

Site Plan Review Committee (SPRC)
Staff Report for
4420 Fairfax Drive (The Spire)
SPLA25-00021

There are multiple ways to provide feedback and input on the proposal, County Staff welcomes comments in any form. Please use any method listed below.

Mail-in Comments:

Arlington County Planning Division
c/o Peter Schulz
2100 Clarendon Blvd. Suite 700
Arlington, VA 22201

Contact Staff:

Contact the Arlington County Planning Staff reviewing this project either by phone or email

Peter Schulz
Department of Community Planning, Housing, and Development
703-228-0067
pschulz@arlingtonva.us

Contact the SPRC Chair:

The SPRC Chair is a member of the Planning Commission and conducts all SPRC meetings

Tony Striner
tstriner@commissions.arlingtonva.us

4420 Fairfax Drive (SPLA25-00021)
(RPC #14-051-019)

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

- **Online Engagement Opportunity: January 15-25, 2026**
 - Topics:
 - Land Use & Density
 - Site Design & Layout
 - Building Height, Form & Architecture
 - Parking & Loading
 - Transportation
 - Open Space & Landscaping
 - Green Building & Sustainability

- Site Plan Review Committee Meeting #1 (Hybrid) – February 23, 2026
 - Introductions
 - SPRC Discussion Topics:
 - TBD
 - Public Comment

- Site Plan Review Committee Meeting #2 (Hybrid) – March 12, 2026
 - Introductions
 - SPRC Discussion Topics:
 - TBD
 - Public Comment
 - Wrap-up

SITE PLAN REVIEW COMMITTEE

DATE: January 15-25, 2026
PLACE: Online Engagement Opportunity

SPRC STAFF COORDINATOR: Matthew Pfeiffer

Item 1. 4420 Fairfax Drive (SPLA25-00021)
RPC#14-051-019
Planning Commission and County Board meetings April 2025 (tentative).
Peter Schulz (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 on the County's Webpage at <https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/4420-Fairfax-Drive>

For more information on the Arlington County Planning Commission, go to their website <https://www.arlingtonva.us/Government/Commissions-and-Advisory-Groups/Planning-Commission>

For more information on the Site Plan public review process, go to the Arlington County Planning Division's website on Development Proposals/Site Plans <https://www.arlingtonva.us/Government/Programs/Building/Review-Processes/Site-Plan>

To view the current Site Plan Review Committee schedule, go to the website <https://www.arlingtonva.us/Government/Commissions-and-Advisory-Groups/Planning-Commission/Site-Plan-Review-Committee>

Glossary of Terms:

Area Median Income (AMI): The income at which half of the families of a particular household size have incomes higher and half have incomes lower.

Arlington County Zoning Ordinance (ACZO): County adopted document that regulates the use and development standards of all land located within the County. There are various zoning districts within the zoning code and each district sets the standards for development. Examples of such requirements include maximum heights, required parking, required setbacks, density, etc.

Average Site Elevation (ASE): The calculated average elevation of the existing or officially approved grade of the site at the perimeter of the site.

By-right Development: May be approved administratively in the respective zoning district subject to all other applicable requirements of this zoning ordinance. Is not required to seek approval by the County Board.

Density: The ratio of a particular use given the area of land. Density measures the intensity of a given land use.

Floor Area Ratio (FAR): The gross floor area of all buildings on a lot divided by the lot area.

General Land Use Plan (GLUP): The General Land Use Plan (GLUP) is the primary policy guide for future development in the County. The GLUP establishes the overall character, extent and location of various land uses.

Gross Floor Area (GFA): Gross floor area (GFA) is the sum of the area of the horizontal surface of the several floors of a building measured from the exterior faces of exterior walls, to include all floor area not defined as gross parking area.

SUMMARY: The applicant, Aria Properties, proposes to add the site to another existing Site Plan, SP #331. They propose to demolish the existing office building to construct a 22-story (with penthouse) multifamily building with 302 apartments and approximately 5,000 square feet of ground floor retail equivalent space.

The developer requests modifications from the Arlington County Zoning Ordinance which include:

- Additional density and building height for provision of site features and amenities per ACZO Sec. 15.5.9;
- Parking ratio of approximately .25 spaces per unit;
- Two loading spaces (instead of three);
- 10% required on-site landscaping,
- Density exclusions; and
- Others as necessary.

The developer proposes to vacate a portion of North Vermont Street to create additional site area. The area of North Vermont Street will be dedicated back to the County.



Figure 1-- Elevation looking southeast

BACKGROUND: The subject site is currently an office building with a ground floor bank, constructed in the early 1960s as one of the earliest “special exception site plan” developments in Arlington (Site Plan #6). In 2006, the County Board approved a redevelopment plan for this property that incorporated this site into a neighboring site plan, SP #331 and approved a site plan for a 23-story multifamily building with 237 units and 8,640 square feet of retail space, and 289 parking spaces.

SP #331 currently consists of four (4) buildings, and spans two sides of Glebe Road and two different Zoning Districts:

1. Arlington Gateway Office Building, 901 N. Glebe Road, zoned C-O-A.
2. The Continental, 851 N. Glebe Road, zoned C-O-A.
3. Westin Hotel, 801 N. Glebe Road, zoned C-O-A.
4. The Regent Office building, 950 N. Glebe Rd, zoned C-O-2.5.

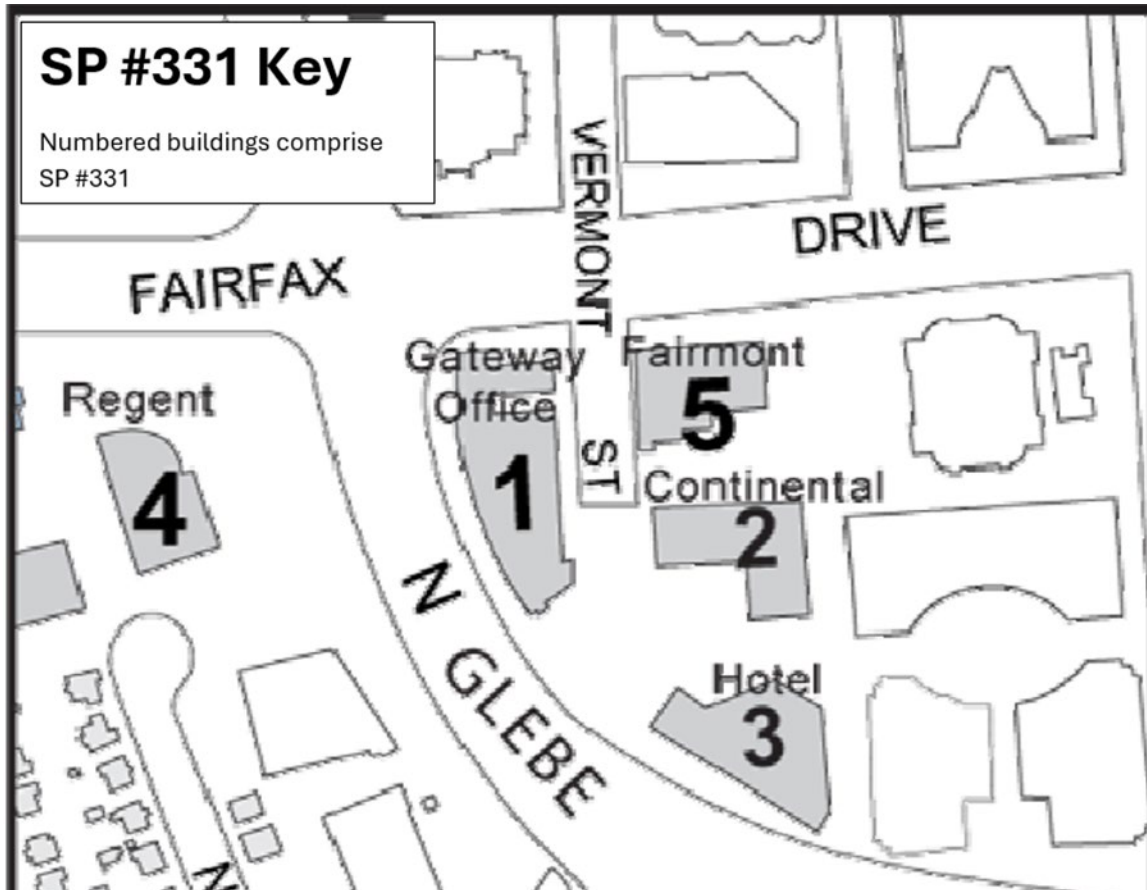


Figure 2-- SP #331 key

SP #331	APPROVED	PROPOSED
Site Area Total	242,470 s.f. (5.57 acres)	269,930 sf. (6.20 acres) (addn. of 27,460 s.f.)
“C-O-A”	164,654 s.f. (3.78 acres)	192,114 s.f. (4.41 acres) (addn. of 27,460 s.f.)
“C-O-2.5”	77,816 s.f. (1.79 acres)	77,816 s.f. (1.79 acres)

The following provides additional information about the site and location.

Existing site: The 21,000 square foot site is located in Ballston at the southeast corner of North Vermont Street and Fairfax Drive. The site is currently occupied by a 5-story office building, constructed as a

special exception site plan in the early 1960s (SP #6). The Continental Condominiums border the site on the south. At the South western corner of North Vermont Street and Fairfax Drive, [the County is planning to construct two new elevators to access the Ballston Metro Station.](#)



Figure 3-- Area Map

Neighborhood: The subject site is located within the boundary of the Ballston Virginia-Square Civic Association.

GLUP Designation:

The Southern part of the site is located in the Clarendon Revitalization District designated “Medium Density Mixed Use” . The northern half of the site is designated “Low” Residential (1-10 units/acre).

Zoning:

C-O-A, Mixed-Use District



Figure 4-- Fairfax Drive facade of existing building



Figure 5-- "Vermont Alley", looking east.



Figure 6-- Corner of Vermont Street and Fairfax Drive, looking east.

Development Potential: The following provides a statistical summary of the development potential for the site area, within the existing “C-3” zoning boundary.

Table 1- Development Potential

Site Area	Density Allowed for Proposed Uses	Maximum Development
Existing Zoning: “C-O-A” District		
By-right: 21,348 sf	Single Family Detached (1 per 6,000 square feet of lot) Office/commercial/retail	3 units 45 foot building height is only restriction
Special Exception: 27,460 sf ¹	Mixed use (office, hotel, multi-family, retail) @ 6.0 FAR	164,760 GFA

Proposed Development:

- The developer proposes to add the site to SP #331, and;

¹ Site area includes 6,112 square foot portion of North Vermont Street to be vacated.

- Demolish the office building; and
- Construct a 22-story (with penthouse) multifamily building with 302 apartments and approximately 5,000 square feet of ground floor retail equivalent space, and 92 parking spaces (including 8 surface spaces).

