10 FAR for certification of the building’s renovations under LEED Existing Buildings Operations and Maintenance. The total proposed amount of LEED bonus through both site plan amendment applications would be approximately 23,693 square feet. The mechanism by which bonus would be achieved for the balance of 151,809 square feet of density remains under evaluation and is further detailed in the discussion section of this report.

Site and Design: With the subject site plan amendments, a most significant change to the site is the demolition of the three-story Home Furniture Store anchor at the corner of Wilson Boulevard and N. Randolph Street and addition of a new 22-story, residential building with a two-story base of retail. This would introduce residential into the existing office and commercial uses on the site. Four levels of below grade parking would provide access from N. Randolph Street to 282 parking spaces. Proposed retail would front onto Wilson Boulevard where there is also proposed an open area mews leading to a vestibule and entrance to the residential building. The main entrance to the residential building is proposed to be located on N. Randolph Street. Access to

loading is also proposed on N. Randolph Street. The two-story retail base or podium would be comprised of limestone cladding and a store front window system. The residential building above which steps back from the retail base would be comprised mainly of a vision glass and alum curtain wall, with metal panel claddings and glass balconies. A potential retail terrace is proposed at the top of the second story retail base. The roof proposes a pool and pool deck and an enclosed penthouse structure that would include residential amenity spaces. An outdoor view terrace is also proposed on the roof.



The renovations to the existing mall would provide for substantial façade improvements on the Wilson Boulevard frontage and the introduction of an open space plaza that would be created by removing the existing pedestrian bridge across Wilson Boulevard, eliminating the existing mall entrance and opening the area up to the sky by removing the mall roof at this location. The plaza would step down from Wilson Boulevard into what is currently the food court area. In addition, substantial interior renovations would provide for the removal of the roof above the existing interior corridor to provide for a mezzanine that is open to the sky above. In addition to the façade improvements to provide for a warehouse look on the mall's exterior along Wilson Boulevard, the Glebe Road frontage would provide new steel-framed awnings with glass panels and metal fascia as enhancements to the ground floor tenant spaces below the office building. Access to loading and parking are not proposed to be changed with the site plan amendment to renovate the mall. The applicant further proposes streetscape and landscape improvements along the frontage of the mall on Wilson Boulevard and Glebe Road and public improvements such as upgraded elevators in the parking garage, new elevator lobbies connecting between the garage and the mall, new stairs connecting each level of the mall with each level of the garage, and new escalators providing direct connectivity between the Iceplex and the mall. These improvements to vertical circulation are collectively referred to as "the Blade".



Finally, the proposed improvements to the office renovations include façade renovations primarily to floors three through six of the existing office building above Macy's to provide for an aluminum and glass window wall system with aluminum banding accents for each floor. New glass entry structures are proposed to be added on the northeast corner of the Macy's building on Wilson Boulevard and southeast corner of Macy's building on Glebe Road. A new penthouse is proposed to be clad with aluminum panels. An interior courtyard will be added to the building, as well. The exterior of the Macy's below the office building is proposed to be repainted with the addition of new metal canopies and awnings to replace those existing. Finally, landscape improvements are proposed along the frontages of the building. No changes are proposed to parking or loading with the renovations.





LEED: The applicant proposes that both the renovated office building and the proposed residential building would be certified under the U.S. Green Building Council's LEED program at the Silver level rating. Bonus density consistent with the County's Green Building Density Incentive Program is requested for both buildings at .20 FAR for the office building and .25 FAR for the residential building. An additional .10 FAR is proposed for the renovated office building for Existing Building Operations and Maintenance certification.

Transportation: The proposed site plan amendments are all located within the Ballston Common Mall area of Ballston, in the block bound by Wilson Boulevard, North Randolph Street, and North Glebe Road. The site is accessible by multiple modes of transportation, including Metrorail, bikeshare, carshare, and ART and Metrobus, all within ¼ mile of the site.

