

Site Plan Review Committee (SPRC)  
Staff Report for  
**Air & Space Force Association (AFA) Site – 1501 Langston  
Boulevard (SP #366)**

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

**Mail-in Comments:**

Arlington County Planning Division  
c/o Krissy Walentisch  
2100 Clarendon Blvd., 7<sup>th</sup> floor  
Arlington, VA 22201

**Contact Staff:**

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

Krissy Walentisch

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Daniel Creed

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**Contact the SPRC Chairs**

*The SPRC Chairs are members of the Planning Commission and conduct all SPRC meetings*

Sara Steinberger

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Adriana Torres-Sejas

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## **Air & Space Force Association Site (SP #366) Public Review Process & Agendas**

- Site Plan Review Committee (SPRC) Online Engagement – February 19 – March 1, 2026
  - Topics:
    - Land Use & Density
    - Site Design
    - Building Height, Form, & Architecture
    - Transportation
      - Parking & Loading
      - Streetscapes
    - Environmental Impacts
    - Open Space & Landscaping
  
- SPRC Meeting #1 (hybrid) – March 19, 2026
  - Introductions
  - Presentations
  - SPRC Discussion Topics:
    - Land Use & Density
    - Site Design & Layout
    - Building Height, Form, & Architecture
  - Public Comment
  
- SPRC Meeting #2 (hybrid) – May 11, 2026
  - Introductions
  - Presentations
  - SPRC Discussion Topics:
    - Transportation
      - Parking & Loading
      - Streetscapes
      - Custis Trail Improvements
    - Environmental Impacts
    - Open Space & Landscaping
    - Sustainability
    - Construction Details
  - Public Comment

## SITE PLAN REVIEW COMMITTEE

**DATE:** May 11, 2026  
**PLACE:** Bozman Government Center Room 306A

**SPRC STAFF COORDINATOR:** Matthew Pfeiffer

**Air & Space Force Association Site – 1501 Langston Boulevard**  
(RPC# 07-010-001, -002)  
Planning Commission and County Board meetings to be determined.  
*Krissy Walentisch (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.

The complete application and drawings are available for review in the on the County's Webpage at:  
<https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/1501-Langston-Boulevard>

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](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/>

**Glossary of Terms:**

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

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

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

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

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

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

Phased Development Site Plan (PDSP): A type of Site Plan; to permit the coordinated development of sites of more than twenty (20) acres in area, or a smaller area as authorized and accepted by the County Manager, the County Board may approve a Phased Development Site Plan (PDSP) in the form of a general plan for land uses, public facilities, transportation, and utilities.

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

**SUMMARY:** The applicant, Taicoon Property Partners, proposes to demolish the existing office building and construct an 88-unit, eight-story residential condominium building with ground floor “institutional” space and 144 parking spaces located in the existing, to-remain underground parking garage.

Relevant land use applications:

- Site Plan Amendment (SPLA25-00018 / SP #366) to construct an 8-story residential building with 88 units
- Use Permit (UPER25-00038) for institutional use (museum)

Additional project details include:

- Site area of 56,946 sq. ft. (1.31 acres)
- Building Height
  - 8 stories / 100.4 feet
- Density
  - 88 dwelling units (69 dwelling units per acre)
  - 208,789 sq. ft. GFA (3.67 FAR)
- Parking
  - 1.6 parking spaces per unit (144 total spaces)
  - 3 spaces for the museum use
- Open Space
  - 17,044 sq. ft. of public open space provided in the form of a conservation easement containing mature trees and a plaza pathway along the Custis Trail
- Proposed modifications for:
  - Density exclusions
  - Lot coverage
  - Other modifications as may be necessary to achieve the proposed development plan

**BACKGROUND:** The 1.31-acre site is located on Langston Boulevard in the North Highlands neighborhood. It is bound by Langston Boulevard and Interstate 66 to the south, N. Oak Street to the east, the Palisades Park townhouse community to the north and west, and Park Georgetown apartments to the west. A segment of the Custis pedestrian and bicycle trail is located on the site’s southern border, and the Key Bridge Marriott site is located to the east. The subject site is currently developed with an 85,422-square-foot office building constructed in 1984 and expanded in 2002 (SP #361).

Figure 1: Aerial Map



Figure 2: Street View of Existing Garden Apartment Buildings from N. Woodrow Street



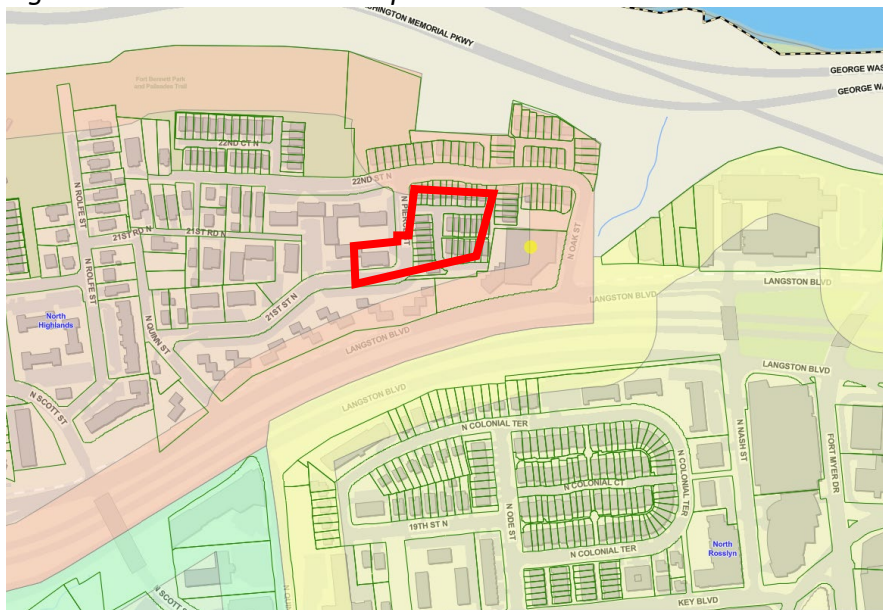
The following provides additional information about the site and location:

Zoning: “C-O-1.5” Mixed Use

General Land Use Plan (GLUP) Designation: “Low” Office-Apartment-Hotel (up to 72 du/Ac apartment density)

Neighborhood: The subject site is within the North Highlands Civic Association boundary

Figure 3: Civic Association Map



**Development Proposal:** The applicant, Taicon Property Partners, proposes to demolish the existing office building and construct an 88-unit, eight-story residential condominium building with ground floor “institutional” space and 144 parking spaces located in the existing, to-remain underground parking garage.

Figure 4: Proposed Rendering



VIEW FROM LANGSTON BLVD

Figure 5: Proposed Rendering



④ VIEW FROM CUSTIS TRAIL

<b>SP #366 Air &amp; Space Force Association Site</b>	
<b>SITE AREA</b>	56,946 sf 1.31 acres
<b>Density</b>	
Proposed Residential GFA	207,523 sf
Proposed Residential Dwelling Units (Total)	88
Proposed FAR (Total)	3.67
Proposed Exclusions	2,045 sf
Proposed Density (units per acre)	69
<b>Total Proposed GFA (with exclusions)</b>	208,789 sf
Residential Base Density (72 du/Ac)	90 units
Bonus Density Requested	None
<b>Building Height</b>	
Average Site Elevation Above Sea Level	101.57 ft
Main Roof Height (above average grade)	100.5 ft
Mechanical Penthouse Height	11 ft
Number of Stories	8
Maximum Permitted Building Height	75-90 ft
Maximum Permitted Number of Stories (LBAP / ACZO)	7 / 10
<b>Parking</b>	
Standard Spaces	96
Compact Spaces	13
Compact Ratio	9%
Overall Residential Spaces	141
Residential Visitor Spaces	0
Institutional Spaces	3
<b>Total Parking Spaces</b>	<b>144</b>
Proposed Residential Parking Ratio	1.6 spaces/unit
Minimum Required Residential Parking Ratio (1.125 spaces/unit)	99
Minimum Required Institutional Parking Ratio (1 space/500 sq. ft.)	3
<b>Total Required Parking Spaces</b>	<b>102</b>

