

Site Plan Review Committee (SPRC)
Staff Report for
Kensington Elder Care (4500 Langston Boulevard)
SPLN25-00005 (SP #81)

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

Mail-in Comments:

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

Contact Staff:

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

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

Contact the SPRC Co-Chairs:

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

Paola Amodeo
pamadeo@commissions.arlingtonva.us

Tenley Peterson
tpeterson@commissions.arlingtonva.us

Kensington Elder Care (SPLN25-00005)(SP #81)

4500 Langston Boulevard
(RPC #07-002-011,-012,-013)

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

- Online Engagement Opportunity: May 18-28, 2026
 - Topics:
 - Land Use & Density
 - Site Design & Layout
 - Building Height, Form & Architecture
 - Parking & Loading/Transportation
 - Landscaping
 - Green Building & Sustainability
- Site Plan Review Committee Meeting #1 (Hybrid) – July 27, 2026 (7 p.m., Room 216, Cherry)
 - Introductions
 - Staff presentation
 - Applicant presentation
 - SPRC Discussion Topics:
 - Land Use & Density
 - Site Design & Layout
 - (including proposed vacation of N Upton St, building entrances, vault location, setbacks, sidewalks)
 - Building Height, Form & Architecture/Sustainability
 - Public Comment (2 minutes each)
- Site Plan Review Committee Meeting #2 (Hybrid) – September 17, 2026 (7 p.m.)
 - Introductions
 - Staff presentation
 - Applicant presentation
 - SPRC Discussion Topics:
 - Parking & Loading/Transportation
 - Landscaping
 - Additional density for LEED, Site amenities associated with additional density, affordable housing (a.k.a. community benefits)
 - Construction Management/Hauling routes
 - Public Comment (2 minutes each)
 - Wrap-up

SITE PLAN REVIEW COMMITTEE

DATE: July 27, 2026
PLACE: 7 p.m., Room 216, Cherry

SPRC STAFF COORDINATOR: Matthew Pfeiffer

Item 1. Kensington Elder Care (SPLN25-00005) (SP #81)
RPC# RPC #07-002-011,-012,-013
Planning Commission and County Board meetings TBD
Peter Schulz (CPHD Staff)

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

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

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the on the County's Webpage at <https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/4500-Langston-Blvd>

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

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

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

Glossary of Terms:

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

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

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

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

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

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

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

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

SUMMARY: The applicant proposes a site plan amendment to SP #81 to demolish the existing office building and surface parking lot at 4500 Langston Boulevard and construct a seven (7) story Elder Care Facility with a 4.1 Floor Area Ratio consisting of Assisted Living units with optional Independent Living units, with approximately 3,300 square feet of ground floor commercial use. There will be 109 underground parking spaces.

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

- Additional density for provision of site features and amenities per ACZO Sec. 15.5.9, including LEED Gold at the .25 FAR level;
- Density exclusions; and
- Others as necessary.

The developer proposes to vacate a portion of North Upton Street to create additional site area.

To facilitate the proposed development, the developer has made the following applications:

- A General Land Use Plan Amendment from “Service Commercial” to “Low Office-Apartment-Hotel”;
- A rezoning from “C-O” to “C-O-1.5”;
- A vacation of a portion of North Upton Street; and
- The aforementioned site plan amendment request.

Figure 1—South Elevation¹

BACKGROUND: The subject site is currently a one-story office building with a basement and a surface parking lot. In 1969, the County Board rezoned the current site from “C-2” to “C-O’ building and in 1970 approved a site plan for a one-story office building (the present building).

¹ Note: All images are from the filed 4.1 Plans. The developer will be presenting updated elevations at the SPRC meeting.



Figure 2—existing site

The following provides additional information about the site and location.

Existing site:

The approximately 32,000 square foot site is located in the Waverly Hills Civic Association area. The subject site is the eastern two-thirds of a block bounded by Langston Boulevard (US 29) on the north, Cherry Hill Road and Lorcom Lane on the south, North Upton Street on the east, and North Woodrow Street on the west. The remainder of the block consists of a one story retail building (7-11) and is not a part of this application.



Figure 3-- Area Map

Neighborhood: The subject site is located within the boundary of the Waverly Hills Civic Association, and is across Langston Boulevard from the Old Dominion and Donaldson Run CA areas.

GLUP Designation: Service Commercial. *Personal and business services. Generally one to four stories.*

Zoning: C-O, Mixed-Use District



Figure 4-- Cherry Hill Road looking west. The subject site is on the right.

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

Table 1- Development Potential

	Density Allowed for Proposed Uses	Maximum Development
Existing Zoning: “C-O” District		
By-right:	Single Family Detached: 1 per 6,000 square feet of lot	5 units
	Office/commercial/retail: .6 FAR	19,074 s.f. of GFA
Special Exception:	Office/Commercial/Hotel: 3.8 FAR	120,802 s.f. of GFA
	Residential/Elder Care: 4.8 FAR	152,292 s.f. of GFA

Proposed Development:

- Demolish the office building; and
- Construct a seven (7) story Elder Care Facility with a 4.1 Floor Area Ratio consisting of

Assisted Living units with optional Independent Living units, with approximately 3,300 square feet of ground floor commercial use. There will be 109 underground parking spaces.

The following provides a statistical summary for the proposed development:

Table 2. SPLN25-00005 – 4500 Langston Blvd		
	Base Zoning/Requirement	Proposed
Site Area (s.f.)		
Site Area ²		33,224
Site Area after dedication		32,973
Density		
Elder Care GFA (bedrooms)		132,333 s.f. (up to 129 bedrooms)
Retail GFA		3,338 s.f.
Total GFA		135,671 s.f.
Density Exclusions		7,222 s.f.
Total Density		4.1 FAR
Base Density GFA	1.5	49,836 s.f.
Additional Density Requested above Base GFA		85,835 s.f.
Building Height		
Building Height (feet)	Not specified	106'
Main roof height	Not specified	90'
Mechanical Penthouse Height	23'	16'
Stories	10	7 stories
Parking		
Total Parking Spaces	79 spaces	109 spaces
Residential Parking Spaces	65 spaces	95 spaces
Elder Care Parking Ratio	0.5 space/bedroom	0.7 space/bedroom
Retail Parking Spaces	14 spaces	14 spaces
Retail Parking Ratio	1 space/250 s.f. of retail GFA	1/250
Compact Parking Ratio	Maximum 15%	1%
Loading Spaces	2 spaces	2 spaces

DISCUSSION:

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

² Site area includes 1,434 square foot portion of North Upton Street to be vacated

- General Land Use Plan (GLUP)
- Arlington County Zoning Ordinance (ACZO), “C-O-1.5” regulations
- Langston Boulevard Area Plan (LBAP)
- Master Transportation Plan

GLUP: The current GLUP designation of the site is “Service Commercial”, a low-density category for commercial, office, and retail uses only. The Langston Boulevard Area Plan (LBAP) recommends a GLUP category of “Low Office-Apartment-Hotel”, which permits mixed use development at a density of 1.5 FAR for commercial and Elder Care uses, multifamily density of up to 72 units per acre and a hotel density of up to 110 units per acre. In accordance with the recommendation of the LBAP, the applicant requests a change of the GLUP designation from “Service Commercial” to “Low Office-Apartment-Hotel”.