Streets: The Master Transportation Plan (MTP) identifies Wilson Boulevard as a Type A-Primarily Retail Oriented Mixed-Use Arterial and North Glebe Road and North Randolph Street are identified as Type B-Primarily Urban Mixed-Use Arterials. Adjacent to the site, between North Stuart Street and North Randolph Street, Wilson Boulevard has four travel lanes, two in each direction, with an additional eastbound lane at Randolph that is a dedicated left turn lane and a small pocket for right turns. The travel lanes are separated by a large median that has trees and a fence to encourage pedestrians to utilize the existing crossings, including a signalized mid-block crossing. There is also parking on both sides of the street. North Randolph Street is one travel lane in each direction and several turn lanes as necessary. On the west side of the street there is parking and a bus stop north of the existing parking garage entrance, and tour bus parking only south of the parking garage entrance. North Glebe Road has three travel lanes in each direction and an additional two lanes in the southbound direction for left turns into the existing parking garage at Carlin Springs Road. North Glebe Road is owned by the Virginia Department of Transportation (VDOT) and any proposed improvements will have to be approved by VDOT.

There are no proposed changes to the travel lane or curbs on Glebe Road with the amendments. The proposed amendment for the residential building would relocate the existing bus stop on North Randolph Street south of the existing parking garage entrance. The street section is proposed to remain as is except the addition of a nub at the intersection with Wilson Boulevard

that will eliminate the pocket for right turns from Wilson Boulevard to North Randolph Street. The Wilson Boulevard street section and streetscape adjacent to the site is proposed to be revised to be more pedestrian friendly with a reduction in the street width to provide additional width for streetscape.

Sidewalk and Pedestrian Circulation: There are currently sidewalks along the entire site frontage. The proposed sidewalks on North Glebe Road are proposed to remain essentially as is, but the pavers are proposed to be replaced with concrete. A small portion of area that is under the building will have granite pavers installed, but this is not within the clear sidewalk area. The existing trees will remain, but the tree pits will be increased in size. Also, two planting beds are proposed to be installed adjacent to the Macy's building. The sidewalk on North Randolph Street is proposed to remain the existing overall width, with a minimum 10' clear sidewalk and 5x12 tree pits. The surface is proposed to be concrete with a small area of granite pavers at the residential building entrance. The Wilson Boulevard streetscape is proposed to be widened to include a minimum 10' clear sidewalk and 5x12 tree pits, as well. The surface is proposed to be concrete with two areas of granite pavers at the entry to the muse and plaza area. Additional streetscape elements are proposed at the plaza and Macy's frontage to include benches and light columns. There are also two existing covered pedestrian bridges, one over Wilson Boulevard and one over 9th Street North that connects the Ballston Common Mall to the Metro Station. The Applicant proposes to remove the pedestrian bridge over Wilson Boulevard as part of the site plan amendment to renovate the mall.

Trip Generation: A Traffic Impact Analysis (TIA) was submitted by the applicant as part of the major site plan amendment prepared by Wells and Associates, dated June 8, 2015. The analysis assesses the impact of the development on the adjacent street network and takes into account additional traffic generated by approved unbuilt projects and vacant retail space within the Ballston Mall. The analysis also utilizes trip reductions based on transit use, pass-by trips, and complimentary uses within the site. After the appropriate reductions, the analysis concludes that approximately 320 AM peak hour trips and 1,041 PM peak trips will be generated by the residential building and all the retail uses within the mall. This is approximately 86 additional AM peak hour trips and 40 additional PM peak hour trips, and 299 more daily vehicle trips than the existing use.

All intersection movements within the study area will continue to operate at a LOS D or better under existing conditions, with the exception of the westbound left turn at the intersection of North Randolph Street and North Glebe Road and the following movements at the intersection of Wilson Boulevard and North Glebe Road:

- Eastbound left turn in the AM and PM peak hour
- Eastbound through movement in the AM peak hour
- Westbound left turn in the PM peak hour
- Northbound through/right movement in the AM peak hour.

In the future, all intersection movements within the study area will continue to operate as in the existing conditions with the exception of the southbound left turn at North Randolph Street and

North Glebe Road and southbound left turn at Wilson Boulevard and North Glebe Road. These two movements have a LOS worse than D in the future conditions regardless of the proposed development.

