

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Thursday, December 15, 2016
TIME: 7:00 – 9:00 p.m.
PLACE: 2100 Clarendon Boulevard
Conference Rooms C & D
Arlington, VA 22201

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

Item 1. Ballston Station (SP #443) 7:00pm–9:00pm
(RPC#s 14-024-001, -004, -017, -018, -019)
Planning Commission and County Board meetings to be determined.
Michael Cullen (CPHD Staff)

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

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

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

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

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

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

ITEM 1
Ballston Station (SP #443)
(RPC#s 14-024-001, -004, -017, -018, -019)

SPRC AGENDA: 1st Meeting – December 15, 2016

- 1) Introduction
 - a) Presentation of Site Plan Proposal (Applicant)
 - b) Overview of Site Plan Proposal (Staff)

- 2) Land Use & Zoning
 - a) Relationship of site to GLUP, sector plans, etc.
 - b) Relationship of project to existing zoning
 - i) Requested rezoning
 - ii) Requested density exclusions

- 3) Building Architecture
 - a) Design Issues
 - i) Building form (height, massing, tapering, setbacks)
 - ii) Facade treatments, materials, fenestration
 - iii) Roof line/penthouse form and materials
 - iv) Street level activism/entrances & exits
 - v) Accessibility
 - vi) Ball Family Cemetery
 - b) Commercial/Retail Spaces
 - i) Location, size, ceiling heights
 - ii) Storefront designs and transparency
 - c) Service Issues
 - i) Utility equipment
 - ii) Venting location and type
 - iii) Location and visibility of loading and trash service
 - iv) Exterior/rooftop lighting

- 4) Site Design and Characteristics
 - a) Circulation and alley characteristics
 - b) Allocation of uses on the site
 - c) Relationship and orientation of proposed buildings to public space and other buildings
 - d) Streetscape Improvements
 - e) View vistas through site
 - f) Visibility of site or buildings from significant neighboring perspectives
 - g) Compliance with adopted planning documents

SPRC Walking Tour: TBD

1) Walking Tour of Site

SPRC AGENDA: Items for Discussion at Future Meeting(s)

5) Transportation

- a) Infrastructure
 - i) Mass transit facilities and access
 - ii) Street systems (w/existing and proposed cross sections)
 - iii) Vehicular and pedestrian routes
 - iv) Bicycle routes and parking
- b) Traffic Demand Management Plan
- c) Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
 - ii) Access (curb cuts, driveway & drive aisle widths)
- d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks
- e) Signage (parking, wayfinding, etc.)

6) Open Space and Landscaping

- a) Central park planning process recommendations
- b) Eads Street Linear Park recommendations
- c) Orientation and use of open spaces
- d) Relationship to scenic vistas, natural features and/or adjacent public spaces
- e) Compliance with existing planning documents and policies
- f) Landscape plan

7) Community Benefits and Sustainability

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

8) Construction Issues

- a) Phasing
- b) Vehicle staging, parking, and routing
- c) Community Liaison

Site Location: The Ballston Station site is currently occupied by Ballston Central United Methodist Church and adjacent one-story retail buildings, and bounded by the Summerwalk Condominiums to the north, North Stafford Street to the east, Fairfax Drive to the south and North Stuart Street to the west.

Applicant Information:

Applicant

Ballston Station Housing Corporation
4201 Fairfax Drive
Arlington, VA 22203
(703) 527-8844

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Archeologist

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Boyd S. Sipe
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bsipe@wetlandstudies.com

BACKGROUND: The applicant proposes a rezoning and site plan for redevelopment of the Ballston Central United Methodist Church block between N. Stafford Street and N. Stuart Street, with the subject Central United Methodist Church area comprising Phase I of the site plan, with a future Phase II anticipated on Monticello Partners properties located on the western portion of the block. The subject application represents Phase I of the site plan, and includes an 8-story building containing 119 residential units, of which 48 units are designated as affordable, with a daycare facility that could accommodate up to 100 children, and church space that will be used by Ballston Central United Methodist Church and include 200 seats.

