



# Site Plan Review Committee

Community Engagement Comments and Responses  
4600 Fairfax Drive (Ballston Holiday Inn Site) – SPLN21-00008

## Project Contacts

### SPRC Chair

Stephen Hughes, Chair  
[stephenthughes@gmail.com](mailto:stephenthughes@gmail.com)

## County Staff Contacts

*CPHD Planner*  
Adam Watson  
703-228-7926  
[awatson@arlingtonva.us](mailto:awatson@arlingtonva.us)

*DES Planner*  
Jane Kim  
703-228-3732  
[JSkim@arlingtonva.us](mailto:JSkim@arlingtonva.us)

## Applicant Contacts

4600 Fairfax Partners, LLC  
Robin Bettarel and  
Andrea Dudney  
202-686-0010  
[RBettarel@hoffman-dev.com](mailto:RBettarel@hoffman-dev.com)  
[ADudney@hoffman-dev.com](mailto:ADudney@hoffman-dev.com)

*Represented by Walsh,  
Colucci*  
Cathy Puskar &  
Nicholas Cumings  
703-528-4700  
[cpuskar@thelandlawyers.com](mailto:cpuskar@thelandlawyers.com)  
[ncumings@thelandlawyers.com](mailto:ncumings@thelandlawyers.com)

## Site Plan Project Information

**Project Name:** 4600 Fairfax Drive

**Items Requested:** Site Plan Amendment and Rezoning

**Engagement Session:** July 25 – August 4, 2022

**Review Focus Topics:** (All Topics) Site Layout/Design, Building Massing and Architecture, Transportation, Open Space/Landscaping, Other



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## About this Document

This document contains all the comments received as a part of the Site Plan Review Committee’s online engagement for the “4600 Fairfax Drive” project between July 25 – August 4, 2022. Additionally, the matrix below includes some comments that were directly emailed to staff during the engagement period. The comments are categorized by the topics that were highlighted in this review, with SPRC Member comments appearing first in the document. All comments not pertaining to the above topics are categorized as “Other.” Use the table of contents to easily jump to a particular section, or click on the “Return to Table of Contents” link at the bottom of each page to return to the first page of this document.

## Responses to Common Topics

Below are common topics or themes received through the online engagement session that were identified by County staff. The list includes a summary of the topic and responses from County staff and the applicant. Please note that the topics have been summarized to provide an overview of the common themes and may not fully capture the concerns expressed by each individual commenter.

- **Site Layout and Design**

1. **Concerns about circuitous layout and lack of street grid**

Many respondents were concerned with the winding layout of the service roads and the lack of a pedestrian-oriented street grid/network. (Note: see Transportation section below for comments on street connections/traffic, streetscapes, multi-use trail, and parking)

*Staff Response:* One of staff's greatest concerns is with the layout and design of the service roads. Staff will be working with the applicant to achieve a design that more directly aligns with the existing street grid/network. The focus is on creating a safe, direct, and comfortable design for pedestrians and cyclists, while reducing the amount of unnecessary pavement and curtailing vehicular trips through the site. As noted in the responses below regarding streetscapes and "cut-through" traffic, staff is looking for a revised layout that includes complete streetscapes, meeting County standards, and design solutions to restrict (or even eliminate) vehicular access to/from the neighborhood to the south.

*Applicant Response:* After careful review of community feedback and continued discussions with County Staff, the Applicant has prepared a substantially revised development plan. The new plan shrinks the profile of the North building, creates a more direct and generous mixed-use bicycle and pedestrian trail through the site, and locates access to the parking garage along Fairfax Drive while limiting traffic from Wakefield and Woodrow streets to the new three-unit multi-family buildings, or "triplexes," and the loading dock of the North building. The revised plan will be presented in detail in the Applicant's video presentation that will be posted approximately one week before the first live SPRC meeting.

- **Building Massing and Architecture**

2. **Concerns about the footprint/size/massing of the North Building**

Several respondents commented that the proposed North Building is too massive and bulky. Echoing the site layout comment (#1) above, suggestions were made to break up the building or reorient the placement of the buildings following a street-grid pattern. In addition, some respondents noted that the North Building would benefit from additional step-backs in massing, particularly along the western frontage; and others commented that the longitudinal frontages were too long and monotonous.

Staff Response: Staff is concerned about the large size of the North Building footprint and is committed to working with the applicant on design solutions. For instance, the implementation of a more direct street alignment/layout with the existing grid pattern may create smaller building footprints and/or break up the building mass to better integrate and relate to the scale of nearby buildings. Staff is open to greater building heights in the northeast corner of the site, with tapering height and step-downs towards the western and southern edges of the site. Staff will also work with the applicant on refining facade materials and colors.

Applicant Response: The revised plan reduces the footprint of the North building fronting Fairfax Drive and introduces new triplex multi-family buildings on the western side of the property. These triplex structures will be approximately five stories and act as a taper in height and massing from the North building to the adjacent residential neighborhoods.

- **Transportation**

- 3. Concerns about vehicular access through the site; traffic congestion**

Several respondents were concerned that cars and trucks could access the site from Wilson Boulevard (via Woodrow or Wakefield Streets, to the south) and/or that car or trucks coming from Fairfax Drive would use Woodrow or Wakefield Streets to reach Wilson Boulevard. Many respondents expressed concern about traffic congestion on the local streets.

Staff Response: Staff understands and appreciates this concern and is open to working with the applicant on identifying and implementing strategies to minimize any “cut-through” traffic in the future. In terms of the street layout, staff is focused on achieving a design that more directly aligns with the existing grid/network, regardless of vehicular access. The focus is on creating a direct, comfortable, and accessible design for pedestrians and cyclists, while containing vehicular traffic within the site to the greatest extent possible.

Applicant Response: While trash collection vehicles and moving vans will access the site from Woodrow and Wakefield Streets, there will be no public access from Fairfax Drive to those streets. There will be access for emergency vehicles from Fairfax Drive through a mountable curb located to the north of the triplex multi-family buildings. Unlike other neighboring sites, there will be no commercial loading activity on the site because there is no retail. As such, the impact of moving vans and trash collection on the adjacent residential neighborhoods will be limited. Access to the North building parking garage, and therefore all North Building resident access, is provided from Fairfax Drive.

- 4. Lack of Complete Streets/streetscape design**

Many respondents were concerned about the proposed design of the streetscapes, including a lack of street trees, narrow/missing sidewalks, and/or a lack of on-street parking. Some respondents commented that the existing cul-de-sac should be eliminated and replaced with a typical intersection, while others expressed a desire to keep the cul-de-sac.

Staff Response: Staff is working with the applicant on potential design revisions so that all street segments meet County standards and include appropriate sidewalks, street trees and furnishings, and potentially on-street parking. At a minimum, the streetscapes should

include treatment aligned with the Rosslyn-Ballston Corridor Streetscape Standards. Staff is also committed to working with the applicant on appropriate traffic control measures and normalizing intersection design.

*Applicant Response:* After careful review of community feedback and continued discussions with County Staff, the Applicant prepared a substantially revised development plan that does not include a public or private street connecting Fairfax Drive to Woodrow or Wakefield Streets. Trees and landscaping have been added to delineate the mixed-use trail and the Applicant will continue to work with County Staff and the community on the treatment of Fairfax Drive.

#### **5. Mixed comments on the proposed parking ratio**

Many respondents commented on the proposed parking ratio; however, respondents were generally split between those favoring lower parking ratios (given the site's proximity to Metro) vs. those wanting more parking. Several respondents called for the elimination of the surface parking lot.

*Staff Response:* The proposed parking ratio meets the County policy and [guidelines](#); however, staff would support a further reduction in the parking ratio with the removal of the proposed surface parking lot.

*Applicant Response:* The proposed parking ratio is adequate to serve residents based on the proximity of the property to Metrorail and other transit options and the Applicant's experience leasing multi-family buildings in the area. It is also consistent with other similarly situated multi-family residential buildings in the neighborhood. Surface parking spaces have also been eliminated.

#### **6. Multi-Use Trail/Bluemont Junction Trail/Ballston Pond Park Trail**

Many respondents provided comments on the proposed multi-use trail on the eastern and north frontages of the site, which would provide access to the Bluemont Junction (west of the site) and the Ballston Pond Park Trail (north, across Fairfax Drive) which further connects to the Custis Trail. Generally, these comments highlighted the following points:

- 12-ft. width is preferred (vs. 10-ft.)
- More trees and shade should be provided along the trail
- Improvements should be provided for crossing Fairfax Drive
- The southern termination point of the multi-use trail should not occur adjacent to the loading dock
- Trail segments should remain open and accessible through construction

*Staff Response:* Staff appreciates the robust feedback on this matter and will work with the applicant on further enhancing the trail network. Staff would welcome additional width and shade along the trail. Additionally, per the discussion above, staff is committed to improving access to and alignment of the trail on-site, to ensure safety and comfort for all users. Staff will also be working with the applicant on appropriate language within the site plan ordinance to maintain trail access during construction.

Applicant Response: The mixed-use trail in the revised plan responds to many of the comments received during the engagement session. It is designed as an open, inviting, publicly accessible and tree-lined path. The southern termination point of the trail is no longer adjacent to the loading dock and the trail runs adjacent to the “front doors” of both the triplex multi-family buildings and walk-out units on the western side of the North building, which provides a welcoming and safe environment for anyone crossing through the site.

## **7. Fairfax Drive traffic calming**

Many respondents expressed safety concerns about vehicles speeding on Fairfax Drive (entering/existing I-66) and suggested traffic calming measures.

Staff Response: This segment of Fairfax Drive is VDOT-owned right-of-way, and any changes will have to be approved by VDOT. Although this class of street will not qualify for traditional traffic calming methods, we are trying to improve the multimodal access and overall roadway improvements.

Applicant Response: This segment of Fairfax Drive is VDOT-owned right-of-way, and any changes will need to be coordinated between VDOT and Arlington County.

- **Open Space and Landscaping**

## **8. Desire for a greater amount of open space and plantings**

Many respondents commented that, generally, a greater amount of green/open space should be provided on-site. Some respondents noted that native bushes/ground cover should be used instead of grass, that existing trees should be persevered, and that a green buffer of the west side of the site be enhanced. Several respondents expressed concerns about the amount of paving/impervious surface area proposed.

Staff Response: Staff supports increasing the amount of open space, buffering and plantings on-site, particularly along the western and southern edges. Staff also supports reductions in the amount of impervious surface area. We will be working with the applicant on improving the design.

Applicant Response: The revised design allows for additional green space and provides opportunities for additional plantings subject to limitations of the existing easements of the property. The Applicant’s presentation for the first live SPRC meeting will include a review of the revised landscape plan.

- **Other**

- 9. Concerns about stormwater issues/impacts.**

In addition to concerns about the amount of proposed impervious surface, many respondents expressed general concerns about how the applicant will mitigate stormwater impacts and flooding risk.

*Staff Response:* The applicant's calculations show that the proposed development will reduce the overall impervious cover from 90% to 87%. The project will meet or exceed all requirements for stormwater quantity and quality control per the Chesapeake Bay ordinance. Staff has completed our first round of review of the project's stormwater calculations and tabulations, there are no major issues identified at this point related to stormwater management. Additionally, staff recommends that the applicant review the path(s) of overland relief through the site during a 100-year storm. The applicant will provide the County a diagram showing overland relief flow to demonstrate subterranean spaces are not impacted during a 100-year storm. In addition, staff is working with the applicant to further reduce the amount of impervious surface, particularly regarding the circuitous service roads.

*Applicant Response:* The Applicant will continue to work with County Staff to address any concerns with stormwater issues.

# SPRC Member Comments

## SPRC Comments: Site Layout/Design

Number	Name	Connection to Project	Comments
SPRC-LU-1	Chris Slatt	Site Plan Review Committee member for this project (TC)	Seems like this site would function far better with an "East Building" and a "West Building" than the current design, given the existing easements, placement of the Wakefield traffic signal, etc.  Concur with staff that the proposed fire road is problematic - circuitous, doesn't "read" as a street, excessively wide, excessively long.
SPRC-LU-2	Dave Smith	Site Plan Review Committee member for this project (Bluemont)	No, the new plans are inappropriate for this location. The plans encroach upon the Lubber Run creek which is undergrounded.
SPRC-LU-3	James Lantelme	Site Plan Review Committee member for this project (PC)	Ignores street grid. Auto oriented and not intuitive for pedestrian access. Townhouses hidden. Ffx frontage would probably be a retail dead zone so I won't push for that, but some other ways to liven it would be good. It's a pedestrian path to metro from the neighborhood to the west. I get that they are using topography for the garage entrance but it still means a long drive and lots of impermeable surface to get to it..
SPRC-LU-4	Leo Sarli	Site Plan Review Committee member for this project (PC)	The site is relatively flat. The main street is on the north; thus, placing the larger structure at Fairfax Drive and tapering south is sensible and good sitting.
SPRC-LU-5	Collier Cook	Site Plan Review Committee member for this project (BVSCA)	With the forthcoming new Metro entrance just steps away, the walk/bikeshed of the station will expand westward. Thus these trails should be wide to accommodate growth in both pedestrian and bicycle traffic going to/from this new entrance. Ten feet is an inadequate width (especially for the proposed segment of the Bluemont Junction Trail along Fairfax Dr). The intersection of the two trails are too sharp, need curves to allow for bikes to turn. Otherwise the overall layout & design is adequate.
SPRC-LU-6	Nia Bagley	Site Plan Review Committee member for this project (PC)	On initial glance it appears placement is moreso to fill space than to 'design' to space. Many concerns re: circulation given location. Await input from Disability Advisory Commission re: if this meets full universal design vs. ADA compliancy
SPRC-LU-7	Emily Emery	Site Plan Review Committee member for this project (C2E2)	The site could better meet the principles of Universal Design. We note that, in general, the design circulation doesn't seem to be particularly accommodating and a tremendous missed opportunity to reduce the amount of impervious surface. Regarding building placement, we question whether more significant setback would be appropriate. We encourage consideration of whether the design could be more energy-efficient to take advantage of passive energy and shading.