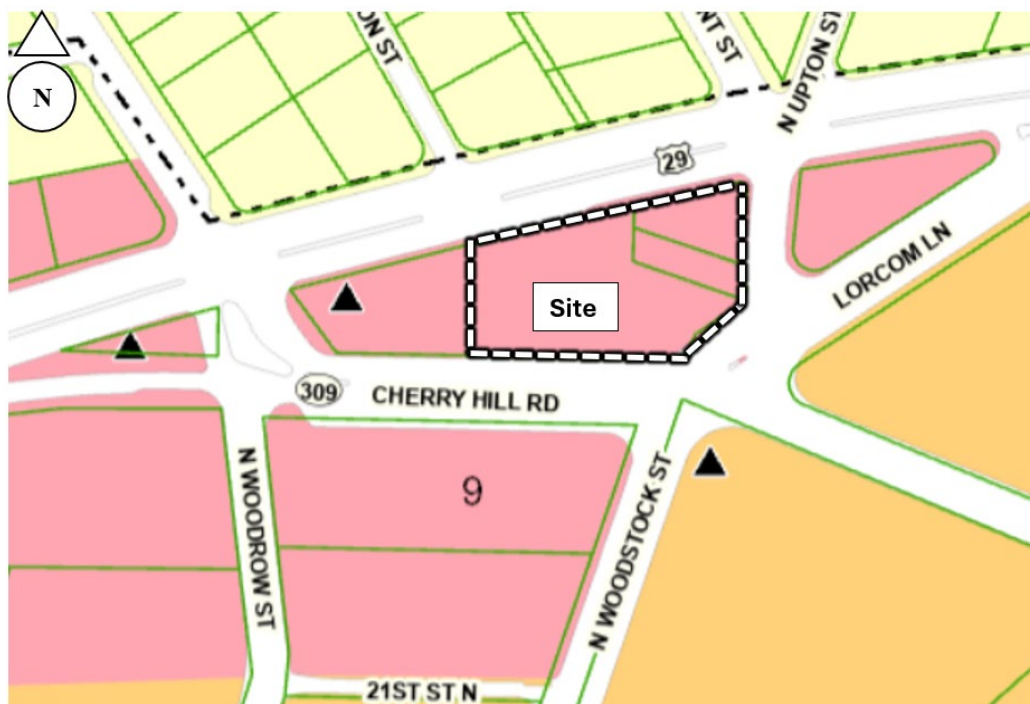


Figure 5—Existing GLUP Map

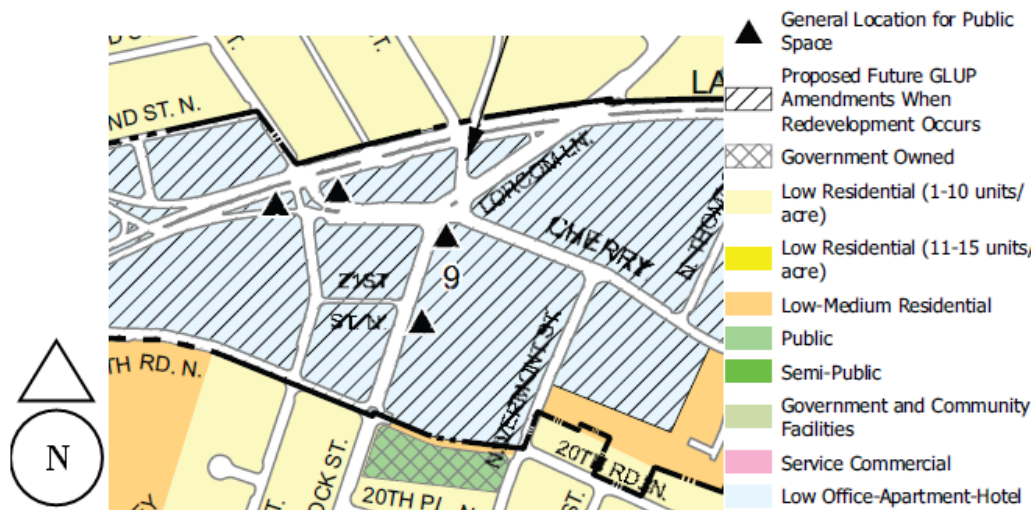


Figure 6--Future GLUP Map, p. 189 LBAP

Zoning Ordinance: The site is currently zoned “C-O”, Mixed-use District, which is a high-density mixed use district that allows commercial, office and hotel uses up to 3.8 FAR and residential uses up to 4.8 FAR. The applicant requests a rezoning of the property from “C-O” to “C-O-1.5”, which is the equivalent zoning district to the proposed “Low Office-Apartment-Hotel” GLUP category. As stated above, the LBAP recommends a GLUP category of “Low Office-Apartment-Hotel” when a development application is submitted. The LBAP acknowledges that through Arlington County’s incentive zoning process, applicants may request additional density above the maximum recommended density for the purposes of committed on or off-site affordable housing (or a cash contribution to the Affordable Housing Investment Fund), participation in the Green Building Incentive Program, contributions to transportation improvements and/or community facilities.

Langston Boulevard Area Plan (LBAP): The LBAP was adopted by the County Board on November 11, 2023. The Langston Boulevard plan aims to update the automobile-oriented development of the Langston Boulevard corridor to allow new multifamily, commercial, and/or mixed-use development and identifies potential new streets and bicycle connections, increasing opportunities for affordable housing, sustainable and climate-facing development, and new public spaces, among other things. Ultimately, the plan will help transform the predominantly car-oriented, strip commercial and residential, 4.5-mile-long corridor into a green, mixed-use main street that provides safe and multimodal access and is rooted in environmental resiliency, economic sustainability, and equity.

The Plan focuses policies on nine key planning elements: Land Use, Economic Vitality, Housing, Public Facilities and Schools, Building Form and Heights, Historic and Cultural Resources, Transportation and Connectivity, Public Spaces, and Sustainability and Resilience. To help achieve this goal, and realizing that different parts of the corridor have different development patterns and accompanying needs and issues, the Plan divides the Langston Boulevard corridor into several sub-areas. The subject site is located in Area 3.

Area 3 is considered the “heart of the corridor”, and the subject site is located within an “Activity Hub”, as well as a major retail node anchored by the Lee Heights Shops.

The tree canopy in this area will be increased significantly and enhanced with street trees and other landscaping and wider sidewalks to create a more comfortable shopping environment. ... The street in front of the Lee Heights Shops will be designed as a shared space that can be closed for special events.



-  Activity Hubs
-  Event street fronting Lee Heights Shops
-  Mixed Use District Boundary

Figure 7-- Image from LBAP of Area 3 (close-up)

Land Use & Density: The developer proposes to construct an elder care facility with assisted living and potential independent living units, at a density of approximately 4.1 FAR. There will also be ground floor retail (or retail equivalent use) space along Cherry Hill Road, opposite the Lee Heights Shops. The proposed elder care and retail use are in harmony with the proposed GLUP, proposed Zoning and the recommendations of the LBAP. The LBAP envisions a wide variety of housing types for people of all demographics.

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

Table 3—Density chart

	Proposed
Site Area	33,224 square feet ³
Total GFA	135,671 s.f.
Total Floor Area Ratio (FAR)	4.1 FAR
Maximum Base FAR	1.5 FAR (49,836 s.f.)
Density above base to be earned through site features and amenities such as green building, committed affordable housing, off-site transportation improvements, etc.	2.6 FAR (85,835 s.f.)

Site Design & Layout: The developer proposes one (1) building. A ground level lobby is proposed for the southeastern corner of the building facing Cherry Hill Road. A ground level retail/retail equivalent space occupies the remainder of the Cherry Hill Road frontage. Due to the grade change between Cherry Hill Road and Langston Boulevard, the uppermost level of parking is above grade at the Langston Boulevard frontage. Therefore, there are no ground level uses on the Langston Boulevard side of the building. The entrance and exit to the uppermost level of parking is also accessed from Langston Boulevard. The lower two levels of parking are accessed from a narrowed North Upton Street. The two loading docks are also accessed from North Upton Street. (There is no internal connection between the uppermost level of parking accessed from Langston Boulevard and the remainder of the garage.)

The building is located to the back of the sidewalk on all street frontages, generally at the build-to lines shown on the LBAP, except where the proposed building is proposed to be located in

³ Includes 1,434 square feet of site area created by vacating part of North Upton Street.

current North Upton Street right of way. At the western property line, the applicant proposes a private four-foot-wide pedestrian walkway between Langston Boulevard and Cherry Hill Road. This minimum four (4) foot walkway will also provide a setback from the 7-11 property.