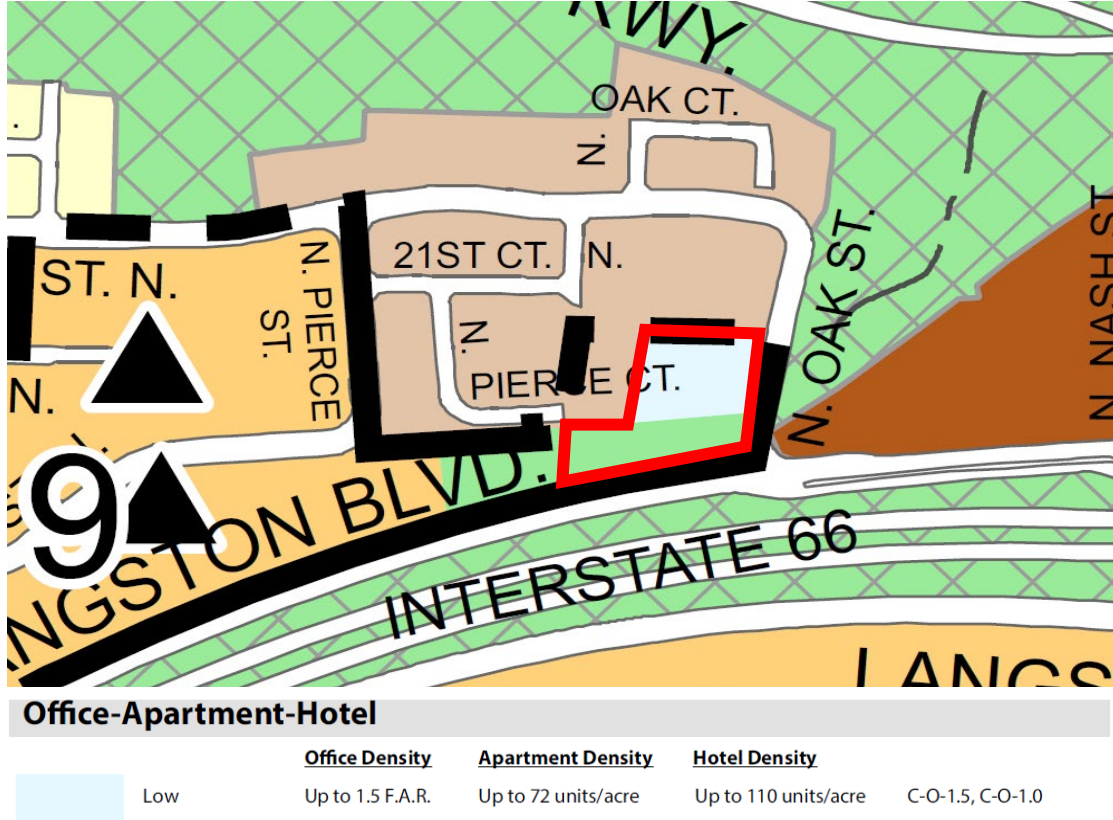
**Adopted Plans and Policies:** The following regulations, plans, and guiding documents are applicable to development on this site:

- General Land Use Plan (GLUP)
- “C-O-1.5” Zoning Ordinance Regulations
- Master Transportation Plan (MTP) (see Transportation section)
- Langston Boulevard Area Plan

**GLUP:** Through research on past County Board actions for GLUP amendments and designations for this site, staff has determined that the accurate GLUP designation for this site is “Low” Office-Apartment-Hotel. This designation permits densities of up to 72 units per acre for

residential uses and 1.5 FAR for commercial uses. The corresponding Zoning Districts are C-O-1.5 and C-O-1.0.

Figure 6: GLUP Map



**Zoning:** The site is zoned “C-O-1.5” Mixed Use District. The base density range for the C-O-1.5 Zoning District is also 72 units per acre for apartment density. The C-O-1.5 zoning is consistent with the site’s GLUP designation of “Low” Office-Apartment-Hotel. The C-O-1.5 Zoning District also has a maximum building height of 10 stories for multiple-family buildings on a site of less than 20 acres.

Figure 7: Zoning District Map



[Langston Boulevard Area Plan](#): The AFA site is located within the boundaries of the Langston Boulevard Area Plan (LBAP), which was adopted by the County Board in November 2023.

Figure 8: Area 5 East Concept Plan (LBAP)

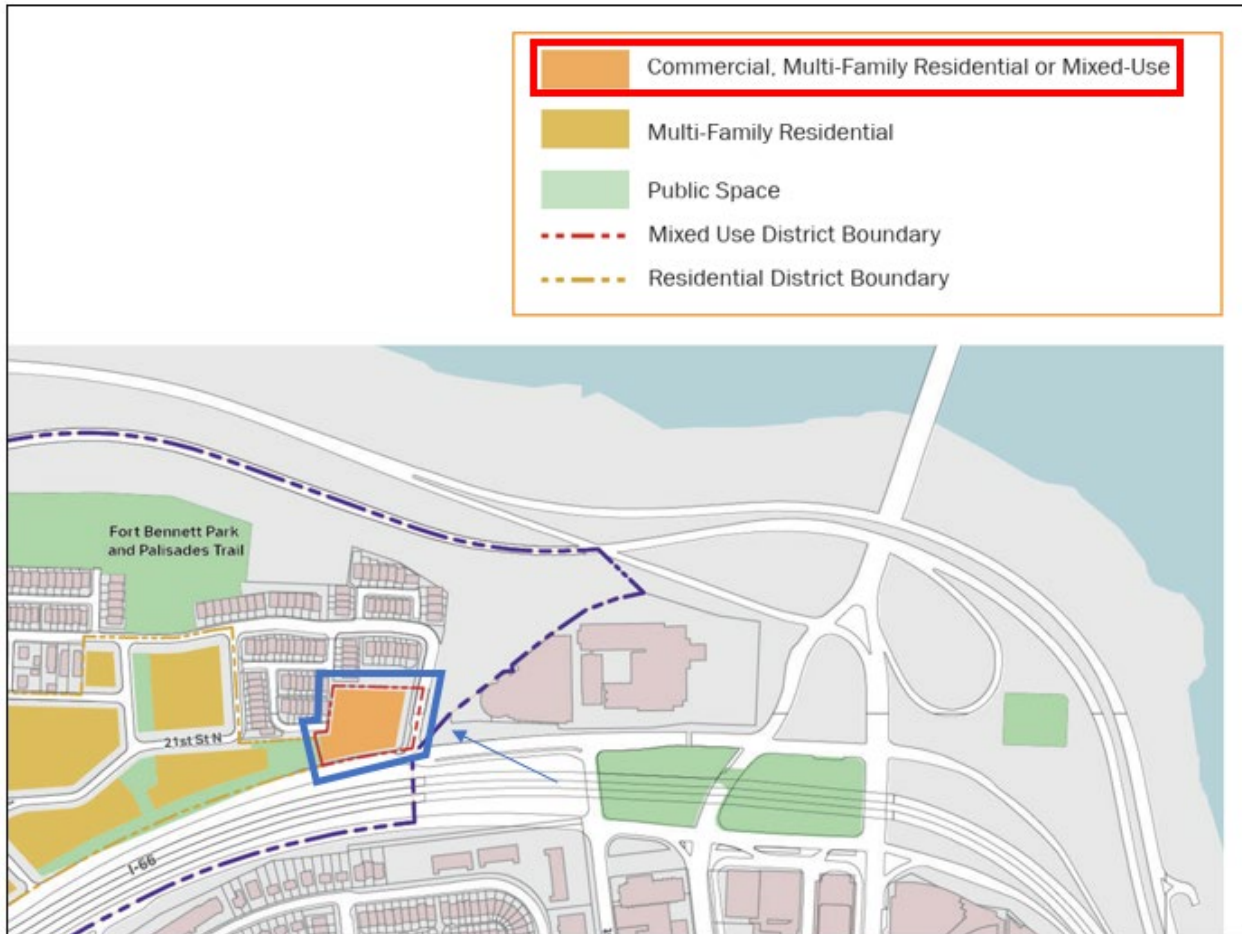


Area 5 east is envisioned to be the gateway to the Langton Boulevard corridor. As such, buildings along the Custis Trail are expected to create a welcoming environment for pedestrians and bicyclists along the trail. There is also intended to be a small store on the ground floor of the AFA site and any future building should step down gradually to the surrounding lower density residential communities. The site is within a mixed use district boundary.