The following provides a statistical summary for the proposed development:

Table 2. SPLA25-00021 – 4420 Fairfax Drive		
	Base Zoning/Requirement	Proposed
Site Area		
Site Area Before Dedication		27,460 s.f.
Site Area After Dedication		21,844 s.f.
Density		
Residential GFA (units)		~248,000 s.f. (302 units)
Retail GFA		~5,000 s.f.
Total GFA		~253,000 s.f.
Density Exclusions		9,110 s.f.
Total Density		9.2 FAR
Base Density (FAR)	6.0	164,760 s.f. (6.0)
Additional Density Requested above Base (FAR)		~88,250 s.f. (3.2 FAR)
Building Height		
Total Building Height (from ASE) including penthouse	246 ft	246 ft
Mechanical Penthouse Height	23'	20'
Stories	N/A	22 stories
Parking		
Total Parking Spaces	spaces	spaces
Residential Parking Spaces	spaces	spaces
Residential Parking Ratio	1 space/unit	.25 spaces/unit
Retail Parking Spaces	0 spaces	8 spaces
Retail Parking Ratio	The first 5,000 s.f. of retail is exempted from parking requirements GFA for proximity to Metro	
Compact Parking Ratio	Maximum 15%	9%
Loading Spaces	3 spaces	2 spaces

DISCUSSION:

Adopted Plans and Policies: The following regulations, plans, and guiding documents are applicable to development on this site:

- General Land Use Plan (GLUP)
- Arlington County Zoning Ordinance (ACZO), “C-O-A” regulations
- Ballston Sector Plan
- Master Transportation Plan
- Rosslyn Ballston Streetscape Standards

GLUP: The current GLUP designation of the site is “Coordinated Mixed-Use Development”, which is described as “a high density mixed-use district with actual density determined by site size. Up to 6.0 FAR with office not more than 3.0 FAR.” The equivalent zoning district is “C-O-A’, Mixed-Use District. This GLUP designation was developed specifically for Ballston to implement the recommendations of the Ballston Sector Plan for a “new downtown in central Arlington.” One of the goals of the GLUP designation was to encourage developers to consolidate small sites into larger redevelopment sites.

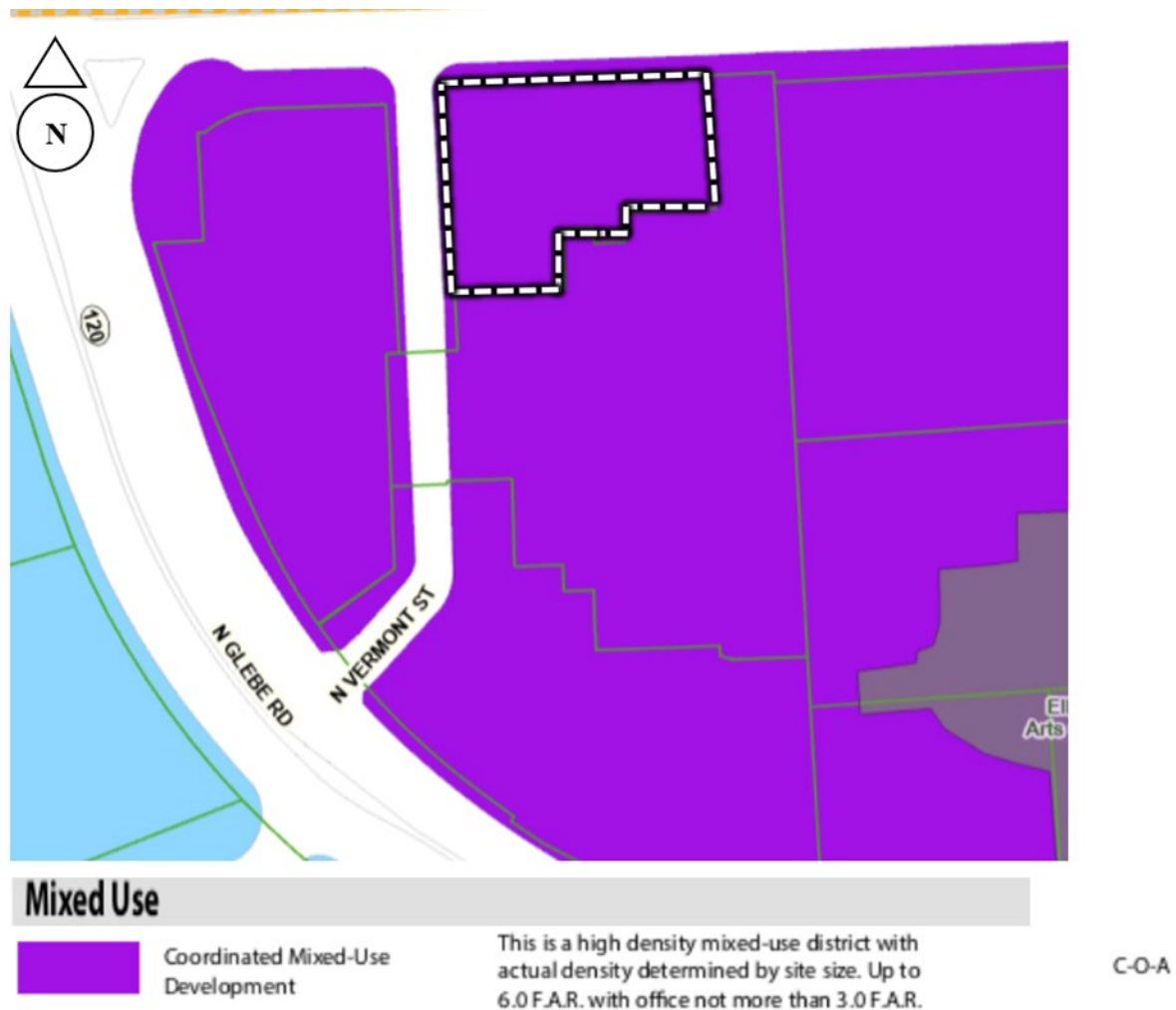


Figure 7-- GLUP Map

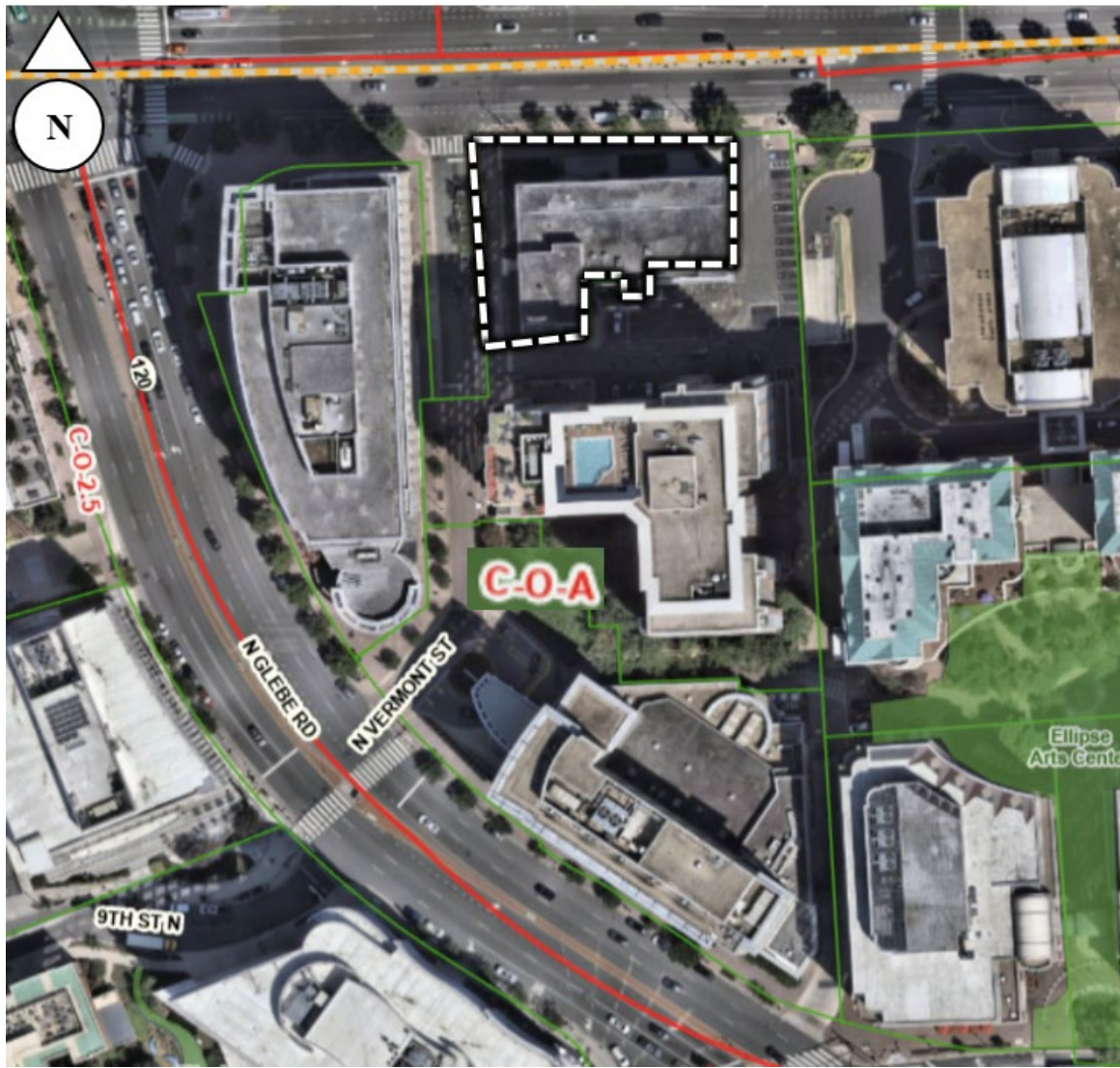


Figure 8-- Zoning Map

Zoning Ordinance: The “C-O-A” Mixed-Use zoning district was adopted in order to advance the goals of the General Land Use Plan and the Ballston Sector Plan, and is regulated in Section 7.14. of the Arlington County Zoning Ordinance. One of the GLUP and Sector Plan goals was to encourage consolidation of properties into larger sites. To that end, the C-O-A zoning district allows greater density and building height as size of the site plan area increases.

- Density: Site Plan #331 has approximately 165,000 square feet of site area in the portion zoned “C-O-A”, which permits a floor area ratio of 6.0. Office uses shall be no more than 3.0 FAR.
- Building Height: Residential buildings are permitted to be up to 216 feet in height, including penthouses. Applicants may request the County Board to approve up to 30

feet of additional building height.

- Parking: Residential Parking is required at a ratio of one space per unit, which can be modified. Retail parking is required at a ratio of 1:580 square feet of retail use. However, ACZO Section 14.3.6.A.2. exempts the first 5,000 square feet of retail uses from parking requirements if the property is within 1,000 feet of a Metro Entrance. With the planned Metro Elevators to be completed in 2029, the subject site is not required to provide retail parking. However, the developer proposes eight (8) surface parking spaces for the proposed retail uses.

Ballston Sector Plan: The Sector Plan was adopted by the County Board in 1980. The intent of the Sector Plan is to establish a “new downtown in central Arlington (p.3)”. Which “envision regional shopping facilities, major new offices, apartments, townhouses and shops designed to create a richly varied urban environment (p.3).” While there is little site-specific guidance, the site is located in an area designated as “Apartment/Commercial High Density Mixed Use”.

Other goals for Ballston include:

- An attractive and coordinated streetscape (p.21);
- Individual architectural expression and initiative (p.21);
- Well-designed commercial facilities (p.31);
- Functional and aesthetically pleasing open spaces and plazas (p.36).