The following provides additional information about the site and location:

Site: The site is located at 4201 and 4223 N. Fairfax Drive (RPC #14-024-001, -004, -017, -018, -019), known as Ballston Central United Methodist Church, and defined by the following uses:

- To the north: Immediately to the north is the Summerwalk condominium development, zoned “R-C” and designated “Low-Medium” Residential on the General Land Use Plan (GLUP).
- To the east: To the east across N. Stafford Street is a Wells Fargo Bank branch, zoned “C-2” and designated “High-Medium” Residential Mixed-Use (maximum 3.24 FAR) on the GLUP.
- To the west: To the west across N. Stuart Street is an eight-story office building (SP #237) occupied by The Nature Conservancy, zoned “R-C” and designated “High-Medium” Residential Mixed-Use (maximum 3.24 FAR) on the GLUP.
- To the south: To the south across Fairfax Drive is the Ballston Metro Station and the Ballston Metro Center Office Building and Hilton hotel at 901 N. Stuart Street (SP #240), zoned “C-O-A” and designated Coordinated Mixed-Use Development District (maximum 6.0 FAR with office, or not more than 3.0 FAR) on the GLUP.

Existing Zoning: “C-2” Service Commercial-Community Business District

Proposed Zoning: “R-C” Multiple-Family Dwelling and Commercial District

General Land Use Plan Designation: “High-Medium” Residential Mixed-Use (maximum 3.24 FAR)

Neighborhood: The site is located within the Ballston-Virginia Square neighborhood. The Ballston-Virginia Square Civic Association and Ballston BID have been invited to participate in the public review process.



Source: Image from Google Maps

Existing Development: The site is currently occupied by Ballston Central United Methodist Church on the Phase I portion of the site, with future Phase II anticipated on Monticello Partners properties located on the western portion of the block that include one-story retail establishments that include 7-11, Subway, and Earl’s Sandwiches, among others.

Proposed Development:

	“R-C” Max. Permitted	Proposed
Site Area		32,629 sf (0.75 ac)
Density		234,577 GSF 160,080 GFA 4.90 FAR
Density Exclusions 22,228 sf		137,852 sf 4.22 FAR
Residential 119 units 148,869 sf	3.24 FAR (total)	4.22 FAR
Retail (Daycare) 11,211 sf (requested as density exclusion)	3.24 FAR (total)	4.22 FAR
Height		
Average Site Elevation		265.19 ft
Total Height AMSL	111 ft	103 ft 368.16
Upper Roof AMSL	95 ft	85 ft 350.16