## SPRC Comments: Building Massing and Architecture

Number	Name	Connection to Project	Comments
SPRC-B-1	Chris Slatt	Site Plan Review Committee member for this project (TC)	Lack of anything to generate activity on the south facade of the north building seems likely to create a dead zone in the area between the 2 buildings.
SPRC-B-2	James Lantelme	Site Plan Review Committee member for this project (PC)	North building is massive with little to visually break it up. Architecture is nondescript. Entire project should be rotated 90 degrees to have townhouses along western edge. I would favor more height on the eastern edge to accommodate a central n/s Woodrow street but if it's stick-built then it may have maxed out. Some of those interior corner apts will be unpleasant w only one small window looking out to walls.
SPRC-B-3	Leo Sarli	Site Plan Review Committee member for this project (PC)	<p>The building has very subtle and minimal step-backs. The result is a bulky, squat building due to the width to height proportion. It would be great if the step-backs were made more prominent and relied less on superficial color/material contrast. The unvarying top parapet datum line is also contributing to the bulkiness of the design. Perhaps it would be best to embrace the warehouse aesthetic, as this attempt to give depth with 2d color and material changes is not succeeding.</p> <p>Less glazing (20% to 30% max.) saves energy. Lighter colors absorb less heat, and shades or louvers placed along the sides (east/west) and southern fenestration/facades reduce solar heat gain.</p>
SPRC-B-4	Collier Cook	Site Plan Review Committee member for this project (BVSCA)	Both trails/paths should have adequate lighting. In general the architecture is inoffensive. The steps of stairs to the underground bike room should be shallower (less steep) than a normal staircase. Assume those stairs have bike runnels on both sides of it? Bike room needs more space for cargo-type bikes.
SPRC-B-5	Nia Bagley	Site Plan Review Committee member for this project (PC)	As with many proposals, refinement of the massing, etc. will hopefully come during the review process. Currently 'blocky' look and uninviting.
SPRC-B-6	Emily Emery	Site Plan Review Committee member for this project (C2E2)	The lack of mixed-use development, particularly public spaces or commercial spaces, on the ground floor is disappointing. Coupled with an under-investment in pedestrian and bike friendly amenities, this fosters a car-reliant lifestyle, despite a highly accessible location.



## SPRC Comments: Transportation

Number	Name	Connection to Project	Comments
SPRC-T-1	Chris Slatt	Site Plan Review Committee member for this project (TC)	<p>Very pleased to see the closure of the existing Fairfax Dr curb cut on the west end of the site, the expansion of the Fairfax Dr sidewalk to trail width, new street connection between Wakefield and Woodrow, and the creation of the Connector Trail.</p> <p>Do not support surface parking in the R-B corridor outside of on-street parallel parking.</p> <p>The transition from the Connector Trail to Wakefield Street seems very awkward, confusing, and unsafely proximate to the loading dock.</p> <p>The placement of the loading dock seems likely to induce loading traffic onto Wakefield rather than keeping trucks primarily on Fairfax Drive.</p> <p>The placement of the loading dock so close to a 90-degree turn seems ill-advised in general.</p> <p>The Connector Trail appears to continue as a 5' sidewalk at its south end, past the crosswalk at the 90-degree bend of Wakefield Street but does not appear to connect to the existing east-west sidewalk on the north side of the Virginia Tech Research building as it should.</p> <p>Connector Trail seems like it will be scorchingly hot in the Summer - needs shade!</p> <p>This project, which will rebuild a significant stretch of Fairfax Drive frontage, should attempt to fix the insane cross-section of Fairfax Drive in this area. A &gt; 15' car lane? a 4' bike lane? Insanity. We must signal to interstate drivers that their context has drastically changed and their behavior must change with it.</p> <p>Concur with staff that the fire access road is problematic - too wide, too long, too circuitous, and completely fails to "read" as a street.</p> <p>More needs to be done to turn the former Wakefield St cul-de-sac into a regular intersection, even if access to the VT center will remain gated.</p> <p>Is the sidewalk/trail along Fairfax Drive truly 10' *clear*? Civil Plans seem to indicate that width will be slightly reduced by the curb ramp and traffic signal poles may obstruct portions of the sidewalk?</p> <p>Sidewalk curb ramps to cross Fairfax Drive seem narrow considering the volume of trail traffic likely to be trying to cross Fairfax Drive to reach the Custis Trail.</p>
SPRC-T-2	Dave Smith	Site Plan Review Committee member for this project (Bluemont)	<p>This plan appears to open up traffic flow onto Wilson. This is a very congested area which will have a large impact to school bus traffic and other commuters.</p>
SPRC-T-3	James Lantelme	Site Plan Review Committee member for this project (PC)	<p>If a vehicular street is needed to the west, then have its entrance from Ffx Dr be at the western edge rather than the middle. Instead, have a PBL connect the Bluemont Trail to the east bike path. The PBL on the Ffx Dr north side is useless for Bluemont Trail users and fast traffic off 66 make the painted bike lane feel very unsafe. Too much</p>

			parking so close to Metro. Surface parking has to go. The reduction in curb cuts is good.
SPRC-T-4	Leo Sarli	Site Plan Review Committee member for this project (PC)	Less vehicular parking is always best, but the transportation solution seems adequate. Any additional bike parking and electric car charging stations are most welcome.
SPRC-T-5	Collier Cook	Site Plan Review Committee member for this project (BVSCA)	Both the BJT & new trail should be 12' asphalt. Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic.
SPRC-T-6	Nia Bagley	Site Plan Review Committee member for this project (PC)	Concerned re: amount of traffic from and speeds it comes off interstate (I-66) and location of entrance, etc. on Fairfax Drive with so much parking/anticipated use of autos coming and going from site. Currently doesn't appear to have as carefully thought out transportation issues as need to be.
SPRC-T-7	Emily Emery	Site Plan Review Committee member for this project (C2E2)	Given the location's proximity to numerous public transit opportunities, the proposed parking ratio should be lower. The subsequently freed space could be better used. The minimum provision of EV spaces and capacity will not support a rapid transition to widespread electric vehicle adoption. We propose 50% readiness with 10-15% EV spaces already installed. While extending the bikeway is laudable, the roads' design for vehicle access is more car-friendly than pedestrian/bike-friendly.

## SPRC Comments: Open Space and Landscaping

Number	Name	Connection to Project	Comments
SPRC-OS-1	Dave Smith	Site Plan Review Committee member for this project (Bluemont)	I don't see any green space. Putting trees in planter boxes is insufficient. The amount of impervious soil on this property is nuts!
SPRC-OS-2	James Lantelme	Site Plan Review Committee member for this project (PC)	Eliminate front lawn. Use native bushes, ground cover if trees can't be used due to underground utilities. Could large planters for trees be used along the west front to eliminate the root issue?
SPRC-OS-3	Leo Sarli	Site Plan Review Committee member for this project (PC)	Less grass and more plants help reduce water runoff and provide fauna habitat. Seating along the paths and sidewalks is most encouraged.
SPRC-OS-4	Nia Bagley	Site Plan Review Committee member for this project (PC)	Given location, landscaping should help soften the otherwise 'blocky' looking design. Especially since it's across the street from Ballston Pond. And, after making drainage changes there, this site should not be adding to more drainage issues with so much impervious surface. Natives and attempt to reflect more of the experience one will get at Ballston Pond...or at least a 'nod' to it. Currently doesn't look peaceful or inviting which can be enhanced with green and landscaping
SPRC-OS-5	Emily Emery	Site Plan Review Committee member for this project (C2E2)	The plan has very little articulated in terms of biophilic elements, and the County has rightly indicated that the tree replacement proposed is inadequate. We also note the development references but does not provide a DEI plan and welcome its provision before the first meeting. The development follows a minimum green building incentive policy. Coupled with the extensive impervious surface, the design lacks a cohesive, articulated strategy for sustainability.

## SPRC Comments: Other

Number	Name	Connection to Project	Comments
SPRC-O-1	Chris Slatt	Site Plan Review Committee member for this project (TC)	Fire access road creates a large and unnecessary amount of impervious surface.  We have seen fire access areas created on pervious paver plazas before - could be a great design approach here to create a better buffer on the west side of the site while retaining fire access & creating useful amenity space.
SPRC-O-2	Dave Smith	Site Plan Review Committee member for this project (Bluemont)	It does not appear that appropriate amounts of stormwater mitigation are included in this plan, particularly given proximity to Ballston Beaver Pond and Lubber Run. Just because the previous property paved over the entire lot does not justify continuing that practice here.  Very concerned about the homeowners living on Woodrow and Wakefield. Can all construction traffic be limited to access from Fairfax?
SPRC-O-3	James Lantelme	Site Plan Review Committee member for this project (PC)	EV chargers? How will the roof be used? Solar panels, green roof, landscaped amenity space? Will there be balconies or a dog run? Bike room location and access?
SPRC-O-4	Leo Sarli	Site Plan Review Committee member for this project (PC)	Less glazing (20% to 30% max.) saves energy. Lighter colors absorb less heat, and shades or louvers placed along the sides (east/west) and southern fenestration/facades reduce solar heat gain.
SPRC-O-5	Collier Cook	Site Plan Review Committee member for this project (PC)	Keep access to Bluemont Junction Trail open throughout construction. It can be shifted to the nearby service drive if/when needed but it cannot be closed.
SPRC-O-6	Nia Bagley	Site Plan Review Committee member for this project (PC)	Very concerned re: circulation as well as construction given location. Imagine neighbors in SFH nearest site will be especially concerned about impact during construction (as well as afterwards). See above re: more green/biophilia
SPRC-O-7	Emily Emery	Site Plan Review Committee member for this project (C2E2)	An energy plan has not been furnished. The solar array is not articulated. Whether heat and water will be electrified is not addressed. We encourage a zero carbon assessment to determine whether certification is feasible and 25% energy cost savings over the ASHRAE baseline. The development overlooks multiple LEED efficiency credit opportunities that would significantly improve its energy performance, and it should adopt numerous Preliminary Energy Performance Analysis recommendations.

## Community Member Comments

Number	Name	Connection to Project	Site Design/Layout	Building Massing & Arch.	Transportation	Open Space & Landscaping	Other	Community Comments
CM-1	Anonymous	Community member or neighbor			X			The eastbound bike lane on the south side of Fairfax Dr is useless. This project provides a fantastic opportunity to correct this problem. I commend the trail connection to Wilson Blvd via Wakefield. However, the north sidewalk ought to also be a mixed use trail that acts as a continuation of the Bluemont trail and begin/terminate at the Glebe intersection. The eastbound bike lane on Fairfax should then commence at the southwest corner of Glebe and Fairfax.
CM-2	Xavier Czerewko	Community member or neighbor	X		X			The traffic circulation proposed is better than existing with less sidewalk cutouts, but not ideal. It would be best to have the site tie into a grid, in accordance with the Sector plan. I think that the intersection of the proposed street will become a headache but it could be reduced if it intersected Fairfax drive at the top left where the "bubble" part of the road is. If there is to be any retail at the bottom, it will be cut off from the rest of the neighborhood as there is hardly any distinguishing features of the first floor, as well as the added reduction to visibility from having the road parallel another road. Disagree with the access point in front of the building. It creates an extra unnecessary road.
CM-3	John McClelland	Community member or neighbor	X	X	X	X		I like the addition of a walking path on the east side of the site. It would be better if the height of the North Building stepped down to the west to transition to the neighborhood. I worry that this becomes a "short cut" for traffic from I66 east bound traffic that wants to go south or west (via Wilson or Carlin Springs). Such traffic is likely to cut through the site a higher than safe speed. This could be solved by making the east-west street between Wakefield and Woodrow pedestrian only (but would allow fire access) rather than a vehicular street. Then the North Building would only have access via Fairfax and the South Building only via Wakefield. Related to prior comments. By making the east-west street pedestrian only that should also provide the opportunity for more landscaping and less pavement. Perhaps also the opportunity for benches/chairs to make it a more park like setting.
CM-4	Steve Wardell	Community member or neighbor	X		X			The ground floor should have street level interactive retail to encourage pedestrian activity around the space to both engage those walking by as well as offering services that would reduce car trips by future residents. South Building should offer ground level retail that could be attractive to residents of nearby residential to reduce vehicle trips.
CM-5	Melissa Van Ostenbridge	Community member or neighbor		X	X	X	X	I don't understand what the "Shared Use Path" connects. It doesn't seem to connect to the Bluemont Trail. It also doesn't seem like it will be used, especially by bikes. Many people enter the Bluemont Trail from Fairfax Dr & this site plan doesn't seem to plan for that. The Bluemont Trail currently