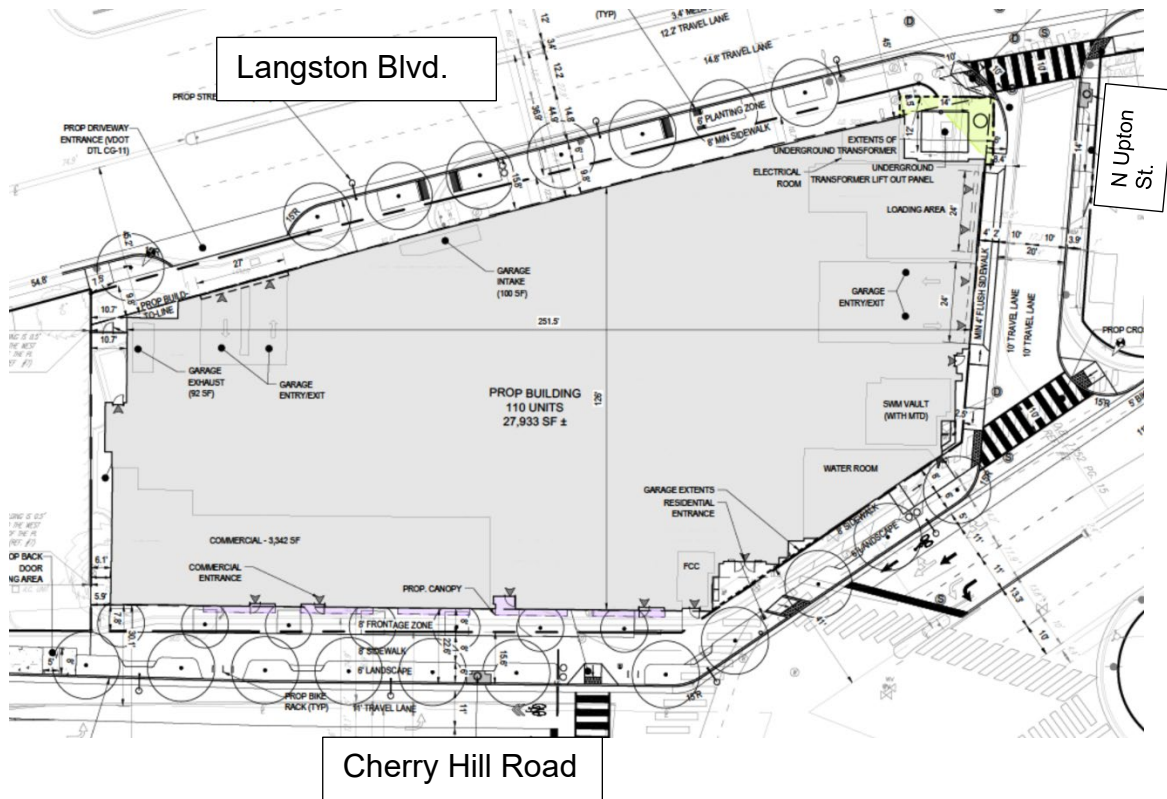


Figure 7-- Site layout

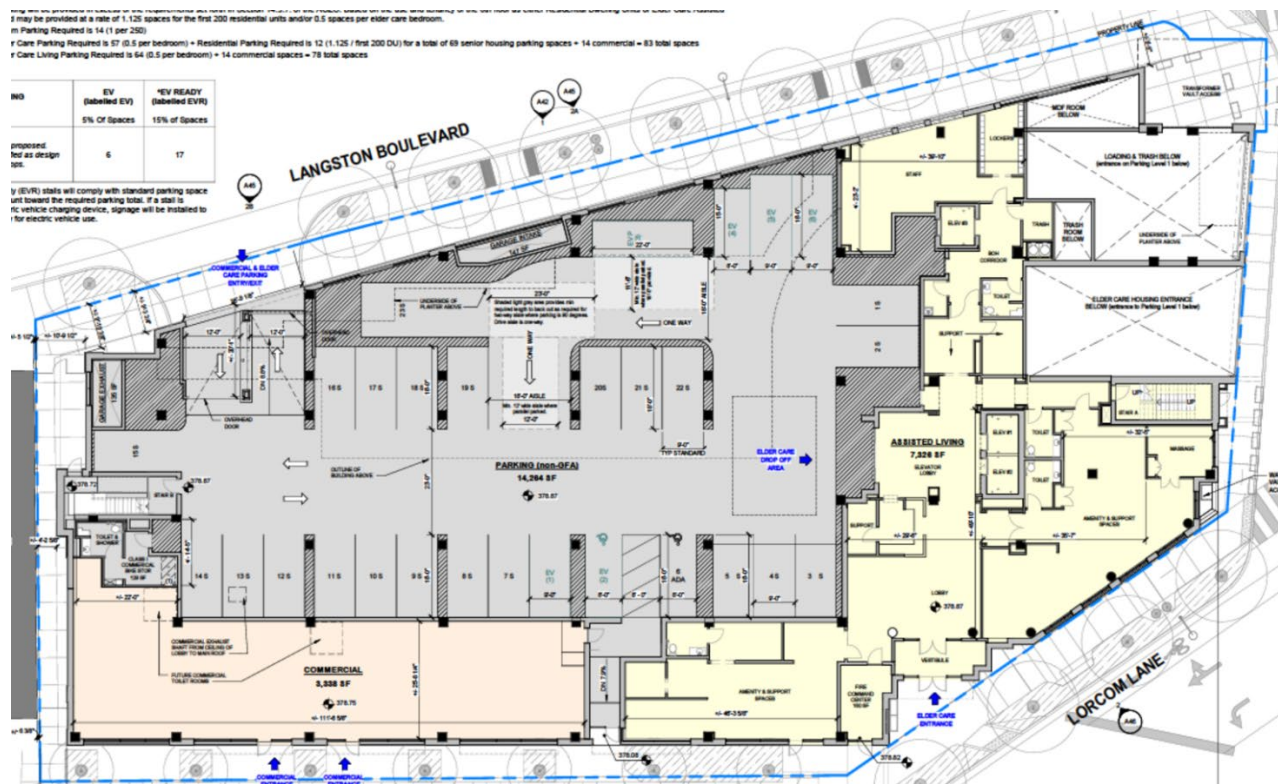


Figure 8—Lobby Level uses



Figure 9-- Cherry Hill Road ground level elevation close-up



Figure 10-- Langston Boulevard Elevation close-up

Building Height, Form and Architecture: The proposed building is 7 stories and 90 feet in height to the main roof. There is an additional 16 foot high mechanical penthouse. (The building roof is not proposed to have occupiable space). On the second floor, there is an approximately 5,000 square foot private terrace area that overlooks Langston Boulevard. This terrace area also has the effect of stepping back the bulk of the building from the single-family neighborhood across Langston Boulevard.

The architecture includes manufactured stone at the base of the building and metal storefront systems at the Cherry Hill Road frontage, and red and buff brick throughout the building. At all

levels of the building and on the east, north and south frontages there are balconies for residents, enclosed with metal railings for safety purposes.



Figure 11—Northeast Elevation



Figure 12-- South elevation



Figure 13-- West Elevation



Figure 14-- North Elevation



Figure 15-- Northeast corner, electrical vault location

Landscaping: The developer proposes street trees on the Cherry Hill Road and Langston Boulevard frontages of the site, but not at the North Upton Street frontage of the site. The second level private open space will also be landscaped, and a green roof at the penthouse level of the building.

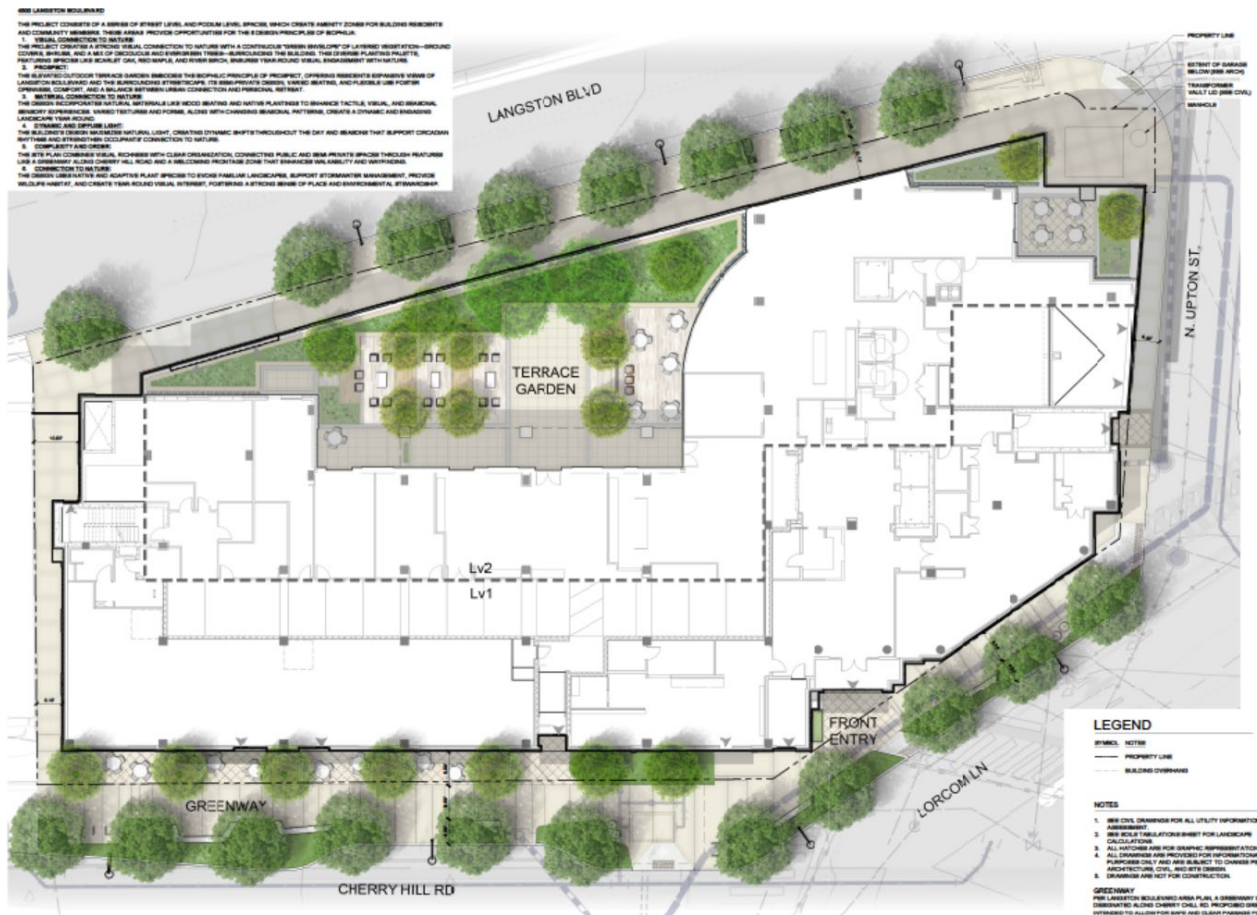


Figure 16—Illustrative landscape Plan

Sustainable Design: The developer proposing to participate in the [Green Building Incentive Policy](#) (GBIP), which provides increased density for achieving certain levels of LEED compliance (adapted to Arlington). They proposes to achieve LEED Gold at the 0.25 FAR level, which includes, among other things, an Energy Star score of 75 or higher, Arlington priority credits, and Energy Optimization Performance Improvements. There is a green roof at the penthouse level of the building. A link to the LEED Scorecard can be found [here](#).