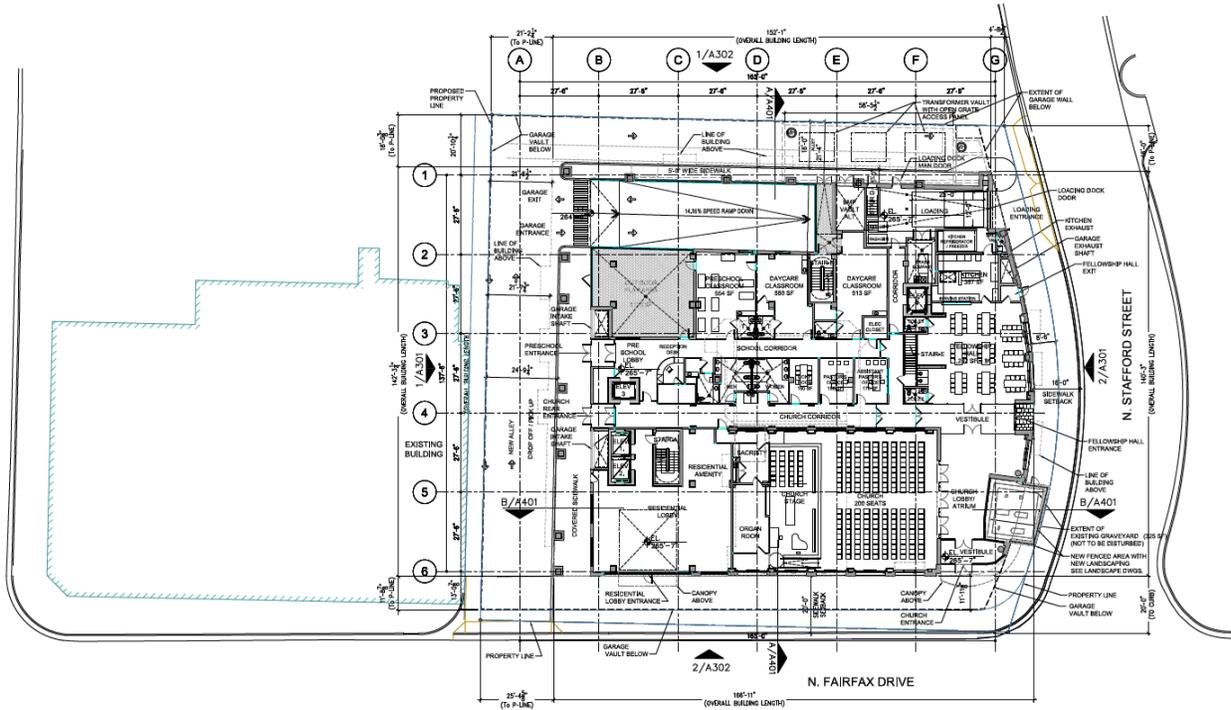
Penthouse AMSL	16 ft	18 ft 368.16
Parking		
Total	194 spaces	131 spaces
Residential	134 spaces	
Standard		109 spaces
Compact		8 spaces
Accessible		2 spaces
Van		1 space
Church	40 spaces	
Standard		11 spaces
Compact		0 spaces
Accessible		1 space
Van		1 space
Retail	20 spaces	
Standard		0 spaces
Compact		0 spaces
Accessible		0 spaces
Van		0 spaces
LEED Rating		Certified Silver

Density and Uses: The applicant proposes a 234,577 square foot building consisting of 119 residential units, of which 48 units are designated as affordable, with a daycare facility that could accommodate up to 100 children, and church space that will be used by Ballston Central United Methodist Church and include 200 seats. The second floor of the building includes space used for residential amenities, daycare, and church uses, including an outdoor terrace that would include a play area for the daycare facility. The applicant has requested that the floor area dedicated to the daycare use be excluded from density, and density tabulations in the application further exclude residential amenity and mechanical room space on the parking garage levels, as well as for vertical shafts. In total density exclusions total approximately 22,228 square feet. The building is served by a two-level underground parking garage containing 131 spaces that will be accessed from a proposed interior alley at the northeast corner of the site.

The site frontage along Fairfax Drive is designated as a “Gold” street in the Arlington County Retail Plan, which is planned for any type of retail use or retail equivalent as permitted by the Zoning Ordinance, and where exterior and interior design elements set forth in the Retail and Urban Design Guidelines of the Retail Plan are applicable.

Site and Design: The proposed eight-story building is oriented toward Fairfax Drive and N. Stafford Street, with a large 30-foot alley proposed on the west side of the building off of Fairfax Drive that includes two way drive aisles and a parking drop-off lane, and a secondary alley on the north side of the building that provides one-way egress onto N. Stafford Street. The orientation places the church entrance prominently at the corner of Fairfax Drive and N.

Stafford Street, with the residential lobby located off of Fairfax Drive and the daycare facility entrance located off of the alley proposed on the west side of the building.



A revised design for the building carves out an approximately 325 square foot area to preserve the Robert Ball Sr. Burial Ground, currently under consideration for designation as a local historic district. The carve-out closely lines the estimated limits of the burial ground, and the building overhangs approximately two-thirds of the burial ground area. Six residential units are included in the building area that overhangs the burial ground. The applicant proposes to preserve the existing retaining wall along N. Stafford Street along the burial ground site, and to reuse stone from the remaining wall to create a border wall with fence around the burial ground.