Number	Name	Connection to Project	Site Design/Layout	Building Massing & Arch.	Transportation	Open Space & Landscaping	Other	Community Comments
								begins/ends at the 66 exit ramp, where cars are driving very quickly. This redevelopment should take the opportunity to improve the safety where the Bluemont Trail ends and meets Fairfax Drive. The massing seems appropriate. The south building's material palette could be refined so there are fewer brick colors. The connection to the Bluemont Trail should be included/acknowledged! If dogs are allowed in this building there will be so much pedestrian traffic moving from the building to the path... why not study that connection? A pedestrian plaza at the exit ramp of 66 will not be a pleasant place to sit without some sort of safety/privacy barrier. Introduce mature trees! Kids probably won't be playing in that grassy area next to the 66 exit ramp, as the rendering shows. If that's the goal - move it somewhere else! During construction, please do not close the connection between the Bluemont Trail and Ballston!
CM-6	Laura Kirkconnell	Community member or neighbor	X	X	X	X	X	My top concern is the effect of the project on storm water flooding risk because it is right next to Lubber Run, the source of FEMA- recognized flooding risk to homes in Bluemont. My second concern is the effect on traffic along Wilson, Fairfax and Glebe. I think this plan meets the Ballston sector plan if it sufficiently mitigates storm water and traffic impacts. I like the set back from homes and pedestrian safety improvements, and the mitigation of cut through traffic. My only concern about lighting is your need to consult with people living nearby to ensure the exterior lighting does not affect them. I welcome the missing middle housing in townhomes. If you have three or two bedrooms apartments, that could add to missing housing. I welcome affordable housing at your site. Please consult with people living closest to the site on setbacks. They look good to me, but they would know best. Your plan improves Fairfax drive for pedestrians, which I welcome. Please have at least one parking space per unit so that families, older people and others not able to walk far can live there. I worry about additional traffic going on Wilson, and recommend the County not proceed with DES' plan to remove through traffic lanes on Wilson until the full impact of your building and the Ballston Macys redevelopment has been assessed. Please keep loading and garbage away from nearby homes. Please don't cause backups on to i66, Fairfax, Glebe, Wakefield and Wilson. I support any landscaping and surfaces that absorb water to reduce storm water from the site. Thank you for ensuring your landscaping and other work does not harm the infrastructure we depend on for protection from Lubber Run. I look forward to discussing your construction plan. Please talk with the Bluemont Civic Association, which can share best practices that worked well during construction of buildings along Glebe. The community had some difficulties during construction of some earlier projects, but later construction went much better because the community and builders learned from the best practices, eg how to get dump truck drivers to follow the transportation plan you give them. Thank you. I wish

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								you the best.
CM-7	Kate Mattos	Community member or neighbor			X	X	X	It appears all parking is subterranean. Building deep will likely cause significant disruption of underground water, affecting/flooding all downhill properties. How is the County stopping impacts? Parking ratios for both buildings are .835/unit. Will the townhomes will have 1 space/unit and the North building units a lower ratio? This will force excess cars to park on narrow, already crowded neighborhood streets. How will this be managed? This should be discussed with those who live on Wakefield Street. What is the County doing to work with them? Odd that the trees are so close to the buildings; what is the objective? The developer should keep in mind that the sun rises in the East, beaming vigorously down on the sidewalk along Fairfax. Trees are best planted to offer shade to pedestrians and those using the paths. Many walk from the western side of Bluemont to the Ballston Metro via the bike path and sidewalk down N. Fairfax. Will construction force pedestrians to cross busy N. Fairfax Dr., and then cross N. Glebe, and then cross Fairfax Dr again to get back to the Metro side of N. Fairfax Drive? This would add dangers and burdens on pedestrians and especially anyone with disabilities. You must keep pedestrian pathways open along N. Fairfax during the entire construction.
CM-8	Anonymous	Community member or neighbor	X	X	X	X		I like many elements of the overall project, but I agree with Staff that the building siting and circulation results in an "auto-oriented, circuitous design". The urban design could be significantly improved with minimal change to the plan just by shifting the Service Road to the east of the North Building and shifting the North Building to the west. Overall I think the architecture is pretty good. For the North Building, I would like to see the maximum number of front-entry ground floor units with outdoor terraces or patios. The Service Road should be shifted to the east of the North Building to align with Wakefield. This would eliminate the need for the circuitous "C" shaped route around the building. Not only would there be no loss in density, but the North Building could probably grow and the Courtyard spacing could get larger.
CM-9	Anonymous	Community member or neighbor	X	X	X	X		Too many units for that not easy to access area. Too big. Too square. Not attractive. Please listen to the community. The absence of a FULL parking space per unit is ridiculous. It's been said before. I'm assuming the residence may have a guest or two from time to time? Forcing overflow parking onto the streets of the neighborhood which endangers pedestrians and children. I don't see a tree canopy. I see a few trees circling the lot, which I sure will be the weak little trees that are planted in all medians that die or are not maintained and look like garbage. As usual, it's too much. Scale WAY back and be realistic. Listen to the community.
CM-10	Dexter Clifton	Community			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr.

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		member or neighbor						The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-11	Michael Bruce	Other: Waycroft Woodlawn Civic Association President	X	X	X	X	X	<p>My Civic Association met with the developer in the Spring. Very disappointed and the developer was acrimonious as well as Walsh Colucci who control conversation. Request in person discussion with County staff and my Civic association. 500 characters is not a discussion with the voters and community of Arlington. Setbacks need to be deeper. Need green space over Lunber Run easement for next step Stormwater needs. Building is too high. Conversion of R-zoned to other zoning not supported - cannot have owner occupied MMH is this case. Need actual affordable units in building. Need at least 30% of units to be 3 BDRM family compatible housing. Current design is 90% studio and 1 BDRM. No access to neighborhood streets from the complex. Traffic light that exists is sufficient. Need a traffic calming plan and traffic study before any such plans made. Greens space and trees over lubber run easement. Need sufficient room for large trees. Need a green roof as Marymount university study show Ballston temperatures are increasing. I see no sustainability in design. Need a Stormwater retention facility for a 100 year storm - not mimimim 10 year.</p> <p>Site is located ontop of a major county watershed - Lubber Run. A study of the impact on groundwater levels and groundweater flow during wet periods and dry periods must be completed. Groundwater buildup due an actual Beaver Dam across the street caused damage to the parking garages in office buildings currently housing DHS-CISA across the street on N Fairfax Dr. Property is located on a major entry point to/from North Arlington from I-66. Demolition and land disturnance cannot impact full use of traffic lannes during morning and afternoon commuting hours. In addition demolition and land disturbance cannot use residential streets on the rear and side of the property. The site has limited commerical street and main aterial access due to its prime location on I-66 entry and exit. Developer knows this site condition prior to purchase. Mature deciduous trees currently exist on county easements. Sufficient land disburance sewtbacks must be provided to prserve the health of these trees. Per WJLA-TV report sent earlier, Ballston is a heat sink. Preserving large and mature trees helps to mollify this situation. Setbacks must provide sufficient space for green space to include mature deciduos trees (EG oak, maple, elm and other tall species with deep root structures). Setbacks of more that 35 feet will be required along all borders for this need. Green space, and permeable land is necessary to help counter Ballston heat sink effects and provide stormwater absorbtion and provide</p>

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								public space, especially as site is adjacent to county parks. Use of low-E and non visible light reflective and non Infrared reflective glass on exterior windows. Ensures that adjacent commercial and residential areas are not impacted by exterior glass and façade light/reflectivity issues. No illuminated signage at heights above two stories. No illuminated signage facing residential areas, be they multi-family structure, SHS or townhomes. The proposed apartment building will have a low number of parking spaces per individual residence. Parking spaces should be 0.5 per unit to align with proposed Missing Middle Housing guideline. If not already under Residential Parking Permits, adjacent residential area should provide RPP so that apartment residents do not park vehicles in nearby areas. Building is walking distance to Ballston Metro and bus terminal. New West Ballston metro entrance will be less than one block from building. Handicapped sidewalk access to this new metro entrance needs to be provided.
CM-12	Shubham Agarwal	Community member or neighbor		X	X	X	X	Overall good design and architecture. Not sure when the Ballston plan was last updated. But the building can definitely get taller, or at least come close to height of building to the west. South side height and development can be much denser as well. While the transportation plan does improve the current condition, can something be done to the entrance for the building at west, it intersects with right only turn lane. I-66 entrance to Ballston need a redesign and rethink.. it gets backed up in the direction of Glebe exit. Entrance is ugly and not very inviting. Also, can Wakefield street be improved to become a bike path from bluemont trail to Wilson and beyond. Signature Art Installation is missing. It could be installed at the entrance of 66. A community park in place of the two single family houses that are part of plan, would be nice.
CM-13	Karl Weber	Community member or neighbor					X	I don't have the experience to know the impact regarding site layout and design, architecture, transportation and green space. I will say I am very excited about any opportunity to provide more housing in the area, particularly a space that is being converted from non-housing. As a renter in Ballston I know it has gotten more expensive and providing more availability is critical to affordability. Whatever minor issues there might be I hope this goes through!
CM-14	Joe James	Community member or neighbor		X		X		I think it looks good. You can always go taller and for more trees, but this is a great plan! You can always add more trees, but this is a good proposal! This is a good plan. Let's build housing! Woohoo!
CM-15	Rachel Kirby	Community member or neighbor	X	X	X	X		The building seems appropriate for Ballston, and a good opportunity to build a lot of housing. The massing and diverse housing types match the proximity to the metro station. Ground floor retail space in the north building would be even better. Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience



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								for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better! The sidewalk should be shaded, maybe with benches.
CM-16	Daniella Benedi	Community member or neighbor	X	X	X	X	X	Yes, it does appear to address grade & topography. Yes, both the larger building & the smaller building appear appropriately placed. I hope the developers really consider safety and protection when they develop their multi use paths. They look fine but it's hard to tell how well bike/ped friendly the end product will be from renderings. The project appears to be accessibly designed as well as building code allows for. This project is VERY good for this area. We need housing! Yes, massing is appropriate. PLEASE stop being so restrictive on building design - it ends up making buildings much uglier. The most beautiful old buildings were simply boxes that didn't have to go through "design review". Make sure bike/ped paths are very well lit with downward lights! If it is totally necessary then fine. If not, why bother? I hope there is secure indoor bike parking! Please make sure it is SECURE! And please have at least as many bike parking spaces as car! No concerns about loading/pickup. Please ensure ramps for wheels are appropriately sized and conveniently/frequently located.. Reducing road space could reduce impervious material. Please ensure that there is a decent amount of shade wherever possible - we are in a climate emergency and getting people walking/biking requires sufficient shade. Please make sure that there are awnings or something similar on any windows that get any sort of direct sunlight - this will help keep the units cool and electricity bills low. I currently live in a unit with no bedroom window awning and it gets SO hot in that room. The AC unit has to work much harder as a result. Please consider passivhaus principles as much as possible!
CM-17	Alison MacDonald	Community member or neighbor			X			My toddler and I ride through this site on the way to daycare several times a week on a cargo bike. We would appreciate wider trails to comfortably accommodate both pedestrians and our wider bike. I would also appreciate additional efforts to calm traffic on Fairfax, especially crossing Wakefield. Drivers often speed through the intersection and run red lights as we try to cross with the light, and the current pillars at the hotel block sight lines.
CM-18	Elizabeth Gallagher	Community member or neighbor	X		X	X	X	The connectivity to the Bluemont Trail and bike lanes on Fairfax leaves something to be desired: The "shared use path" plops bikes out on a too skinny sidewalk in competition with walkers to get to the trail. The side walk has no street trees and barely a planting strip as a buffer to Fairfax Dr. (which is a freeway exit so very loud and stressful to walk next to in current conditions). Street connection to Wakefield introduces possibility of "cut through" traffic to get to freeway. Consider additional lighting on the shared use path for nighttime visibility. Consider design elements that "jut out" to provide

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								shade for those walking next to the building (or add trees to the sidewalks). Concern about "cut through" traffic on Wakefield -> Service Road to get to the freeway, avoiding Glebe. See above comments about trail connectivity and improvements to the multi-use path. Drop-off zone seems too small for building of this size and is very close to the light. Sidewalk on the service road and the road between the buildings is too skinny for the pedestrian traffic. People WILL cut through the top-left service road to get to the Bluemont trail (instead of walking to the light). Street trees on Fairfax are on the wrong side of the road, should be between sidewalk and road to provide buffer for bikes / peds. Plaza renderings have grass -- consider replacing with native planting or trees that provide more shade. I don't know enough about traffic to propose an alternative to the Service Road, but as designed it will be very full due to traffic diverted off Glebe trying to enter the freeway. This reduces the value of the mixed-use path if Wakefield (the path's entrance) becomes fast and has a higher car volume. The connection to the Bluemont Trail is THE closest connection to ARL's excellent trail system for Ballston. We should take special care when impacting this entrance during construction.
CM-19	Gabriela Gonzalez	Community member or neighbor		X	X	X		No. Figure 28 under "Neighborhood Preservation" of the Ballston Sector Plan illustrates the use of dense planting materials to separate multi-family housing from sing-family homes. On the eastern part of the side, along the easement, the renders do not adhere to this guideline suggesting the developer is not planning to add more vegetation to the already existing tree line. There is a concern for increased vehicular traffic through Wakefield St. The design appears generic and overused in 5-over-1's. The fake brick veneers and the building just being a boring box makes the design seem rushed and commercial (especially of the apartments). The building is not an eyesore, but the facade does not enhance the public spaces. Why is a slim residential road with parking on both sides such as Wakefield St. being identified as "Secondary Truck Route"? Would it not be better to encourage truck drivers to enter and exit through the main highway and service road? What is the easement if not for this specific use? There are a few existing mature trees on Fairfax as well as the borders of the property which should be preserved. Planting small trees and shrubs in its place will not suffice. The design looks a little stale. Is there any art enticing furniture that would add character to the spaces? Love the use of vegetation on Fairfax Blvd! Have you considered adding a bioswale as a buffer- it would look just as beautiful but with added sustainable benefits.
CM-20	Shawn Doyle	Community member or neighbor		X	X	X	X	Architecture and massing is entirely appropriate. Shared use path will improve Ballston bicycle infrastructure. Proposed plan significantly improves tree canopy and open space concerns. Plan will offer vitally needed housing.
CM-21	Jane Green	Community		X	X	X	X	The massing, height, and density are appropriate given the proximity to Ballston Metro. Drivers on