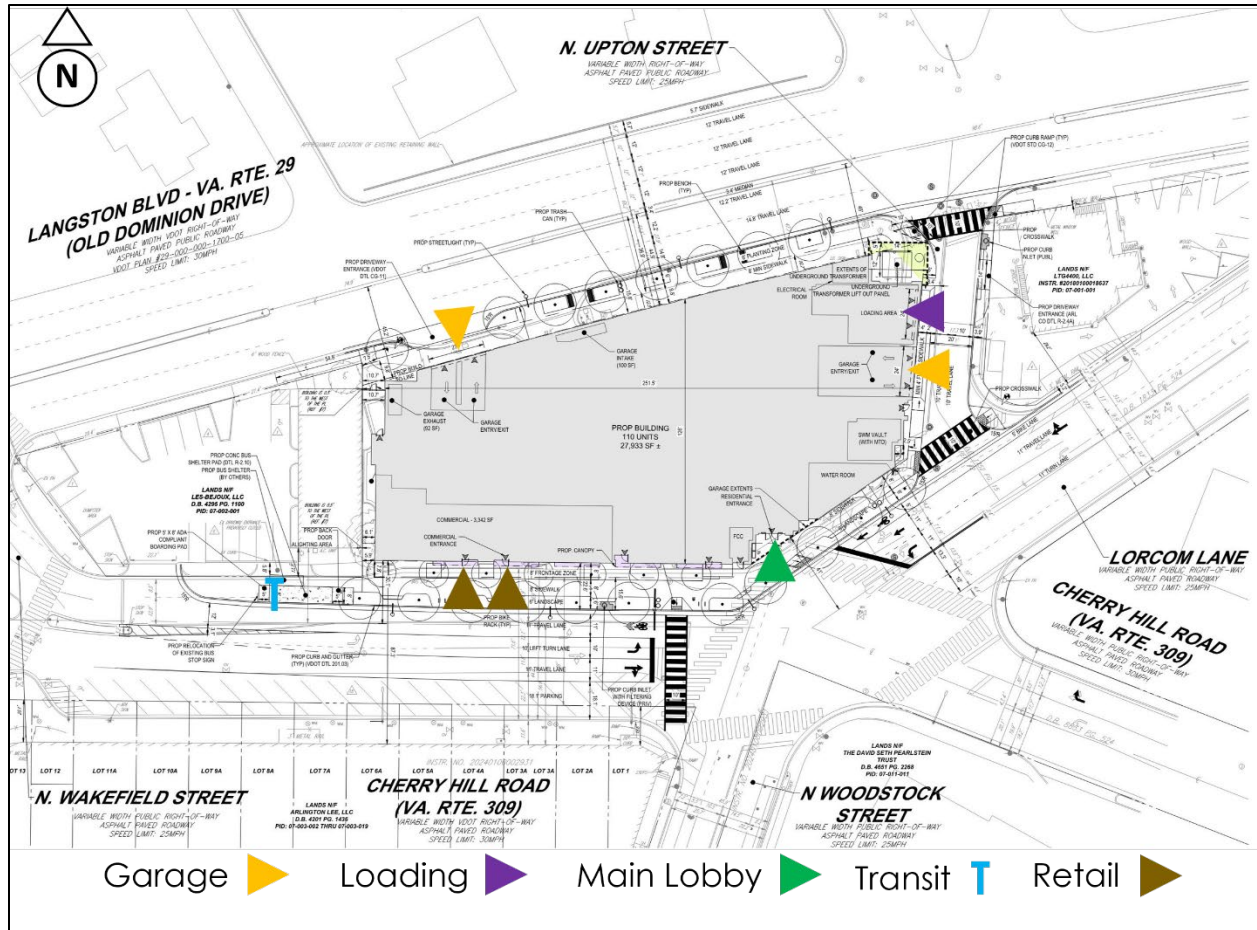
Transportation: The site is bounded by Langston Boulevard, Cherry Hill Road, Lorcom Lane, and North Upton Street. The existing and proposed transportation facilities are further discussed in detail below. Staff continues to assess the proposal for consistency with County policies and guidelines.

Table 4. Existing and Proposed Transportation Facilities

Transportation	Existing Condition	Proposed Condition
Langston Boulevard (VA Route 29)		

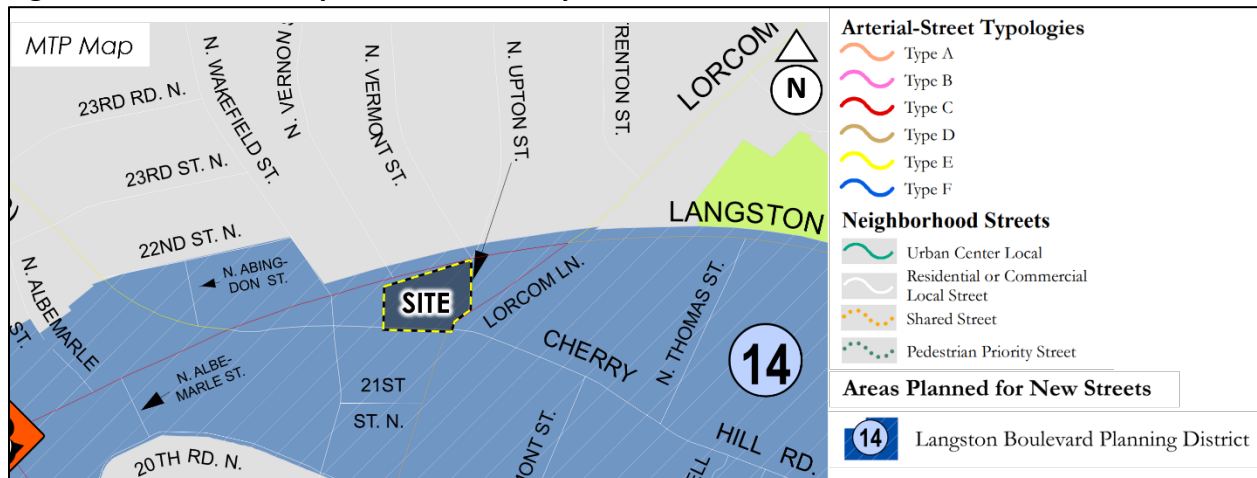
Street	66.2 ft. 5 travel lanes	67.1 ft. 5 travel lanes
Streetscape	9.4 ft. 9.4 ft. sidewalk	15.7 ft. 6 ft. landscape zone + 8 ft. sidewalk + 1.7 ft. shy zone
Cherry Hill Road (VA Route 309)		
Street	71.6 ft. 2 travel + 1 turn + 1 parking lane	52.1 ft. 2 travel + 1 turn + 1 parking lanes
Streetscape	6.5 ft. 6.5 ft. sidewalk	22 ft. 6 ft. landscape area + 8 ft. sidewalk + 8 ft. shy zone
Lorcom Lane		
Street	62.9 ft. 4 travel lanes + 1 bike facility	53.2 ft. 4 travel lanes + 1 bicycle facility
Streetscape	6.5 ft. 6.5 ft. sidewalk	14 ft. 6 ft. landscape area + 8 ft. sidewalk
North Upton Street		
Street	36.9 ft. 2 parking + 2 travel lanes	20 ft. 2 travel lanes
Streetscape	6.5 ft. 6.5 ft. sidewalk	6 ft. 4-to-6 ft. sidewalk 0-2 ft. driveway apron