The building's architecture seeks to distinguish the church and daycare uses from the residential units above with brick material contrasting with the white porcelain tile proposed for upper stories. Stained glass windows from the existing Central United Methodist Church building are to be reused in the church sanctuary façade along Fairfax Drive, framed by opaque glass windows. There are two elevated outdoor terraces in the center of the building, one on the second floor including the childcare play area, and a second residential amenity terrace on the third floor.

Public Art Feature: The applicant proposes to incorporate a stained glass window depicting Jesus Christ, originally ornamented the Abbey Mausoleum in Arlington, in the façade wall abutting the Robert Ball Sr. Burial Ground. The mausoleum was built by the United States

Mausoleum company from 1924-1926, the Romanesque style structure neighbored Arlington National Cemetery. It was a prestigious burial location in the 1930s and 1940s. With the bankruptcy of the Abbey Mausoleum Corporation in the 1950s, the building fell victim to vandalism and neglect. In 2000, the U.S. Navy gained ownership of the site and, based upon the mausoleum's poor condition, decided to tear it down. Arlington was permitted to salvage architectural features from the building, including the stained glass windows. Twelve of the thirteen windows had a simple geometric border with a central floral composition. Those have been restored and are being displayed permanently in the Arlington Arts Center and the Westover Library. The thirteenth and largest window portrayed Christ and was dedicated to E. St. Clair Thompson, a wealthy Mason interred at the mausoleum in 1933. While removing the stained glass windows, the inscription Louis C. Tiffany N.Y. was discovered in the lower right hand corner of this window. The inscription coincides with those used by Louis C. Tiffany at the same time this window was created, confirming its authenticity to the degree possible absent written documentation regarding its commission. Tiffany's stained glass studio was renowned during the late 19th and early 20th centuries.

The Tiffany window depicting Jesus Christ has been stored with the County since 2003. Numerous attempts to place this window in County projects and private projects have not been successful. The applicant for this site plan has agreed to restore and publicly display this window as their public art contribution to the Ballston neighborhood. County Historic Preservation staff and Public Arts staff are fully supportive of this measure. Issues regarding optimum placement in the new design, public access, restoration, and a long term loan and maintenance agreement are pending further discussions. No public access is provided to the window either through or around the burial ground site in the current design of the site.

Sustainable Design: The building was designed to achieve a LEED Silver level of certification (LEED v4 for New Construction and Major Renovation).

Transportation: The proposed site, 4201 Fairfax Drive, is in the Ballston area and is on the south-eastern portion of the block bound by Fairfax Drive to the South, North Stafford Street to the east and North Stuart Street to the west and 11th Street North to the north. The project site is at the intersection of North Stafford Street and Fairfax Drive. The Master Transportation Plan (MTP) classifies Fairfax Drive as Type A – Primarily Retail Oriented Mixed-Use Arterial. North Stafford Street, North Stuart Street and 11th Street North are classified as Residential or Commercial Local Neighborhood Streets.

Transportation Analysis and Trip Generation

A Traffic Impact Analysis (TIA) dated April 1, 2016 and prepared by Wells + Associates Transportation Consultants was submitted by the applicant. The analysis assessed the impact of the proposed development on the adjacent street network and found that the Ballston Central United Methodist Church redevelopment would have a minimal overall vehicular impact on the adjacent street network. The analysis concluded that the project would generate 54 AM peak hour vehicle trips and 68 PM peak hour vehicle trips upon project completion and full

occupancy in 2019. This equates to 33 net-new AM peak hour vehicle-trips and 44 net-new PM peak hour vehicle trips over the existing site church and pre-school uses.