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		member or neighbor						Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better! The buildings will add much needed housing, including diverse types of housing in the townhome-style building.
CM-22	Daniel Case	Other: concerned individual		X	X		X	The buildings will add much needed housing, including diverse types of housing in the townhome-style building. The massing, height, and density are appropriate given the proximity to Ballston Metro. The site will improve the connectivity through west Ballston for pedestrians and cyclists with a shared-use path, while avoiding cut-through traffic.
CM-23	Suzanne Sundburg	Community member or neighbor	X	X	X	X	X	Woodrow and Wakefield were cut off to prevent I-66 off-ramp traffic from cutting through neighborhood streets not designed for heavy traffic. This plan presents a huge danger to pedestrians—including preschoolers loading and unloading on N. Wakefield. This area is already clogged with school buses, delivery trucks, etc., delivering to 800 and 900 N. Glebe. This plan will result in a return to traffic anarchy on neighborhood streets. Still way too much impervious surface cover, too. These hideously ugly, huge boxes come right up to the street/curb, lack sufficient landscaping and setbacks to soften the hideousness of the architecture or to provide any visual relief. What can anyone possibly say about two huge, squat buildings that cover nearly the entire site and are architecturally insipid? This plan merely replaces surface parking with heat-trapping, water-shedding boxes. The design fails to represent any meaningful improvement over the current site. Just the opposite. See comments under Site Layout & Design for insane choice of reconnecting N. Wakefield Street to I-66's off-ramp. Diverting interstate traffic onto N. Wakefield (to avoid the persistent backups at the Fairfax/Glebe intersection is just plain nuts. Commuters use Waze for a reason. Insufficient off-street parking leads to increased competition for what little neighborhood street parking there is. Now the county no longer supports permit parking expansion, leaving residents without many options. Shrink building footprints and reduce heat-trapping, water-shedding impervious cover. Site is proximate to Lubber Run RPA and Ballston Pond. Reducing land's ability to manage/store rainfall undermines the pond's purpose and increases flood risk. Reclaim and convert impervious to pervious. Typical street tree lifespan is 19–28 years per USDA. A newly planted tree must survive 26–33 years to attain carbon neutrality: <a href="https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0215846">https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0215846</a> . Ballston's apartment vacancy problem is long-standing. Thus, in 2021 Marymount requested conversion of apts to short-

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								term rentals (hotel units): <a href="https://www.bizjournals.com/washington/news/2021/09/03/marymount-ballston-hotel-conversion.html">https://www.bizjournals.com/washington/news/2021/09/03/marymount-ballston-hotel-conversion.html</a> . In 2018, Ballston Qtr converted 175 of 405 apts into WhyHotel units: <a href="https://www.arlnow.com/2018/12/11/whyhotel-plans-hundreds-of-temporary-hotel-rooms-for-ballston-quarter-centro-arlington-buildings/">https://www.arlnow.com/2018/12/11/whyhotel-plans-hundreds-of-temporary-hotel-rooms-for-ballston-quarter-centro-arlington-buildings/</a> . How does converting Ballston hotel units into apts work?
CM-24	Jacob Creskoff	Community member or neighbor	X	X	X			I believe that this proposal furthers the guidance laid out in the Ballston sector plan, with appropriate building placement, and a good mix of pedestrian, bike, and car access. It also seems like it meets other design requirements. Step-backs and orientation is good. It may be nice to take full advantage of the mixed-use designation ascribed to the site and allow for commercial sites at street-level, below residential floors but the current plan seems to improve public space - especially with the undergrounding of parking.
CM-25	Marshall Bradshaw	Community member or neighbor		X	X	X		It's just an ambitionless rocky-road-ice-cream of materials. This style is best used when it makes one building look like several, but this makes it look like it's gone through a blender. Take the four or so styles here and give them each half a building. Make each half building something special and intentional. As is, this will look dated and embarrassing within a few years. Something intentional will be a highlight of the community. I agree with <a href="https://susmo.org/holiday-inn-site-plan-initial-feedback">https://susmo.org/holiday-inn-site-plan-initial-feedback</a> . More trees on both sides of pedestrian walkways, as with on Fairfax Drive. Tree canopy is necessary for comfort in the summer, will beautify the neighborhood, and further environmental goals.
CM-26	Henry McFarland	Community member or neighbor		X	X	X	X	This project is on top of Lubber Run, which runs in a culvert under part of the area. It is very important to limit the amount of impervious surface and to handle any stormwater runoff. Also there is a concern that it may open local streets up to cut through traffic to get from Wilson to Fairfax and the I66 ramp. Do not come too close to the private homes on the side of the development away from Fairfax Drive. How does the multiuse trail connect to neighboring bike trails? Can we guarantee that people will not be able to use your service roads to go from Wakefield and Woodrow streets up to Fairfax Drive? Will you still have the red light that now is in front of the Holiday Inn? Will you add any other traffic signals? It is very important to reduce impervious surfaces. This project is by Lubber Run, which has a flooding risk. You also should increase tree canopy and take other steps, such as rain gardens and green roofs, to slow runoff. You should put in rain gardens, more trees, and green roofs. Construction trucks should be kept off local streets such as Wakefield and Woodrow to the extent possible.
CM-27	RJ Garcia	Community member or neighbor					X	This would be a great addition to our neighborhood. More exterior lighting would be helpful. It looks great. Thank you for moving this project forward.

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CM-28	Craig Deering	Community member or neighbor	X	X	X	X	X	At a minimum, staff comments should be fully implemented and then some. However, this is another disappointing "building as box" project like the Macy's plan. Unfortunately, the County's bonus density for spurious LEED credits policy encourage developers to max out the zoning envelope. The streetscape as planned will inevitably be a banal access street within a street, and not create a vibrant urban experience. The project is a boring grid offering little interest between mass and void. In a word, NO on massing, facades and streets, please seek to develop effective nooks and crannies and other human scale elements. No care is taken to differentiate the lower floor as it grounds the building. No loop access street -- poor design decision. Please investigate a better balance/interplay of street void to building mass. There are no public outdoor rooms to speak of, no spaces in-between public and private space -- just boxes of buildings, and remnants of shrubbed up lot area labeled "plaza." Provided documentation is insufficient to comment on biophilic or sustainable design principles and little of impact seem to be present. A permanent protected and covered public sidewalk must be provided throughout construction to provided safe connection to the trail. It will not be safe to be forced to cross the 66 traffic roaring off the exit.
CM-29	Eric Malpeli	Community member or neighbor	X	X		X		This site is a quick walk to the metro. Not all residents will need cars. Therefore a priority should be maximizing the number of units in the project. Sort of bland contemporary Arlington style. No big problems though. The priority should maximizing density, with tree canopy a secondary consideration. But this looks like it will increase the number of trees compared to the existing property.
CM-30	Ruth Woollett	Community member or neighbor					X	Meeting the LEED standard is not enough to achieve Arlington's climate goals. Natural gas should not be used for heating. Rooftop solar and EV charging should be incorporated.
CM-31	Adam Gallagher	Community member or neighbor	X	X	X	X	X	Multi-use trail essentially ends at a narrow sidewalk. Would be great if trail flowed more naturally into N. Wakefield st for pedestrians & bicyclists. Is there intended to be commercial leasing on the ground floor of the N. building, bordering N. Fairfax and/or the multi-use trail? If so, the lack of large sidewalks and proximity of the street (bordered on 3 sides with very small margin) would inhibit pedestrian traffic. If commercial use is not in consideration, should it be? Most new apartment buildings have some space for retail/fitness/coffee shops. Feels like a miss if the plan does not include this and prevents future expansion. Connection from N. Fairfax to N. Wakefield St. is a concern as commuters may see this access as a shortcut to/from 66. Perhaps access could be limited to residents to prevent this? As a local resident, I would be strongly opposed to additional, non-resident commuter traffic. Loading zone for N building is small and backlogs for food/service delivery would block entrance from N. Fairfax - unsafe. N. Fairfax is a very busy street and noise would reduce enjoyment of the ped. plaza

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								at basically all times of day. An opportunity for improvement would be to convert the multi-use trail to a much wider plaza (similar to that of 4040 Wilson & The View). In addition to being a more comfortable space for residents, that would establish the area as a more attractive commercial opportunity (e.g. the Salt Line) while still offering comfortable transit for peds. and bicyclists. Reiterating earlier feedback, lack of ground floor commercial space seems like an oversight. Without it, commercial development in the nearby blocks would be curbed perpetually; with it, the area could become a more vibrant, enjoyable, and useful space. Also, the Bluemont trail today basically ends at the Holiday Inn sidewalk. It would be great if it connected more naturally to the bike lane on N. Fairfax.
CM-32	Hoan Nguyen	Community member or neighbor	X		X			I am a homeowner at 831 N Wakefield St and adamantly oppose the site plan connecting Fairfax Dr/I-66 off-ramp to N Wakefield St. My two young daughters, along with many of the other kids in the neighborhood, currently plays outside, ride their bike, and scooter on the N Wakefield St cul-de-sac. Connecting the I-66 off ramp to our N Wakefield St poses a highly dangerous pass-through for the thousands of cars that exits I-66 throughout the day and especially during rush hour. Drivers are always speeding and rushing home and there will be a high likelihood of a tragic accident with all the kids currently playing on the N Wakefield and Woodrow Streets. Additionally, the school bus routes currently pick up and drop off on N Wakefield st during the school year so there will be lots of kids standing around on the streets waiting for the bus. Again, connecting I-66 will pose a dangerous situation and high likelihood of a tragic accident. Lastly, N Wakefield St is already clogged with school buses, delivery trucks, and tons of cars picking up children at the Montessori school. Adding a traffic connection to I-66 off ramp will dramatically increase traffic in the neighborhood street and reduce pedestrian-friendly streets and walkways. The residents of N Wakefield St implore you to NOT connect Fairfax Dr/I-66 off-ramp to N Wakefield St. for the safety of our children playing on the streets.
CM-33	Michelle Miller	Community member or neighbor	X	X	X	X		I would like to see the Fairfax Drive vehicle access point removed. There is a lot of pedestrian traffic along that part of Farifax and it would be more pedestrian-friendly if there were not cars entering and exiting the property there. I live in one of the single-family homes neighboring the development. I would like to see a landscaping buffer instead of a service road on the west side of the north building. I support a large apartment building on this site, but it would be lovely not to have so much surface area covered by a road. The current design seems to cater to drivers.
CM-34	Audrey Clement	Community member or neighbor	X	X	X	X		This site plan exemplifies Arlington's commitment to densification irrespective of impacts. In this case, the principal impact is lack of green space to accommodate the new residents of the 7 story North Building. The obvious solution is to replace the 5 story South Building with a public park. This would

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								enhance the quality of life of all residents nearby by providing needed recreational space and reduce both congestion and runoff. The design of the 7 story hi rise is fine. What is lacking are livable surroundings. Vehicular access to the North Building is fine. The congestion caused by the South Building and its attendant surface parking are not. There is no green space in the site plan to speak of. What open space exists consists of impermeable surface punctuated by tree plantings. The solution as mentioned above is to replace the South Building with a public park. One biophilic design principle absent from this site plan is the need for green space to accommodate the physical and psychological needs of the tenants who will occupy the development.
CM-35	Mark Antell	Community member or neighbor	X	X	X	X	X	I agree with Ms. Clements comments.
CM-36	Will Dean	Community member or neighbor	X		X			Currently, there is access from both Woodrow and Wakefield into the existing development, but both entrances are gated to prevent cut through traffic. The proposal to open N. Wakefield to the site and to connect Wakefield and Woodrow is very concerning. This change would allow cut through traffic from Fairfax drive. Neither Woodrow nor Wakefield can handle the volume of traffic that would result from the gates being removed.
CM-37	Ellen Armbruster	Community member or neighbor					X	Hi- I think an in-person walking tour would be useful, especially for everyone to see the location of the Lubber Run culvert and how that affects the location of the building on the west. Thanks
CM-38	Paul Chernoff	Community member or neighbor	X	X	X	X	X	I am very concerned about the amount of nonpermeable land in this proposal. Rather than take an opportunity for more ground able to absorb water into the ground this goes in the opposite direction on land already short of green space. Better to allow a larger north building with the south building donated to the County for a park or other green space designed to absorb rain water and reduce flooding. Rather blah, looking like a giant box. Is there a need for an east-west roadway? I don't see this as reducing local traffic. Could the service roadway be eliminated with a garage entrance on Fairfax Drive and a single garage under the north building to serve both buildings? Open space is too small. There is a great need for true green space capable of absorbing rain water in heavy rains.
CM-39	Mark Macekura	Community member or neighbor		X	X		X	I do not believe that there is neither a stormwater detention facility on site nor adequate parking. Despite Lubber Run being underground at the site the impact of their lack of planning will be felt both on site and further downstream. In addition, the lack of adequate parking will assuredly create a spillover into neighboring streets both on this side of Wilson and across Wilson. I am fine with the [building] design, it is no better and no worse than the other developments throughout Arlington. See