Figure 17. Parking and Loading



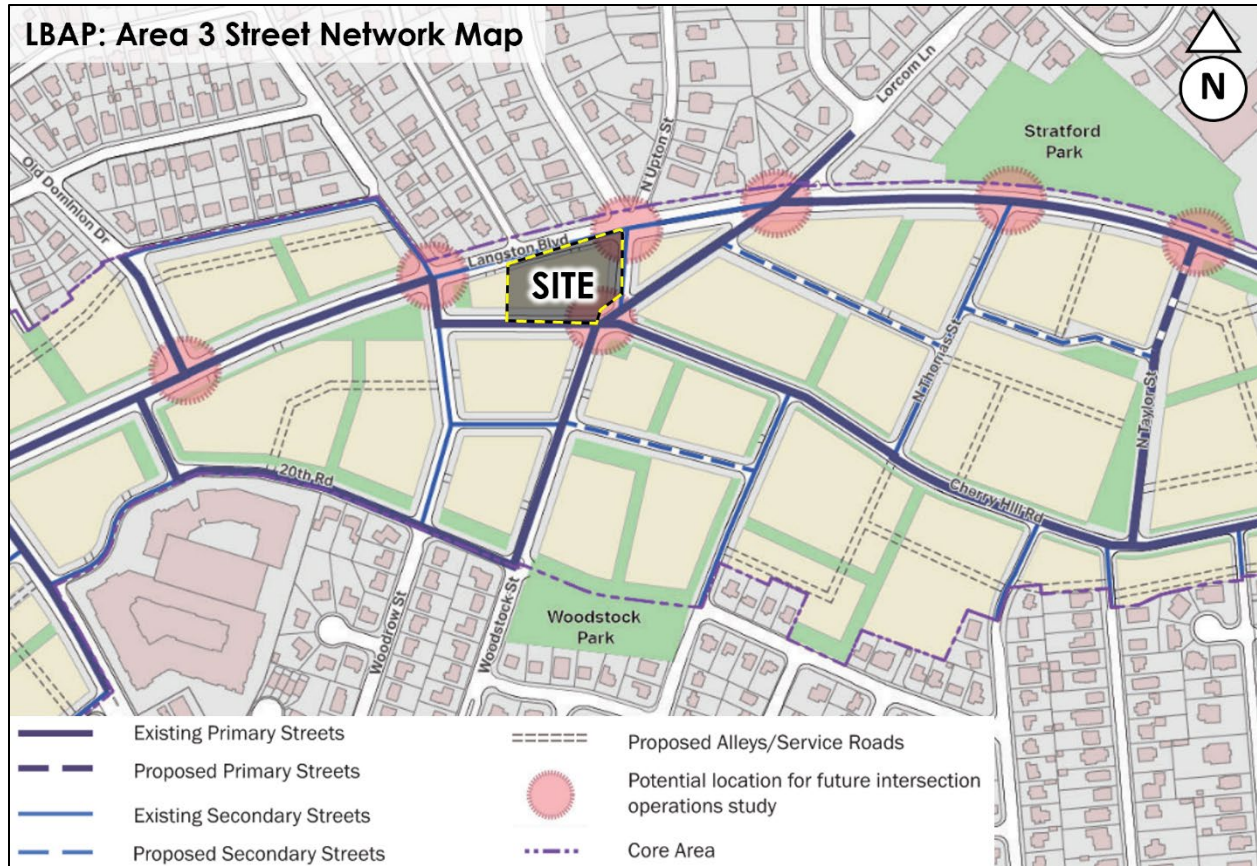
Source: Presentation Plan

Figure 18. Master Transportation Plan Map



Source: MTP

Figure 19. LBAP Area 3 Street Network Map

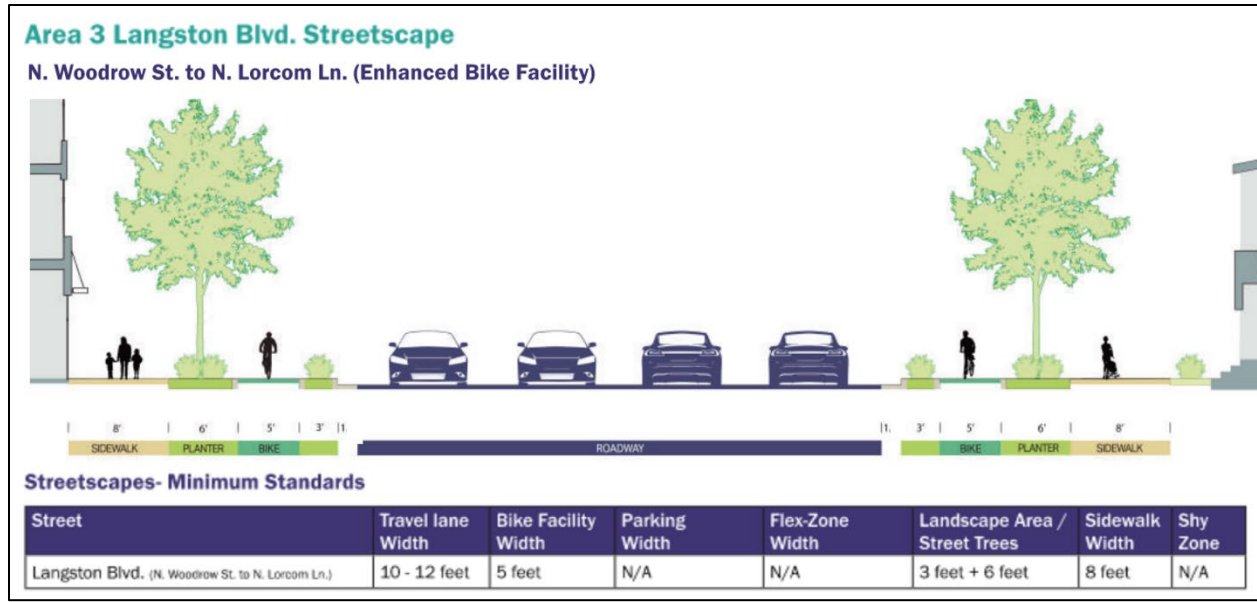


Source: LBAP

Streets and Sidewalks:

Langston Boulevard: The Master Transportation Plan (MTP) identifies the adjacent segment of Langston Boulevard as a Type C – Primarily Commercial Centers arterial road. The MTP plans for a Type C arterial road to contain four travel lanes plus turn lanes, medium priority for medians, and low on-street parking priority. Although the LBAP identifies the majority of Langston Boulevard as an existing primary street, it instead identifies the adjacent segment as an existing secondary street. The LBAP also specifies that this segment of Langston Boulevard, from North Woodrow Street to Lorcom Lane, ultimately consists of a 44-to-48-foot-wide section, containing four 10-to-12-foot-wide travel lanes (two in either direction). The LBAP also specifies a 22-foot-wide streetscape, including a 3-foot-wide landscape area, 5-foot-wide sidewalk-level bike lane, 6-foot-wide planter/tree zone, and 8-foot-wide sidewalk.

