STAFF REPORT COVER SHEET

March 27, 2019

Addresses:	374-380 Maple Avenue West	**Case Number:**	PF-58-18-MAC
Public Meeting Date:	3/27/2019	**Applicant:**	Red Investment LLC and MJW Maple LLC
Board/Commission:	Planning Commission	**Owners:**	Red Investment LLC
Existing Zoning:	C-1, RS-16	**Existing Land Use:**	Office
Brief Summary of Applicant Request:	Request for a rezoning to the Maple Avenue Commercial (MAC) zoning district and request for approval of two modifications of requirements for an additional story of parking beyond the allowed 4 stories and a nine foot awning along the Maple Avenue facade. Applicant proposes a mixed-use building (with retail space on the ground floor and multi-family residential condominium units above).		
Site Improvements:	Redevelopment of existing site to include approximately 7,500 square feet of commercial/retail space and 40 multi-family residential condominium units. Improvements also include at-grade structured parking and one level of underground parking.		
Size of Property:	36,842 sf/0.85 acres		
Public Notice Requirements:	Advertisement for two successive weeks of public hearing in a newspaper having paid general circulation in the Town	Published in Washington Times on March 13, 2019 and March 20, 2019	
	Posting of the property at least ten days prior to the public hearing	Three signs posted along Maple Avenue West, Wade Hampton Drive Southwest, and Glen Avenue Southwest on March 11, 2019	
	Written notice by registered or certified mail of hearing to property owners of subject site and property owners/agents/occupants abutting and immediately across from subject site at least 5 days prior to public hearing	On March 15, 2019, 72 certified letters were sent to adjacent, abutting and immediately across the street property owners/agents/occupants and subject property owners	
Brief Analysis			

PROPERTY HISTORY

The subject property currently consists of a 3-story, 23,620 square foot office building and associated parking lot. The Rosti Building, the formal name of the office building, was built in 1970.

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The Future Land Use Plan in the Comprehensive Plan 2015 Update shows the site as mixed-use. The mixed-use land category was added to the plan to reflect the vision for the existing commercial areas to redevelop as mixed-use projects. The Comprehensive Plan promotes a mix of housing types, which this proposal will help to further expand.

COMPATIBILITY WITH THE ZONING ORDINANCE

The proposal is compatible with the Zoning Ordinance, through the rezoning process, as conveyed in Article 13.1 MAC Maple Avenue Commercial Zone Regulations of Chapter 18 of the Town Code, with the exception of the two modifications of requirements being requested for an additional story of parking and an awning, which encroaches 9 feet into the front yard setback (maximum allowed is 3 feet). The site is eligible for the MAC zoning district and the applicant is voluntarily opting-in for the rezoning to the MAC zoning district.

Attachments:	Application ☒ Conceptual and Existing Conditions Plans ☒ Public Engagement Plan ☒ Renderings and Elevations ☒
Author: Michael D'Orazio, AICP, Deputy Director	

ITEMS NO. 1 & 2:

Recommendation by the Planning Commission to the Town Council on a proposed rezoning for 380 Maple, a mixed-use building with ground floor retail and multi-family residential condominium units, located at 374 to 380 Maple Avenue West, in the C-1 Local Commercial and RS-16 Single-Family Detached Residential zoning districts (Requested zoning is MAC Maple Avenue Commercial). Application filed by Dennis Rice on behalf of Red Investment LLC and MJW Maple LLC.

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Recommendation by the Planning Commission to Town Council on a request for site plan modifications of requirements for an additional story of parking, one story beyond the 4 stories allowed under the zoning ordinance, and a nine foot awning fronting Maple Avenue West, which encroaches 6 feet beyond the 3 feet allowed for the encroachment of awnings. Application filed by Dennis Rice on behalf of Red Investment LLC and MJW Maple LLC.

Introductory Comments & Background:

Existing Conditions

The subject site includes one parcel, located at 374-380 Maple Avenue West. The parcel is zoned C-1 Local Commercial and RS-16 Single-Family Detached Residential. Maple Avenue West, Wade Hampton Drive Southwest, and Glen Avenue Southwest border the site, respectively on the northern, western, and southern sides. Two condominium office buildings border the property on the eastern side.