**DISCUSSION:**

**Density and Uses:** As described in the table above, the Applicant is proposing a new 8-story condominium building, totaling 208,789 square feet with 88 dwelling units. With a GLUP designation of “Low” Office-Apartment-Hotel and zoning of C-O-1.5, the site’s base density is 72 units per acre for multifamily development. The proposed density of 69 units per acre is within the permitted density of the C-O-1.5 zoning district, and is also consistent with the site’s GLUP designation of Low office-apartment-hotel, both of which permit densities up to 72 units per acre. The mixed-use building, containing residential and community service (museum) uses, is consistent with the Area 5 (East) Use Mix Map in the Area Plan, which recommends either commercial, multi-family residential, or mixed-uses on the subject site. On the ground floor, the building will contain an approximately 1,266-square foot Air and Space Force Association heritage gallery museum, which will be owned and operated by the applicant. The AFA Gallery will include meeting space, exhibitions, as well as AFA artifacts.

Figure 9: Area 5 (East) Use Mix Map (LBAP)



The unit mix is provided in the table below.

Figure 10: Proposed Affordable Unit Mix

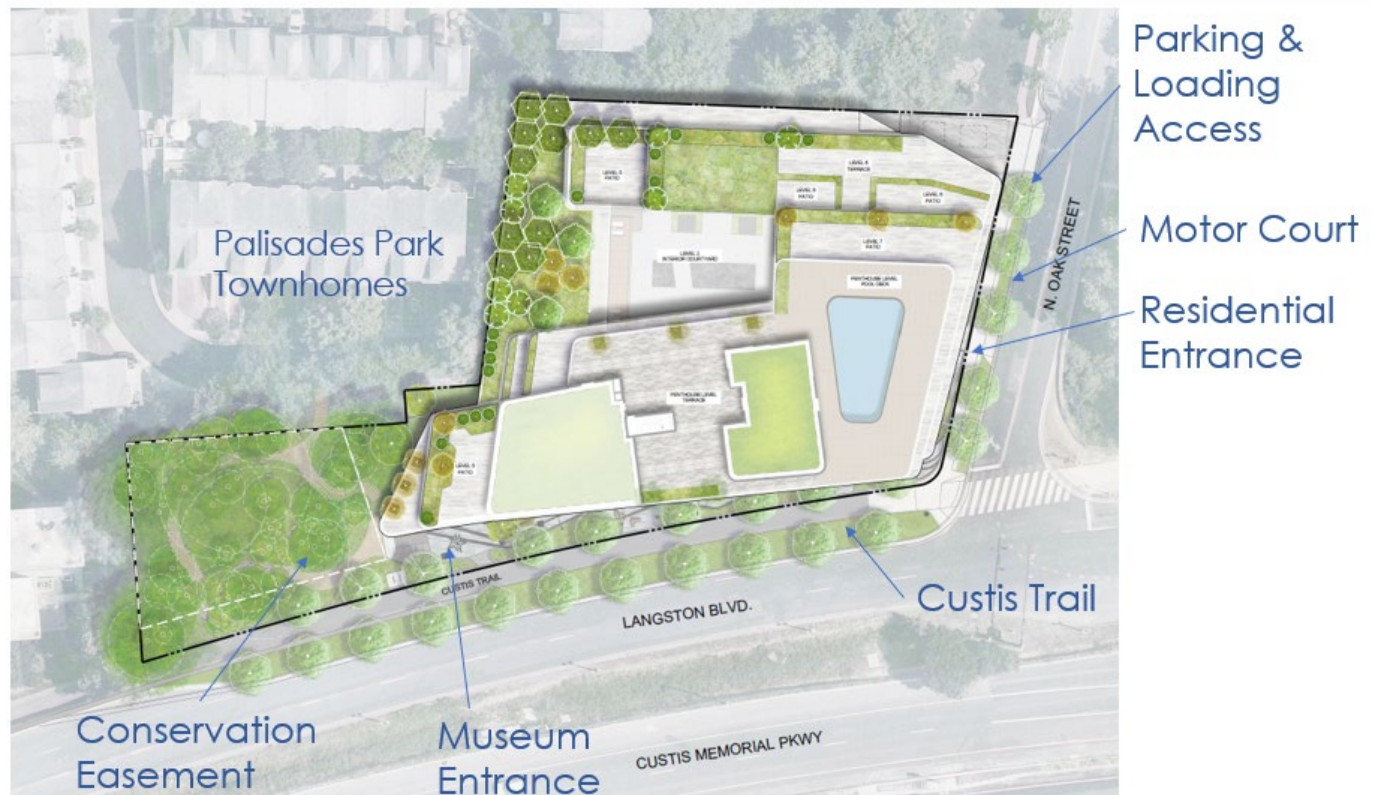
UNIT TABULATIONS						
LEVEL	1BR	1BR+D	2BR	2BR+D	3BR	TOTAL
LEVEL 1		2	3	6	3	14
LEVEL 2	1	3	6	4	3	17
LEVEL 3	1	3	6	4	3	17
LEVEL 4	1	3	6	4	3	17
LEVEL 5		1	3	4	4	12
LEVEL 6		1			6	7
LEVEL 7					4	4
PERCENTAGE OF TOTAL	3%	15%	27%	25%	30%	
TOTAL COUNT	3	13	24	22	26	88

**Site Design:** The subject site contains atypical dimensions and is constrained by its close proximity to both the Palisades Park townhomes to the north and west as well as to the Custis Trail and Langston Boulevard to the south. A conservation easement containing a wooded area is located in the southwest portion of the site. The applicant is proposing to retain the existing underground parking garage, so parking and loading access will remain from N. Oak Street. The main entrance to the residential building is proposed from N. Oak Street, and the museum entrance is proposed on the building's southwestern corner adjacent to the conservation easement and the Custis Trail. A plaza walkway will connect pedestrians from the main entrance to the museum entrance.

The applicant proposes a motor court, or porte-cochere, accessible from N. Oak Street. This driveway is intended for pickup and dropoff activities as well as deliveries and would divert congestion from N. Oak Street. However, this motor court creates an additional curb cut on N. Oak Street and is not typically a modern design or transportation solution utilized for residential buildings.

The Custis Trail runs along the north side of Langston Boulevard in this area and is currently hidden behind a tall sound barrier wall and the trail is narrow and dark. The Area Plan recommends that this portion of the trail be transformed significantly to become welcoming for pedestrians and bicyclists, which the applicant proposes to achieve by widening the trail and removing a portion of the sound barrier.

Figure 11: Proposed Site Layout



**Building Height, Form, and Architecture:** The Area Plan envisions that the building height be tapered in this location to provide a suitable transition to the townhomes and garden apartment buildings to the north and west. The Plan recommends a maximum building height of 7 stories along the Langston Boulevard and N. Oak Street frontages, which then steps down to 5 stories as it nears the adjacent townhomes. In staff’s review of the applicant’s plans, they appear to be showing occupiable space within their mechanical penthouse area shown in the elevation drawing below. Given that this level contains gross floor area associated with the residential use, this counts as an additional story, therefore making the overall building height 8 stories. However, if the applicant were to remove the GFA within the mechanical penthouse, the building massing and height would remain the same. We look forward to hearing your thoughts on the proposed building height.

Figure 12: Area 3 Building Height & Form Guidance (LBAP)