Parking and Loading: No additional parking or loading docks are proposed to support the retail or office tenants. Existing loading docks within the mall footprint accessed from North Randolph Street will be utilized for loading and trash related to the mall and office, and are proposed to be used by the residential building. No additional loading or trash areas are proposed. Parking is currently provided within the adjacent public garage and will remain as currently allocated. The proposed residential building will provide an underground garage with 282 parking spaces (0.69 spaces/unit ratio) and a 19.1% compact ratio. This is less parking than the site plan standard of 1 space per unit and a greater compact ratio than the 15% allowed by the Zoning Ordinance. The proposed parking is accessed from the existing loading dock on North Randolph Street, therefore all loading, trash, and residential parking will be utilizing the same driveway.

Public Transit: Within ¼ mile of the site there are numerous public transit options. The Ballston-MU Metro Station (Orange Line) is located approximately two blocks from the site. Adjacent to the site is one bus stop on North Randolph Street south of Wilson Boulevard that serves the Metrobus and ART systems, including the Metrobus routes 10B, 22A, 22B, 22C, 23A, 23B, and 23T and ART route 41. Numerous additional bus stops are located near the site including on both sides of Wilson Boulevard at North Taylor Street, on the east side of North Randolph Street across from the site, on North Randolph Street south of the parking garage entrance, and on North Glebe Road at Carlin Springs Road. Two bikeshare stations are located within one block of the site and eight Zipcar spaces are within ¼ mile of the site, near the Ballston Metro Station.

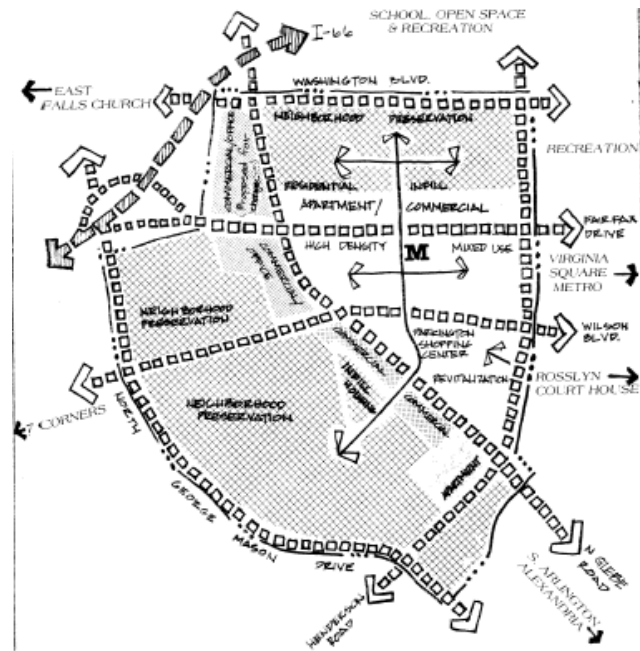
DISCUSSION

Adopted Plans and Policies: The station area concept for Ballston/Marymount University as provided on the GLUP Map is “high density office and residential uses with a regional shopping facility forming a new downtown in Central Arlington.” A balance of residential and office/hotel/retail development, transportation access through Metro, I-66, Glebe Road and Wilson Boulevard, Regional shopping facilities (Ballston Common Mall), and commercial growth and revitalization are all noted on the map as plan features.

In addition to the GLUP and Zoning, the 1980 *Ballston Sector Plan* (Plan) provides guidance in understanding the vision and framework for long-term and continued development of the Ballston Common site. The site is located within the Central Ballston sub-area of the Ballston Station Area of the Plan. The Plan provides for a list of recommendations adopted by the County Board. One recommendation which is specifically related to “Commercial Development” and is relevant to the site plan site states: “The County Board should continue to encourage major revitalization of commercial facilities in Ballston. Emphasis should be placed on Parkington...”

A Concept Plan shown here identifies the Parkington Shopping Center site for revitalization. The Plan references the GLUP as establishing the basis for high density office and residential development opportunities immediately around the Metro station. The high density uses together with the regional shopping facility, the Plan notes provide for a major focus for a new downtown in Central Arlington.

Another illustration in the Plan notes that the existing commercial development is a key asset in the community and further that Parkington provides a focus for commercial expansion. It historically notes that the construction of Parkington in the early 1950s, became the “catalyst for additional commercial development along the major thoroughfares in the area.”