There is one existing building on the subject site. The building, a 3-story office building, was built in 1970 and contains 23,620 square feet of office space. Seventy associated off-street parking spaces are also located on-site. A conditional use permit was granted in 1969 to permit a portion of the off-street parking to be located in the rear part of the parcel zoned RS-16 Single-Family Detached Residential. The conditional use permit for transitional parking was approved by the Board of Zoning Appeals with the following conditions:

> *That the application be approved as presented with the stipulation that the wall be constructed as a solid masonry wall, as recommended by the Architectural Review Board.*
>
> *The above motion was amended as follows:*
>
> *Provided that ingress and egress be eliminated from Wade Hampton Drive; that the lighting of the parking area in the rear of the office building be limited to a height not to exceed the height of the masonry wall; that the lighting be directed toward the office building rather than toward properties being used for residential purposes; that appropriate landscaping be placed on the residential side of the wall; and that a professional landscaping firm provide said landscaping.*

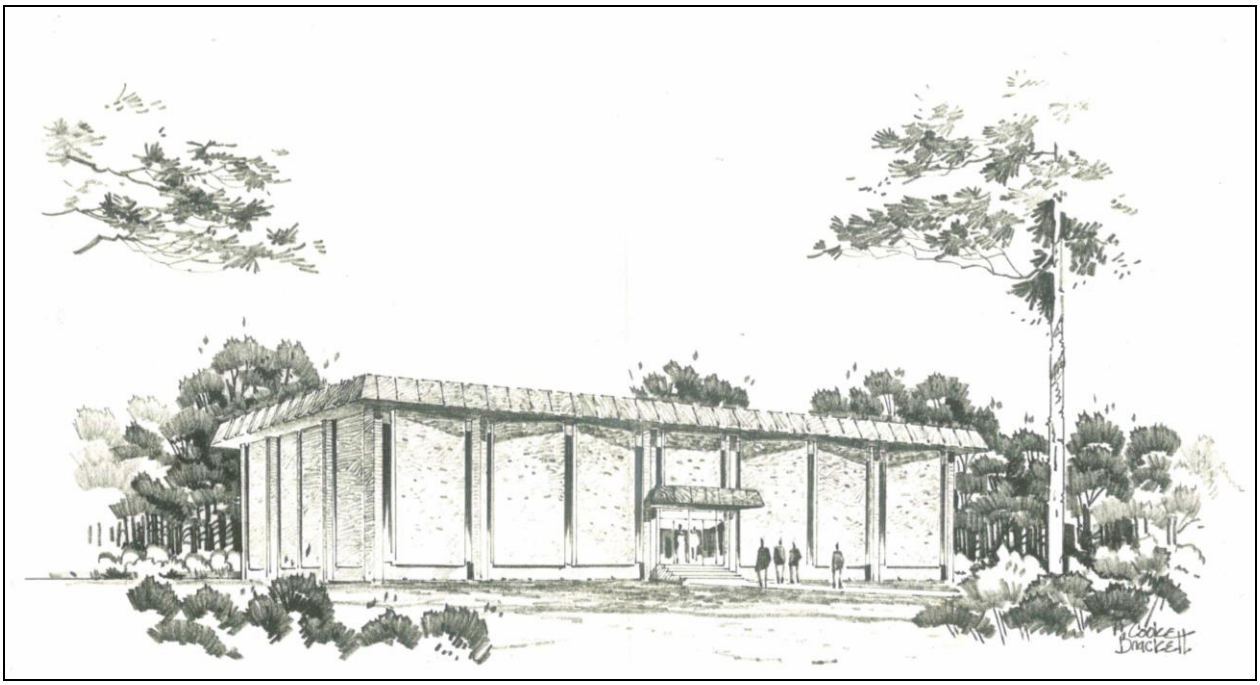


Figure 1 - Original rendering of the Rosti Building, built in 1970



Figure 2 - Existing masonry wall along Glen Avenue Southwest

Current Proposal:

The applicant is proposing two options for a mixed-use development, both of which include 7,500 square feet of ground floor retail/commercial space and 40 residential condominium units on the second, third, and fourth floors. The redevelopment of the site requires a rezoning from C-1 Local Commercial and RS-16 Single-family Detached Residential zoning districts to Maple Avenue Commercial (MAC) zone. C-1 Local Commercial zoning encompasses approximately 85 percent of the site. RS-16 Single-family Detached Residential zoning encompasses roughly 15 percent of the site. Rezoning to the MAC zoning district is voluntary and the subject site is eligible for rezoning to the MAC.