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								above for comment about parking. I believe their approach to parking is aspirational and not at all realistic. Again, see first comment on parking. I believe the 'impervious' comment is superfluous. Whether the water flows into the ground or on top of the ground it will still flow inexorably downstream unless there is some sort of detention facility.
CM-40	Anna Siddle	Community member or neighbor	X		X	X		Bikers coming from Fairfax Dr currently have to bike through the hotel driveway or on the sidewalk to get to the Bluemont Junction trail. I don't see an improvement in this plan. The path to Wakefield street looks great, although wider is better. Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. Drivers also speed after the exiting the highway, so calming measures would be appreciated. Biking from Fairfax Dr to the Bluemont Junction trail requires biking through the drop-off zone for the hotel, which is a concern. The new trail connection should be shaded.
CM-41	Mikaila Milton	Community member or neighbor	X	X	X	X	X	I do not see a bicycle path along Fairfax Drive. This is a once in a lifetime opportunity to rectify a dangerous situation for cyclists and pedestrians along Fairfax Drive and connect to the off-street Bluemont trail. Please ensure the project adds both pedestrian and off-road bicycle path along Fairfax Drive. Also, the Western and Eastern circulation roads need more trees on the Southern ends. The brick/concrete combo is not my favorite. I'd prefer brick only, but the bicycle path along Fairfax Drive is my most important concern. I would also like to see night sky compliant lighting throughout the site. This refers not only to the light levels, but also the spectrum. Avoiding blue light is critical for human and wildlife health. Lights need to be angled down rather than out or up so light goes where it's needed on the ground rather than illuminating the sky, casting deep shadows. My most important comment is the need to establish both bicycle and pedestrian pathways along Fairfax Drive. It is not safe for pedestrians and cyclists to share the same narrow sidewalk. It needs to be wide enough for separate pathways that are distinguished from each other and have no electrical poles or street lights embedded within the pedestrian and cycle travel lanes. Especially on the North building the East and West vehicle access paths need more street trees. If the buildings had continuous gently sloping roofs, adding a green roof or solar panels would be possible - perhaps raised solar panels over a green roof. Also, the interior courtyard would be better if it were grass with shade producing native canopy trees rather than plastic turf. Bird friendly glass should be incorporated into the building plans. Dark sky compliant lighting should be used. Plazas need to have more shade trees and less concrete or they will be inhabitable in the summer months.
CM-42	Constantinos Tombras	Community member or		X	X			This is the first part of Arlington that motorists exiting I-66 will see - a plain, unremarkable building, with ample lanes of asphalt to welcome them. This is a great opportunity to transform this part of



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		neighbor						Fairfax Drive from a freeway offramp to a modern human-scale streetscape. Traffic calming needed here! The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. Trail should be 12' wide!
CM-43	Joseph Valerio	Community member or neighbor			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-44	Marion Ram	Community member or neighbor	X	X	X	X		The site design includes too much building and insufficient public space. Another massive 7 or 8 story building block encompassing the whole block, creating heat and wind tunnels, and diminishing air circulation and natural light. Looks like a modern warehouse. Inhumane and unnatural. How about a park in that space? The building is enormous, taking up practically the entire block. Ground floor facades do not enhance public space. That part of Glebe Road is very busy with traffic; it is not a welcoming walking environment. With this huge building in place, it will be worse. It is oppressively large; not to human scale, and uninviting. The view out of those windows will be at other buildings, not at nature. Unless the buildings include underground parking, there is vastly insufficient soace for parking. It is very difficult already to find parking in that area. The buildings would be quite far from Ballston metro and buses, so lack access to public transportation. Outdoor design elements should include public fountains to mask traffic noise, tables and chairs that don't belong to restaurants, flower beds and tree canopies to shade the outside areas from the sweltering heat this massive building will generate. Rather than a huge building block, a terraced design would be less oppressive and allow for more green elements and balconies in that space.
CM-45	Anonymous	Community member or neighbor			X	X	X	Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. Connector Trail should be wider, shaded, & not read as a sidewalk. More plaza, less windy road. Access to the Bluemont Junction Trail must be maintained during construction.
CM-46	Anonymous	Community member or		X	X	X	X	Needs more units & fewer parking spaces. Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for

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		neighbor						the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. All trail sections should be wider, shaded & look like a trail (not a sidewalk). Access to the Bluemont Junction Trail must be maintained during construction.
CM-47	Ryan Kobb	Community member or neighbor			X	X		Let's use this opportunity to improve trail and sidewalk connections for walkers and bikers, calm traffic on Fairfax drive, and improve the tree canopy/natural landscaping. This would be a win-win for the community of these goals can be met. Prioritize bike and Walker accessibility and safety. Let's protect existing canopy and add more trees and natural elements.
CM-50	Richard Viola	Community member or neighbor		X	X	X	X	Can some units in South building be modified to provide smaller, more affordable housing opportunities. Very much support the pedestrian and bicycle connection of N. Wakefield street to Fairfax Drive. It could benefit from some more creative landscaping (perennials) along edges. Provide some bicycle parking close to North building's main entrance. See previous note about enhancing the landscaping along the pedestrian and bicycle path.
CM-51	Diane Harris	Community member or neighbor	X		X	X		The set backs are too far. narrow the access roads around the building. Lighting should be minimized. Reduce parking and make sure there is a 12' trail with shade and good access to the trail. Make sure the curb cuts and crosswalks are robust enough to take the increased pedestrian and bike traffic. Calm car traffic by reducing lane widths and raising the cross walks to prioritized walking and bike traffic. More shade trees and fewer low plants that overhang the trail edge. Don't have a lawn space that need mowing, do wild pollinator flowers.
CM-52	Scott Bender	Community member or neighbor	X		X			N Wakefield street is not designed to handle additional vehicular volume that would come with a connection to Fairfax Dr and I-66. Wakefield is a small, residential street that is already overtaxed by trucks and buses looking for a shortcut to the main road. I am opposed to any plan that removes the cul de sac and increases traffic/vehicular volume/noise on N Wakefield.
CM-53	Holly Hatton Kuzeyman	Community member or neighbor	X		X			As a homeowner on N Wakefield St, I adamantly oppose the site plan connecting Fairfax Dr/I-66 off-ramp to N Wakefield St. Our young son and many other kids, currently play outside on the N Wakefield St cul-de-sac. Additionally, the school bus currently picks up and drops off on this street so there are many kids on the streets waiting. Connecting the I-66 off ramp poses a highly dangerous pass-through with a high likelihood of a tragic accident with kids on the streets.
CM-54	Vincent Lafronza	Community member or neighbor		X	X			Adding more commercial buildings this close to residential buildings is not a wise idea given the overcrowding and noise levels we now have. We live in Ballston Park townhomes, and our common driveway entrance is near the corner of N. Wakefield and Wilson. As it is, this existing design is a nightmare; cars going to Wilson back up, vehicles park illegally, block driveway. The street now is

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								inadequate for more vehicle traffic. Townhomes are jammed in to too much density and this will further degrade quality of life and noise. Wilson Blvd. is also a problem now, and road rage, abundance of trucks and speeding is a problem. Happy to meet with planners and walk property during rush hour and see problems that already exist without adding to them by increasing traffic flow through residential street.
CM-55	Robert Puentes	Community member or neighbor			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-56	Christina Issa	Community member or neighbor	X		X			I am a homeowner at 806 N Wakefield street and adamantly oppose the site plan connecting Fairfax Dr/I-66 off-ramp to N Wakefield St. As a mother of a toddler (and soon to be another baby), I am very concerned with the additional traffic that will be coming through N Wakefield St. The street will become extremely unsafe for our children, including those attending school on the street. We chose N Wakefield St because of the relatively low thru traffic. For the safety of the children on N Wakefield St, we CANNOT connect the street to I-66. Our children play by the street and the drivers coming off of 66 are always driving at dangerous speeds. My daughter is also a student at the Montessori school across the street and there is another private school on the street. Connecting 66 where children are playing and attending school puts them at high risk. Additionally, N Wakefield st is just not wide enough to sustain the level of incoming traffic.
CM-57	Michal Bauer	Community member or neighbor	X	X	X			I'm a resident in the townhouses directly south of this proposal. The traffic on wakefield is already a huge mess at many hours of the day (particularly school pickup/drop off), along with an extremely narrow connection to Wilson Blvd on the other end (which is fully blocked multiple times per day by delivery/mail trucks), adding further traffic onto this road would be awful for all of the nearby residents. The building is fine, strongly oppose the road changes.
CM-58	Andrew Thomas	Community member or neighbor	X	X	X	X		I have major safety concerns about pedestrian and non-vehicular safety about this plan. In particular the corner of N. Wakefield and Wilson Boulevard is already a dangerous intersection due for pedestrians due to high vehicular traffic. The ground floor facades do not enhance public spaces. I have major concerns about additional vehicular traffic on N. Wakefield. Current loading, pick-up, and drop-off point are insufficient for the current residential population, especially in front of 800 N Wakefield Street. Tree canopy and landscaping must be utilized to maximum extent. Ballston does not have enough green space.

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CM-59	David Colino	Community member or neighbor	X	X	X	X	X	I think there should be more emphasis on communal spaces on the site. There is no thought given on how to integrate all the new residents with the existing neighbors and how to help build a sense of community with spaces in which we can share and meet. For example, a playground or a park/plaza that is not right on the busiest street (Fairfax) but instead is on the Southern edge of the site to avoid dangerous situations with children and traffic. I like that the plan does not simply extend Wakefield through Fairfax, to ensure that Wakefield is not used as a through street, given the school on that street. But there will be more traffic flowing through Wakefield and 9th, which could be accommodated if the exit through 9th into Glebe is changed to allow for exiting traffic to turn both North and South into Glebe, instead of only South. That would allow for North-bound traffic to not detour around more residential areas on Wakefield. I think the neighboring community as well as the new residents would benefit from communal spaces like a playground. The nearest play areas are in Lubber Run or Mosaic Park, over 15-minute walk away. A playground would really contribute immensely to integrating the whole community and could fit in existing plans: remove the outside parking lot on the SW or the unnecessary street connection btw Wakefield and Woodrow and use the space for a park/playground instead. The new development will add potentially hundreds of new families to the existing neighborhood. But there is not a single communal space planned for. No little park to meet new people, no new playground for kids to play and parents to socialize, no commercial space for a cafe or restaurant or bar. Nothing. Instead, all the projected common spaces will remain inside both buildings and will not ensure that the new residents are welcomed as part of the broader community of neighbors.
CM-60	Hiedi Fritschel	Community member or neighbor			X	X		This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-61	Anonymous	Community member or neighbor			X	X	X	PLEASE CALM FAIRFAX DRIVE, IT'S A RACE TRACK RIGHT NOW. The new connector trail should take you as far south as possible and be shaded! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. The "sidewalk" along Fairfax Drive isn't a sidewalk, it's part of the trail. It should LOOK like a trail so that people treat it that way. It should have a centerline stripe, for instance. Don't even think about closing the Bluemont Junction Trail to Custis connection during construction.