Urban Design guidelines in the Plan provide the following that may be considered relevant to the development vision for the site:

Coordinate Streetscape:

- At least 50% of all building facades at street grade should be designed with storefront windows, open glass or other transparent material.
- The use of pictographs is encouraged in private directional and information signs.
- Blank, uninterrupted walls should be discouraged along public rights-of-way.

Commercial Facilities:

- Commercial space is encouraged along the major streets that provide high pedestrian and vehicular visibility. The Metro station, Glebe Road, Fairfax Drive, Wilson Boulevard and Parkington provide a framework for new commercial space.
- Commercial space should generally be located in at-grade locations with direct and convenient access to pedestrian facilities.
- Sidewalks in commercial areas should range from 10 to 20 feet in width in addition to the planting and utility strip.
- Sidewalk cafes, attractive signing, kiosks, street vendors and special lighting arrangements should be encouraged to provide activity and interest along shopping streets.
- Where feasible, provide short-term parking near shopping facilities.
- Placement of signs for shops and businesses placed within a three-foot band, 15-foot above sidewalk grade to create visual interest, with a variety of colors and designs encouraged.

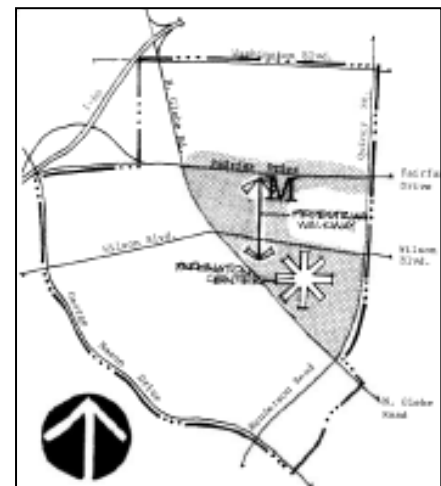
Urban Plazas and Open Spaces:

- Encourage development of functional and aesthetically pleasing open space in site plan projects.
- Plazas should be approved at locations that are visible from the street to provide interest and variation in the streetscape.
- Plazas designed for public use should be located at-grade with convenient access to the public sidewalk.
- Open space and plazas that blend with shopping facilities can provide a focus for shopping areas but placement must be handled carefully to avoid disruption of continuity along the shopping streets.
- Plazas for public use should be a minimum of 750 sf.
- Plazas should contain a minimum of one tree per 500 sf, one linear foot of seating per 50 sf and 150 sf of grass or groundcover per 1,000 sf of area.
- Encourage inclusion of aesthetic features such as fountains, statues, and sculpture in urban plazas as part of the site plan process with emphasis on obtaining the features as aesthetic focal points in highly visible locations, of which Glebe Road and Wilson Boulevard are named.

In discussing land use and zoning for the Central Ballston sub-area, the Plan notes again the significance of high density office and apartment development as a major focal point in Ballston and the GLUP supporting commercial growth and revitalization of the Parkington Shopping Center. Further discussion of commercial development provides that Parkington was a significant contributing factor in changing the character of Ballston from a neighborhood to a regional commercial destination. In reference to commercial growth potential, the plan states “the General Land Use Plan and appropriate zoning categories do not place constraints on commercial growth in Ballston; the extent of commercial space will instead be defined by market considerations.” Further the Plan provides that “there are a number of existing and planned features in Ballston which support commercial growth. Ballston is established as a commercial center and new office and apartment development will have a positive impact on commercial demand.”

In the framework for future development, the Commercial District Concept in the Plan provides:

- Pedestrian Mall
 - Recognition of the Stuart Street Walkway between the Metro Station and Parkington as a commitment to providing a quality pedestrian system and commercial revitalization. The extension of the walkway was encouraged through the site plan process as redevelopment occurs on adjacent portions of Wilson Boulevard and Fairfax Drive.
- Parkington
 - Acknowledges that the then proposal for redevelopment of Parkington to include



approximately 800,000 sf of commercial, two department stores, the mall and parking garage would involve substantial participation by the County. One of the means of participation referenced was a publicly funded parking garage.

The evaluation of the proposal to redevelop Parkington as Ballston Galleria was underway indicating the important contribution that commercial facilities in Ballston provide to the community. The Plan notes that the emphasis of Parkington was due to its status as a commercial facility and the owner's interest in renovating it. The County continued to encourage that the revitalization of Parkington was a desirable element of the Ballston Plan and that the revitalization of Parkington fit well into the GLUP policy and sector plan discussion.