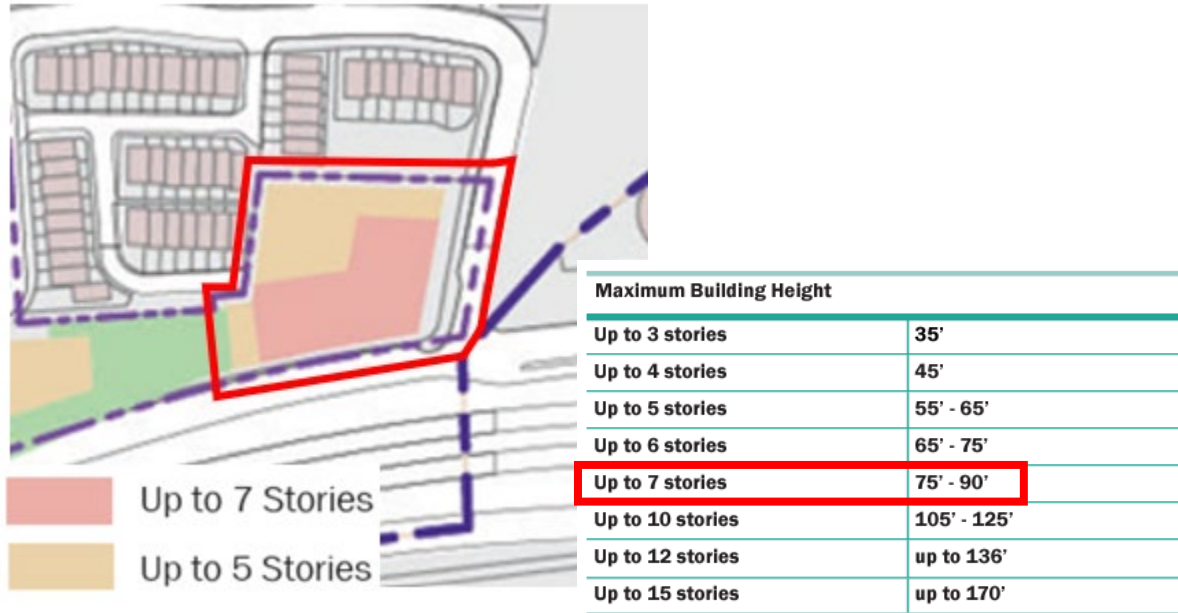
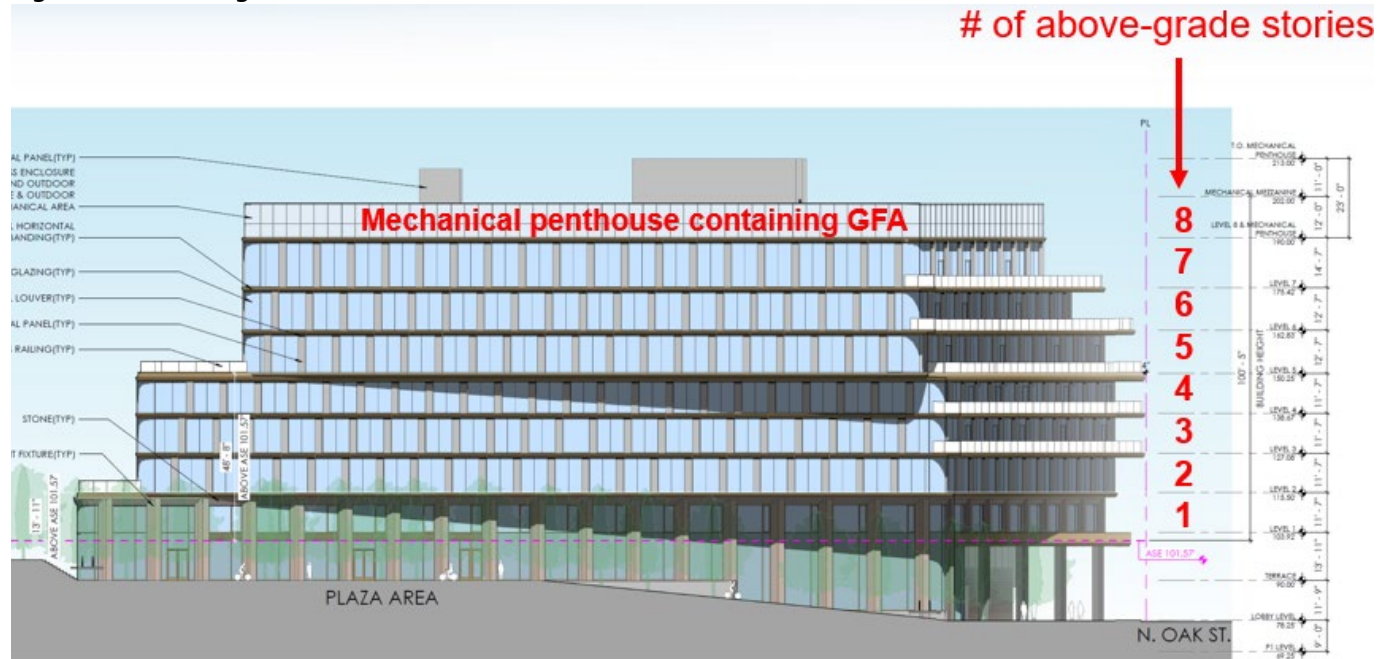


Figure 13: Building Section



- Proposed Height: 8 stories / 88 ft.
- LBAP Guidance: 7 stories / 90 ft.
- C-O-1.5 Zoning District: 10 stories

The applicant proposes a building with a unique form, which is largely due to site constraints, such as topography and the site’s atypical shape. Based on the Area Plan’s guidance on massing, the building should be tapered, with the tallest building height and massing concentrated in the southwest corner along Langston Blvd and North Oak Street, and then it should step down as it nears the townhomes to the north and west. As proposed, the building’s massing does differ from the Plan’s guidance. However, as these massing diagrams and sections demonstrate, it’s possible that the proposed massing does still achieve the overall intent of the Area Plan to provide neighborhood transitions while also producing a building that provides visual interest and differentiation in the massing.