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CM-62	Gregg eManuel	Community member or neighbor			X	X	X	Drivers on Fairfax Dr go way too fast. Calm that traffic please! The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. All connections that function as a trail should be 12' wide, shaded & LOOK like a trail. Please ensure connection to the Bluemont Junction Trail stays open & accessible during construction.
CM-63	Richard Franks	Community member or neighbor		X	X			The new street connection to Woodrow seems unnecessary. We are trying to be more urban and walkable so adding unneeded asphalt to connect these streets seems very non-Arlington. [Building] looks good.
CM-64	Allen Norton	Community member or neighbor		X	X		X	A major selling point will be easy access to the Custis Trail on the other side of 66. It goes to Rosslyn in the E and the WO&D Trail to the W. But, they will have to cross Fairfax Dr to get to the Trail and Fairfax always has fast traffic in both directions. There is a light but it is 3 minutes long so people will run across. I suggest you build a Bicycle/Pedestrian bridge which would connect to your building (with an external ramp for Local Pedestrians). The N end would simply be a ramp. All Southbound traffic should be encouraged to use N Wakefield St as it goes to Traffic Fights for either Wilson or Glebe. Southbound traffic should be discouraged from using N Woodrow St as it only has a Stop sign and left turns from it are dangerous. There is an access road between Woodrow and Wakefield. A barrier gate at the Wakefield end that caused drivers to have to wait a few seconds before turning right would probably keep most Southbound traffic on Wakefield. The NW tip of your land is directly across the sidewalk from the end of the I66 Security Wall. That makes the sidewalk at that point quite narrow. That sidewalk is the only access to the Bluemont Junction Trail. At present the Trail goes from 8' wide to 4' wide at the NW tip of your land and then back to 8' wide. It would be nice if you allowed the County to borrow a few feet of your land at the NW tip to widen the Trail to make it easier for pedestrians and bicyclists to pass one another. I am a member of the Bluemont Civic Association. One of our Housing researchers has determined that there is a surplus in Arlington of the types of apartments you will have in your building. For instance, the College across the street from you has a lot of apartments for Graduate students. So many are empty that the school wants to turn them into Hotel rooms. I suggest you make the South side of your Apartment building Townhouses all the way up. They will sell fast in this area.
CM-65	Peter Eschbacher	Community member or neighbor			X	X		This plan does little to solve dangerous bike connectivity issues with the Bluemont Jctn & Custis trails. People going to/from trails are often forced to ride thru the Holiday Inn parking lot. Now a sidewalk? Why not extend the path along the street here as a separated bike path and connect with east bike

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								path connector? Fairfax Drive intersection is not improved as part of this project. It is a dangerous area for pedestrians and people on bikes. Please design for all users, not just cars. Please plant native trees and shrubs just as is happening across the street in the Beaver Pond project.
CM-66	Melanie Domres	Community member or neighbor			X		X	I applaud at long last movement to get rid of these eyesores and create a better entry into Arlington. My comments: 1) Multi-Use Path Terminus: Lots of near misses between bikes, cars and pedestrians. The pop out and access Fairfax needs to be reworked. 2) Entry to 66: the current light here backs up, making the left turn from NB Glebe on to FF DR difficult at rush hour.3) RH Turn Lane to SB Glebe: would like to see an alternate RH turn to get to Wilson that would relieve congestion. The building massing is fine at this location but would like to see the applicant create an alternate RH turn to access Wilson boulevard without having to go all the way to the intersection at Wilson and Glebe. Currently, the exit off of 66 is really backed up and increasingly dangerous. It would probably be better for the building without cars stacked up there most of the day. It will be good to get more people on the west side of Glebe to support the retail that always underperforms. Please consider creating an alternate RH turn off the 66 exit so that Wilson can be accessed more easily for people who live to the west. The pile up of cars from the exit is increasingly dangerous because people don't want to wait (can you blame them) for multiple cycles of the light to get through to Glebe. I think it's great to get more people here on this site to support the retailers especially on that side of Glebe. Those restaurants never last and need a source of more patrons. I don't need park space on the site--there's a great park right there with the bike path. But please consider re-working the terminus of that bike path. And for goodness sake, please let's clean up that awful wall of weeds and overgrown vines that we have lining the 66 exit--it is an eyesore on both sides.
CM-67	Michael Hamilton	Community member or neighbor	X	X	X	X		The proposed building is FAR too small, and the setbacks are ridiculously large. The massing is ridiculously low. This is a short walk to Metro! There are great bike connections. It's unconscionable to waste so much opportunity for housing because there are detached homes nearby. Go big! Too much open space ruins a street. Wider bike lanes, please!
CM-68	Lily Sutton	Community member or neighbor			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-69	Lander Allin	Community member or			X	X		Traffic on Fairfax Dr is crazy fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly

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		neighbor						dump trail users onto an access road around a curve adjacent to a loading dock. It also needs shade and a 12 foot trail would be better. The curb ramps & crosswalks across Fairfax Dr need to be big enough for safe two-way trail traffic.
CM-70	Roland Thomason	Community member or neighbor			X			Connect the bike routes, widen the bike lanes, this place sucks to get through now to the paths, to much fencing parking and dangerous traffic coming off and on 66 for bikes and pedestrians.
CM-71	Anonymous	Community member or neighbor			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-72	Alex Wisbiski	Community member or neighbor			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-73	Danny Debner	Community member or neighbor			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-74	Gillian Burgess	Community member or neighbor		X	X	X		No, the proposed plan does not achieve Arlington's goal. This plan is not consistent with the Master Transportation Plan or with Arlington's Vision Zero policy. It's one giant mass that's ugly. No, the proposed plan does not achieve Arlington's goal. All paths should be a min of 12' wide & shaded and the connection to the Bluemont should separate people walking from people biking. This is the route of the bike train to Escuela Key & is not wide enough. The connection to the Bluemont must remain open during construction. More needs to be done to slow drivers on Fairfax Drive by making it clear that they're no longer on a highway. There needs to be shade along all paths.
CM-75	Brennan Shearer	Community member or neighbor			X	X		1) you need to slow car traffic down on Fairfax. It's a goddamned death trap right now. Expand the bike lane and narrow car lanes, or otherwise build physical impediments to fast driving. 2) the proposed bike lane is too narrow. It absolutely needs to be expanded (widened), 3) the proposed trail connection must connect to the other trails in a cohesive way. You should not be spit out on a road

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								and have to interact with cars. 4) TREES! More of them! Gonna die of heatstroke out here.
CM-76	Daniel Capone	Community member or neighbor	X		X			It would be best to leave room for mixed-use development on the ground floor. Cars should be guests, not the primary focus of this development. Arlington is for people, not cars. Bicycle parking should be ample and covered. Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The bike paths must be wide enough for two-way traffic.
CM-77	Andrew Ashcraft	Community member or neighbor			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-78	Fredrick Wagg	Community member or neighbor			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-79	Shalom Frank	Community member or neighbor	X		X	X		I often come through this area on a bike, making connections among the Bluemont Trail, Custis Trail, and N Fairfax bike lanes. The Holiday Inn site has long been a menace, and crossing N Fairfax / I-66 ramps is terrifying. This layout essentially does nothing to make these connections safer, a massive disappointment for a once-in-a-generation redevelopment. Please revise this plan to provide dedicated, people-only, spaces along and across N Fairfax to make those connections. The proposed plan has far too much parking! In a dense walkable neighborhood with excellent transit and bike connections, you could have a fraction of those spaces for both the North and South buildings, reducing costs, pollution, and congestion, while freeing up space for non-vehicle circulation, green space, additional units, and amenities. Any areas with bicycle circulation should be bicycle *only*, with room for cyclists in two directions simultaneously, and should include trees for shade. If you didn't force every unit in the South Building to have a car and garage, you could have *so* much more open space, tree canopy, and landscaping.
CM-80	Peter Stokely	Community member or neighbor			X	X		This project should do what it can to calm traffic on Fairfax Dr. Narrow lanes, lined with trees or planters. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. Please



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								ensure that the curb ramps & crosswalks across Fairfax Dr. are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-81	Paul Snodgrass	Community member or neighbor	X		X	X	X	Build for the future and address the climate emergency. LEED Platinum should be the minimum standard and Passive House practices should be implemented. Use electric heat pumps and have no fossil gas connection (all electric). Include rooftop solar PV to the fullest extent possible. Bike facilities should include cages for extra security and electric outlets for e-bike charging. All parking spaces (the fewer the better) should have fast charging stations. Maximize the number of affordable units. Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better! Open space should include trees and native plants and ground cover and should have as limited impermeable surfaces.
CM-82	Sofia Koppy	Community member or neighbor			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better! How will Arlington county make this project environmentally friendly? New construction should include green space. Roof garden?
CM-83	Hannah Follweiler	Community member or neighbor		X	X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better! Look good. Could be taller since we are in a housing crisis and it is very close to the metro and jobs. Very happy to see trees in the plan.
CM-84	Chris Gravely	Community member or neighbor	X	X	X	X		Question regarding Ballston Sector Plan is not relevant; as staff noted in presentation, the plan doesn't reference this area. Grade and topography are fine. Building placement is fine. Pedestrian/bike circulation is fine. Main concern is vehicular circulation. Architecture in general is boring and cheap looking but matches today's standard and so is fine. Stepbacks on the apartment building are minimal but mainly only affect the townhome building and are fine. Ground floor facade is neither upgrade nor

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								downgrade from existing hotel. Putting in ground-entry apartments and townhomes will be an improvement over the existing structured parking, which attracts loitering and trash at nights and on weekends. Creating opportunities for cut-through traffic to/from 66 at Fairfax will result in substantial increase in traffic and speeds on Wakefield and Woodrow and will be a significant detriment to the existing neighborhood. Street connection between Woodrow and Wakefield is unnecessary and unwelcome. People will speed down Wakefield, Woodrow, and service road. Recommend no connection between Woodrow and Wakefield and installing speed humps on Wakefield and service road. Open space, tree canopy, landscaping are all fine. Current parking lot on west side of property slopes to a drain at south edge. Could potentially make a rain garden or swale or something to handle runoff in that corner, rather than a drain and a bench. Some concern about construction traffic coming through Woodrow and Wakefield instead of through main entrance on Fairfax.
CM-85	Richard Walker	Community member or neighbor	X		X			Regarding non-vehicular circulation, I'm concerned that trail users are forced onto an access road part way through the site, on a 90-degree curve, directly adjacent to the loading dock. The project should do more to calm traffic on Fairfax Drive. Currently, the overly wide lanes on Fairfax Dr encourage speeding. Narrower lanes would signal to I-66 drivers that they're entering an urban area and should slow down. This can be accomplished by widening the sidewalk/trail and reducing driving lane width. Separately, the ratio of parking spots to residential units is good, but even less parking spots would be better, as this development is right by the Ballston Metro station.
CM-86	Erin Aylor	Community member or neighbor			X		X	My kids and I regularly bike to their school (Escuela Key) from Waverly Hills and pass this site. We bike through the Holiday Inn driveway, basically, and I am always afraid that 1) a car coming off 66 East will plow into us, even if we have the walk sign, because they still feel like they are on the highway, 2) a car coming off 66E will turn right into the Holiday Inn driveway and not see us. It would be good to keep access to the bike trail open during construction. Thanks!
CM-87	Nitin Shaw	Community member or neighbor			X	X		I run every day on this sidewalk. Current conditions are dangerous between cars getting off 66 at excessive speeds; the narrow and uneven sidewalk with no barrier protecting from cars on either side; and excessive curb cuts and blind spots leading to conflicts between autos and pedestrians. Design should focus on ensuring safety of trail users by widening trail to 12 feet; reducing conflicts with autos by minimizing curb cuts and reducing blind spots; and calming westbound traffic. Thank you! Too many curb cuts and proposed loading areas are, from my experience, prone to creating blind spots and conflicts with trail users. More trees providing shade please! Would be great to have tree barrier separating auto from pedestrian use.
CM-88	Ashley Gum	Community			X			Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant

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		member or neighbor						two-way trail traffic.
CM-89	Michael O'Connor	Community member or neighbor	X	X	X	X		The orientation of the buildings with trash collection facing residences is a nuisance and will introduce significant noise pollution and disruptive traffic. Collection outside of loading bays is contrary with area building zoning and a well-known issue in the community. Recommend orienting loading docks internal to the proposed community. Additionally, I am fully opposed to the secondary truck route. The truck route must be contained to the site and not routed down N. Wakefield St. N Wakefield is not sized to handle the influx of traffic that will be generated by introducing this density of a development. N Wakefield is often difficult to traverse due to deliveries to local businesses, frequent trash collection, school busses, and residential traffic. School children will face heightened threats due to the increased traffic. I am 100% opposed to connecting N Fairfax Dr to N Wakefield at all. It is a danger to the community and offers no benefit to the current neighborhood. The size of the north building prohibits any significant public space for the community to enjoy. These are 2 large buildings with streets and parking. A reduction in size of the North building with the introduction of a public park would better serve the community. Do not connect Fairfax Drive to N Wakefield. I66 traffic will cut through the lot in an attempt to reach Wilson Blvd and clog local streets that aren't sized for that throughput. A solution must be found to keep traffic on the area's major roadways.
CM-90	Patrick Gorospe	Community member or neighbor			X	X		I am a local to ballston (live on N glebe rd) and run 2-3 times a week along this exact path in order to get to the Bluemont trail from Fairfax drive. Fairfax drive cars drive way too fast and seem to own this whole space, whereas the majority of the people actually living here and getting around the neighborhood are cramped. We need 12 ft dedicated pedestrian path, and then another separate bike lane similar to the bike path on the opposite side of the street. Please add lots of shade to path!
CM-91	Neil Curran	Community member or neighbor	X	X	X		X	It would be great to give bike and pedestrian access through the site to Woodrow. Please ensure the site assumes heavy use of the sidewalk along Fairfax. Make it huge (12+ ft) or put it protected bike lanes on Fairfax. Please keep access from Glebe to the Bluemont trail during construction. More lighting the better. The Fairfax sidewalk should be 12' and treated as a multi use trail as the connector to the Bluemont trail. The new trail connection should avoid the interaction at the loading dock/parking ramp. If those could go on the west side of the south building that would be nice. A 10' trail is good, a 12' trail is better! Big thanks for removing the awkward access entrance on Fairfax in this plan. Can the amount of impervious surface be reduced? That question seems only answered by a smaller building footprint. Shade+trees=bliss! Especially on the multi use path where there are no trees yet trees are placed along the service road for cars. PLEASE PLEASE PLEASE keep bike and