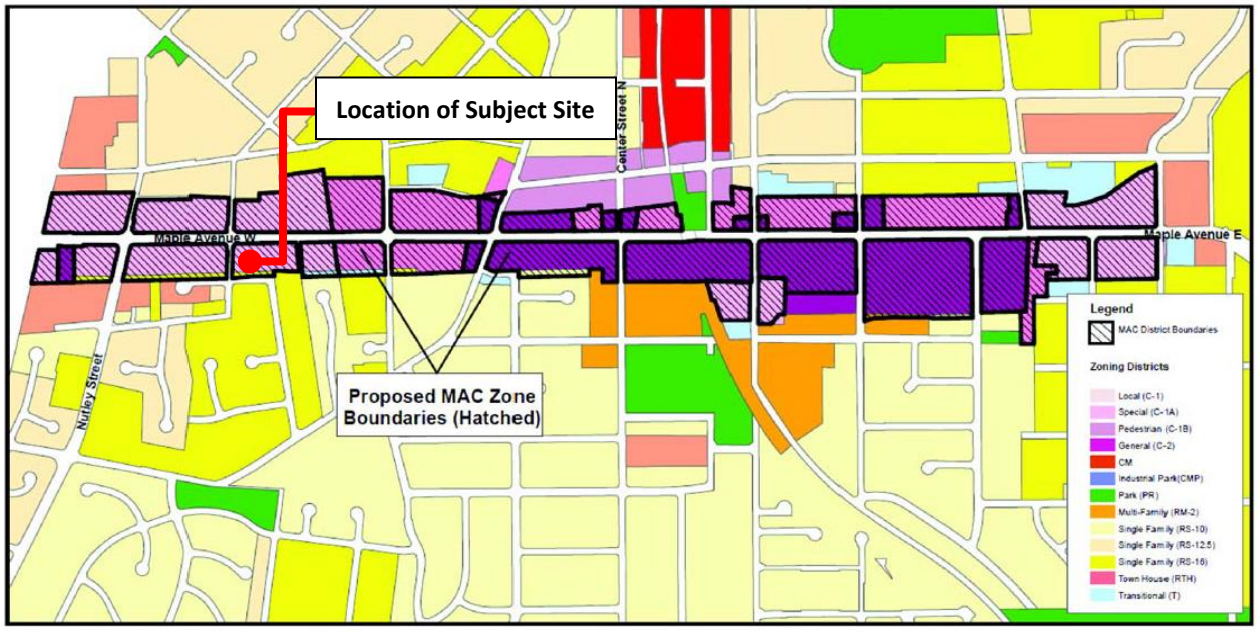


Figure 1 - Maple Avenue Commercial (MAC) Zone Eligible Properties

Option 1

In previous work sessions with the Planning Commission and Town Council, as well as at the Board of Architectural Review meeting on January 17, 2019, the applicant has presented an option, which includes an additional story of parking above the ground level structured retail parking. This additional story of parking does not meet Section 18-95.9. – Height limit, which states that the building shall have a maximum of 4 stories. Therefore it requires a modification of the story requirement. Per Sections 18-256 and 18-257, the applicant is permitted to request a modification from the Town Council, after the Council receives a recommendation from the Planning Commission. The applicant is also requesting a modification of requirement for the encroachment of a 9-foot awning, which encroaches more than 3 feet into the front yard setback.

Option 2

The applicant, in the rezoning application, has also included a second option in which the additional story of retail/commercial parking above the ground level structured parking is not included. Otherwise, the design of the building largely remains the same. In this second option, the applicant still meets minimum parking requirements for both the residential and retail uses. The applicant proposes lowering the height of the building by approximately 6 feet. The applicant also is able to increase the setbacks on the ground floor retail from the face of curb along Maple Avenue. Option 1 includes retail with setbacks of 20 feet to 22 feet. Option 2 includes retail with setbacks of 24 feet to 26 feet. The second, third, and fourth floors are set back 20 feet from the face of curb in both options. Like with Option 1, the applicant is also requesting a modification of requirement for the encroachment of a 9-foot awning, which encroaches more than 3 feet into the front yard setback.

Option 2 also does not include a serpentine brick masonry wall along the property line facing Glen Avenue Southwest. In this option, the green space is completely open. Additionally, the fourth floor facing Glen Avenue includes step backs of 5 feet from the third floor.

Standards

Permitted Uses

Retail Space

The retail space is located on the ground floor along Maple Avenue West and a portion of the corner at Maple Avenue West and Wade Hampton Drive Southwest. The applicant is proposing 7,500 square feet of retail/commercial space on the ground floor. The applicant, at least in the concept plan, shows the corner retail space at Maple Avenue West and Wade Hampton Drive Southwest leased to a café style restaurant with delineation of an outdoor dining area with a low decorative wall/fence. In Option 1, the retail space is set back between 20 feet and 22 feet from the face of curb. In Option 2, it is set back 24 to 26 feet away from the face of curb along Maple Avenue.