Figure 14: LBAP Building Massing and Tapering Guidance Versus Proposed Massing

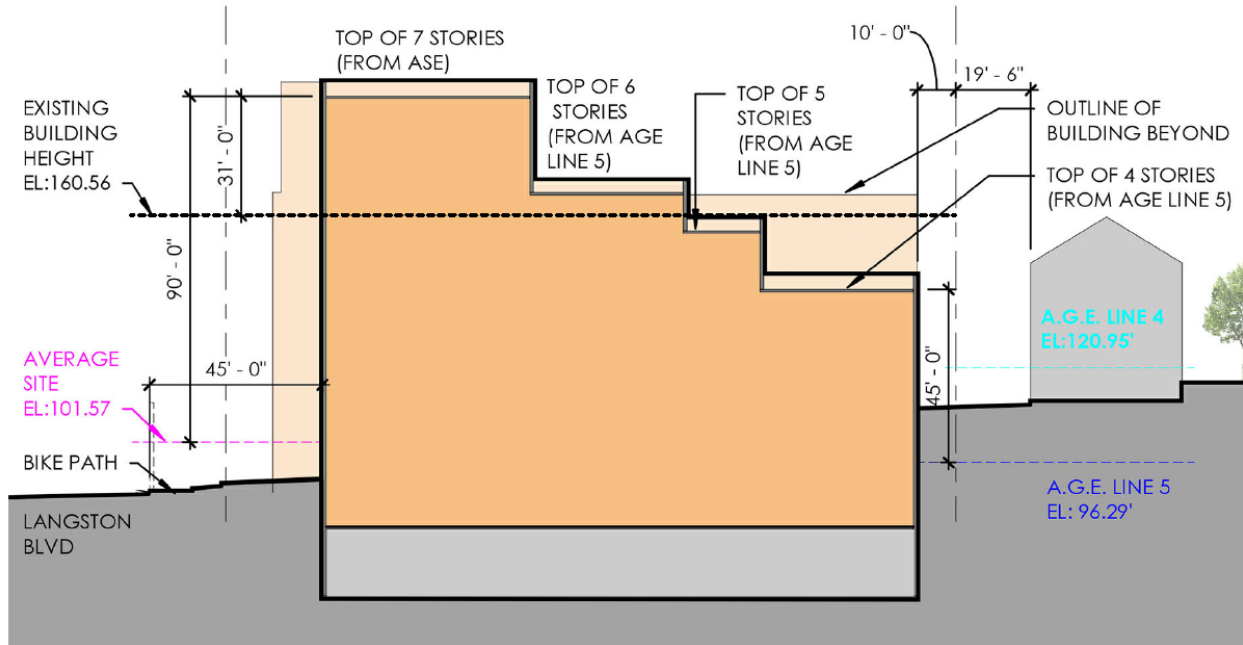


PLB RECOMMENDED MASSING DIAGRAM

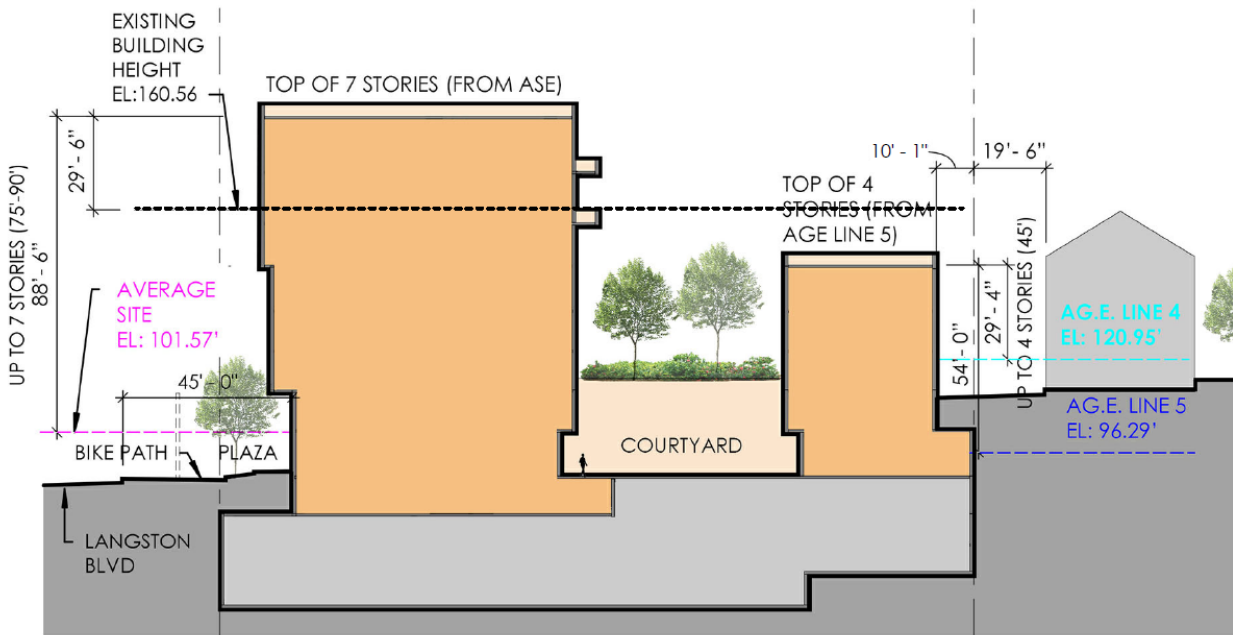
PROPOSED MASSING DIAGRAM

The Area Plan's Design Principles provide that building heights should be limited to four stories within 50 feet of the property line along the northern and western frontages, tapering up toward the seven-story volume to provide adequate neighborhood transitions. Seven stories (excluding the mechanical penthouse) are proposed along Langston Boulevard and N. Oak Street, and four and five stories are proposed along the Property's northern and western boundaries. The bulk of the building's massing is concentrated in the southeast corner of the property along N. Oak Street and Langston Boulevard, while the northern and western portions taper down near the Palisades Park neighborhood. The proposed building will incorporate a series of horizontal elements, such as balconies, to provide visual interest and differentiation in the massing of the building.

Figure 15: Area Plan's Recommended Massing & Proposed Massing Sections



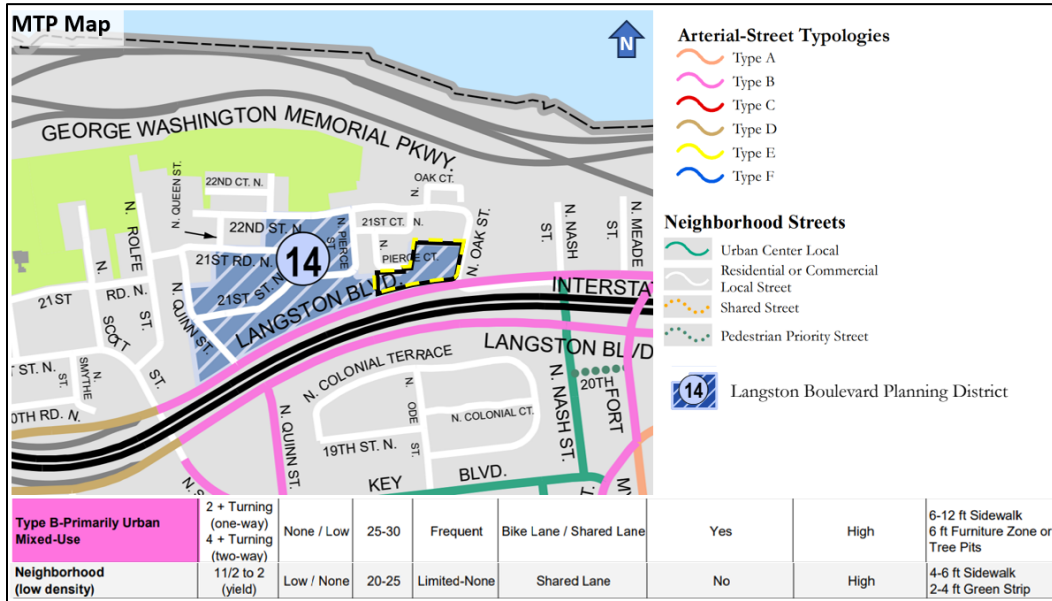
PLB RECOMMENDED MASSING SECTION A NORTH-SOUTH



PROPOSED MASSING SECTION A NORTH-SOUTH

**Transportation:** The site is bounded by Langston Boulevard to the south and North Oak Street 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 16. Master Transportation Plan Map

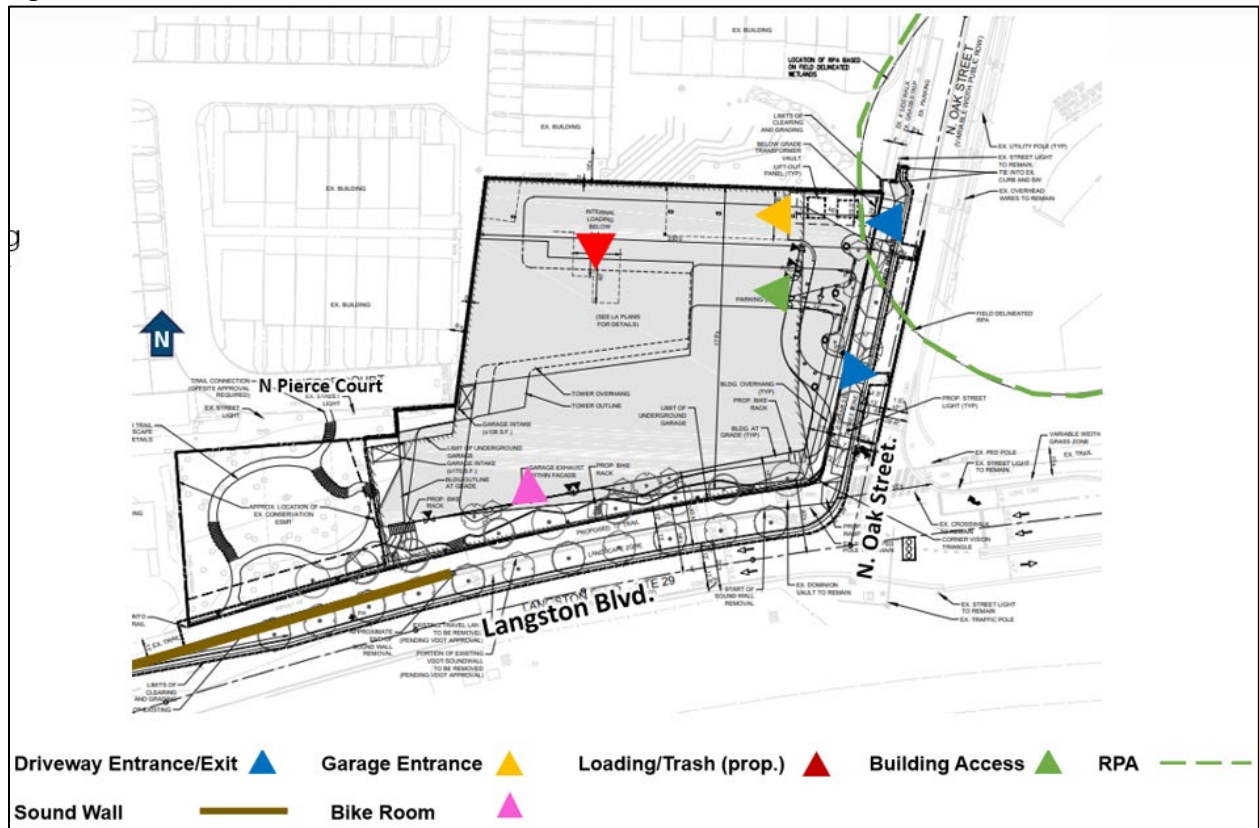


Existing and Proposed Transportation Facilities		
Transportation	Existing Condition	Proposed Condition
<b>Langston Boulevard</b>		
Street	38.2 ft  3 travel lanes + soundwall	28 ft  2 travel lanes (sound wall partially demolished)
Streetscape	25 ft  10 ft trail (Custis Trail) + 15 ft landscape area	43 ft  13 ft tree zone + 12 ft trail +18 ft building zone/landscape buffer
<b>North Oak Street</b>		
Street	35.3 ft  2 travel lanes	28.6 ft  2 travel lanes
Streetscape	35.5 ft  9 ft sidewalk + 12.5 ft drive aisle +14 landscape area	20 ft (Level 2+)/51.5 ft (Ground Level)  7 ft tree zone + 6 ft clear sidewalk+ 7ft landscape area (Level 2+)