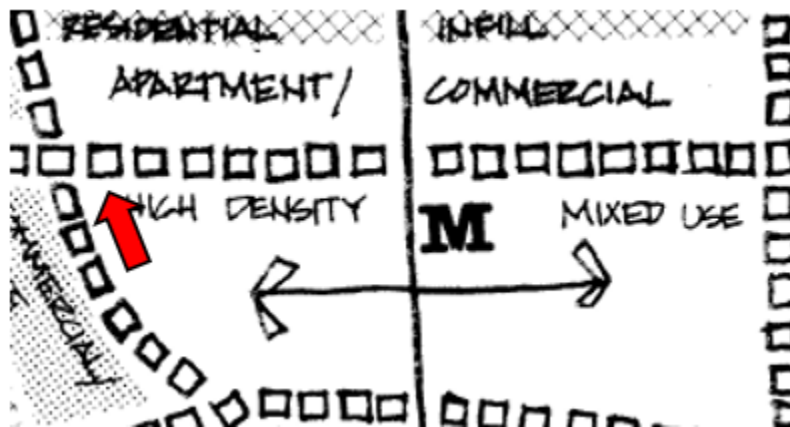


Figure 9-- Image from Ballston Sector Plan. Red arrow points to site.

Site-specific guidance includes the “Fairfax Drive Boulevard Concept (p.24)”, where Fairfax Drive is envisioned as

Rosslyn Ballston Streetscape Standards:

To further implement the recommendations of the Ballston Sector Plan for a coordinated streetscape, the County has developed the Rosslyn Ballston Streetscape Standards, last updated in 2007.

Fairfax Drive—24 feet setback from curb, minimum 16 feet clear sidewalk
 Noort Vermont Street—20 feet setback from curb, 8' 4" clear sidewalk.

Land Use & Density: Identical to the approved 2006 site plan, the developer proposes to add the existing site to the adjacent SP #331 in order to take advantage of the height and density incentives of being part of a larger coordinated site plan. As a part of SP #331, the subject site can qualify for a building height of up to 246 feet and a base density of 6.0 FAR.

The current site area—that is, the land the developer owns-- is 21,348 square feet. Identical to the approved 2006 site plan, the developer proposes, to vacate the remaining public part of North Vermont Street in order to add approximately 6,000 square feet of land area to the site. Therefore, the developer is requesting the 6.0 FAR to be calculated on a new lot size of 27,460 square feet. The developer will then dedicate back to the County most of the vacated North Vermont Street.

The developer proposes a multifamily building with 302 units, approximately 5,000 square feet of ground floor retail/retail equivalent, for a total density (based on the lot size alone) of 9.2 FAR. However, the total density of the "C-O-A" portion of Site Plan #331 will be 6.09.

The developer agrees to earn approximately 88,000 square feet of density for the difference between 6.0 FAR and 9.2 FAR, through site features and amenities permitted by the Zoning Ordinance in Section 15.5.9 such as committed affordable housing, green building, or off-site transportation improvements.

Table 3—Density chart

	Proposed
Site Area	27,460 square feet ²
Multifamily Gross Floor Area (units)	~248,000 square feet (302 units)
Retail GFA	~5,000 s.f.
Total GFA	~253,000 s.f.
Total Floor Area Ratio	9.2
Maximum Base FAR	6.0 FAR (164,760 s.f.)
Density above base to be earned through site features and amenities such as green	~3.2 FAR (~88,240 s.f.)

² Includes approximately 6,000 square feet of

<p>building, committed affordable housing, off-site transportation improvements, etc.</p>	
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Site Design & Layout: The developer proposes one (1) building, 22 stories in height with a 20 foot penthouse. The building is set back 24 feet from the curb on Fairfax Drive, and 16 feet from the North Vermont Street curb. On the western side of the property, the developer proposes a public plaza adjacent to the proposed Ballston Western Metro Entrance elevators. On the ground level, retail equivalent spaces face Fairfax Drive and the proposed public plaza. The lobby fronts on Fairfax Drive. The entrance to the underground parking garage is at the rear of the property on Highland Street. The two (2) loading spaces are accessed from Vermont Alley.

There are four (4) surface parking spaces for the retail use accesses from Vermont Alley. An additional four (4) surface parking spaces for the retail spaces are accessed on Fairfax Alley.

The developer proposes above ground transformers. The transformer room fronts on North Vermont Street and Fairfax Alley.

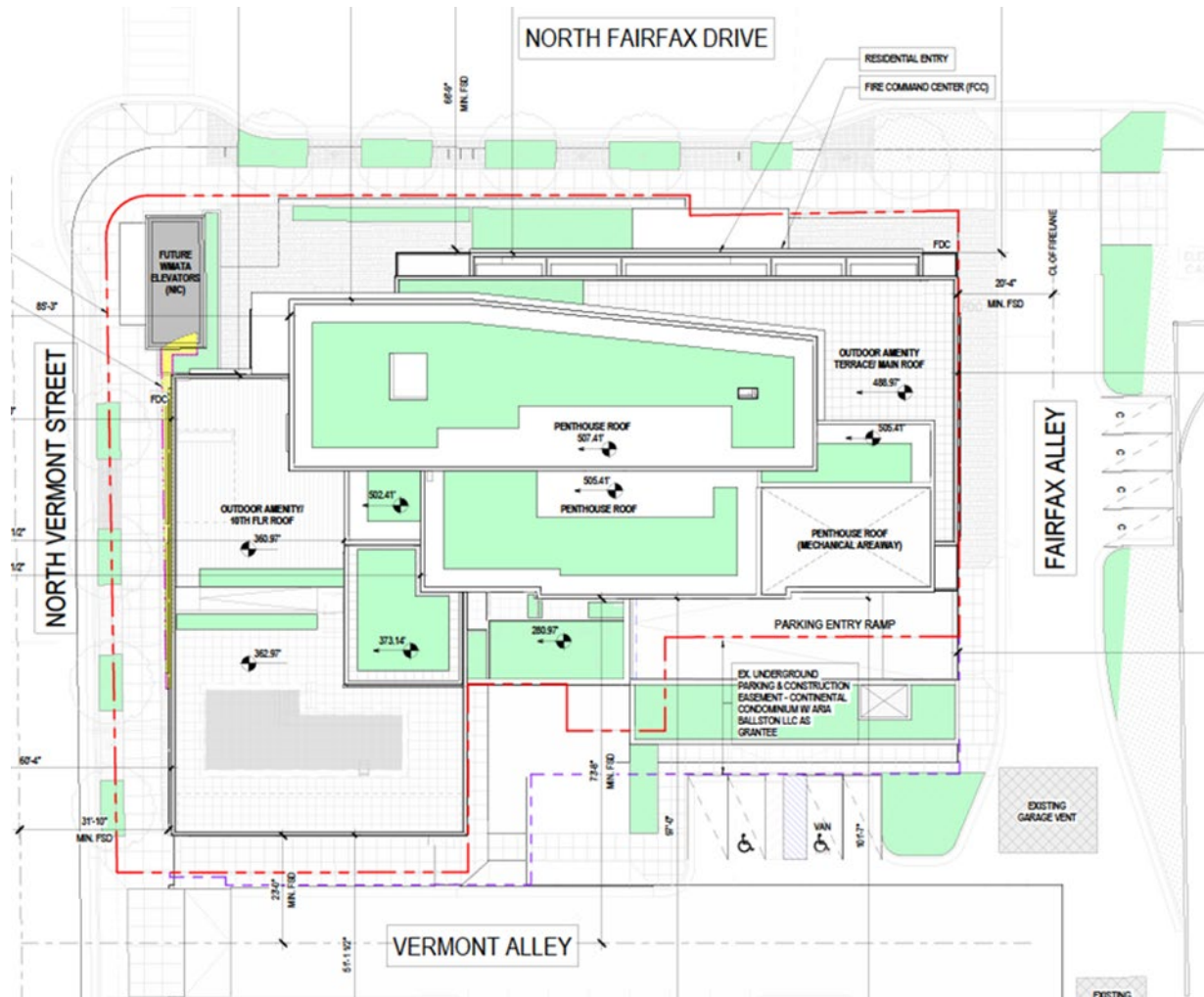


Figure 10-- Site layout

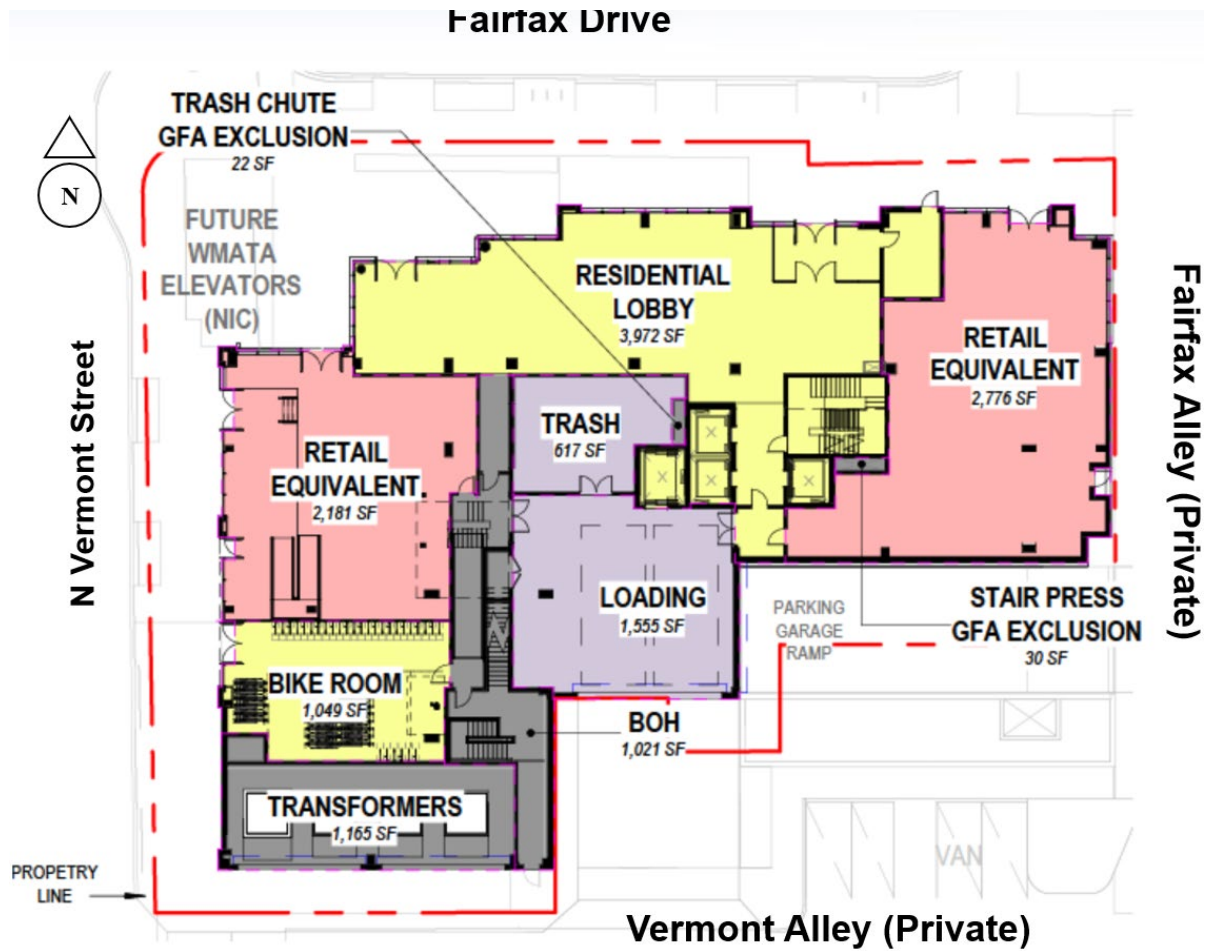


Figure 11-- Ground floor uses

Building Height, Form and Architecture: The proposed building is 22 stories plus penthouse, and 246 feet in total height. The design of the building is led by the small size and shape of the property. There is a 10 story portion of the building fronting on North Vermont Street, and while the tallest part of the building is in a thinner “tower” that fronts on Fairfax Drive.