Finally, as it relates to transportation, the Plan envisions retaining much of the existing street system. However, as redevelopment occurs, the Plan notes that where widening of streets, closings, and operational changes, construction of curb and gutter and walkway improvements is planned, it should be achieved.

The [*Rosslyn to Ballston Corridor Retail Action Plan*](#) adopted in May 2001 provides that the downtown theme for the Ballston station area is "the 'in town' destination for lifestyle goods and entertainment." The Plan notes the following constraints, however:

- Ballston Common Mall functions as a self-contained facility that does not open out onto the street. The lack of visual interest along the street front inhibits the center's ability to draw potential shoppers from elsewhere in the district.
- Because of the formidable competition from Tysons Corner and the Fashion Centre at Pentagon City in fashion and apparel, Ballston Common Mall is being repositioned in the marketplace. This has left the mall with vacant storefronts which inhibit the center's ability to draw shoppers.
- Ballston has considerable parking resources including the Ballston Garage, on-street parking and thousands of spaces in below grade parking garages. However, parking is still considered to be a problem by both merchants and customers. Specific concerns include lack of destination and directional signage, uncertainty about access and availability (particularly in the evening and on weekends) and high prices for short term parking.
- The wide width of Wilson Boulevard, Fairfax Drive and Glebe Road and the perception that the automobile is given preference over the pedestrian result in an unfriendly and sometimes dangerous pedestrian environment that discourages residents and workers from fully utilizing the retail and services in the area.
- Ballston generally lacks the level of maintenance or public improvements in the form of banners, plantings or other decorative elements that are expected of a premiere downtown and that support a viable retail environment.

In the proposed retail strategy noted in the Retail Action Plan, the Wilson Boulevard frontage of the site plan is identified as "Entertainment and Main Street Retailing in enhanced pedestrian environments with upgraded streetscapes. Wilson Boulevard and N. Randolph Street site frontages are identified as "concentrations of large format retailers along pedestrian friendly

major arterials and regional or sub-regional shopping centers. The site plan site is marked as “principal retail concentrations.”

The proposed *Arlington County Retail Plan* scheduled for County Board review on July 18, 2015, in updating this policy provides the following related to regional shopping centers:

Due to the size and placement within the Ballston and Pentagon City neighborhoods, the centers must increase placemaking efforts – pulling storefronts to the street, creating multiple entry points and creating activity and attractions on the outside as well as inside. To encourage and facilitate such changes, the County must allow for the flexibility and creativity required for the repositioning of these regional centers. Strategic thinking and land use planning around these large pieces of retail infrastructure will be an important element in enhancing the centers. New tools, or a combination of existing tools, must be identified to address specific development parameters within a specific location. These tools must allow for creativity, additional and interesting signs for businesses along the outside of the center as well as those within, and for facades and architectural features that reflect the types of uses within the center. These tools might also provide for more flexibility in potential height and density to facilitate and accelerate such redevelopment and accommodate complementary uses and future customers.”

In the proposed Plan, the N. Randolph Street frontage as well as the N. Glebe Road frontage between N. Randolph and 7th Streets is proposed to change from “large format” to “Blue”. Blue denotes streets planned for any type of retail use or retail equivalent as permitted by the Zoning Ordinance. The frontage along Wilson Boulevard remains unchanged, a principal shopping and dining street and with the exception of the Point Office building site, the site plan is identified as a “Regional Shopping Center.”

Modification of Use Regulations: Section 15.5.7.A of the Zoning Ordinance provides that, “the County Board may, in appropriate cases, modify the uses permitted and regulations in harmony with the general purpose and intent of the district taking into consideration several specified factors. Under this provision, the Applicant requests the following modifications:

Density: The Applicant of the residential building proposes 405 residential units and 51,860 square feet of retail gross floor area. As proposed, 234 residential units (115 units per acre) would be permitted based in the “C-O-2.5” zoning district with no land area remaining to be allocated to retail, and therefore density for the retail use. The Applicant requests a modification of use regulation to permit an additional 171 dwelling units and the total of 51,860 square feet of retail gross floor area. In exchange for the provision of additional density for the residential building the applicant proposes that the building would be certified as LEED Silver consistent with the County’s Green Building Density Incentive Program for Site Plan Projects (.25 FAR or 23 units), and the remainder to be achieved in exchange for the provision of public improvements.