		8 ft parking lane +14 ft drop-off + 9.5 building zone (Ground Level)
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**Parking and Loading:** The LBAP recommends that parking and loading access be located on side streets rather than Langston Boulevard, located away from intersections, not visible from public spaces, and utilize screening to minimize visual and noise impacts. The Zoning Ordinance requires 1.125 spaces per multifamily unit and 1 space per 500 square feet (sf) of museum. The applicant proposes a total of 144 spaces in a three level below grade parking garage. The applicant proposes to reuse the foundation of the existing office parking garage. The applicant allocates the parking spaces as 141 spaces for residential/residential guest use at a ratio of 1.6 spaces per unit and 3 spaces for the museum use at a ratio of 1 space per 500 sf. The loading requirement is 1 loading space. The applicant proposes 2 loading spaces internal to the garage. Both the loading and parking are accessed from a shared entrance from North Oak Street.

Figure 17: Site Access



Streets and Sidewalks:

**Langston Boulevard:** The Master Transportation Plan (MTP) identifies the adjacent segment of Langston Boulevard as a Type B – Primarily Urban Mixed-Use arterial road. The MTP plans for a

Type B arterial road to contain two or more one-way travel lanes or four or more two-way travel lanes, turn lanes, low or no median priority, restricted or limited driveway access, and high on-street parking priority.

The site is located in Area 5 East of the LBAP. The LBAP recommends the cross-section of Langston Boulevard within Area 5 be studied in coordination with the Virginia Department of Transportation (VDOT).

The LBAP does not have specific streetscape recommendations or cross sections for Area 5 East. Instead, the LBAP offers guidance on how proposed residential development will interface with the Custis Trail. Additionally, the Area 5 East Public Space Network, Complete Streets, and Bike Network Enhancements sections discuss the possibility of the removal of the existing sound wall and the widening of the existing Custis Trail with redevelopment. In this scenario, the LBAP recommends the placement of street trees between Langston Boulevard and the Custis Trail, a 20-foot-wide landscape buffer between the trail and proposed residential development, and an overall 45-foot building setback from Langston Boulevard. The Arlington County Custis Trail Needs Assessment and Priority Improvements Study, recommends the Custis Trail be widened to a minimum width of 12 feet. Additional width is desirable for segments of the trail with high volumes of trail users.

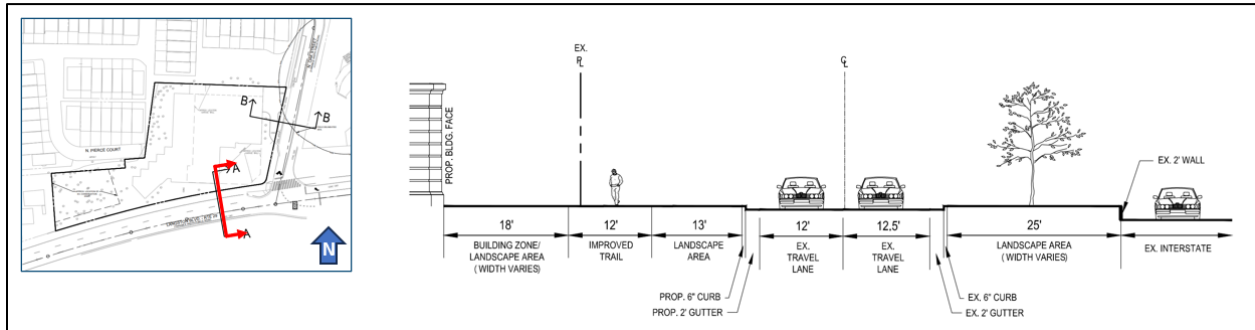
The LBAP also designates the intersection of Langston Boulevard and North Oak Street as a potential location for a future intersection study. The LBAP identifies several intersections where there are opportunities to achieve Vision Zero goals and improve intersection operations. The Custis Trail crosses North Oak Street at this intersection. The LBAP recommends that the intersection study evaluate opportunities to create a more comfortable pedestrian crossing and manage trail interactions. The applicant has submitted a study, prepared by VIKA Virginia, LLC, dated April 14, 2025.

The configuration of the adjacent segment of Langston Boulevard consists of a 38.2-foot-wide street section consisting of three, 10.9-foot-wide to 13.5 foot wide, one way (westbound) travel lanes and an existing sound wall. The existing streetscape consists of a 10-foot-wide trail (Custis Trail) and a 15-foot-wide landscape area.

The applicant proposes to remove a travel lane along Langston Boulevard, reducing the number of travel lanes from 3 to 2, and to demolish a portion of the existing soundwall along the building frontage. The overall street width would be reduced to 28 feet. The Virginia Department of Transportation (VDOT) owns and maintains Langston Boulevard and will therefore need to approve any improvements affecting their right-of-way. As the existing soundwalls serve the nearby Interstate 66 any modifications to the sound wall will require approval from the Federal Highway Administration (FHWA).

The applicant proposes a 43-foot-wide streetscape consisting of a 13-foot-wide landscape area, a 12-foot-wide trail (Custis Trail), and an 18-foot-wide landscape area/building zone.

Figure 18: Proposed Langston Boulevard Cross-Section (West)



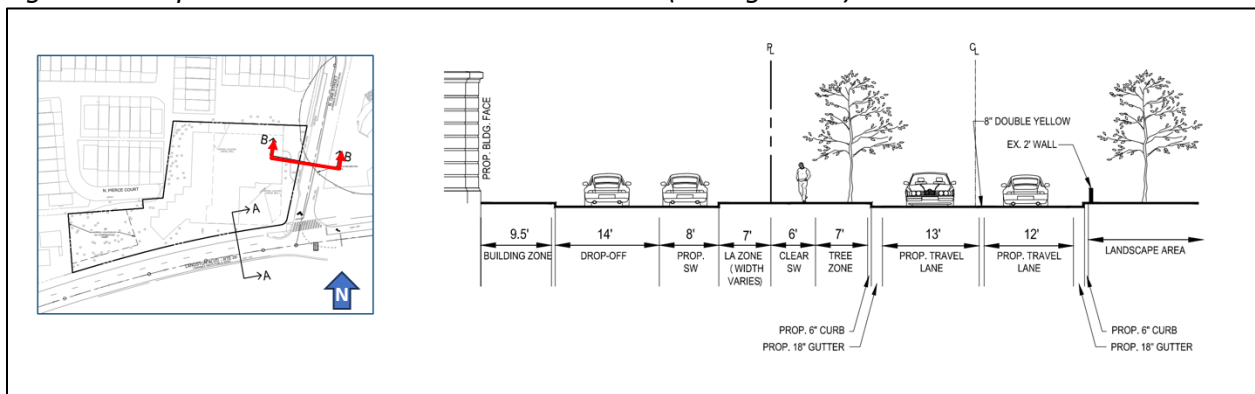
**North Oak Street:**

The MTP identifies the adjacent segment of North Oak 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 LBAP does not include specific recommendations for the configuration or streetscape for North Oak Street. The LBAP does generally recommend that sidewalks should provide a minimum of 6 feet of unobstructed clear space for pedestrians and a minimum of 7 feet for street trees along the street edge.

The applicant proposes to retain the existing two-lane configuration of North Oak Street. The overall width will be reduced to 28.6 feet. The southbound travel lane will be reduced from 20 feet to 13 feet and the northbound narrowed slightly.

The applicant proposes a 20-foot-wide streetscape measured from the overall face of the building (second story and above) to the curb. The proposed streetscape consists of a 7-foot-wide tree zone, 6-foot-wide clear sidewalk, and a 7-foot-wide landscape zone. A portion of the ground floor is recessed beneath the building for a covered motor court (or porte cochere). This area will consist of an 8-foot-wide parking lane, 14-foot-wide drive aisle, and a 9.5-foot-wide building zone.