Parking for the retail space is accessed from Wade Hampton Drive Southwest. By relocating the entrance from Maple Avenue, the applicant is reducing the number of curb cuts along Maple Avenue West from one curb cut to zero curb cuts.

Multi-family Units

The applicant proposes 40 multi-family residential condominium units. These units include two-bedroom and three-bedroom units. The units range in size from 1,400 square feet to 1,723 square feet. The units are located on the second, third, and fourth floors and are accessed from the residential lobby area fronting Wade Hampton Drive Southwest.

The applicant proposes multiple amenities in the building for the residents. These amenities include an uncovered courtyard areas located on the second floor and greenspace on the ground level, fronting Glen Avenue Southwest.

Area requirements and height limit

In terms of area requirements, the applicant meets all required setbacks in both Option 1 and Option 2. The biggest difference is the inclusion of an additional story of parking in Option 1. Because Section 18-95.9.A limits the number of stories to four stories, the applicant is requesting a modification of requirement. In regards to impervious surface, the applicant is proposing several incentive features to be able to increase the maximum impervious surface allowed by 10%.

Table 1 - MAC Area and Height Requirements			
	Required	Proposed Option 1	Proposed Option 2
Setback from Maple Avenue	Minimum 20′ from face of curb	20.03′	20.03
Setback from Side Street (Wade Hampton Drive SW)	Minimum 15′ from face of curb	15′	15′
Setback from Side Street (Glen Avenue SW)	Minimum 15′ from face of curb	29.91′	27.97′
Setback from Commercial Development	Minimum 8′ from property line	8′	8′
Building Height (to the roof)	Maximum 54′ from average front grade	54′	48′
Number of Stories	Four	Five (additional parking story)*	Four
Building Height of Architectural Features (above roof)	Maximum 62.1′ from average front grade	2-5 feet above building height	2-5 feet above building height
Impervious surface	Maximum 80% of entire site	87.51%**	88.89%**

**Requires approval of request for modification of requirement*
***Request for 10% increase in the maximum impervious surface*

The applicant is using the following types of incentive features in the project:

- Structure design that can accommodate the installation and operation of solar photovoltaic panels or solar thermal heating devices (including appropriate wiring and water transport systems) **(B)**
- Provision of rain gardens or other appropriate stormwater infiltration system(s) of at least two percent of the total site area **(B)**
- Use of xeriscape landscaping techniques without irrigation **(B)**

- Inclusion of underground parking or parking structures sufficient to accommodate 51 percent or more of the off-street parking requirements **(AA)**
- Closure of one existing accessway, vehicular entrance or driveway on Maple Avenue subject to staff approval that the closure meets intent to improve walkability, pedestrian safety, and/or traffic flow on Maple Avenue **(AA)**
- Provision of all required long-term bicycle parking spaces in weather-protected rooms or cages with controlled access for bicycle users, and that also contain racks for the secure attachment of bicycles using a lock or other similar device **(A)**
- Provision of at least one enclosed recycling station per building suitable for storage and collection of recyclable generated on-site **(B)**

Encroachments into required yards

In both options, the applicant proposes a stairway within the 8-foot side yard setback. Per Section 18-95.8.A, the stairway is able to encroach up to five feet into the side yard setback. The proposed stairway encroaches 4.5 feet into the side yard.

In Option 1, the applicant also proposes a 9-foot awning, which encroaches into the front yard setback. Per Section 18-95.8.B, awnings are allowed to encroach up to three feet. The awning encroaches between an additional 4 feet and an additional 6 feet beyond the allowed encroachment. In Option 2, the awning only goes 6 feet beyond the front of the building and encroaches an additional 3 feet beyond the allowed 3-foot encroachment. Both options require a granting of a modification of requirement by Town Council to go beyond what is allowed by Code. The Planning Commission is required to provide a recommendation to Town Council on the request for the modification.

Off-street parking and loading

Retail Parking

Per Section 18-130, one parking space is required for every 200 square feet of commercial space. A total of 38 spaces are required for the 7,500 square feet of commercial space proposed on the ground level of the building. In both options, the minimum parking requirement is met without any incentives or utilization of the 1.25 credit for structured parking spaces. In both cases, all off-street parking for the retail/commercial space is located within the structured parking.

In Option 1, the applicant is proposing a two-level above-grade parking structure. As mentioned previously, the second story of parking is not allowed by-right. It requires an approval of a modification of requirement. In total the applicant proposes 86 parking spaces for the retail space and for visitor parking for the multi-family units. In Option 2, the applicant is providing 42 parking spaces in a single-story parking structure, located on the ground floor.