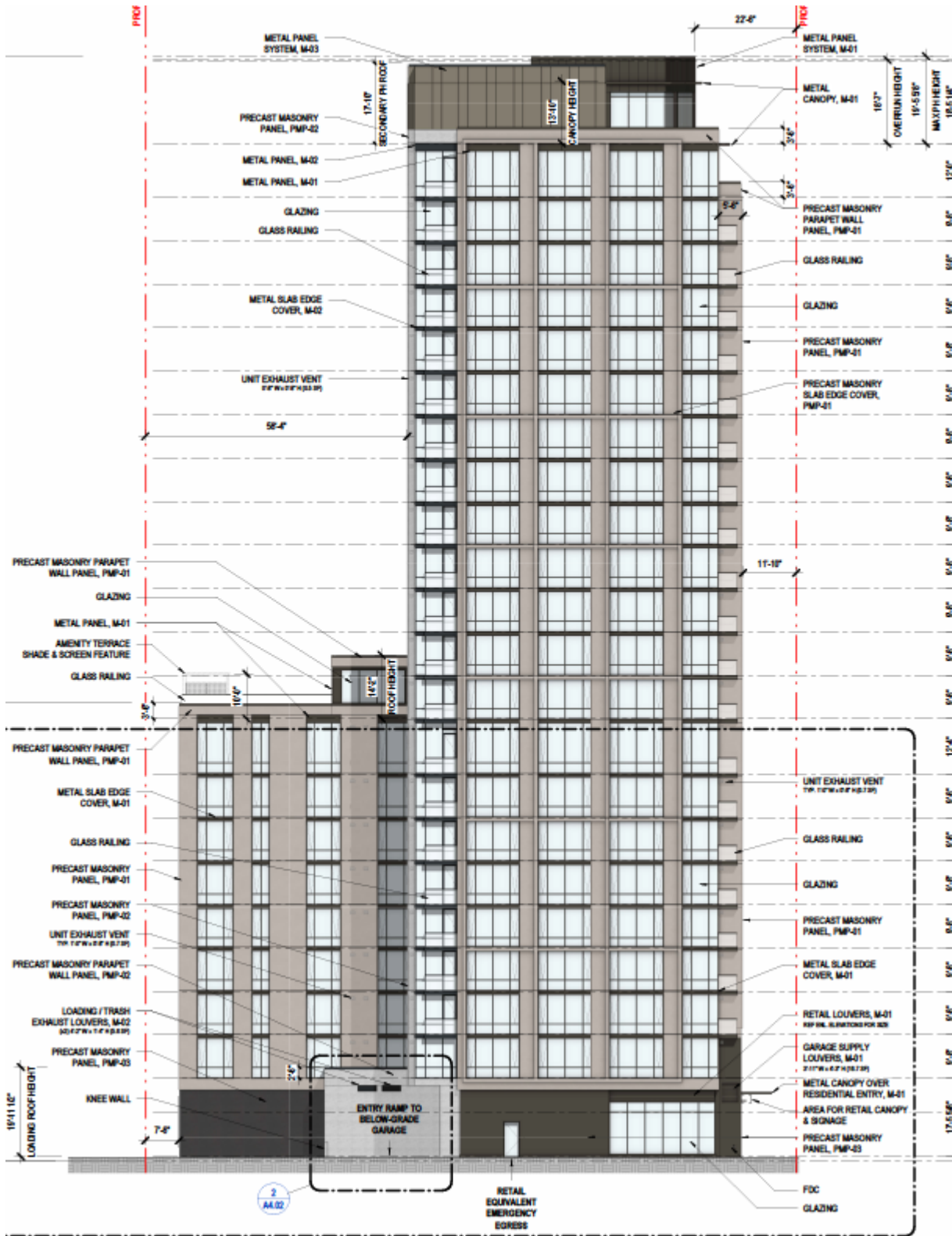


Figure 12-- East Elevation

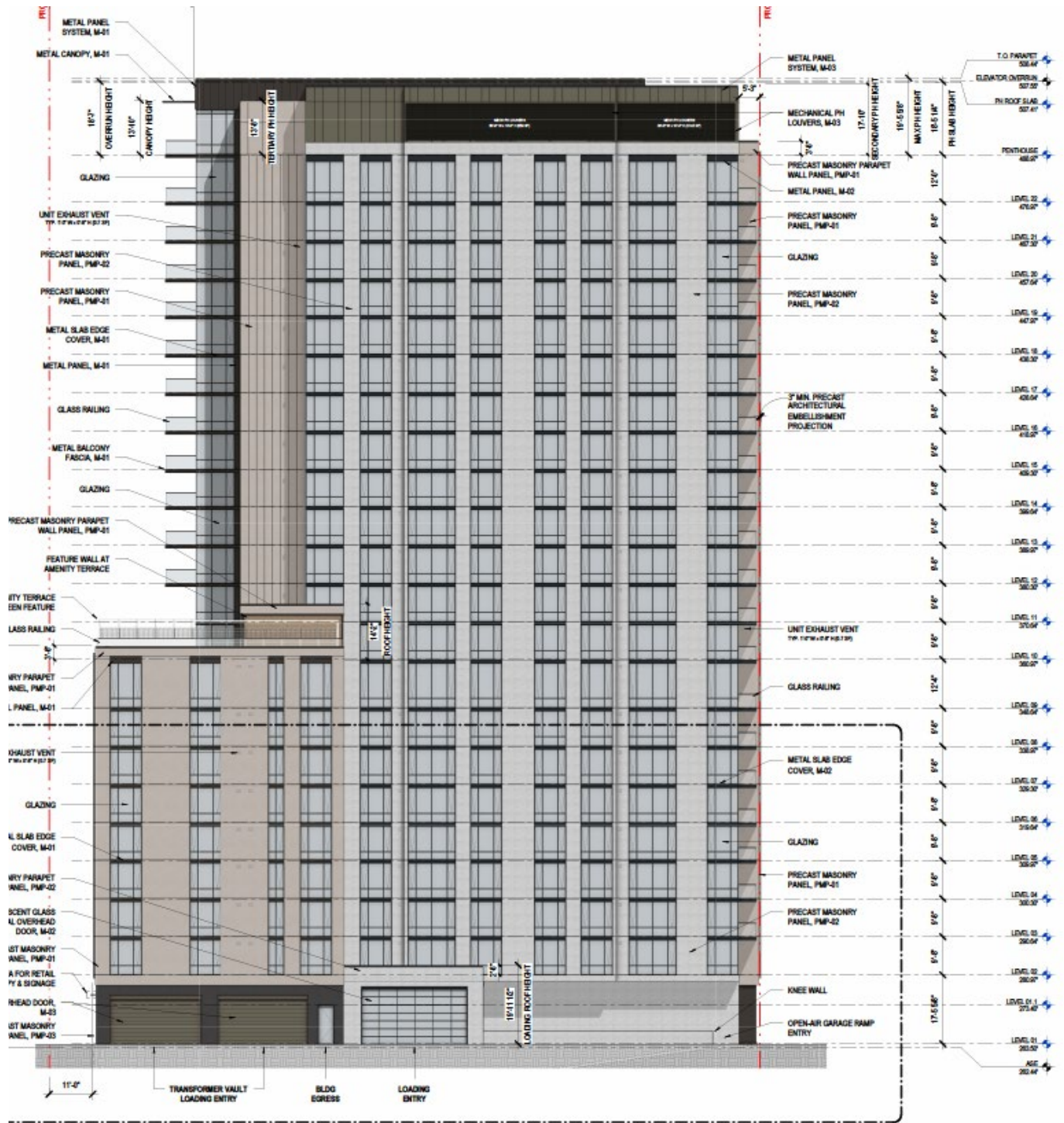


Figure 13-- South elevation

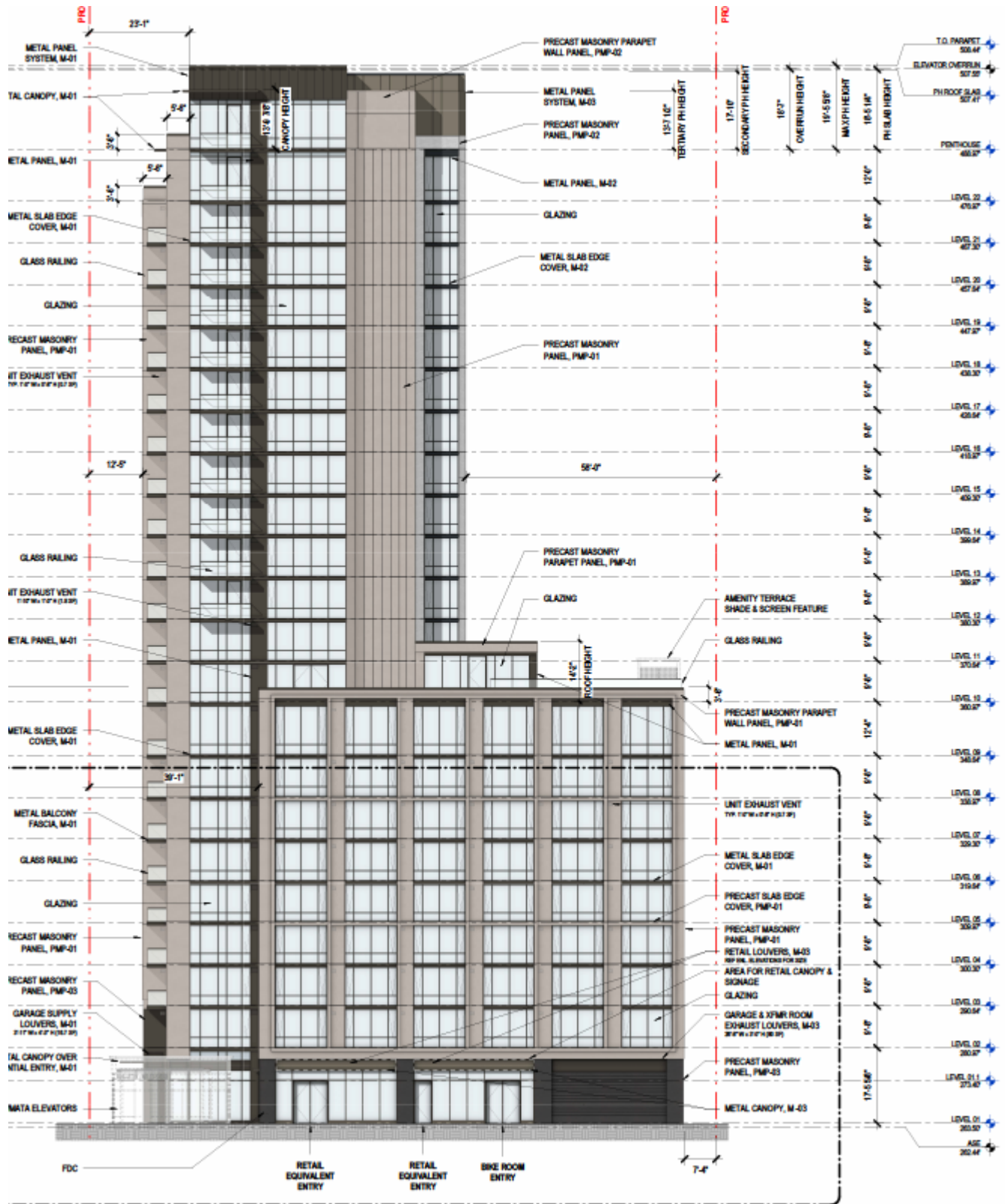


Figure 14-- West Elevation

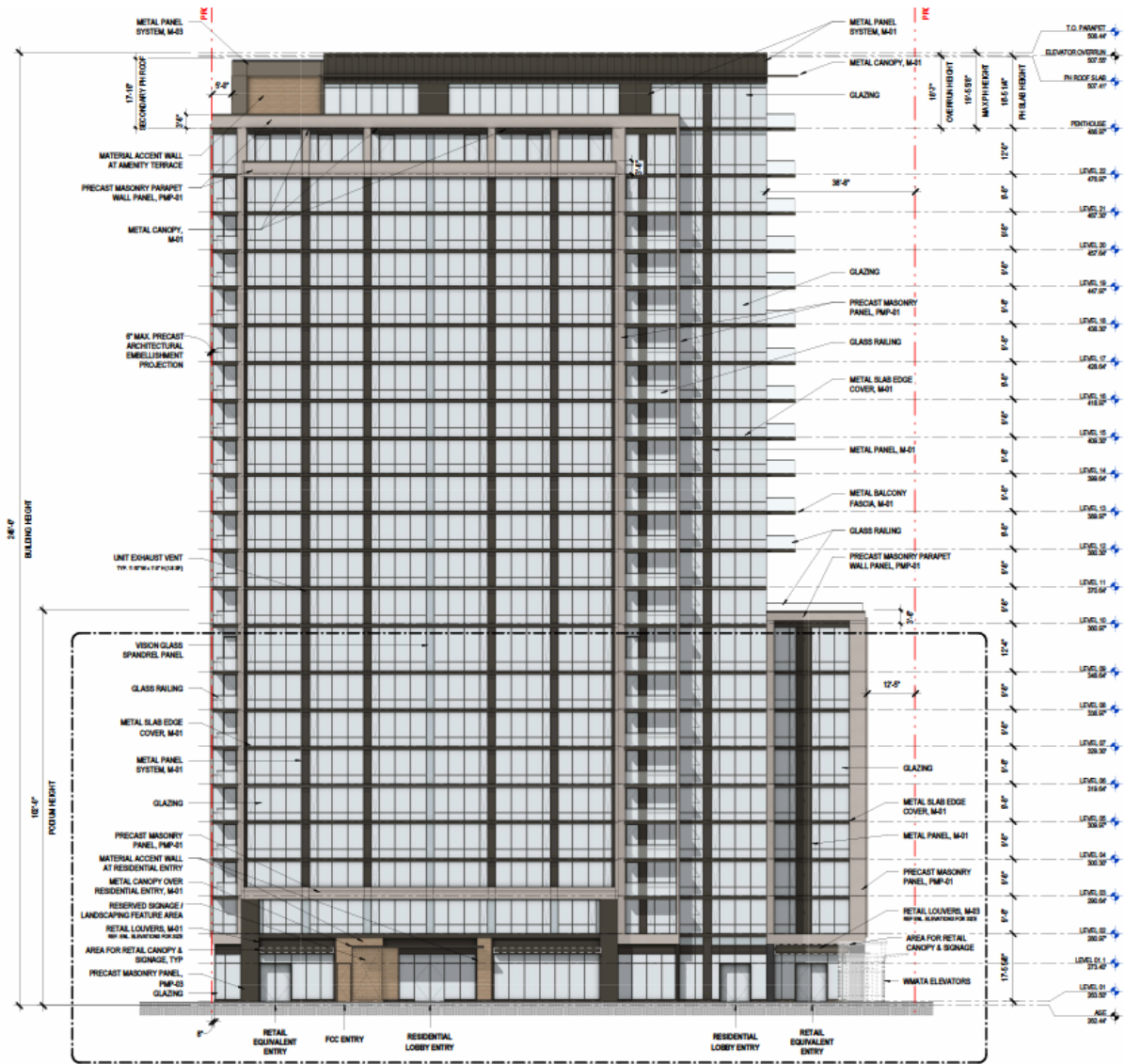


Figure 15-- North Elevation

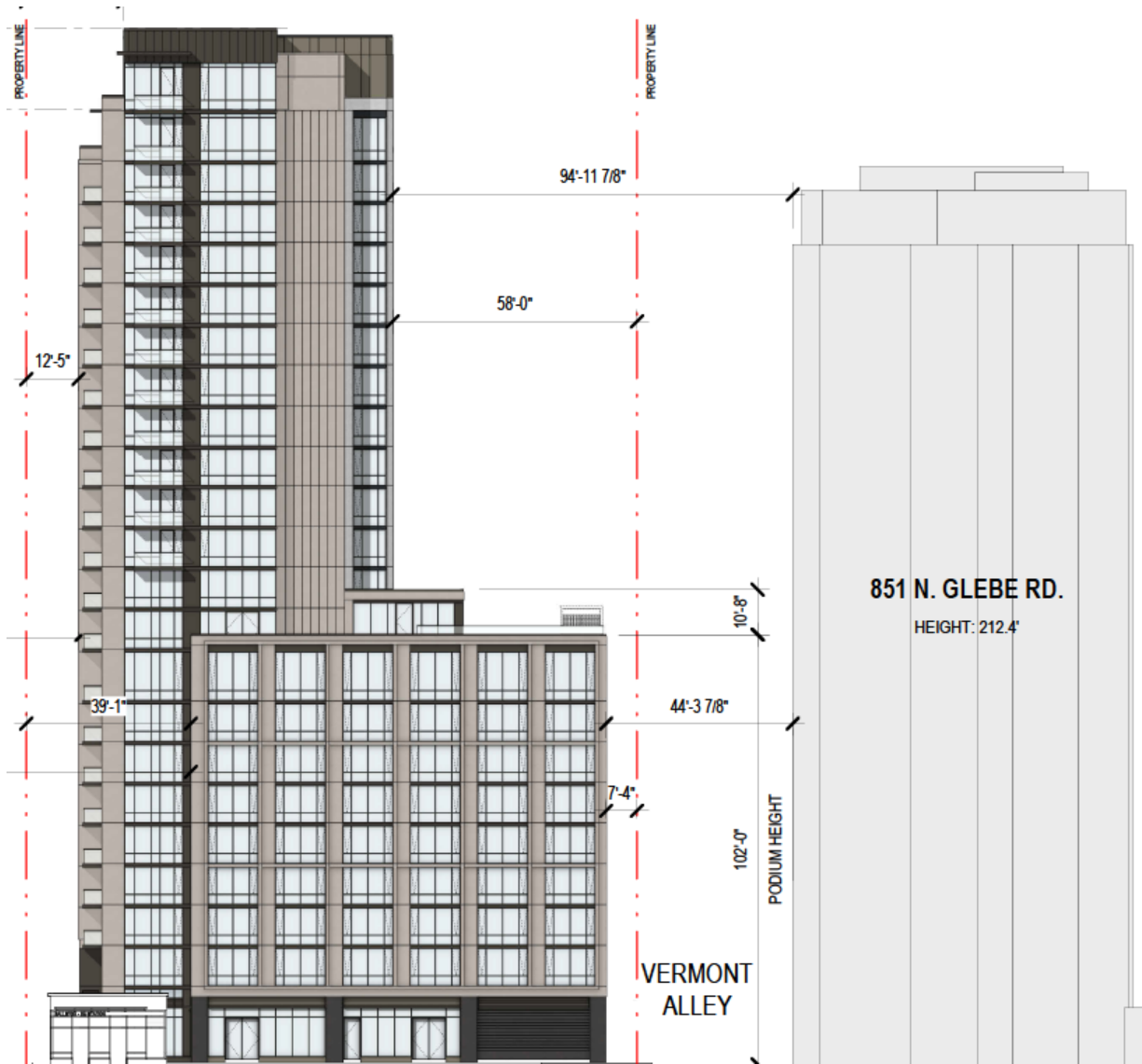


Figure 16-- Cross-section showing building distance to Continental Condos

Public Space and Landscaping: The developer proposes a hardscaped public plaza adjacent to the planned Metro Entrance. However, the positioning of the landscaping between the plaza and the Fairfax Drive sidewalk both reduce the clear width of the sidewalk along Fairfax Drive and also creates a barrier from the sidewalk to the public plaza, creating an air of privacy. The Ballston Sector Plan recommends that plazas have “a minimum of one tree per 500 square feet and 150 square feet of grass or groundcover per 1,000 square feet of plaza area.” Staff recommends that the onsite landscaping be rearranged so that it does not obstruct clear paths.