Figure 19: Proposed North Oak Street Cross-Section (Facing North)



### Transit Service:

The MTP identifies the abutting section of Langston Boulevard as serving the Secondary Transit Network, which offers transit service to the low- to moderate-density portions of Arlington and adjacent communities. A bus stop with service for ART Route 55 is located immediately east of the site. The Rosslyn Metrorail station and associated bus bays are approximately a third of a mile southeast of the site. Rosslyn Metrorail Station is serviced by the blue, orange, and silver lines. The Rosslyn Metro Bus Bays includes several Metrobus (A58, A76, F62) and ART (43,45,55,56) routes which serve regional and local destinations including the Rosslyn-Ballston corridor, downtown Washington D.C., Alexandria, and Falls Church.

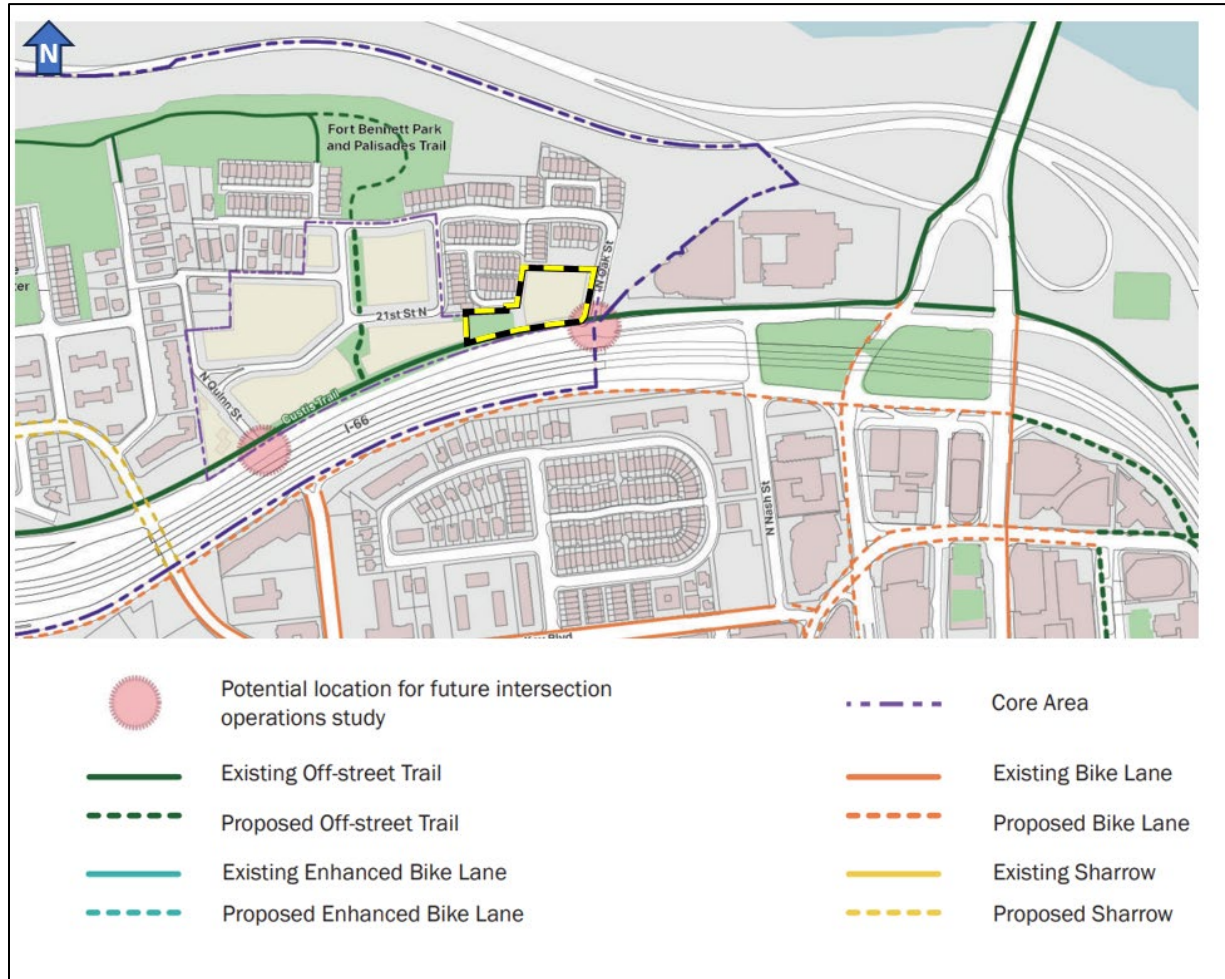
### Bicycle and Trail Facilities:

The MTP Bike and Trail Network map depicts planned bike lanes along Langston Boulevard and the existing Custis Trail segment. The Custis Trail is also depicted on the LBAP Area 5 East Bicycle Network Map. The existing trail is 10-foot-wide and located between an existing sound wall along Langston Boulevard and the subject site.

The County published the Custis Trail Needs Assessment in 2024. The study examined the existing conditions of the trail and made recommendations for future investment in the Trail. The study recommends widening the trail to a minimum width of 12 feet or wider for portions of the trail with higher volumes. The study also recommends safety improvements and trail side amenities such as fix-it stations, seating areas, lighting, and water fountains. A link to the study can be found below. As discussed above, the applicant proposes to demolish a section of the sound wall and widen the Custis trail to 12 feet. The applicant is also proposing lighting, a bicycle fix-it station, seating areas, and other trail side amenities.

<https://www.arlingtonva.us/files/sharedassets/public/v/1/transportation/documents/custis-trail-study-2024/a-final-report.pdf>

Figure 20: Area 5 East Bicycle Network Map



On site, the applicant proposes 37 Class I bicycle parking spaces for residents and museum staff and 6 Class III bicycle parking spaces for visitors. The Class I bicycle parking spaces will be located in a bike room along the southern portion of the building. The bike room will have direct access to the abutting segment of the Custis Trail. The Class III bicycle parking spaces will be located outside along the Custis Trail.

#### Multimodal Transportation Analysis and Trip Generation:

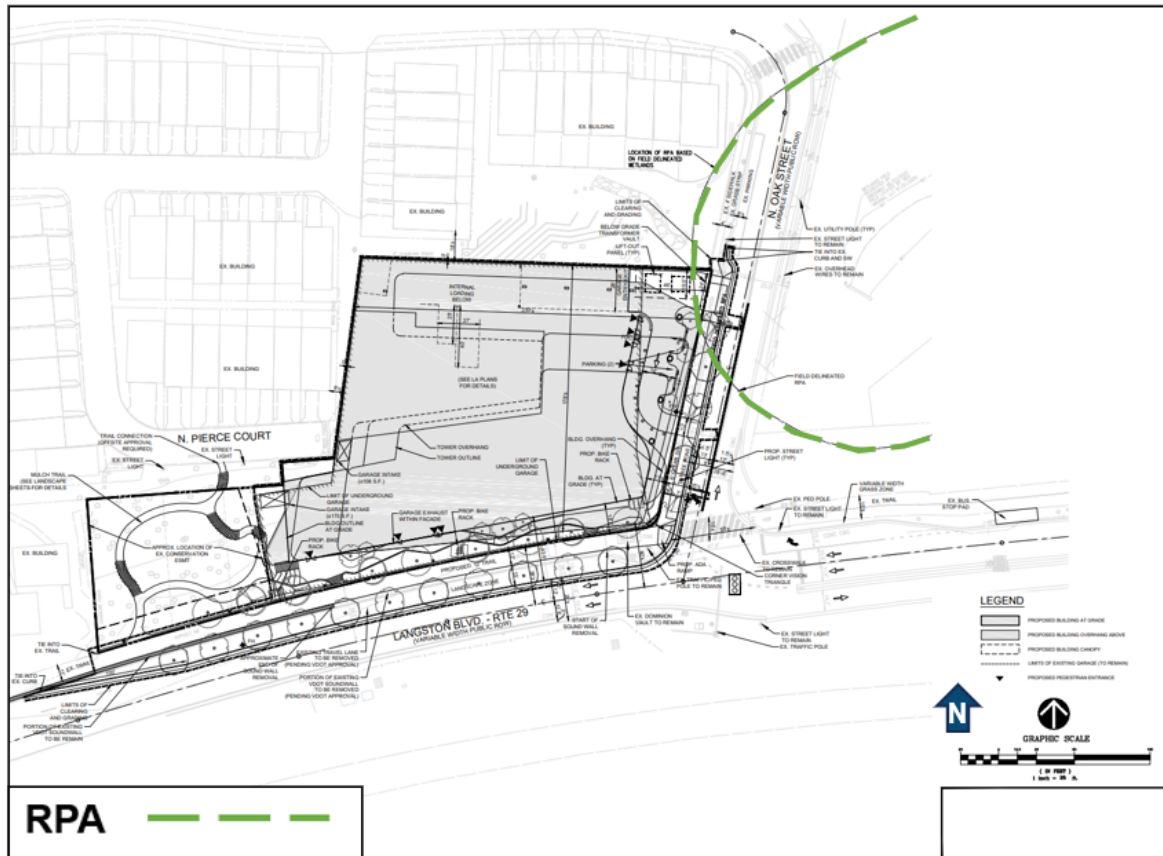
The applicant submitted a Multimodal Transportation Assessment (MMTA) which was prepared by VIKA Virginia LLC, dated April 14, 2025. The analysis assumes that approximately 65 percent of trips will not use a personal vehicle. During the AM peak period, the analysis anticipates 9 vehicle trips, 16 transit trips, 1 bicycle trip, and 2 pedestrian trips. During the PM peak period, the analysis anticipates 11 vehicle trips, 20 transit trips, 1 bicycle trip, and 3 pedestrian trips.