Figure 20. LBAP Langston Boulevard Cross-Section

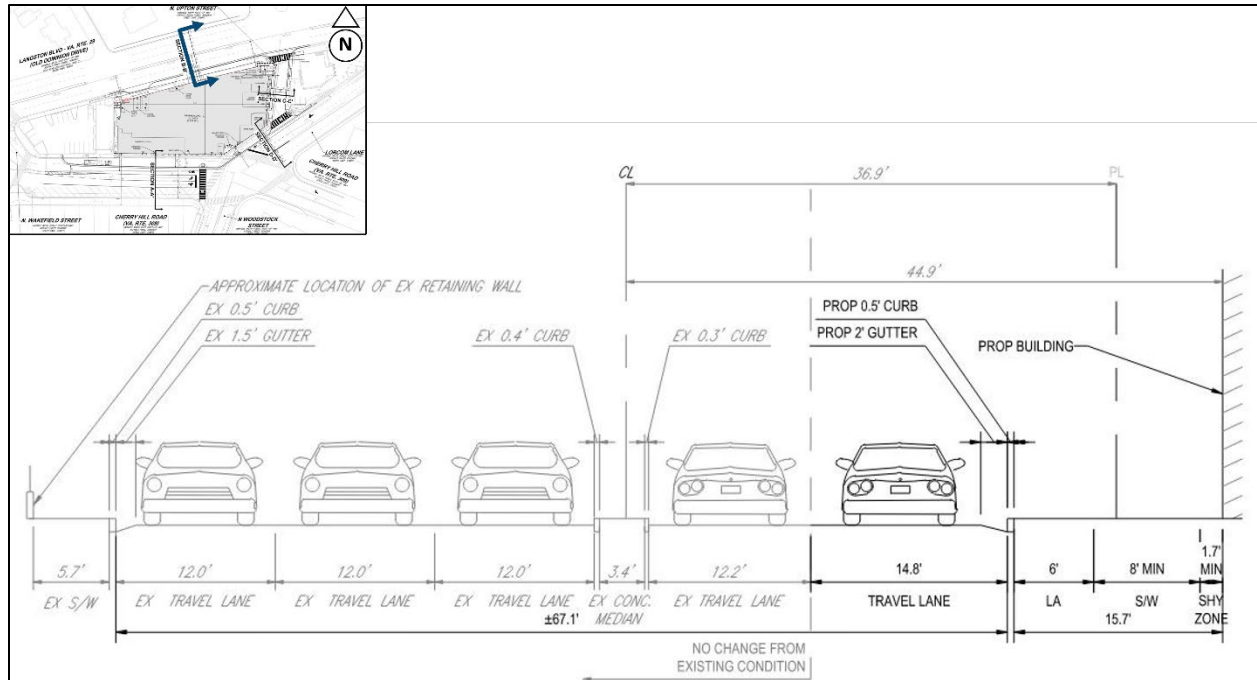


Source: LBAP

The adjacent segment of Langston Boulevard currently consists of a 66.2-foot-wide section, including 13.9- and 12.2-foot-wide eastbound travel lanes, a 3.4-foot-wide median, and three 12-foot-wide westbound travel lanes. The site's frontage includes a 9.4-foot-wide sidewalk, plus a 11.7-foot-wide landscape area located between the sidewalk and existing building. The site currently has one driveway entrance onto Langston Boulevard. The Virginia Department of Transportation (VDOT) owns and maintains Langston Boulevard, and will therefore need to approve any improvements affecting their right-of-way.

The applicant proposes to install a VDOT-compliant 2-foot-wide gutter along the site frontage, which results in widening the street section by 0.9 feet to a 67.1-foot-wide section. Otherwise, the street section will remain unchanged. The applicant proposes a new 15.7-foot-wide streetscape, including a 6-foot-wide landscape area, 8-foot-wide sidewalk, and 1.7-foot-wide shy zone. Although the applicant proposes to close the existing driveway entrance from Langston Boulevard, they also propose a new entrance into the ground-level portion of the garage.

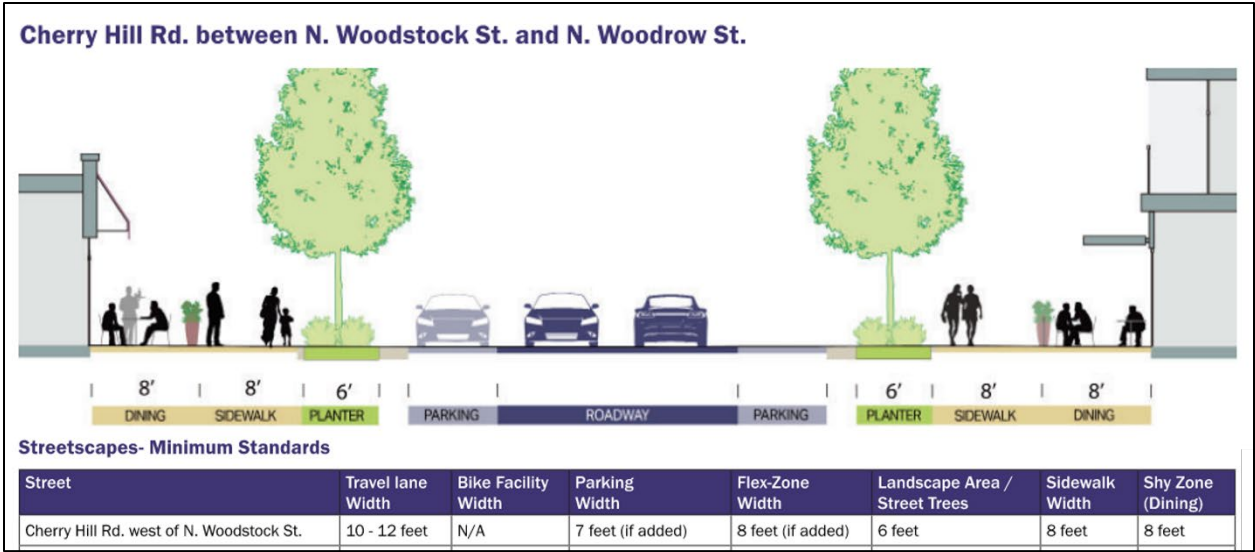
Figure 21. Proposed Langston Boulevard Cross-Section (Facing East)



Source: Interim Condition Cross-Sections

Cherry Hill Road: The MTP identifies Cherry Hill Road as a Residential or Commercial Local Street. The MTP plans for this type of street to contain one-and-a-half (yield condition) to two travel lanes, low or no median priority, and high on-street parking priority. The LBAP identifies Cherry Hill Road as an existing primary street, and specifies that the adjacent segment, from North Woodrow Street to North Woodstock Street, consists of a typical 20-to-34-foot-wide section, including two travel lanes (one in either direction), sharrows for bicycle travel, and optional parking lanes. The LBAP also specifies a 22-foot-wide streetscape, consisting of a 6-foot-wide planter zone, 8-foot-wide sidewalk, and 8-foot-wide dining zone. This segment of Cherry Hill Road currently has a 71.6-foot-wide street section, including a 24.9-foot-wide westbound travel lane which splits into two travel lanes to the immediate west of the site, a 12.1-foot-wide eastbound turn lane, a 11.8-foot-wide eastbound travel lane, and 22.3-foot-deep angled parking in front of the Lee Heights Shops. The site itself has a 6.5-foot-wide sidewalk along its frontage, and a variable width landscape area between it and the existing parking lot and building.

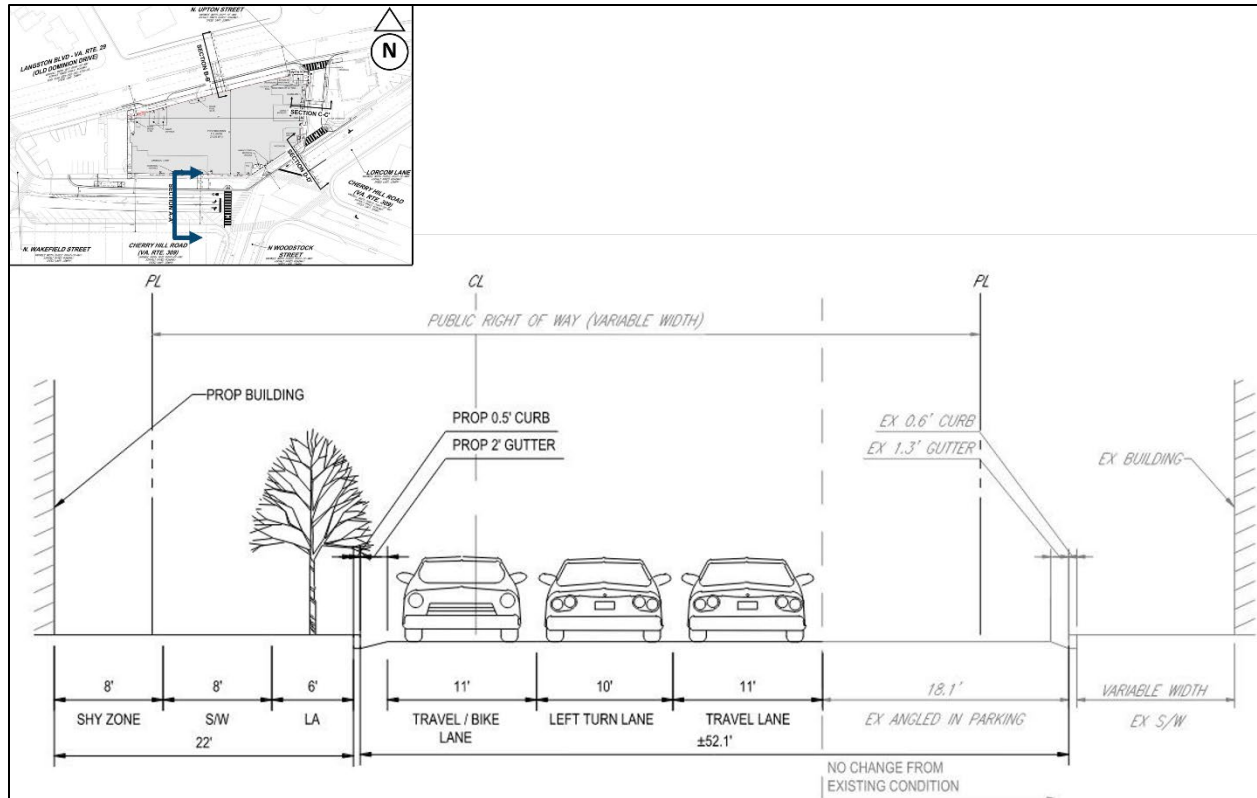
Figure 22. LBAP Cherry Hill Road Cross-Section



Source: LBAP

The applicant proposes to narrow Cherry Hill Road to a typical 52.1-foot-wide section, including two 11-foot-wide travel lanes (one in either direction), a 10-foot-wide left turn lane to turn onto northbound Lorcom Lane, and the existing angled parking on the south side of the street. The travel lanes will be marked with sharrows indicating that drivers and bicyclists should share the travel lanes. Although the applicant previously proposed removing the left-turn lane, additional study indicated that it is required in order to support vehicular traffic turning toward Lorcom Lane. Upon development, the applicant will remove an existing driveway entrance from Cherry Hill Road to the existing parking lot. Accompanying the narrower street section will be a wider 22-foot-wide streetscape, including a 6-foot-wide landscape area, 8-foot-wide sidewalk, and 8-foot-wide shy zone.