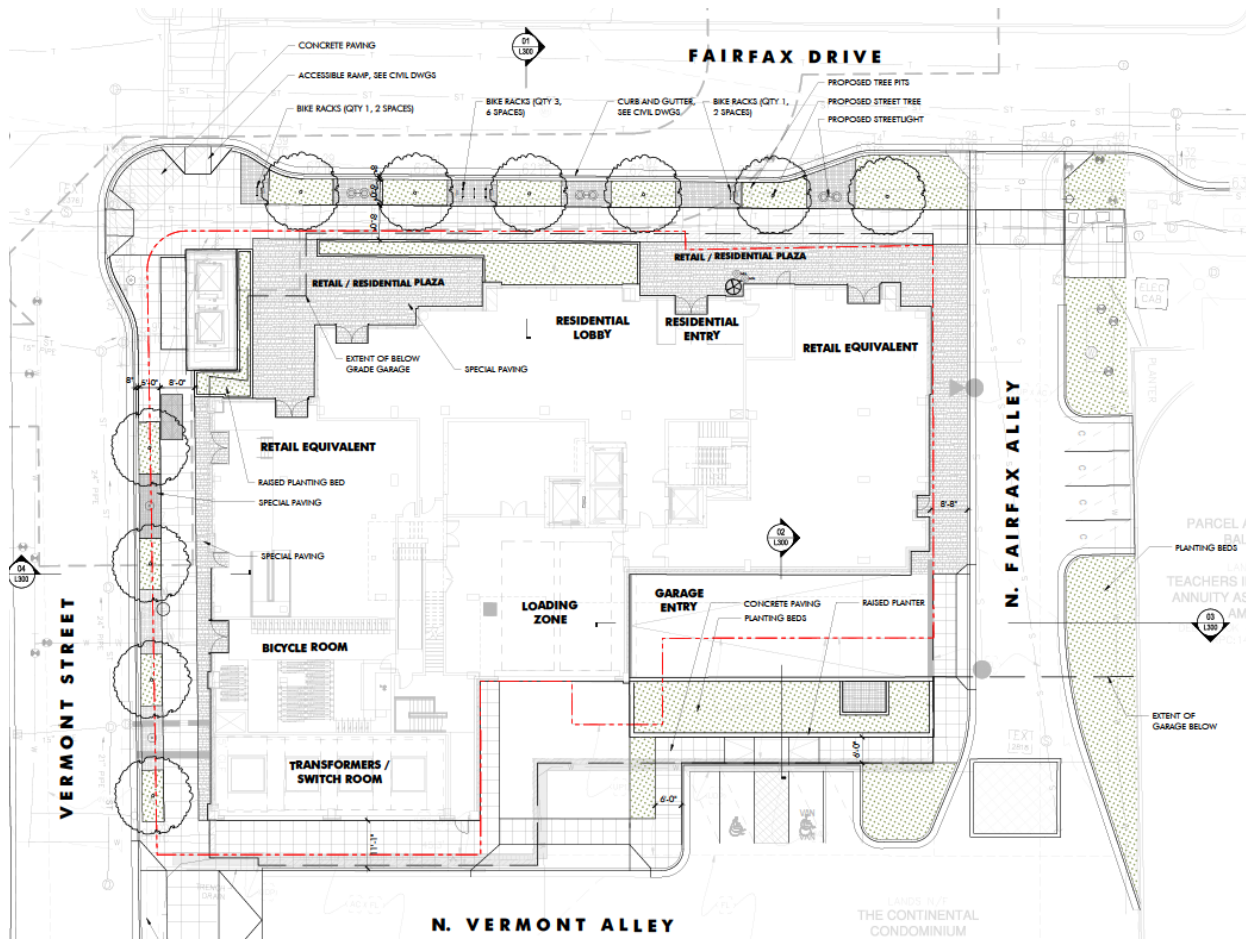


Figure 17-- Landscape Plan

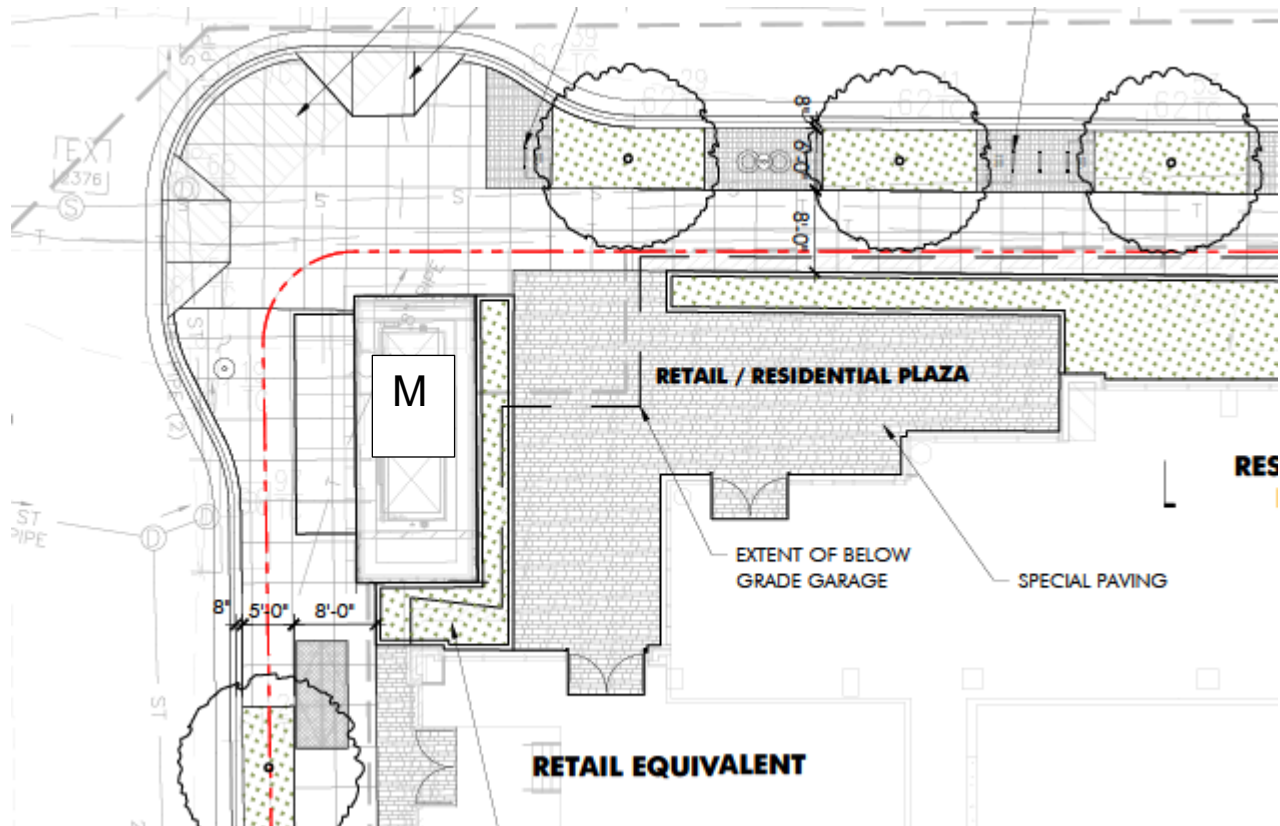
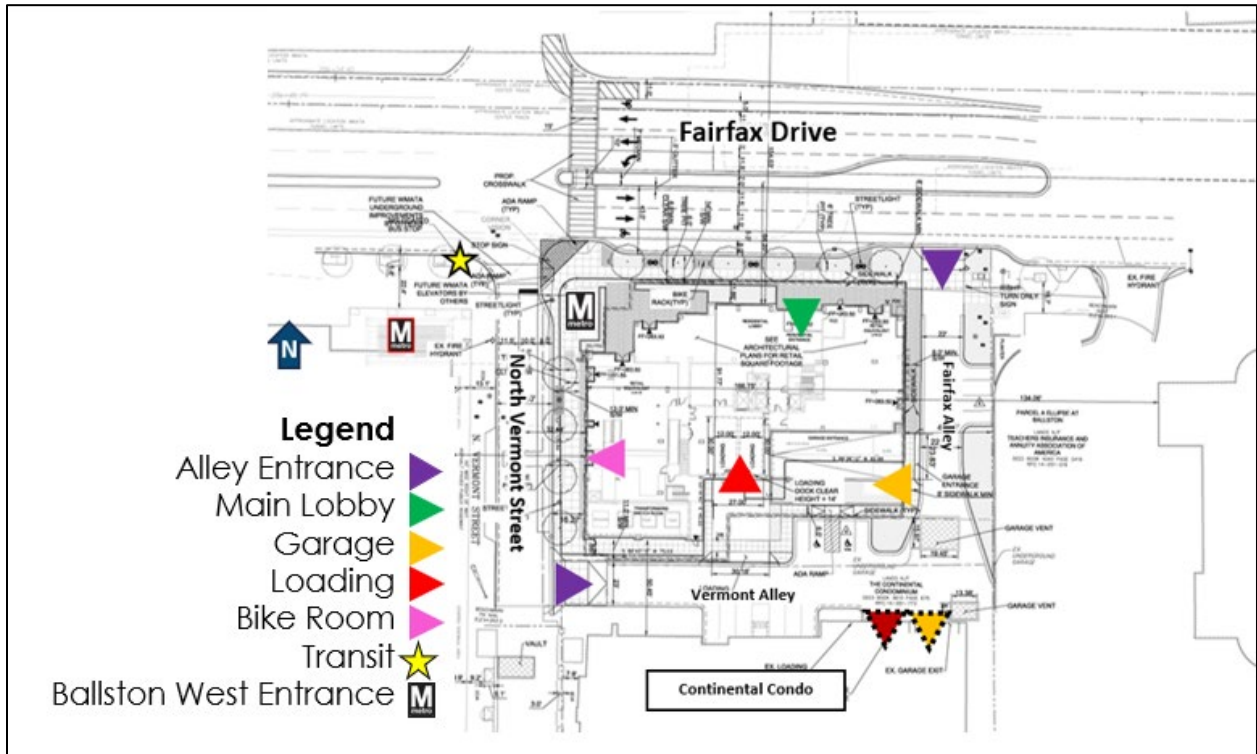


Figure 18-- Close-up of proposed plaza

Sustainable Design: The developer is not currently choosing to participate in the [Green Building Incentive Policy](#) (GBIP), which provides increased density for achieving certain levels of LEED compliance (adapted to Arlington).

Parking and Loading: The Off-Street Parking Guidelines for Multi-Family Residential Projects Approved by Special Exception in the Rosslyn-Ballston and Richmond Highway Metro Corridors ("Off-Street Parking Guidelines") states that market-rate multi-family projects with proximity to metro entrances provide a minimum of 0.2 vehicle parking spaces per unit, plus 0.05 visitors spaces for the first 200 units. The applicant proposes 84 total vehicle parking spaces located in a below-grade two-level garage. The applicant allocates the parking spaces as 78 spaces for residential at a ratio of 0.25 spaces per unit and 6 spaces for visitors. The garage can be accessed from private offsite driveways from both Fairfax Drive and North Vermont Street (labelled Fairfax Alley and Vermont Alley). The Arlington County Zoning Ordinance exempts retail under 5,000 square feet (sf) from minimum parking requirements. The applicant proposes 4,957 sf of retail and does not require retail parking. The applicant is proposing 8 off-site pull-in surface spaces along Fairfax Alley and Vermont Alley. The loading space requirement is 3 loading spaces. The applicant is proposing 2 loading spaces, which will be shared between the residential and retail uses. The loading bays will be located along the south side of the building and accessed from Vermont Alley. Both loading spaces are 30 feet in depth, although the standard site plan conditions require at least one loading space be at least 40 feet in depth.

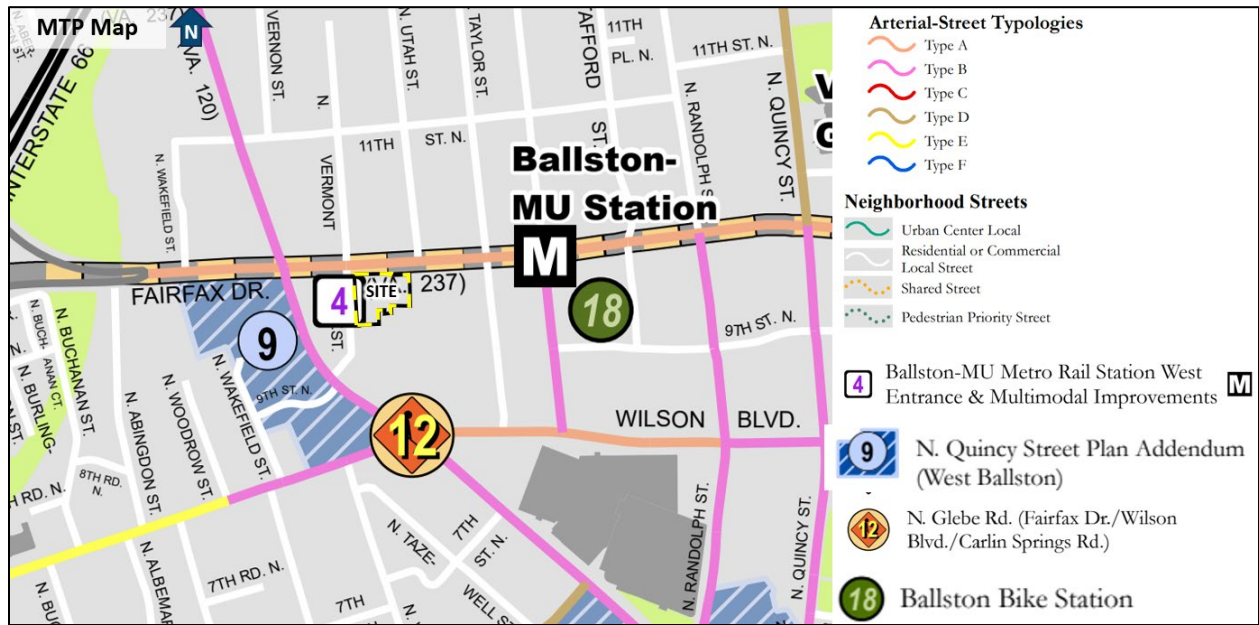
Figure 19. Site Access



Transportation:

The site is bounded by Fairfax Drive to the north and North Vermont Street to the west. A private access driveway labeled as Vermont Alley is located directly south and a private access driveway labeled Fairfax Alley is to the east. The existing and proposed transportation facilities are further discussed in detail below. Staff continues to assess the proposal for consistency with County policies and guidelines.