The TIA analyzed six (6) intersections within the vicinity of the site. The analysis found that, in the future with the redevelopment of the site, the four (4) signalized study intersections movements would operate at a Level of Service (LOS) D or better during the AM and PM peak hours with the exception of the of the Fairfax Drive/N. Randolph Street intersection, which would operate at LOS E during the PM peak hour. Each approach of the two stop controlled intersections in the study area would continue to operate at acceptable LOS (A or B) during both the AM and PM peak hours.

Streets

Fairfax Drive and N. Stafford Street provide direct access to the project site. Currently, there is a single curb cut on N. Stafford Street providing access to the existing parking lot. There is also a curb cut on Fairfax Drive providing northbound-only alley access to a parking lot for the retail space adjacent to the project site. The development proposes to widen (to 30-feet) the existing alley curb cut on Fairfax Drive to provide two-way access to the project site as well as the existing adjacent retail. The curb cut on N. Stafford Street will remain and is proposed to be a 16'-wide exit-only (eastbound) alley connected to the alley off of Fairfax Drive. An additional curb cut is proposed on N. Stafford Street for loading access.

The project proposes to maintain the existing N. Stafford Street and Fairfax Drive curb alignments and to maintain a curb-to-curb cross-section of approximately 35 feet on N. Stafford Street and a curb-to-median cross-section of approximately 36 feet for the north side (westbound) of Fairfax Drive. On-street parking spaces on will remain available on both the N. Stafford Street and Fairfax Drive frontages within the site vicinity.

Parking and Loading Access and Site Circulation

Access to the underground parking garage will be via the widened alley off of Fairfax Drive. Loading for the proposed project would be via N. Stafford Street. The proposed development includes 119 residential units in 6-stories above a two-story church use. 131 total garage parking spaces are provided in two levels, 119 for the residential use and 12 for the church use. The residential parking ratio is 1.0 spaces per unit.

Sidewalks and Pedestrian Connections

Sidewalks currently exist on the Fairfax Drive and N. Stafford Street frontages. The project proposes widening the Fairfax Drive sidewalk width from 7.7' to 20' with 14' clear sidewalk widths and the N. Stafford Street sidewalk width from 5' to 16' with 10' clear sidewalk widths. Also proposed is a 6' wide landscape area (tree pits) between the proposed sidewalk and curb for both of the site frontages.

Crosswalks with pedestrian signals and ADA access ramps are present at the Fairfax Drive and N. Stafford Street intersection and will remain. The proposed crosswalk alignment may shift

slightly to coordinate the changes on the other side of Fairfax Drive with the Metro station improvements.

Public Transit

The existing site is served by numerous public transit options. The site is located approximately 300 feet from the Ballston-MU Metro Station which serves the Orange and Silver Lines. The Ballston-MU Metro station is served by 15 bus routes provided by WMATA (Metrobus) and Arlington County Transit (ART) bus lines 42, 51, 52, 53, 62 and 75. There are two bus stops within a one block radius of the site serving the 61 A and 61B ART bus routes.

Bicycle Access

There are four (4) Capital Bikeshare stations within the site vicinity. In addition to the Capital Bikeshare stations, bicycle connectivity is provided via on-street bicycle lanes on Fairfax Drive and N. Quincy Street. Additionally, several streets surrounding the project site are classified as on-street bicycle routes, including: N. Stafford Street, N. Stuart Street, 11th Street N., 9th Street N., N. Taylor Street and N. Utah Street.

Utilities

The applicant is proposing water and sanitary sewer connections from Fairfax Drive. A public storm sewer is proposed on N. Stafford Street.