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								pedestrian access from Glebe to the Bluemont trail open during construction. That's a huge connection point for many today.
CM-92	Samuel Moyer	Community member or neighbor	X	X	X		X	The layout looks reasonable to me, and will fit in well with the surrounding buildings. i walk here often and believe it will add to the neighborhood. I think the design is attractive and modern. No concerns. Please ensure that the trail is easily accessible as this will be important to pedestrians. It's critical to construct more housing. I have had many relatives priced out of the area due to lack of housing. Please ensure that this building gets built as quickly as possible.
CM-93	Bradley Harmon	Community member or neighbor		X	X	X	X	please allow the plan to go forward in a way that allows the maximum number of housing units in an area close to reliable transportation. Any delay of building much-needed housing on the basis of architectural style is silly - the buildings look fine, and the massing is appropriate for the area. Fairfax drive is often quite dangerous because drivers are moving way too fast. Any traffic calming measures that can be included in the project should be. The new trail connection needs shade, any tree cover possible would be lovely. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock.
CM-94	Anders Pedersen	Community member or neighbor			X	X		Drivers on Fairfax Dr speed a lot. I hope that this project will try to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site. The new trail connection would benefit from trees or other types of shade as well as access to water fountain! Please ensure that the curb ramps & crosswalks across Fairfax Dr allows room for two-way trail traffic given the popularity of the trail. The trail should be wide.
CM-95	Jacob Eliason	Community member or neighbor	X	X	X	X		The site design meets the needs of the neighborhood. The buildings will add desperately needed homes for a growing area and are completely appropriate in terms of massing, height, and density given the proximity to Ballston Metro. Fairfax Dr is a real problem as things stand currently. The biggest benefit I see is to slow traffic down. Ideally the trail would provide an actual, useful point to point connection, rather than just an aesthetic pathway. Shade for the trail seems valuable.
CM-96	Jeff Miller	Community member or neighbor	X		X	X		I am concerned for pedestrian safety at the proposed entrance to the site from Fairfax Drive. A lot of pedestrians and cyclists use the sidewalk on that block of Fairfax Dr, and I worry that with more cars turning into the site from Fairfax Dr, especially after coming off the I-66 exit ramp, there could be collisions. I am concerned about the proposed road that would snake around the site. I live on N Abingdon St, and that road would go right behind my house. My concerns are about higher traffic volume than with the current Holiday Inn parking lot, noise, and visibility from my backyard. It seems weird to have the road snake around the property instead of being a more direct connection between

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								the two ends of Wakefield. I prefer that the proposed road around the North building from Fairfax Drive to the North building parking garage be turned into green space instead. It would be nice to have more of a transition from the North building to the neighborhoods to the west. Cars could still enter and exit the property from the south leg of Wakefield St.
CM-97	Zack Gold	Community member or neighbor			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-98	Sofia Vickery	Community member or neighbor			X			I often use this sidewalk as a pedestrian and with my young children. I have serious concerns that the proposed path and sidewalks are not wide enough and do not safely separate bikers from pedestrians. More needs to be done to let drivers know they are exiting a highway and entering an area with pedestrians and bikers.
CM-99	Samuel Collins	Community member or neighbor			X			Hi all, while I live in DC, I work in VA and I bike through here twice a day on my way to and from work. My points: 1) Fairfax Dr traffic is way too fast! Slow them down! This is an urban area with a lot of users not in cars. There's no reason to prioritize the speed of traffic over safety. 2) Please do everything you can to make a wide trail: trail traffic is already too much for 10', let's go 12'+. A mixed use trail needs *room* to keep bike vs pedestrian vs dogs (etc) accidents to a minimum.
CM-100	Solomon Rubin	Community member or neighbor			X	X		Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-101	Jenny Gerbi	Community member or neighbor			X	X		Traffic calming needed on Fairfax Dr. The new trail connection should be continuous, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! This benefits pedestrians too. Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic, incl strollers, etc. A 10' trail is good, a 12' trail is better!
CM-102	Anonymous	Community member or neighbor	X	X			X	This is early in the process but the design is underwhelming. Why is the shape so boxy without tapering or other ways to transition this height and mass to the nearby single-family neighborhoods? The site is prominent and deserves better design. see above - adding concern with the 'donut' courtyard design. Is this style actually used by residents? The space as designed is clearly not private,

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								missing an opportunity to tie this development to the surrounding community. given proximity to beaver pond, and noted desire for reduction in runoff, why asphalt path rather than permeable?
CM-103	Brie Yarbrough	Community member or neighbor			X	X		For biking and walking I think the plan is weak in terms of safety, accessibility, and comfort. A slightly wider bike path would benefit 2-way bike traffic and adding shade would make it overall more comfortable. The walkable portions also do not place people into comfortable spaces, for example walking out next to a loading dock is boring and possibly dangerous. Lastly more traffic calming measures on Fairfax Dr. would go a long way to improving safety as cars are encouraged to move too fast. Looks better than what what is currently there and I'm a fan of the added denser housing option this will bring. It would be a pretty building to live in. I didn't see if there were plans to make the bike spaces covered but it would be a good addition. Its clear effort has been made to include green space which I greatly appreciate. Space for businesses would add more liveliness to the neighborhood and give people more reasons to walk or bike in the area instead of necessitating driving. Overall it's an exciting plan that seems to be trying to do something different but a shift away from car centrality would really benefit the city and it's residents.
CM-104	Carson Wood	Community member or neighbor		X	X	X		I believe this project meets all that criteria and would be a great fit. The massing, height, and density are appropriate given the proximity to Ballston Metro. Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better! I think the amenities detailed make sense. Public space, ground level commercial, trees and green.
CM-105	Pat Vinkenes	Community member or neighbor		X	X	X		The buildings will add much needed housing, including diverse types of housing in the townhome-style building. The massing, height, and density are appropriate given the proximity to Ballston Metro. In the Transportation Section: Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto a road around curve by a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better!
CM-106	Brent Carter	Community member or neighbor	X	X	X	X	X	The south building townhouses don't need to be 5 stories. Most townhouses are 3 or 4 stories. If their purpose is to transition and blend into the surrounding neighborhood, 3 or 4 stories would be more appropriate. There are other 4 story townhouses in the neighborhood and they fit well with the two

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								story homes. The new street connection to Woodrow is unnecessary and will cause dangerous cut-through commuter traffic on Woodrow. The development already has access via Fairfax and Wakefield. Wakefield has multiple paths out via 9th St. N and Wilson Blvd, both of which have traffic lights. Woodrow is a small residential street with no light at the intersection with Wilson Blvd. The "new street connection" space would be better used for green space to help separate the new development from the neighborhood. The impervious surface can best be reduced by replacing the new road connection between Woodrow and Wakefield with greenspace. This street is of limited use as a new "east-west" road given it only spans one block. Residents of those streets don't need it and so it will only serve to add paths for cut through traffic. A nice greenspace with a walking path would be much nicer (and would be used by local residents for east-west movement to the downtown area). How is the construction going to ensure harmful material such as asbestos is not going to be released into the local neighborhood?
CM-107	Sarah Hurst	Community member or neighbor	X	X	X	X	X	The design is good. Especially the mixed-use path. Green space and pedestrian/bike use should be top of mind. It looks like every other building in Ballston. A bit boring. Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better! The more green space the better. LEED certification is very important
CM-108	Oleg Bulshteyn	Community member or neighbor	X	X		X		consider allocating ground floor for retail/service uses; balconies that stick out the building do not provide any privacy and should be avoided; increase the number of built-in balconies including ones in the corner apartments; pay attention to the building sound insulation to effectively mitigate both impact and airborne sounds emanating from within as well as outside the building. consider installing several gazebos providing shade as well as protection from the elements at the time the first residents move-in for newly planted trees will not provide any shade for at least several years after being planted.
CM-109	Anonymous	Community member or neighbor	X		X			Would rather see a grid connection, rather than two separate streets (or "circulator") right next to each other at Fairfax Drive.
CM-110	Chaelin Shin	Community member or			X		X	I am a homeowner at 829 N Wakefield St and I strongly oppose the site plan. My husband and I recently moved to the neighborhood because we considered it to be a quiet and family-friendly

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		neighbor						neighborhood and thus a perfect place for newlyweds like us. This site plan will highly disrupt our quiet lives and the added traffic will make the street a lot more dangerous. Had we known this plan was on the way, we would not have moved here in the first place. There are already so many loud cars that drive or park in front of our house that sometimes even wake us up in the middle of the night. Connecting N Wakefield St to the I-66 ramp will bring so much noise and considering that our houses are right in front of the street, I don't know how this plan came up in the first place. It's just insane and a total disregard of the residents. I don't understand why it's necessary to build more apartments in Ballston when there are so many vacant apartments already. This is all just such a waste.
CM-111	Patricia Schnell	Community member or neighbor			X	X		The most important thing for our family is that the project makes the intersection at least as safe or safer for us to bike to Escuela Key via the Bluemont connector trail near Abingdon. I like the two-way bike trail I see in the picture but what happens after the dotted line? The more lighting the better. I can't tell where the bike path is that I use regularly that goes across Fairfax and then connects over to the Bluemont connector so this drawing is useless to me. Please make it more clear how I would get here safely with my kids and all of our bikes. The more trees the better
CM-112	Tim Huson	Community member or neighbor		X	X			I live about one mile north of the proposal. Overall, I recommend the County support and approve this proposal. In general, the proposal looks like a very positive contribution to help meet the critical housing shortage in Arlington. It is nice it includes diverse styles of housing with townhome-style building to transition to the single-family area to the south. The height and density seem appropriate due to the proximity to the Ballston retail/office/metro station area. (1) I am a frequent biker and my family uses the Bluemont Junction trail which crosses the site. I am very surprised and disappointed that staff hardly mentioned this and the applicant did not even appear to know about this key crossing. The site comprises the critical trail junction with the Custis Trail. Riders and commuters traveling to/from the Bluemont neighborhood and all areas to the south and west use this crossing over Fairfax Drive to reach the Custis Trail, (2) ... allowing them access to downtown DC and all points east of Ballston. This point where the Bluemont Junction trail crosses the site and then Fairfax Drive is a critical weak link in the trail, because the trail uses the sidewalk in front of the site, crosses at the N Wakefield traffic light, and then turns west to head over I66 to the Custis Trail. The applicant's presentation shows pedestrians blithely walking along that sidewalk, ignoring the significant bike traffic on that trail. (cont) (3) ... The applicant needs to understand the flow of bikers along this route and improve it rather than impede it. An excellent community benefit would be if the applicant funded a trail over or under Fairfax Drive to the west of the site (perhaps opening up Lubber Run?) connecting the Bluemont Junction Trail to the Ballston Pond Park. A second-best and bare minimum



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								solution would be to improve the bike crossing at the N Wakefield traffic light. The so-called "Shared Use Path" on the east side of the site is only 10' wide plus 3'x2 of plantings, both under overhanging balconies above. This seems more like a tiny narrow alley, sidewalk, or hallway than a path. It should be much wider. Perhaps the applicant could purchase land from or partner with its eastern neighbor to gain more width, but a 10' space would be extremely narrow. It is ludicrous that the applicant calls this narrow hallway an "improvement" or "community benefit".
CM-113	Robin Taylor	Community member or neighbor		X	X			The building massing, height, and density are appropriate for this neighborhood. My son frequently bikes to school (WLHS) using the Bluemont Trail which deposits him on Fairfax Ave next to this site, and I have concerns for his safety. Drivers coming off of 66 onto Fairfax Drive go way too fast. Please calm traffic on this road as much as possible. The exit from the path onto Fairfax is extremely awkward and unsafe, intersecting with the driveway. Please provide a trail experience for the full site depth. Please improve/widen curb cuts & crosswalks. The planned housing is much-needed in Arlington, appropriate for this neighborhood, and convenient to existing public transportation.
CM-114	Tabitha Nichols	Community member or neighbor	X	X	X	X		I don't have any concerns with pedestrian or vehicular circulation around the side and think the building placement is appropriate. I think the massing is appropriate, though I would also be supportive of taller massing and more units. It seems like the low height may be regulatorily driven and I don't think the county should be restricting housing supply in this manner. I'm a little bit confused on the ground floor vs level 1 distinction, but if pedestrians are passing the ground floor I'd prefer there to be more engaging uses than all that parking. I think the proposed car parking is a bit excessive in both buildings. I don't understand why the south building is building nearly 2 spaces per unit. I don't think that's necessary this close to the metro and would want to be sure that's demand driven and not a regulatory fiat. Would also like to see a commitment that all built parking spaces and the bike cage be built with charging compatibility in mind. Would hope to see some trees lining the shared use trail.
CM-115	Bernard Berne	Community member or neighbor	X	X	X	X	X	There is no need for the shared use path along the east side of the site. The path will connect to Wakefield St. and a connection to Woodrow St. Woodrow St. is near Abingdon St., which has little traffic. That street terminates in a dead end through which cyclists and pedestrians can travel. Wakefield St. is near Glebe Road, which has wide sidewalks that easily accommodate both cyclists and pedestrians. As the site has little public open space, a vegetated natural area should replace the path. The buildings are not biophilic. The ground floor facades are sterile. The balconies have no plantings. The buildings and their facades do nothing to enhance public spaces and streets. The buildings need to have wider set-backs from all sidewalks and streets. The set-backs should contain vegetation that