Figure 20. Master Transportation Plan Map



Existing and Proposed Transportation Facilities		
Transportation	Existing Condition	Proposed Condition
Fairfax Drive		
Street	94 ft 4 travel lanes+2 parking lanes + 2 bike lanes	92 ft 4 travel lanes+2 parking lanes + 2 bike lanes
Streetscape	23 ft 4 ft tree pit + 19 ft sidewalk	24 ft 0.67 ft step-off zone, 6 ft tree pit + 8 ft clear sidewalk + a min. 9.3 ft shy zone
North Vermont Street		
Street	24.5 ft 2 travel lanes + short-term on-street parking (east side)	29.5 ft 2 travel lanes + 1 parking lane (east side)
Streetscape	25 ft 4 ft tree zone + 21 ft sidewalk	16 ft 5 ft tree pit + 8 ft clear sidewalk + 3 ft shy zone
West Private Drive Aisle (Labelled Fairfax Alley)		

Street	23.6 ft.	22 ft.
(drive aisle)	2 travel lanes	2 travel lanes
Streetscape		
West Side	None	8 ft 8 ft sidewalk
East Side	19.3 ft 19.3 head-in retail parking	21.3 ft 21.3 ft landscaping/head-in parking
South Private Drive Aisle (Labelled Vermont Alley)		
Street	24.5 ft	24 ft
(private drive aisle)	2 travel lanes	2 travel lanes
Streetscape		
North Side	3.2 ft 3.2 ft sidewalk	11 ft 11 ft clear sidewalk
South Side	15 ft 5 ft landscaping + 10 ft sidewalk/head-in parking	15 ft 5 ft landscaping + 10 ft sidewalk/head-in

Streets and Sidewalks:

Fairfax Drive: The Master Transportation Plan (MTP) identifies the adjacent segment of Fairfax Drive as a Type A – Primarily Retail Oriented Mixed-Use arterial road. The MTP plans for a Type A arterial road to contain two-to-four travel lanes, turn lanes, no median priority, restricted or limited driveway access, and high on-street parking priority.

The Rosslyn-Ballston Corridor Streetscape Standards (R-B Corridor Streetscape Standards) identify Fairfax Drive as a “Special Streetscape” by the C-O-A guidelines, which specifies a minimum of 24-foot-wide streetscapes including a 16-foot-wide clear sidewalk and street trees within 5-foot by 12-foot tree pits. The “C-O-A” Streetscape Standards” provide additional guidance on the placement of streetscape elements. The placement guidelines for “Special Streetscapes” recommend that tree pits be located 3 feet from the curb. The area between the curb and the edge of the tree grates is designated for street furnishing such as seating and streetlights. Pedestrian level double globe streetlights are recommended to be placed in line with the center of the tree pits.

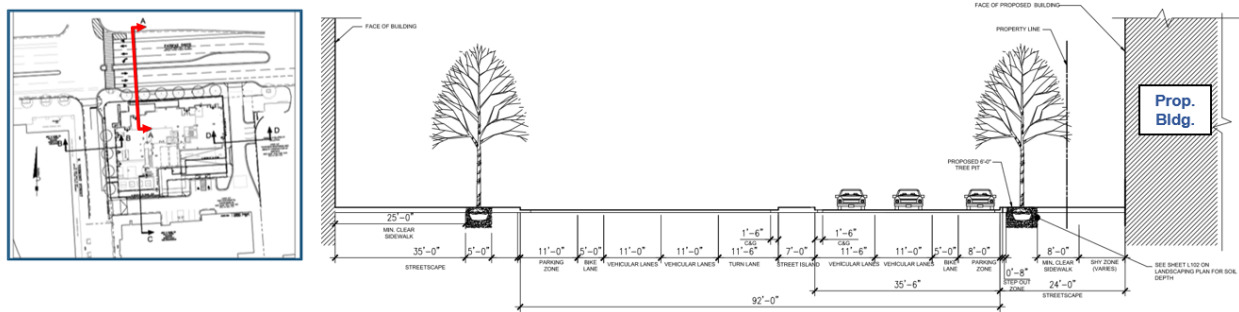
The adjacent segment of Fairfax Drive currently consists of a 94-foot-wide street section, consisting of two 10-foot-wide parking zones (one on each side), two 5-foot-wide bike lanes (one in each direction), four 11-foot-wide to 13-foot-wide travel lanes (two in either direction), a 12-foot-wide left-turn lane for traffic turning west onto North Vermont Street, and a 4-foot-wide median.

The site’s frontage contains a 23-foot-wide streetscape section, consisting of 4-foot-wide tree pits, and a 19-foot-wide sidewalk.

The applicant proposes to reduce the overall width of Fairfax Drive to 92 feet. The applicant proposes to retain the existing bike lanes, reduce the parking lane width to 8-feet along the site’s frontage, reduce travel lane widths to a maximum of 11.5-feet-wide, reduce the westbound turn lane width to 11.5 feet, and widen the median to 7-feet-wide.

The applicant proposes a 24-foot-wide streetscape consisting of a 0.67-foot-wide step out zone, a 6-foot-wide-tree pit, an 8-foot-wide clear sidewalk, and a minimum of a 9.3-foot-wide shy zone. The proposed tree pit will be located adjacent to the curb. Double globed streetlights are proposed to be in line with the tree pits. Bike parking is proposed within the furniture zone.

Figure 21. Proposed Fairfax Drive Cross-Section (Facing East)



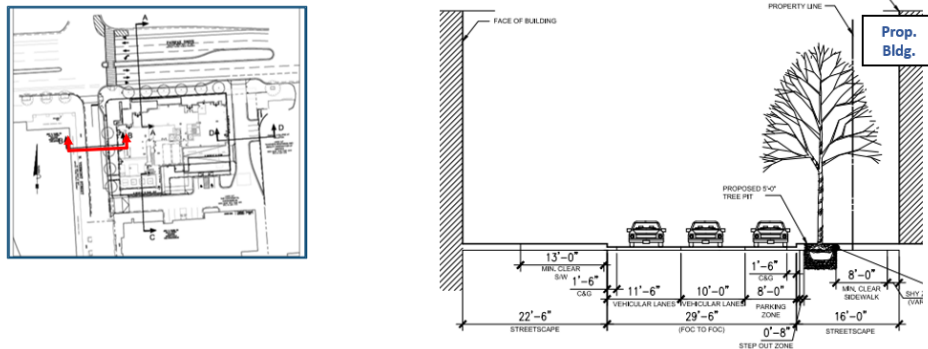
North Vermont Street: The MTP identifies the adjacent segment of North Vermont Street as a non-arterial local street, which is planned to contain up to two travel lanes, low or no median priority, no restricted or limited driveway access, and high on-street parking priority. The North Vermont Street frontage is also subject to the additional “C-O-A” Streetscape standards based on its location within Central Ballston for areas zoned C-O-A. North Vermont Street is identified as a “Secondary Streetscape” by the C-O-A guidelines which specifies a minimum streetscape width of 14-feet plus an additional 6-foot building setback (or shy zone), totaling 20 feet from the back of street curb to the building. The “Secondary Streetscape” guidance recommends a 0.67 ft step-off zone, a 5-foot-wide tree pit, and an 8.3-foot-wide sidewalk. Tree pits are recommended to be placed adjacent to the curbs with single globe pedestrian level lighting placed in line with the center of the tree pits. The additional 6-foot setback should be programmed with other treatments such as seating or additional plantings.

The adjacent segment of Vermont Drive currently consists of a 24.5-foot-wide street section, consisting of two 12.25-foot-wide travel lanes. Limited parking for pick-up and drop-off is permitted within the travel lane during weekday mornings (between 7:30 a.m. and 9:00 a.m.) and afternoons (2:30 p.m. and 4:00 p.m.).

The site’s North Vermont frontage contains a 25-foot-wide streetscape section, consisting of a 4-foot-wide tree pits, and a 21-foot-wide sidewalk.

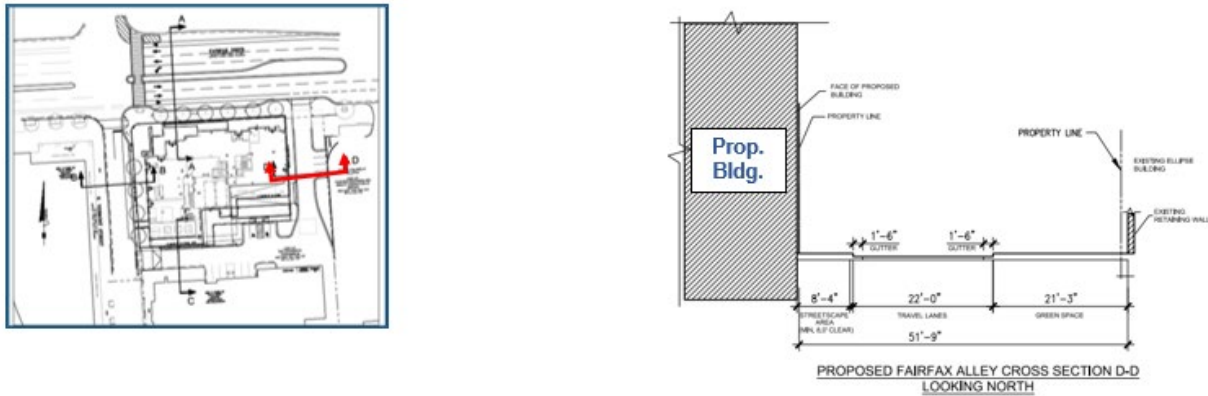
The applicant proposes to widen the existing street section to 29.5 feet to accommodate a proposed 8-foot-wide parking lane along the site’s North Vermont frontage. The travel lanes will narrow to between 10 feet to 11.5 feet. A 16-foot-wide streetscape is proposed, consisting of a 5-foot-wide tree pit, an 8-foot-wide sidewalk, and a 3-foot-wide shy zone.

Figure 22. Proposed North Vermont Street Cross-Section (Facing North)



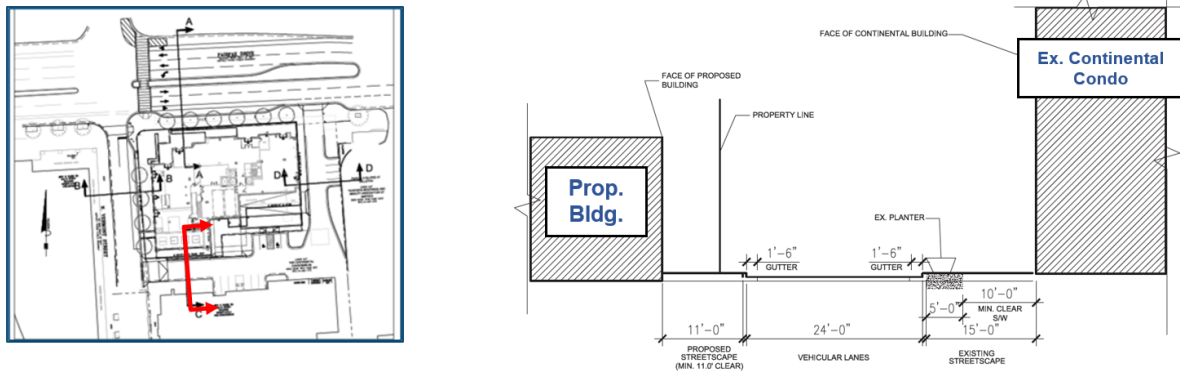
West Private Drive Aisle (labeled Fairfax Alley): There are two existing off-site private drive aisles owned by the Continental Condo Association. These alleys serve both the Continental Condos and the existing office building. Fairfax Alley is accessed from Fairfax Drive to the east of the site. The existing drive aisle is 24.5 feet-wide with surface parking and no sidewalks. The applicant proposes to narrow the drive aisle to 22 feet. The applicant proposes to install 8-foot-wide sidewalks along the proposed building and convert a portion of the existing surface parking into a landscaped area (up to 21.3 feet in width). The applicant is reducing the head-in parking along Fairfax Alley from 16 spaces to 4 spaces.