Multi-family Parking

Per Section 18-130, the applicant is required to provide two spaces per 2- or 3-bedroom multi-family unit for a total 80 parking spaces. The applicant, in both options, is providing below-grade structured parking. In Option 1, the applicant proposes 74 spaces. Per Section 18-95.10.A.2, spaces within a parking structure are credit at a rate 1.25 times the number of spaces. In this case, the 74 spaces are counted as 92 spaces and therefore, meets the minimum require number of spaces for multi-family. In Option 2, the applicant proposes 83 spaces.

Table 2 – Off-street Parking Requirements			
	Required	Proposed Option 1	Proposed Option 2
Retail/commercial use (7,500 sf)	38 spaces	86	42
Multi-family use (40 units)	80	74	83
Total number of spaces required	118	160*	125

**Option 1 proposes 35 more parking spaces than proposed in Option 2*

Bicycle Parking

Per Section 18-95.10.F.1, the applicant is required to provide one long-term bicycle parking space per ten residential dwelling units and one short-term bicycle parking space for 50 residential units. The applicant is also required to provide one bicycle space per 5,000 square feet of nonresidential floor area and one space employee parking space per 25,000 square feet of nonresidential floor area. In total the applicant is required to provide 4 long-term bicycle spaces and 4 short-term bicycle spaces. The applicant is proposing 24 long-term spaces near the rear of the ground level structured parking story and 6 short-term spaces near the front of the building.

Loading

As for loading, the applicant proposes locating the loading area access from Wade Hampton Drive Southwest, approximately 60 feet back from the corner of the building. Per Section 18-132, the applicant is required to provide a loading area that is at least 15 feet tall, 25 feet deep, and 39.2 feet wide. The applicant meets these requirements. The loading area is 39.21 feet wide. The enclosed portion, beyond the loading door, is 25 feet deep. Additionally, a portion of the loading area includes a 6-foot deep loading platform. The total distance from the edge of the raised loading platform to the beginning of the sidewalk area along Wade Hampton Drive is 32.33 feet.

Mobility and circulation and landscaping

The applicant proposes to continue the standard Maple Avenue streetscape in Zones 1 and 2 that have been implemented along Maple Avenue East and parts of Maple Avenue West. This includes the 6-foot landscape/planter strip and a 5-foot brick sidewalk. For Zone 3, the

applicant proposes an extension of hardscape material, providing gathering spaces and outdoor dining areas.

Along the majority of Wade Hampton Drive Southwest, the applicant proposes extending the 5-foot sidewalk with a 6-foot wide landscaping strip. Due to the proposed right only turn lane to Maple Avenue, no plantings of a significant height can be planted in the landscaping strip at the corner of Maple Avenue West and Wade Hampton Drive Southwest.