In addition, the applicant requests that approximately 16,535 square feet of gross floor area spaces not be counted in the density calculations for the residential building:

- 11,330 sf – mechanical shafts;
- 980 sf – below grade building maintenance and storage;
- 1,650 sf – retail service corridors at grade and above;
- 1,080 sf – pedestrian access corridor between the County garage and the retail concourse;
and
- 1,495 sf – below grade residential storage.

With the office renovation, it is proposed that there would be an additional 1,452 square feet of net gross floor area. The Applicant of the office renovation proposes LEED Silver Certification and LEED Existing Building Operations and Maintenance pursuant to the County's Green Building Density Incentive Program for Site Plan Projects (.20 FAR for office projects and .10 FAR, LEED EBOM) in exchange for this additional density.

Height: The "C-O-2.5" zoning district permits a maximum height for residential buildings of 16 stories. The Applicant's proposed residential building would be 22 stories. The Applicant therefore requests a modification of use regulation for height to permit the construction of six additional stories above that permitted.

Parking: A total of 282 below grade parking spaces are proposed for the residential use and no additional parking is proposed for the 51,860 square feet of gross floor area to be added for retail use. The applicant requests a modification of use regulation to permit parking for the residential use at .69 spaces per dwelling unit. The site plan standard for residential parking use is one space per unit. The Applicant further requests that 19.1% of the 282 parking spaces would be sized as compact. The Zoning Ordinance permits a maximum compact parking ratio of 15%.

Penthouse and Rooftop Uses: The proposed residential building would include amenity spaces in the penthouse and a pool on the roof. The "C-O-2.5" zoning district permits private clubs, auditoriums, meeting rooms and restaurants as uses within enclosed penthouses. The Applicant of the residential building specifically proposes residential amenities within the penthouse, not otherwise listed as being permitted in the Zoning ordinance. Therefore a modification of use is requested to incorporate amenity space in the penthouse. Similarly, because a pool on the roof is not specifically indicated as a use permitted above the main roof, it is requested as a modification of use regulation.

Issues: Staff has identified the following issues for continued review and evaluation:

Land Use and Zoning

- Residential Building – Density and Height
 - The Applicant proposes a 22 story residential building. The max permitted height for residential buildings in C-O-2.5 is 16 stories. The Applicant has not provided a justification for the additional height consistent with the provisions of the Zoning Ordinance.

- The Applicant requests 175,502 sf gross floor area of bonus density. How this bonus density will be achieved consistent with the provision of the Zoning Ordinance has not been determined. Bonus density could be achieved through LEED certification, affordable housing, Transfer of Development Rights (TDRs), provision of open space, as well as contribution to transit. The applicant expressed interest in pursuing bonus density and additional height through mechanisms other than those currently in place. The applicant will need to work with staff to determine what those mechanisms would be.

Site Design and Building Architecture

- The Applicant should substantially increase façade transparency and improve interaction with the streetscape for the mall renovation and office renovation. While it is understood that the Macy's Department store is beyond the scope of the site plan amendments, the lower level facades play a prominent role in the pedestrian experience and are highly visible at the terminus of Stuart Street as approached from the Metro station. Leaving the blank walls while renovating the other portions of the mall is a lost opportunity. If major improvements cannot be made at this time, ideas for discussion include introducing storefront display windows, landscaping, canopy, and/or other façade improvements.
- The proposed mews and removal of the mall roof is only partially proposed with the current plan. In order to increase the public, open nature of this connection through the mall, the Applicant should consider creating a complete exterior connection from the residential building's plaza, through the mews, to the mall's new plaza. The Applicant should explore options for widening the mews corridor.
- The renovations to the mall do not include commitment to LEED certification. This should be further considered and evaluated by the Applicant.
- The Applicant should explore with the County options for improving the façade along the existing parking garage structure with the subject renovations. This could include interior, exterior and/or street level improvements adjacent to the garage.

Transportation

- The proposed removal of the pedestrian bridge across Wilson Boulevard needs to be further evaluated.