DISCUSSION: The applicant proposes a rezoning and site plan for redevelopment of the Ballston Central United Methodist Church block between N. Stafford Street and N. Stuart Street, with the subject Central United Methodist Church area comprising Phase I of the site plan, with a future Phase II anticipated on Monticello Partners properties located on the western portion of the block. The following analysis is provided:

Adopted Plans and Policies: The site is located within the Ballston Sector Plan (1980), which depicts this area as “high medium” residential (73-90 apartment units per acre). The Sector Plan notes that the “high medium” area along Fairfax Drive should include buildings situated to achieve a transition into the lower density areas immediately to the north. The Plan also notes that the current “C-2” zoning designation is inconsistent with the plan designation for “high medium” residential, and recommends the Board rezone these properties to the “R-C” district. The site is also designated “High-Medium” Residential Mixed-Use (maximum 3.24 FAR) in the General Land Use Plan, which lists “R-C” as the appropriate zoning district.

Modification of Use Regulations: The applicant requests the County Board modify the following use regulations:

Density Exclusions: The applicant is requesting that 11,211 square feet of gross floor area be excluded from density calculations. As discussed below, the provided density calculations anticipate exclusion of a greater 22,228 square foot area for utility, residential amenity and

storage areas, and mechanical room space on the parking garage levels, as well as for vertical shafts in above grade floors.

Bonus Density: The applicant requests 34,586 square feet of bonus density, justified by LEED Silver Certification of the building and for provision of on-site affordable dwelling units.

Green Building Density Incentive Program: Arlington County's Green Building Density Incentive Policy for Site Plans contains bonus density provisions for site plan projects that meet the objectives of the County's green building program. Per Section 15.5.7 of the Zoning Ordinance, the County Board may permit bonus density for provisions made for open space and other environmental amenities. The applicant is proposing to commit to a certification of LEED Silver. The applicant is therefore requesting, consistent with the County's policy, bonus density of the maximum of 0.25 FAR for the project. Total LEED bonus density equals 8,157 square feet.

Affordable Dwelling Units: ACZO Section 15.5.9 permits bonus density in residential site plan projects in exchange for a Low or Moderate Income Housing Plan. The bonus density permitted may result in density that exceeds the GLUP designation for the project, provided it does not result in density in excess of 25% of the residential density for the site plan. The applicant proposes 25% residential bonus density resulting in 26,429 square feet.

Preliminary Issues: A number of issues have been identified within the proposal, which are detailed below.

Density

The applicant has requested density exclusions for spaces associated with the childcare facility; however, density tabulations provided with the application also exclude other areas within the building that are considered gross floor area. The approximately 22,228 square feet of area includes utility, residential amenity and storage areas, and mechanical room space on the parking garage levels, as well as for vertical shafts in above grade floors. The applicant must specifically request these exclusions, and further must provide updated density tabulations that are consistent between documents. There is precedence for exclusion of childcare facility space in site plan projects, which staff supports as a needed service within the County. The below-grade storage areas on the P1 and P2 levels are not able to be used for parking while utility rooms and vaults are incidental to the building use, and staff supports the exclusion of these areas because they do not contribute to bulk, mass, or height of the building. Staff does not support the requested density exclusion for above grade vertical shafts, however, as they do not serve to eliminate vents on the building façade in support of the County's goal of providing for better quality building design.

Robert Ball Sr. Burial Ground

The proposed design was revised to carve out an approximately 325 square foot area to preserve the Robert Ball Sr. Burial Ground. The carve-out closely lines the estimated limits of the burial ground, and the building overhangs approximately two-thirds of the burial ground

area with six residential units above. At the direction of the County Board, staff anticipates the burial ground's designation as a local historic district concurrently with the site plan approval. The current design does not appropriately consider this designation in context, and does not appropriately consider the sanctity of the burial site. Staff does not support any overhang of the building over the burial ground area that would be subject to historic designation.

Staff supports the proposed incorporation of the Tiffany stained glass window into the façade as a public art benefit, but the current design does not provide public access to the Tiffany window. Access should be provided, preferably, by open space access around the fenced in burial ground site so that it may be appreciated as a public amenity.