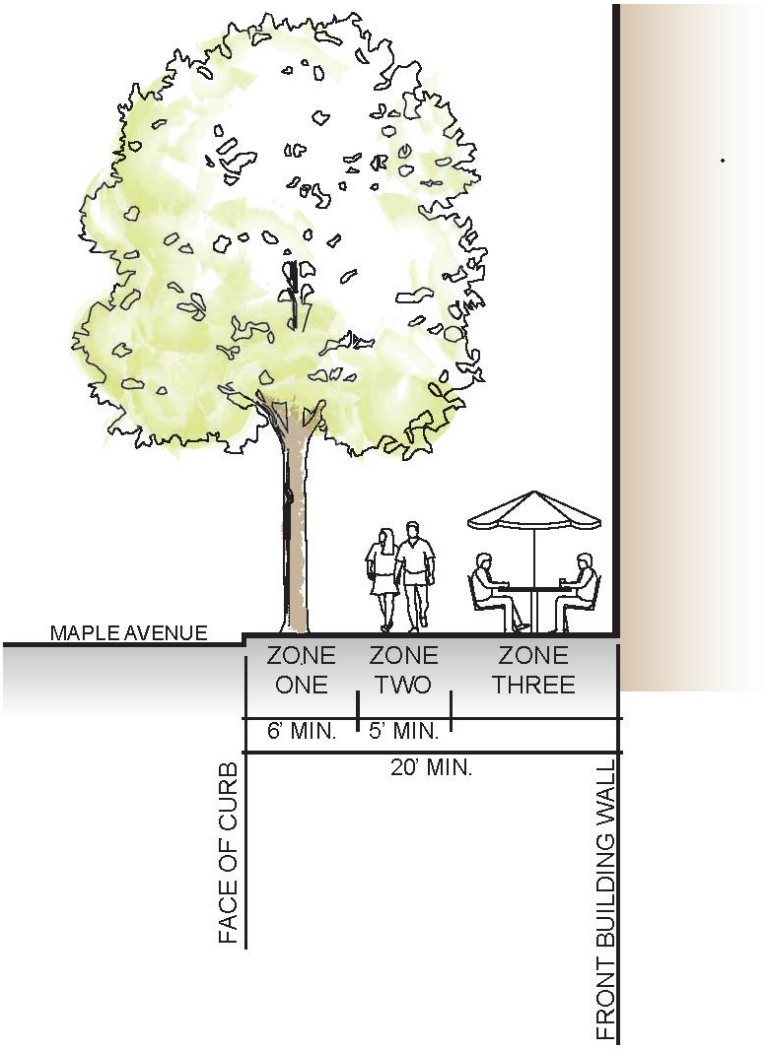


Figure 3 - Required streetscape along Maple Avenue

The applicant proposes planting street trees along Maple Avenue West, Glen Avenue Southwest and Wade Hampton Drive Southwest. Due to staff concerns of line of sight along Wade Hampton Drive Southwest, understory trees along the building are proposed in combination with canopy trees.

Open space set-asides

The applicant is proposing public gathering and outdoor dining areas in a 9-foot wide section adjacent to the sidewalk along Maple Avenue, referred to in Section 18-95.11.1 as Zone 3. The applicant also proposes an open-air pedestrian courtyard/seating area in the middle of the site above the parking structure, which creates a "U" shaped building footprint. This area faces east towards Tysons Corner and is programmed for residents of the building. Additionally, the applicant is proposing green space for building residents and the public in the rear of the site, facing Glen Avenue Southwest. The green space includes raised stormwater management facilities and landscaping. Option 1 and Option 2 differ in the ways the Glen Avenue green space is configured. In Option 1, a serpentine wall separates the green space from the proposed sidewalk along Glen Avenue. In Option 2, there is no wall separating the two areas and the green space is completely open.

Table 3 – Open Space Set-aside Requirements

	Required	Total Development Area	Proposed Option 1	Proposed Option 2
Open space provided (percentage)	15%	36,842 sf	25.18%	24.46%
Open space provided (square footage)	5,526.3 sf	36,842 sf	9,277 sf	9,010 sf

Site development standards

There are currently five retail bays proposed with primary entrances to the building located on Maple Avenue West. There is also an entrance to the residential units/lobby area from Wade Hampton Drive Southwest. Over the primary commercial entrances is a 9-foot awning that covers the length of the front façade.

The applicant is proposing several variations of the facade along the Maple Avenue by utilizing roofline changes coupled with façade material changes, offset surfaces, and window indentations. The portion of the building facing Glen Avenue Southwest is designed to be more consistent with the residential neighborhood to the south, mimicking townhouses. The parking structure, which also faces Glen Avenue Southwest, is screened from this side with a green living wall and other landscaping.

Exterior lighting

The applicant is proposing limited lighting on the exterior of the building with the standard acorn style light poles in the right of way and bollard lighting in the Glen Avenue green space area.

Neighborhood compatibility

The subject site is located across Glen Avenue Southwest from two single-family dwellings and therefore certain standards apply. Consistent with Section 18-95.16.B.2, the portion of the building within 107 feet of the corner side yard of the single-family dwelling directly across the street does not exceed 35 feet. In Option 1, the height of the portion of the building within the 107 feet is 35 feet tall, including a 42-inch railing. In Option 2, the height of the portion of the building within the 107 feet is 32.2 feet tall, including a 42-inch railing. Option 2 also includes several 5-foot step backs from the floors below on the second and fourth floors.

Multi-Modal Transportation Impact Analysis

Per Section 18-95.3, the applicant is required to provide a multi-modal transportation impact analysis. The analysis is defined in Article 2. – Definitions as, "the study of development-related existing, and future conditions of travel demand and supply to include analysis of vehicular, pedestrian and bicycle traffic, transit, and parking in a defined study surrounding the proposed development site." The study, prepared by Kimley-Horn and Associates, looks at a redevelopment with up to 8,500 square feet of retail space and 42 multi-family residential units. These numbers are conservative, since the actual proposal includes 7,500 square feet of retail and 40 multi-family units. The study finds that the proposed redevelopment will generate 617 daily net new external trips, with an increase of 48 weekday AM peak hour net new external trips, 72 weekday PM peak hour net new external trips, and 70 Saturday peak hour net new external trips.