Figure 23. Proposed Fairfax Alley Cross-Section (Facing North)



South Private Drive Aisle (labeled Vermont Alley): Vermont alley is directly south of the building and is accessed from North Vermont Street. The existing drive aisle is 24.5 feet. The applicant proposes to narrow the drive aisle to 24 feet. There is an existing 3.2-foot-wide sidewalk abutting the existing office building and existing streetscape along the Continental Condo building (5-foot-wide landscaping and 10-foot sidewalk). The applicant proposes an 11-foot-wide sidewalk abutting the proposed building and no changes to the existing Continental Condo streetscape or parking areas.

Figure 24. Proposed Vermont Alley Cross-Section (Facing West)



Transit Service:

The MTP identifies Fairfax Drive as serving the primary transit network, which offers transit service every 15 minutes for about 18 hours each day. The MTP identifies the corner of North Vermont Street and Fairfax Drive as the site of the “Ballston-MU Metro Rail Station West Entrance and Multimodal Improvements Project”. The stair Metro entrance is proposed at the western corner of North Vermont Street and the surface level elevator Metro entrance is proposed on the application site at the eastern corner of North Vermont Street and Fairfax Drive.

A bus stop is located along the Fairfax Drive frontage. This stop is serviced by the ART routes 51 and 72, and the Metrobus routes A58, A70, and A76. The nearby Ballston-MU Metro Bus Bays

includes several Metrobus (A12, A58, A70, A71, A76, F50, F60, F61) and ART (41,42,51,52,71,75) routes which serve regional and local destinations including the Rosslyn-Ballston corridor, downtown Washington D.C., Tysons, and the City of Alexandria. The applicant proposes to relocate the existing bus stop on Fairfax Drive to the western corner of the intersection of Fairfax Drive and North Vermont Street.

The site is located less than a quarter of a mile from the Ballston-MU Metro Rail Station which is serviced by the Orange and Silver Lines. The applicant is depicting the location of the future Ballston West Entrance elevators on the application, but the project will be constructed by the Washington Metropolitan Transit Authority (WMATA), in coordination with Arlington County. The Ballston West Entrance project has finalized a 35 percent design and is preparing for the next phase of the design/build process. More information on the project can be found in the link below:

<https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Ballston-Metro-West-Entrance>

Figure 25. Transit Map

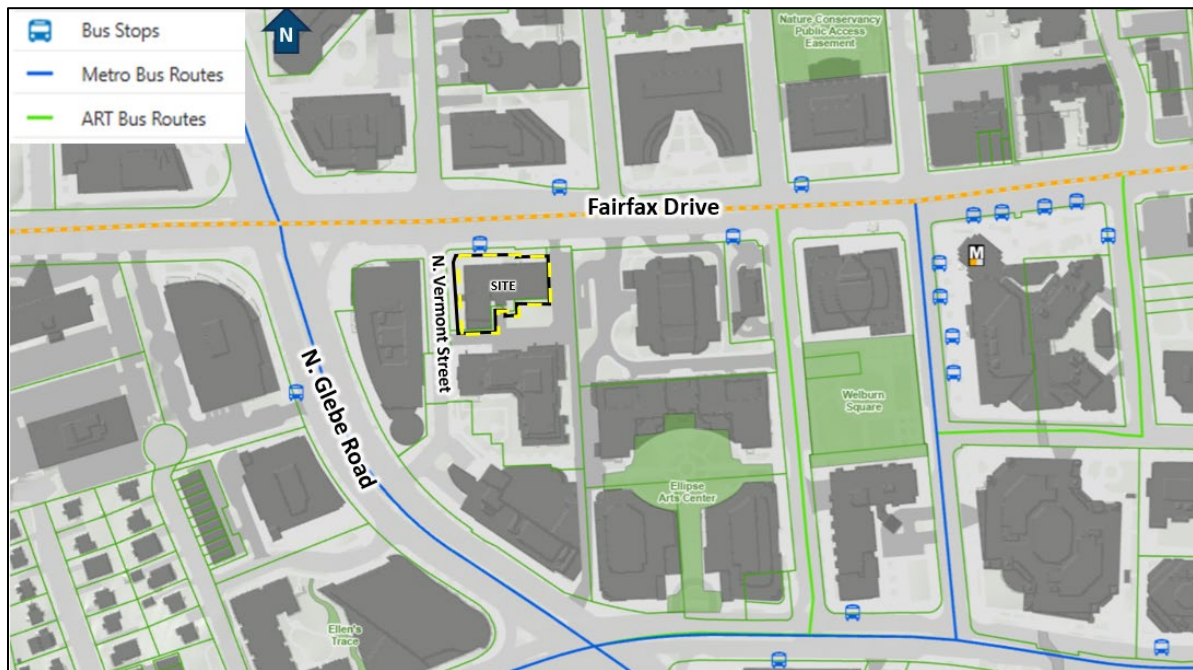
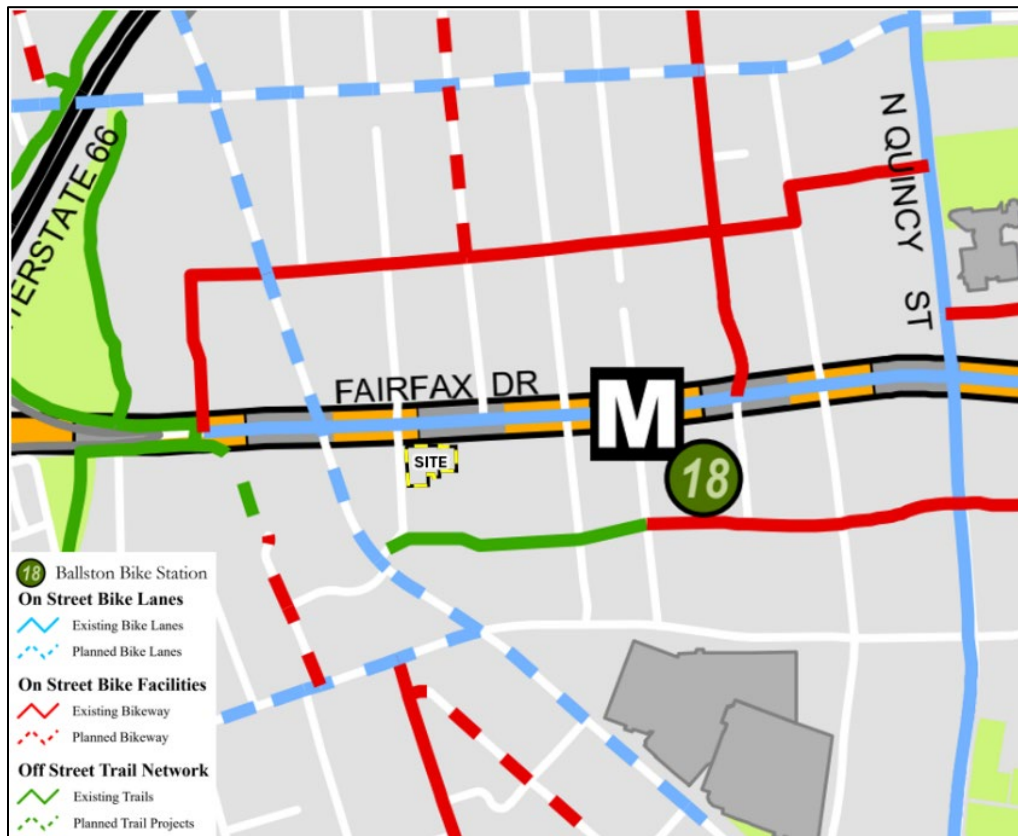


Figure 27. MTP Bike and Trail Network



On site, the applicant proposes 122 Class I bicycle parking spaces for residents and retail staff, and 10 Class III bicycle parking spaces for visitors. The Class I bicycle parking spaces will be located on the first floor and in the first level (P1) of the below-grade parking garage. The Class III bicycle parking spaces will be located outside along the Fairfax Drive frontage. There are no changes to the proposed bike lanes along Fairfax Drive.

Multimodal Transportation Analysis and Trip Generation: The applicant submitted a Multimodal Transportation Assessment (MMTA) which was prepared by Gorove Slade, dated September 12, 2025. The analysis assumes that approximately 65 percent of the residential trips and 39 percent of the retail trips will not use a personal vehicle. During the AM peak period, the analysis anticipates 41 vehicle trips, 59 transit trips, 5 bicycle trips, and 5 pedestrian trips. During the PM peak period, the analysis anticipates 65 vehicle trips, 84 transit trips, 7 bicycle trips, and 8 pedestrian trips. The analysis assessed seven intersections within the vicinity of the site. The analysis concluded that all study intersections currently operate at overall acceptable levels of service. Five of the study intersections will continue to have acceptable levels of service in the future. The North Glebe Road and Fairfax Drive AM peak northbound left turn

lane and the North Vermont Street and Fairfax Drive PM peak northbound left/thru/right lane will have unacceptable levels of service with or without the proposed development.

Table 4. Anticipated Transportation Trips		
Mode of Travel	AM Peak Trips	PM Peak Trips
Proposed Trips		
Private Automobile	41	65
Transit	59	84
Bicycle	5	7
Pedestrian	5	8

Features and Amenities: Site plan projects deliver a number of standard benefits that are required by conditions of approval, including a Public Art contribution, Utility Fund contribution and streetscape improvements, including a base monetary contribution to the Affordable Housing Investment Fund (AHIF).

Modification of Use Regulations: The applicant requests the County Board modify the following Zoning regulations, including, but not limited to:

Additional Density and Height: The applicant is requesting an additional 87,000 square feet of density above the permitted maximum base density. The features and amenities that benefit the community associated with additional density are under review by staff. Amenities could include, but are not limited to, on-site committed affordable dwelling units, green building, and contributions to off-site transportation improvements.

Residential Parking Ratio: The developer is requesting a residential parking ratio of .25 spaces per dwelling unit.

Reduced Loading Spaces: The applicant is requesting a reduced number of loading spaces from three (3) to two (2) loading space. The ACZO requires two (2) loading spaces for the residential uses, and one (1) loading space for the retail uses. The proposed reduced number of loading spaces is under review by staff.

Density Exclusions: The applicant is requesting a total of approximately 9,000 sf in density exclusions for below-grade mechanical, service and storage space and above-grade vertical shafts. The proposed density exclusions are under review by staff.

Preliminary staff issues:

- Landscaping strip on Fairfax Drive interferes with sidewalk width; Clear width of Fairfax Drive sidewalk recommended minimum 16 feet;

- Continue to coordinate with County project for second Ballston Metro entrance;
- Public plaza designs adjacent to Metro entrance; Landscaping encloses proposed public plaza
- Longstanding policy and good urban design practice discouraging surface parking in Metro corridors; Removing surface parking on Vermont Alley would provide opportunity for straighter pedestrian pathway on north side, more green space;
- Above grade transformers, presence and design;
- Bus stop location.

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