At the SPRC meeting on July 20, 2015, the Applicant for the mall renovation indicated that they would evaluate and further study a proposal that provides for a pedestrian bridge. Additional information is anticipated at the SPRC meeting on July 30, 2015.

- With the proposed removal of the pedestrian bridge with the mall renovation application, the Wilson Boulevard streetscape on both sides of the street will need to be evaluated to ensure the optimal design to balance pedestrian and vehicular traffic. Also, with the potential bridge removal, additional improvements to Wilson Boulevard will need to be evaluated to accommodate pedestrian bridge users at grade. This may include consideration of the appropriate curb to curb cross section width as the travel lane widths are largely varied

- The proposed parking ratio for the residential use at .69 spaces per dwelling unit is inconsistent with the current site plan standard of 1 space per unit and County Board approvals where parking has been modified to .89 spaces per unit as its lowest ratio. A justification needs to be provided for the proposed ratio along with considerations for transportation demand management as a mitigation measure for further review and evaluation by staff.
- With a proposed parking ratio of .69 spaces per unit, a justification also needs to be provided for further review and evaluation by staff of an increased compact parking percentage; Specifically, with less parking proposed and a greater amount than is otherwise permitted proposed to be compact in size, there is concern about the functionality of the parking and garage.
- With the proposed residential parking entrance at the existing mall loading entry on N. Randolph Street, staff will need to further evaluate the intersection to ensure vehicular and pedestrian movements are accommodated.
- The N. Randolph Street bus stop needs to be accommodated within the proposed design between Wilson Boulevard and the mall garage. This location has a very large ridership currently and with the proposed development, additional riders are anticipated. The existing facilities barely accommodate the current ridership and additional improvements are desired. Further, proposed utility values along Randolph Street pose additional challenges to accommodate transit infrastructure.
- Additional improvements to the Glebe Road frontage of the mall and Macy's are desired to have a cohesive streetscape on both sides of the mall. Potential for off-peak parking on Glebe as currently existing north of Macy's is also being evaluated.

Landscape and Open Space

- The design of the proposed plaza at the new entry to Ballston Quarter along Wilson Boulevard should be improved to better relate to the street. The Applicant should consider creating some street level plaza space rather than proposing all of the plaza at the lower level.
- With the mall renovation, on-site trees will need to be provided to meet the canopy coverage requirements for the site. The proposed Mews and plaza provide additional space for improving the project's tree canopy and appearance. With appropriate soil and support, proposed trees in these areas can be counted. The Mews could support a central planting strip, broken up by pedestrian paths, to provide tree canopy in these areas. Shade-tolerant species are available to survive in the conditions in these areas. Rooftops and other suspended tree planting can be counted, with sufficient soil volume and support to have trees reach a mature age. These trees will simultaneously improve the appearance and comfort of the mall. Since the Chesapeake Bay Preservation Ordinance takes into account the entire property, an exception to count only the disturbed area could be requested.

Construction and Phasing

- Streetscape improvements must be coordinated among all three site plan amendments and the entirety of the block. The applicant will provide staff a comprehensive streetscape plan, inclusive of all proposed improvements on Wilson, Randolph, and Glebe as part of

the three proposed site plan amendments. The applicant will need to coordinate with staff to ensure the proposed streetscape is complimentary with the any other County and private development improvements surrounding the site.

- Timing of completion of streetscape improvements should be discussed to ensure they are completed in an appropriate manner. Ideally, the streetscape improvements along the mall and Macy's frontage will be completed at the same time of the redevelopment of those areas, while the proposed residential building streetscape is completed with the completion of that building. Otherwise, interim streetscape design and timing needs to be proposed and evaluated by staff.

Community Benefits

- Benefits in exchange for bonus density and height and other modifications to mitigate the impacts of the proposed development is under review. This will need to be clarified and further evaluated in the context of any cooperation or financial agreement between the County and the Developer.

SPRC Neighborhood Members for this Site Plan:

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Nia Bagley	Ballston-Virginia Square Civic Association	President@ballstoncivic.org ; Bvscaorg@gmail.com
Craig Deering	Bluemont Civic Association	csdarch@verizon.net
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Interested Parties:

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Planning Commissioner Chairing This Item:

Steve Cole	Planning Commission Chair	cole.arl@gmail.com
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Staff Members:

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