The study concludes that the development of the site will result in minimal traffic impacts on the area transportation network. The study also finds that the intersection does not warrant a traffic signal. However, the study did originally find significant impacts regarding queuing of vehicles turning onto Maple Avenue from Wade Hampton Drive Southwest. In order to mitigate the impact, the applicant is proposing a right-only turn lane onto Maple Avenue from Wade Hampton Drive Southwest. The applicant is also looking at installing a transportation information display in the building lobby area to help better assist residents in utilizing nearby transit options.

As a way to help prevent users of the development from traveling through the local streets to the south of the development, the applicant is proposing channelizing islands near each exit of the at-grade and below grade structured parking floors. The channelizing islands, along with proposed no-left turn signs, will force users of the development to turn right onto Wade Hampton Drive Southwest, towards Maple Avenue and away from the residential neighborhood.

Required Commission/Board approvals:

Section 18-95.3. – Procedure for MAC Zone designation describes the process by which existing properties may rezone to the MAC district. Designations may only be approved as a rezoning in accordance with Article 24 of Chapter 18, Zoning. The rezoning application must be

accompanied by an existing conditions plan and a concept plan prepared per the standards set forth in Section 18-95.3. The application must also include building elevations, 3D renderings, and a multi-modal transportation impact analysis. After submittal and staff review, the Board of Architectural Review (BAR) reviews the proposal and makes a recommendation regarding its compliance with the requirements of Article 13.1. This recommendation will then accompany the application through the rezoning process, per the requirements of Article 24.

The Board of Architectural Review reviewed the item at its regular monthly meeting on January 17, 2019. The Board recommended approval to the Town Council in regards to compliance with Article 13.1 (see attached BAR recommendation).

The Planning Commission is required to review and make a recommendation to Town Council for all rezoning applications, per Section 18-246. – Planning Commission notice and hearing. Following approval of a rezoning by the Town Council, the proposed development shall be subject to site plan approval per Article 25.

Per Section 18-256 of the Town Code, the Planning Commission is also required to make a recommendation to Town Council for any modifications of requirements.

Staff Analysis:

Zoning Ordinance

Staff finds that the application meets requirements of Article 13.1 and Article 16 of Chapter 18 of the Town Code, with the exception of the requested modifications of requirements. The modifications of requirements includes an additional story of parking and 9-foot awning that extends 6 feet more than allowed for Option 1 and for an awning that extends 2 feet more than allowed for Option 2.

The applicant has provided a document requested by the Director of Planning and Zoning outlining how the proposed project meets each intention of the MAC as outlined in Section 18-95.1. The responses are also italicized below.

Section 18-95.1. – Statement of purpose and intent states that the MAC zone is intended to:

A. Encourage compact, pedestrian-oriented development along Maple Avenue East and West that collectively accommodates residents, visitors, and businesses;

   By building an internal parking deck behind the retail space and moving the end of the building further from Glen Avenue, we reduce the total footprint of the building by as much as 7%. This will also increase the number of available parking spaces for residents, businesses and visitors while also increasing the open space.

B. Encourage a pedestrian-friendly, human-scale design of streets, buildings, and open spaces;

By reducing the footprint of the building we create additional "open space." This will allow us to plant more trees and evergreens and enhance the streetscape along Maple Avenue, Wade Hampton Drive and Glen Avenue. The additional plantings will also offer storm water management benefits.

C. Foster mixed-use and destination-style retail development along Maple Avenue East and West;

The added internal parking deck will significantly increase the number of available parking spaces for retail tenants. One of the main concerns of prospective high quality retail tenants in the Town is the availability of adequate parking, not just "meets the code" parking. Our plan provides the number of parking spaces required under the MAC plus additional parking spaces that high quality retail tenants will demand in order to do business in the Town. In addition, our inten1al parking deck offers a covered, well lit and ventilated structure that appeals to both retailers and their customers.

D. Promote a variety of housing options in the Town;

380 West will be the first mixed-use development in the heart of Vienna that offers residents high quality, aesthetically pleasing and low maintenance housing options. The building will offer a mix of unit sizes to meet the desires of a variety of residents. Residents will have the benefit of high quality retail establishments on the street level of the building and the walkability to patronize various other business throughout the Town. 380 West provides living options which remove areas of potential burden for homeowners: exterior maintenance, climbing stairs and security when they are away from home.