Figure 23. Proposed Cherry Hill Road Cross-Section (Facing East)

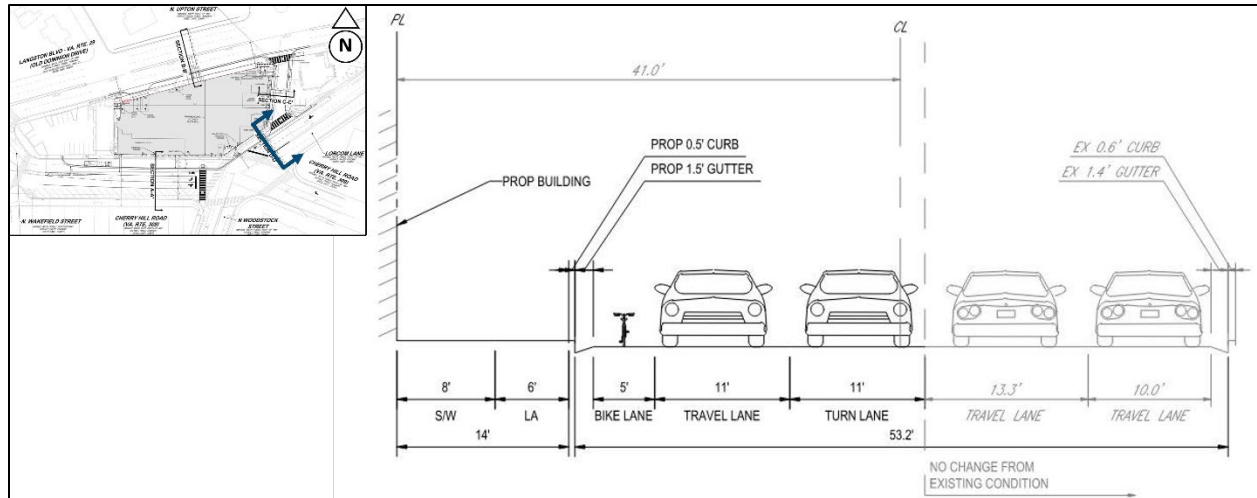


Source: Interim Condition Cross-Sections

Lorcom Lane: The MTP identifies Lorcom Lane as a Type C – Primarily Commercial Centers arterial road. The MTP plans for a Type C arterial road to contain four travel lanes plus turn lanes, medium priority for medians, and low on-street parking priority. The LBAP identifies Lorcom Lane as an existing primary street. Although the LBAP does not provide a typical street section for Lorcom Lane, it does recommend it be narrowed to one lane in each direction and ultimately have on-street bike lanes. Lorcom Lane currently contains a 62.9-foot-wide typical section, including a 4.7-foot-wide striped buffer, 5.6-foot-wide bike lane, 14.2- and 11.9-foot-wide southbound travel lanes, 13.8- and 10-foot-wide northbound travel lanes, plus gutter pans on either side of the road. Along the site frontage is a 6.5-foot-wide sidewalk, plus a variable width landscaping between it and the existing building.

The applicant proposes to narrow the street and construct a wider streetscape. The street will contain a 53.2-foot-wide typical section, including a 1.5-wide gutter pan, 5-foot-wide southbound bike lane, two 11-foot-wide southbound travel lanes, and the existing 13.8- and 10-foot-wide northbound travel lanes. The streetscape will be 14-feet-wide, including a 6-foot-wide landscape area and 8-foot-wide sidewalk.

Figure 24. Proposed Lorcom Lane Cross-Section (Facing North)

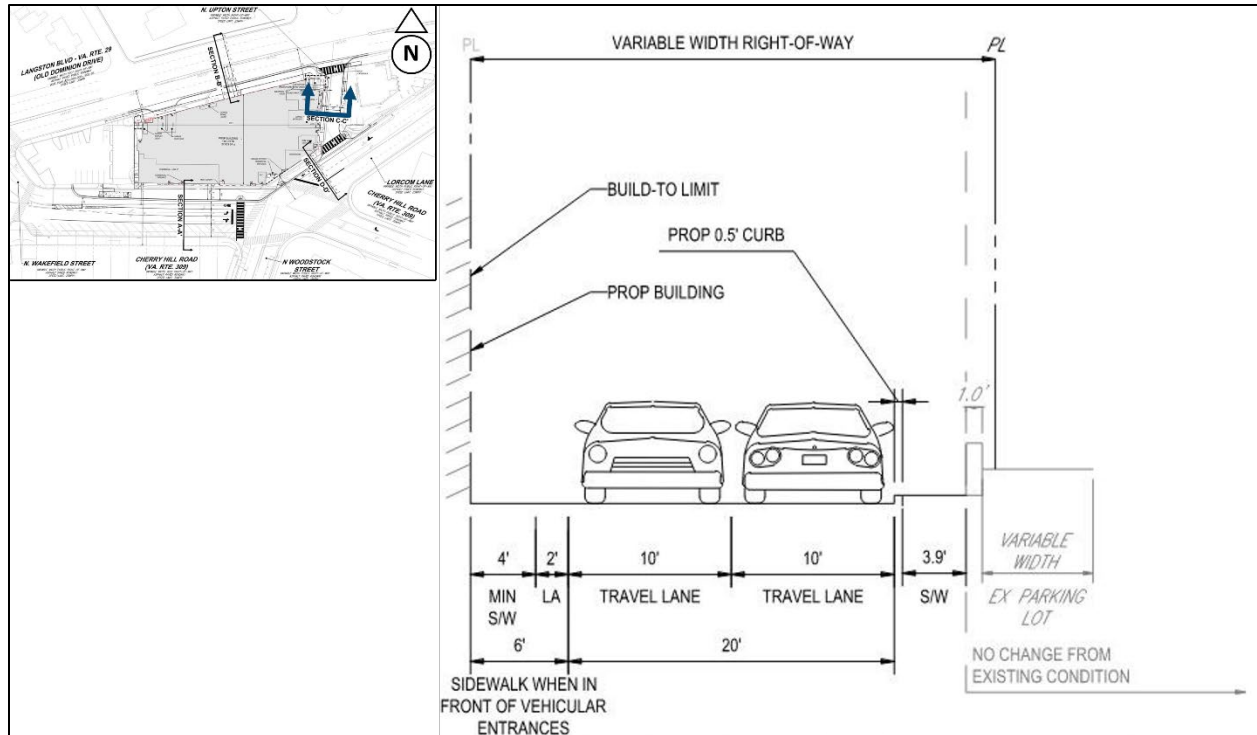


Source: Interim Condition Cross-Sections

North Upton Street: The MTP identifies North Upton Street as a Residential or Commercial Local Street. The MTP plans for this type of street to contain one-and-a-half (yield condition) to two travel lanes, low or no median priority, and high on-street parking priority. The LBAP identifies this street as an existing secondary street, but does not provide a typical street section. North Upton Street currently consists of a 36.9-foot-wide street section, including an unstriped 7-foot-wide southbound parking lane, 11.5-foot-wide southbound travel lane, 10.3-foot-wide northbound travel lane, and an unstriped 7-foot-wide northbound parking lane. The site's frontage includes a 6.5-foot-wide sidewalk.

The applicant proposes to partially vacate a 1,434-SF portion of the North Upton Street right-of-way and to narrow the street. The new street will be 20-feet-wide, including two ten-foot-wide travel lanes (one in either direction). The streetscape will consist of a 6-foot-wide sidewalk, which narrows to a 4-foot-width to accommodate a vehicle driveway apron. The loading bay and second garage entrance, leading to the below-grade garage, will be accessed from North Upton Street.