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								<p>support pollinators. Eliminate the multi-use trail on the east side of the site. The trail will connect to Wakefield St. and a connection to Woodrow St. Woodrow St. is near Abingdon St., which has little traffic. That street terminates in a dead end through which cyclists and pedestrians can travel. Wakefield St. is near Glebe Road, which has wide sidewalks that easily accommodate both cyclists and pedestrians. As the site has little public open space, a vegetated natural area should replace the multi-use trail. Landscape the roofs, balconies, and streetscape with native plants that support pollinators (no wind-pollinated grasses and sedges or non-native plants) to create biophilia, reduce impermeable surfaces and implement the County Board's 2016 "Monarch Pledge". Include Common Milkweed (<i>Asclepias syriaca</i>) in all areas (see "Other"). Add trellises to support flowering vines (such as Trumpet Creeper) that will climb or descend from roofs and balconies, except where they may cover windows. The 4.1 submission's Conceptual Landscape Plan does not identify the species, sizes or locations of any plants except trees. The Plan must show these to permit the public to comment at SPRC meetings and public hearings. To implement the County Board's 2016 "Monarch Pledge", the Plan should specify plantings of Common Milkweed (<i>Asclepias syriaca</i>) on the streetscape, balconies and roofs. This is the only plant that Monarchs prefer when laying eggs and that thrives in Arlington's natural areas.</p>
CM-116	John Marzullo	Community member or neighbor	X	X	X	X	X	<p>I write as a community member residing in the Ballston Park Homeowners association. I strongly oppose both the development's density as well as the provision of through-access on N. Wakefield Street (NWS). NWS is very narrow and currently carries a large load of both residential as well as business traffic for the neighboring development bordered by 9th Street, N. Glebe and Wilson. Additional traffic will greatly impact the ingress to our homes and incentivize short-cut seeking drivers. The density is inappropriate to the site, and further provide no enhancement to public spaces and streets. They are brutalist blocks with no apparent redeeming architectural value. I see only minor setbacks or other features which provide a break in the otherwise flat facade. Further, exterior lighting is a problem in this area as there are residential spaces which directly border the development, and thus increased ambient light would negatively impact the quality of such residential life. Increased vehicular traffic on Wakefield would render such road impassable at most times of the day. Wakefield carries an already heavy load consisting of both residential (Ballston Park, Jordan and single family houses) as well as dense commercial with both office space and retail/restaurants. Additionally, the available parking spaces to the development is inadequate at less than 1 space per unit. Loading and pick-up/drop-off is problematic in this area due to deficient street design. Design elements should take into the account the neighboring residential neighborhood as well as the overall impact onto the existing traffic flow of this very densely travelled area. There also needs to be</p>

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								consideration of the deficiencies of the existing street grid. Landscaping and furniture should be low maintenance and sourced with sustainable materials. All efforts should be undertaken to ensure proper water management, including maximum reduction of impervious surfaces. This project is being placed in an already very dense area, and thus needs to co-exist with its neighbors and cause minimal disruption. This holds true from the choice of materials to construction and then maintenance. Particular attention needs to be paid to traffic flow and avoid use of through-streets to encourage traffic seeking alternative methods other than the main thoroughfares which are designed for such loads. Proper implementation will result in a successful development.
CM-117	Travis Stehouwer	Community member or neighbor			X	X	X	Drivers on Fairfax Dr go way too fast. This project should do what it can to calm traffic on Fairfax Dr. The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock. The new trail connection needs shade! Please ensure that the curb ramps & crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic. A 10' trail is good, a 12' trail is better! The connection with the Bluemont trail should not be completely blocked during any phase of the demolition and construction. If needed, a lane should be taken from Fairfax Dr with Jersey barriers to allow passage
CM-118	Kim Hall	Community member or neighbor	X		X			I am a homeowner at 804 N Wakefield St and adamantly oppose the site plan connecting Fairfax Dr/I-66 off-ramp to N Wakefield St. Many of the kids in the neighborhood, currently play outside, ride their bike, and scooter on the N Wakefield St cul-de-sac. Connecting the I-66 off ramp to our N Wakefield St poses a highly dangerous pass-through for the thousands of cars that exits I-66 throughout the day and especially during rush hour. Drivers are always speeding and rushing home and there will be a high likelihood of a tragic accident with all the kids currently playing on the N Wakefield and Woodrow Streets. Additionally, the school bus routes currently pick up and drop off on N Wakefield st during the school year so there will be lots of kids standing around on the streets waiting for the bus. Again, connecting I-66 will pose a dangerous situation and high likelihood of a tragic accident. Lastly, N Wakefield St is already clogged with school buses, delivery trucks, and tons of cars picking up children at the Montessori school. Adding a traffic connection to I-66 off ramp will dramatically increase traffic in the neighborhood street and reduce pedestrian-friendly streets and walkways. The residents of N Wakefield St implore you to NOT connect Fairfax Dr/I-66 off-ramp to N Wakefield St. for the safety of our children playing on the streets. Thank you for the consideration.
CM-119	Steve Offutt	Other: Arlington Bicycle Advisory	X	X	X	X	X	The shared-use path could be a more accommodating 12-ft wide. Rendering shows encroaching plants, making it narrower even Path should also be shadier. Connection to the Bluemont Tr. should

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		Committee						<p>be world class w excellent design, sightlines &amp; connections. This is a once-in-40-year opportunity to be excellent rather than good. Re: connection to Wakefield. Proposed connection is lousy. Trail users will have to subjugate themselves to vehicles, dumped on a service road, etc. See above re world class. This is a giant rectangle with no real interest and no reason to come here unless you live here. I guess it could be worse, but it's architecturally blah - sort of a super block with no interest. Ground-floor facades add nothing. This is just yards from Ballston. It needs to have some sort of destination aspect to it. As is, it is just a building people have to pass by to get somewhere else. That strikes me as antithetical to the Arlington philosophy this close to an urban village. As above - trail needs far better connection to Wakefield. North side trail also needs excellent design and careful treatment at the crossing. Note that many users will be crossing here, due to the connection to the Custis Trail. Automobile traffic along Fairfax needs to be significantly calmed to make ped/bike experience good. Can the road along the west side be narrower to create more permeable surface? Since there's really no reason to come here, people are unlikely to sit outside next to Fairfax Drive traffic (unless there's a coffee shop or restaurant or something), furniture will go mostly unused. The below rendering showing kids on the grass and people standing around is a fantasy. Glad to see attention from the developer re: LEED and sustainability. Reminder that the world has to be Net-Zero by 2050, including Arlington County. Since these buildings will likely still be in existence in 2050, we should ask the developer how they plan to do that. If they have not thought about it, well, they need to.</p>
CM-120	Adam Theo	Other: Vice-President of Ballston-Virginia Square Civic Association	X	X	X	X		<p>The buildings are fine, but I don't see the need for the new street connection to Woodrow St. Please consider just making it a pedestrian and bike path. It would serve no purpose as a street other than causing more potential conflicts between pedestrians, cyclists, and vehicles. The shared use path is dangerous. It joins the new street connection to Wakefield St at a loading dock/driveway ramp in the SE corner? That's going to be a recipe for collisions. The trail also needs tree shade. The size, placement, and setbacks of the main building and townhouses are good. I don't see the point of the East-West roadway to Woodrow St. It's just extra road that would cause more conflicts between pedestrians, cyclists, and vehicles. Just make it a pedestrian path with extra trees. The curb ramps for the crosswalks across Fairfax are too narrow for pedestrians and cyclists together. There seems to be a lot of asphalt road for limited usage. Can you shift the north building westward, having Wakefield connect to Fairfax on the east side of the building? Please just get rid of the East-West roadway connector to Woodrow St and make it a pedestrian path with extra trees and benches for the south building. Please have tree shade for the multi-use trail. Please widen the multi-use trail. For pedestrians and cyclists, 12 feet wide is better.</p>

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CM-121	Peter Harnik	Other Arlington County Board, Commission, or Committee member (PRC)	X	X	X	X		weird street configuration. slightly weird trail configuration. the architecture seems derivative, uninspired and a bit tawdry. my main interest is improving the connection between the Fairfax Drive bicycle lanes and the Bluemont Junction Trail, and also potentially improving the sightliness of the sound barriers coming off of I-66. there are not enough trees and greenery.
CM-122	David Howell	Other Arlington County Board, Commission, or Committee member (PRC)	X	X	X	X	X	<p>Concerns about the existing easement and tree canopy on the west. Concerns about the over-size footprints and total impervious area on the entire site. Concerns about main vehicular entry/exit point on the I-66 exit ramp. Traffic volume and driveway patterns are a potential choke point. Step-backs on west would be appropriate as transition to single-residents lots across easement. Being near parks and the Ballston Wetland Park, bird-friendly glass is a worthwhile GBIP choice. All exterior lighting should comply with Dark Sky International standards. Traffic concerns for the main entrance and for the neighborhoods to the south. Consider green roof design with understory trees and pool for north building. Consider permeable surfaces for most of site surface drives and paths. Consider better connectivity for pedestrians and bikes in all directions, including across Fairfax Dr. North open area should avoid the typical "tree and grass" approach. That isn't effective as a biophilic space or usable open space. Look at the park design for the new park on South Eads and Army-Navy Drive, which creates a small and attractive space between large buildings and a busy road.</p> <p>I find the entire proposal to be a poor example of siting and architecture. It's not just about squeezing in every square foot of sellable space, but doing it without elegance or even sensibility. My fundamental concern is the way the footprint of the main building and the townhouses and the circulation all conspire to minimize permeable surface, an adequate landscape design, and even a desirable site to live in. I think the structures should be rotated 90 degrees clockwise. The townhouse row is now embedded in concrete and structure on all sides. I can't imagine anyone wanting to pay top dollar for that location and orientation. But if they all backed up to the neighborhood, it might allow retention of more trees on the west easement. It would also create a setback/stepback situation where the project meets the neighborhood houses, and keeps the taller structure more distant. We have seen in other cases—and in the Clarendon Sector Plan, for example—how that effect is a desirable one. Another benefit of reorienting the structures is that it could allow a reduction in the circulation infrastructure by eliminating the need for car access to the south edge of the site. That area would still need emergency access, but it could be done with drivable landscaping and pedestrian/bike path designs that are permeable. (Note: the west side of the approved Artis Senior</p>

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								Living project is landscaped but approved by the Fire Marshall as truck access because of the embedded surface treatments.) I am also wondering if this might simplify construction or reduce costs if any special work would be required because of the Metro tunnel nearby. Those changes might necessitate another floor or two to change the shape and size of the footprint, but it would also allow much more flexibility in how to create and use open space on site. Right now there is essentially nothing of value or usability with the exception of the pathway on the east. This site could do much more to connect with other paths and separate itself from the street on the north. Speaking of the I-66 ramp/Fairfax Drive interface area, I think the intersection deserves a raised table design, as well as a couple of moderate rumble strips 40 and 80 yards upstream, for cars exiting eastbound on the I-66 ramp. And regardless of these other considerations, I would like to see the primary community benefit be funding to further enhance the public viewing assets for the Ballston Pond Park, being restored now and being cast much more as a wetland/wildlife park. At nearly 3 acres, it will become a major natural asset for residents.
CM-123	Melissa Riggio	Other Arlington County Board, Commission, or Committee member (PRC)	X		X	X		<p>Drivers on Fairfax Dr go too fast. Traffic calming is key.</p> <p>The new trail connection should provide a trail experience for the full depth of the site, not awkwardly dump trail users onto an access road around a curve adjacent to a loading dock.</p> <p>The new trail connection needs shade.</p> <p>Please ensure that the curb ramps &amp; crosswalks across Fairfax Dr are roomy enough for significant two-way trail traffic.</p> <p>A 10' trail is good, a 12' trail is better!(Suggestions taken from SUSMO Arlington feedback)</p> <p>Absolutely necessary that we use native plants only, and ones that go well with the nearby "Ballston Beaver Pond" (naming in progress). As mentioned before, native plants, but also, discouraging wide open lawn spaces (as seen in the photo) as people often feel discouraged to actually go on them (or are actually discouraged.) Lawns encourage water waste and require heavy maintenance. A native plant area would be far more effective and beautiful.</p>
CM-124	Steve Sockwell	Other Arlington County Board, Commission, or Committee member (FNRC)	X	X	X	X		<p>The design is generally a respectable upgrade to aging facilities. However, the design completely largely lacks a sense of context. Although there are overtures to the adjacent neighborhood, the site is at a gateway into downtownArlington. There is nothing that welcomes approaching motorists. There is also negligible landscaping that ties into the County's newly designed beaver pond to the north. The architecture is generally box like. The varying facade treatments help to break up the massing, but aren't distinctive. Ground floor facades do little to enhance public spaces or streets. The front entrance onto to Fairfax Drive is generally unpersuasive as a buffer to a busy street. The design</p>

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								<p>shows careful consideration of transportation flow. Reduced curb cuts are welcome. However, the use of a service road AND the alleyway between buildings seems like a lot of impermeable surface and perhaps an overly complicated design. The bicycle trails are a nice feature, though the Fairfax Dr. trail, which ties directly into the Geo. Mason Trail will likely be used much more than the new multi-use trail. There are real problems with the landscaping. For one thing, the design needs more trees. Is the Applicant keeping many current trees? Also, there is little open space and design appears cramped. The Fairfax Drive entrance is problematic. The current design doesn't provide a buffer. But it also does little to integrate with Fairfax Dr.— some public art, such as other buildings on Fairfax Dr. Offer, or a design feature would be helpful. In general, the North Building needs more green area.</p>