E. Enhance the Town's economic vitality by promoting the preservation and creation a variety of business establishments, including restaurants, services, small and locally-owned businesses, and other uses which contribute to the vitality of Maple Avenue East and West;

Restaurants are no longer willing to accept the minimum parking required under the Town code. They realize this is not adequate in many areas where there is limited off street parking for their patrons and staff. We will provide parking for a restaurant over and above the required minimum which will reduce the need for staff and patrons to seek off street parking in the surrounding neighborhood.

F. Maintain and promote eclectic character and visual interest of building design and site configuration by encouraging a variety of building heights, density, and building mass consistent with Vienna's small-town character and compatible with surrounding residential neighborhoods;

Building an internal parking deck creates more open space in the rear of the building (the area that backs to Glen Ave) and this will allow us to be more creative with our landscaping and hard scape features which will provide better screening for all the neighbors during the construction phase as well as once the building is complete.

G. Provide for a high quality of development along Maple Avenue East and West;

Creating more open space and eliminating surface parking makes the building much more appealing to neighbors and residents alike. Nobody wants to see a parking lot when they look out their windows. Trees and lush landscaping provide a much more desirable view.

H. Improve environmental quality and promote responsible development practices along Maple Avenue East and West;

Be reducing the building footprint we increase the pervious area and reduce the impervious area. This helps not only with storm water retention but with water quality management; both of which are extremely important to promote responsible development. We intend to add landscaping that will promote natural water management as well as provide an appealing look. The building will also be "solar ready" for future solar power opportunities.

I. Encourage the creation of publicly-accessible community gathering spaces, such as parks, plazas, and other open spaces;

We intend to have a park-like outdoor common area for residents where they can gather to socialize, read or relax and enjoy the outdoor environment.

J. Encourage the incorporation of art in sites and buildings through a variety of design elements, natural features, installations and displays in highly visible and publicly accessible locations;

We are very sensitive to the concerns of town residents and officials about design a building that naturally integrates itself architech1rally into the Town. After spending considerable time listening to feedback provided by town residents and officials, we have worked closely with our architect to design a building that will help foster and promote the architectural integrity of Vienna.

K. Foster a built environment that is comfortable, safe, accessible, barrier-free and convenient to residents and visitors of all ages and abilities.

Building an internal parking deck allows us to create a safe, well-lit and reliably maintained parking area for the residents and retail tenants and their customers. The parking and building will be accessible to visitors of all ages and abilities. The residential and retail parking will be separated. The residential parking area will have technology in place to secure access providing an additional layer of security for the buildings residents.

Comprehensive Plan

The Comprehensive Plan 2015 Update includes Goals, Objectives, Implementation Strategies, and Indicators for each of its chapters. Goals are meant to be general and describe a desired future condition.

Land Use

The following are the goals listed under the Land Use chapter (page 19):

- Maintain the balance of land uses;
- Encourage a vibrant Central Business District;
- Encourage housing for residents of all age groups;
- Protect and preserve the natural environment;
- Create a more walkable and bikeable Vienna;
- Ensure that Vienna retains its unique single-family residential character and quality of life.

The 380 Maple application encourages a vibrant Central Business District with 7,500 square feet of retail space. It also helps provide for a variety of housing by including 2- and 3-bedroom residential condominiums.

Transportation

The following are the goals listed under the Transportation chapter (page 59):

- Provide for efficient and reliable movement for all transportation modes;
- Manage the impact of regional and local traffic on residential neighborhoods;
- Maximize safety and dependability;
- Encourage people to walk and bicycle;
- Reduce congestion for environmental benefits;
- Manage the effects of regional development and travel trends.

According to the transportation study, the proposed project will lead to a minimal increase in the number of trips. The study does find significant potential queuing impacts along Wade

Hampton Drive Southwest for vehicles turning on Maple Avenue. The applicant is proposing a right-turn only lane, which should help mitigate the queuing. The applicant is also proposing channelizing islands that will prevent users exiting the building from turning left towards the nearby residential neighborhoods.

Community Facilities and Services

The following are goals listed under the Community Facilities and Services chapter (page 97):

- Provide residents with reliable and efficient services and infrastructure
- Ensure that all Town facilities are adequate for Town functions
- Maximize the functionality of Town facilities for residents
- Reduce the amount of waste produced by residents and businesses
- Ensure that residents feel protected and safe in the Town

As part of the goal to provide residents with reliable and efficient services and infrastructure the Comprehensive Plan states that, "new and existing public utilities should be placed underground during new development/redevelopment (page 109)." The applicant is currently in coordination with the dry utility providers to determine the feasibility of underground overhead utilities but has not committed to undergrounding them.