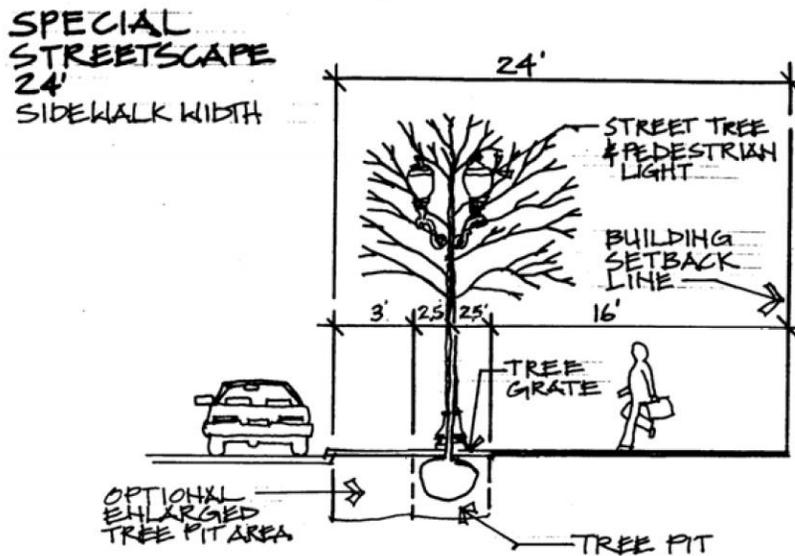
Alley and Site Circulation

The proposed alley off of Fairfax Drive poses two issues: 1) width and 2) travel direction. The proposed 30' wide alley width allows for two 11' travel lanes and an 8' parking lane that is to aid in daycare drop-off and pick-up. The existing alley is 11.4' wide and provides one-way-in access to the adjacent retail parking lot. The proposed alley is to provide two-way site circulation which is not supported by County staff. Eliminating the exit travel lane would result in a 19' one-way-in alley that still accommodates the daycare use at the site while minimizing the curb cut on Fairfax Drive for pedestrians and bicycle users.

Ideally, with a future Phase II development of the block, the Fairfax Drive curb cut would be eliminated and all of the site's circulation would occur via a two-way back alley connecting N. Stafford Street and N. Stuart Street, parallel to Fairfax Drive. The current parking garage entrance does not easily support the elimination of the Fairfax Drive curb cut.

Streetscape

The Fairfax Drive frontage of the proposed site falls within the Ballston C-O-A Area as defined in the [Rosslyn-Ballston Corridor Streetscape Standards](#). Per the C-O-A standards, Fairfax Drive is a "Special Streetscape" with a minimum sidewalk width and building setback from street curb at 24 feet and a minimum 16 feet clear sidewalk.



The proposed project provides a 20-foot sidewalk width on Fairfax Drive, which does not meet the above standard. The N. Stafford Street frontage is defined as a “B” Streetscape outside of the Ballston C-O-A area, which calls for a minimum sidewalk width of 13 feet. The project provides a 16-foot sidewalk width on N. Stafford Street with hardscape shown in the setback zone. This does meet the above standard, except for a portion of sidewalk adjacent to undisturbed area for the Robert Ball Sr. Burial Ground that results in an approximately 7.5-foot clear sidewalk width at the narrowest point. Staff has not identified this as an issue due to the existing constraint of the burial ground.

SPRC Neighborhood Members:

Nia Bagley	Ballston-Virginia Square Civic Association	president@ballstoncivic.org
Cook Collier	Ballston-Virginia Square Civic Association	collier.cook@gmail.com
Tina Leone	Ballston BID	tina@ballstonbid.com

Interested Parties:

Joan Lawrence	Historical Affairs and Landmark Review Board	Jklawrence45@gmail.com
Julie Mangis	Citizen Representative	jimmangis@aol.com
Cliff Chieffo	Citizen Representative	chieffoc@georgetown.edu
Alex Berger	Ball Family Representative	ab@berger-law.com
Michael Foster	MTFA Architecture (Monticello Partners properties)	

Planning Commissioner Chairing This Item:

Nancy Iacomini	Planning Commission	Berternie.iacomini56@gmail.com
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