Anticipated Transportation Trips		
Mode of Travel	AM Peak Trips	PM Peak Trips
	<b>Proposed Trips</b>	
<b>Private Automobile</b>	9	11
<b>Transit</b>	16	20
<b>Bicycle</b>	1	1
<b>Pedestrian</b>	2	3

**Resource Protection Area (RPA):**

To protect water quality, sensitive areas along Arlington streams have been designated as Resource Protection Areas (RPA). A Resource Protection Area (RPA) is an area designated as part of the Chesapeake Bay Preservation Ordinance (CBPO) that includes protected wetlands, streams, tidal shores and a 100-foot buffer. Steep slopes (25 percent or greater) adjacent to the buffer are also part of the RPA due to the potential erosion in the area. As currently designed, a small portion of the proposed building in the northeast corner is within the RPA and will require an RPA Exception. RPA Exceptions are reviewed by the Chesapeake Bay Ordinance Review Committee (CBORC) and require a public hearing. The project must be approved by the CBORC, and any required mitigation included prior to the County Board Hearing.

Figure 21: Resource Protection Area (RPA)

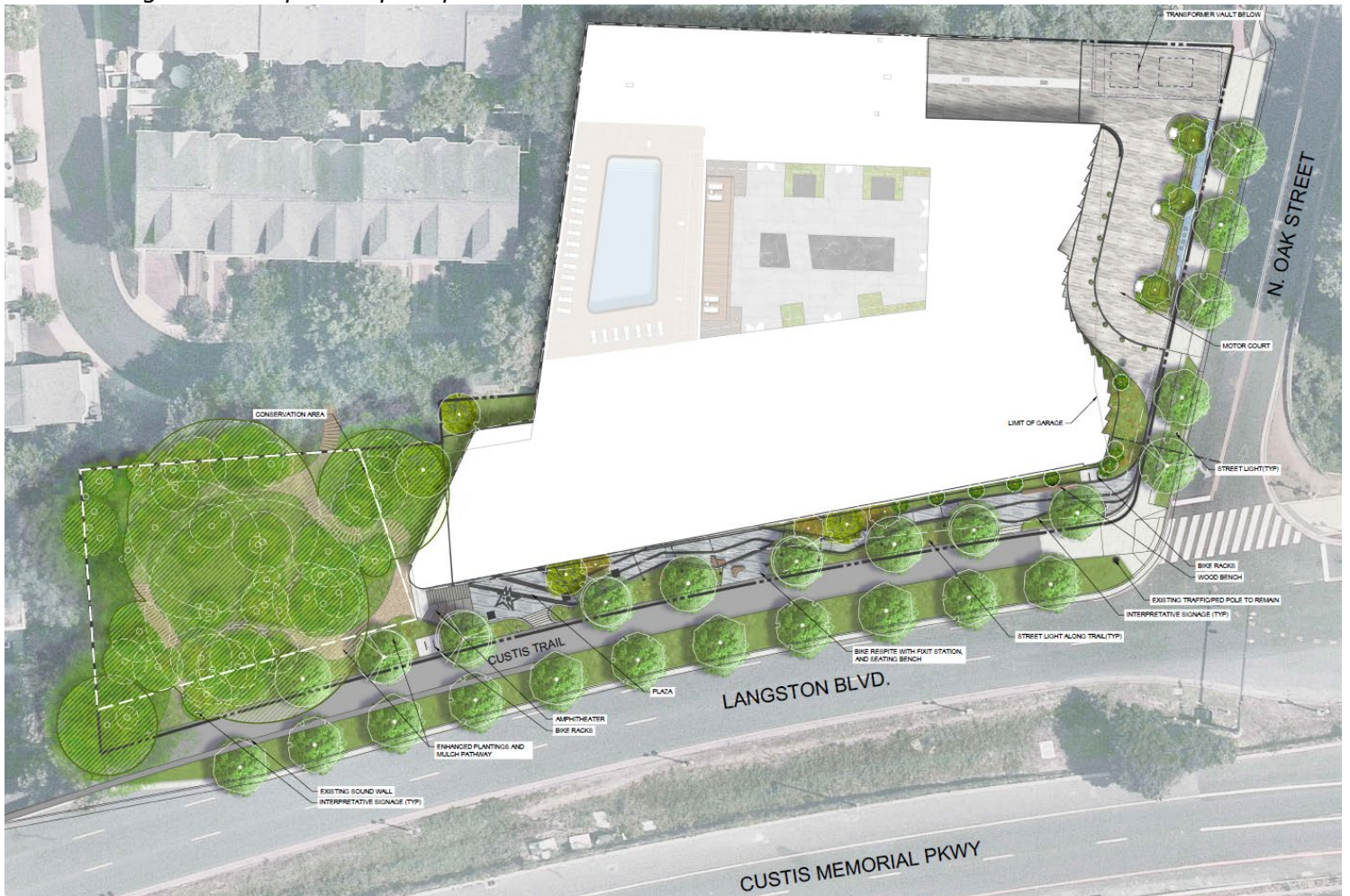


**Open Space & Landscaping:** The westernmost portion of the Property is a Conservation Area and contains mature vegetation. It is subject to a conservation easement held by the Northern Virginia Conservation Trust. An existing condition in Site Plan #361 requires maintenance of the Conservation Area as open space in order to ensure tree preservation, retain undeveloped open space along the Custis Trail, and provide steep slope stabilization.

The Area Plan notes the existence of the Conservation Area, but does not provide any specific recommendations as to its future use. It is envisioned that invasive plants and trees will be removed from the conservation area. The applicant has also proposed a pathway through the area to provide a connection from the Palisades Park townhomes to the Custis Trail.

As for proposed landscaping, the project contains tiered terraces, which will feature green roofs and raised planter beds, as well as a heavily landscaped courtyard to open the building to the west and provide relief to adjacent properties. A landscaped plaza will connect pedestrians from N. Oak Street to the museum entrance.

Figure 22: Proposed Open Space



The project's proposed tree canopy coverage is 53%, which far exceeds the Area Plan's recommendation of 35%. The Area Plan also recommends that mixed-use developments provide private open areas covering at least 15% of the buildable area. The applicant's proposed private open area is 49.7%, which meets and exceeds the Plan's guidance.

**Sustainability:** The applicant is not participating in the Green Building Incentive Policy given that the project does not need to achieve additional density over the zoning district's base density. Despite that, the applicant is proposing to achieve LEED Gold green building certification, provide all-electric EnergyStar appliances, achieve 20% energy cost savings, conduct water and air quality efficiency measures, and they will also be reusing the existing parking garage, which lessens the environmental impact of construction excavation and demolition on the site.

**Construction:** It is envisioned that this project will adhere to all standard site plan condition requirements related to construction, including the following:

- Require pre-demolition meeting with adjacent properties;
- Require a parking plan and free off-street parking for construction workers, and a plan to encourage transit and carpooling;
- Construction hours 7am-9pm weekdays, 9am-9pm weekends and holidays;
- Any work that affects utilities needs advance notice to neighbors;
- Community liaison must be designated and available to take questions/complaints;
- Construction hauling route needs to be approved by County and posted on site; and
- Must follow all federal, state, local permits and environmental laws.

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