Figure 25. Proposed North Upton Street Cross-Section (Facing North)



Source: Interim Condition Cross-Sections

Parking and Loading: The LBAP recommends that parking and loading access be located on side streets rather than Langston Boulevard, located away from intersections, not visible from public spaces, and utilize screening to minimize visual and noise impacts. The applicant proposes 109 total vehicle parking spaces, allocated as 95 spaces for elder care uses (minimum 0.5 spaces per bedroom, or 65 spaces, are required) and 14 spaces for retail uses (1 space per 250 square feet of retail area). The vehicle parking will be split between two garages within the building: one grade-level garage with access from Langston Boulevard containing 30 spaces and an elder care drop-off area, plus a 2-level below-grade garage with access from North Upton Street containing the remaining 79 spaces. The applicant proposes two loading bays, one of which will serve trash pick-up/drop-off. The loading bay will be accessed from North Upton Street. For bicyclists, the site will contain 11 total bicycle parking spaces. For residents and staff, there will be 8 Class I bicycle spaces within a room in the below-grade garage. For visitors, there will be 3 Class III spaces located along Cherry Hill Road.

Table 5. On-Site Parking

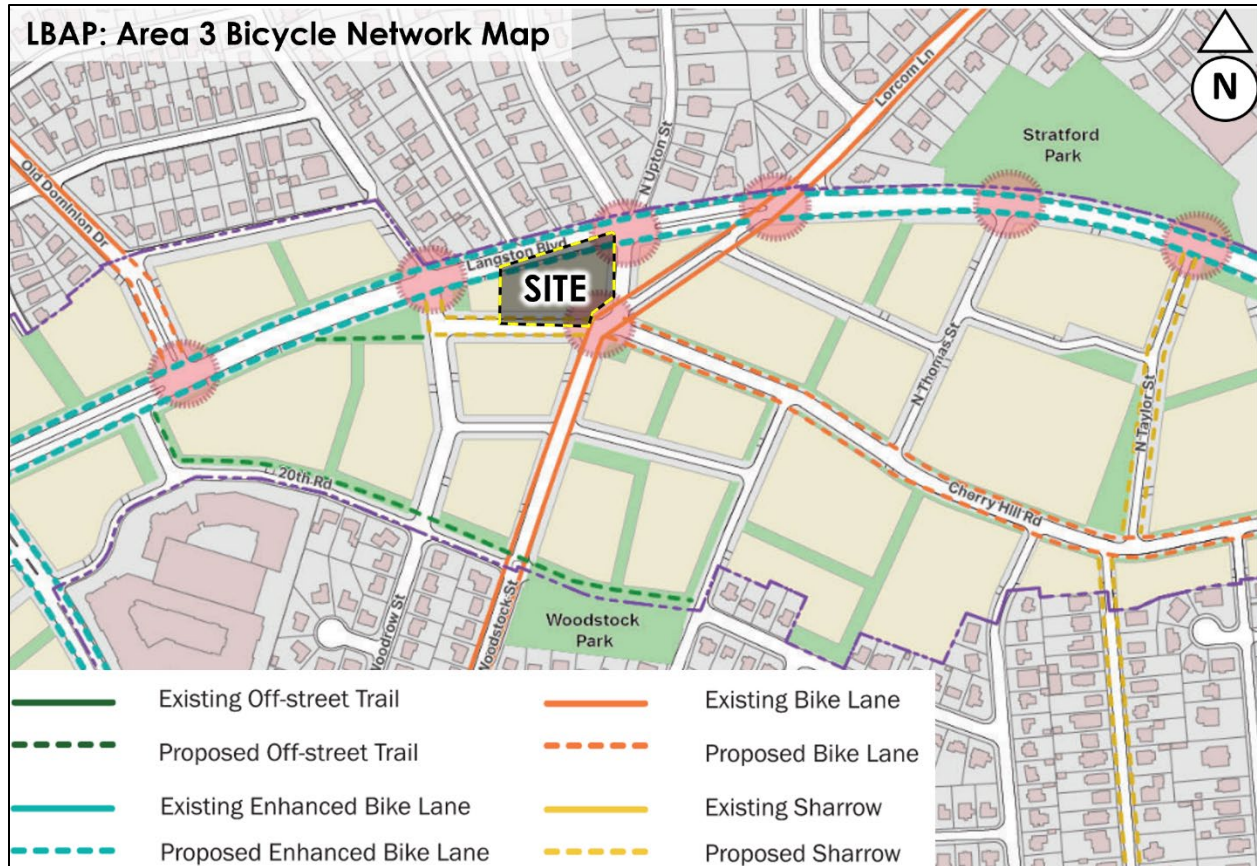
Type	Existing Condition	Proposed Condition
Vehicle Parking – Elder Care	-	95 spaces (65 required)
Vehicle Parking – Other	31 spaces	14 spaces (14 required)
Loading Bays	-	2 bays
Bike Parking	-	8 Class I Bike Spaces 3 Class III Bike Spaces

Transit: The MTP identifies the adjacent segment of Cherry Hill Road as serving the primary transit network, which offers all-day transit service every 12-15 minutes. There is an existing bus stop along the site's Cherry Hill Road frontage which is serviced by ART Route 55. This route operates daily with service every 15 minutes during weekdays and every 20 minutes on weekends. ART Route 55 connects the site to the East Falls Church Metro Station to the west, and to the Rosslyn Metro Station to the east. The applicant proposes to shift the existing Cherry Hill Road bus stop west along their site frontage to make space for the proposed Cherry Hill Road landscape area.

Bicycle Facilities: The LBAP recommends that the adjacent segments of Langston Boulevard, Cherry Hill Road, and Lorcom Lane ultimately contain bike facilities in either direction. Along Langston Boulevard, the envisioned bike facility is a minimum 5-foot-wide bike lane, located behind the curb within the streetscape, and enhanced with landscape buffering on either side. For Cherry Hill Road, the LBAP recommends sharrows for bicyclists to share the travel lanes with vehicles. However, these sharrows will transition to on-street bike lanes to the east of the intersection with Lorcom Lane. Finally, the LBAP recommends retaining the existing bike lanes along Lorcom Lane. A Capital BikeShare station is located less than 150 feet to the south of the site on the east side of North Woodstock Street.

As mentioned above, the applicant proposes sharrows on Cherry Hill Road and to retain the existing southbound bike lane on Lorcom Lane.

Figure 26: Bicycle Map



Source: LBAP

Multimodal Transportation Analysis and Trip Generation: The applicant submitted a Multimodal Transportation Assessment (MMTA) which was prepared by VIKa, dated June 26, 2026. The analysis assumes that approximately 48 percent of the trips will not use a personal vehicle. During the AM period, the analysis anticipates 25 vehicle trips, 17 transit trips, 1 bicycle trip, and 1 pedestrian trip. During the PM peak period, the analysis anticipates 53 vehicle trips, 27 transit trips, 3 bicycle trips, and 2 pedestrian trips. The MMTA assessed eight intersections within the vicinity of the site, including the proposed entrances to Langston Boulevard and North Upton Street.

Table 6. Anticipated Transportation Trips

Mode of Travel	AM Peak Trips	PM Peak Trips
Private Automobile	25	53
Transit	17	27
Bicycle	1	3
Pedestrian	1	2

Features and Amenities: Site plan projects deliver a number of standard benefits that are required by conditions of approval, including a Public Art contribution, Utility Fund contribution

and streetscape improvements, including a base monetary contribution to the Affordable Housing Investment Fund (AHIF).

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

Additional Density: The applicant is requesting an additional 88,000 square feet of density above the permitted maximum base density. The features and amenities that benefit the community associated with additional density are under review by staff. Amenities could include, but are not limited to, a cash contribution to affordable housing, green building commitments, and contributions to off-site transportation improvements.

Density Exclusions: The applicant is requesting a total of approximately 6,600 sf in density exclusions for below-grade mechanical, service and storage space and above-grade vertical shafts. The proposed density exclusions are under review by staff.

Preliminary staff issues include:

- Design of ground floor façade on Langston Boulevard; architectural impact of vault location at corner of North Upton Street and Langston Boulevard;
- Retail space interior connection to trash room and loading dock;
- Garage entrance from Langston Boulevard
- Staff is reviewing the request to vacate a portion of North Upton Street which was not anticipated by the LBAP;
 - Flush sidewalk on North Upton Street.

SPRC Co-Chairs:

Paola Amadeo	Planning Commission	pamadeo@commissions.arlingtonva.us
Tenley Peterson	Planning Commission	tpeterson@commissions.arlingtonva.us

Staff Members:

Peter Schulz	CPHD - Planning	pschulz@arlingtonva.us
Bryce Johnson	DES – Development Services Bureau	bjohnson1@arlingtonva.us

Applicant Information:

Applicant

4500 504B Owner LLC
Michael Raffedie
mrafeedie@kensingtonsl.com

Attorney

Tad Lunger, Esq.
tadlunger@arlingtonlandusegroup.
com

Architect

Mosley Architects
703-426-9057

Civil Engineer

Mike O'Hara
Bohler
202-524-5700

Landscape Architect

Land Design
703-549-7784