

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday, November 18, 2013
TIME: 7:00 – 10:00 p.m.
PLACE: 2100 Clarendon Boulevard
Arlington, VA 22201
Conference Rooms 109/110 (C&D)

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

Item 1. 1401 Wilson Boulevard (SP #429) **7:00pm-8:30pm**
(RPC#s 16-035-001 & -002)
Planning Commission and County Board meetings to be determined.
Aaron Shriber (CPHD Staff)

Item 2. 2401 Wilson Boulevard (SP #404) **8:30pm-10:00pm**
SP #404 2401 Wilson Boulevard Hotel & U-3350-12-1 16th Street Unified Residential Development
(RPC# 15-060-001, -002; 15-060-006 through -010)
Scheduled to be heard no earlier than at the January 2013 Planning Commission and County Board meetings.
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 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://www.arlingtonva.us/Departments/Commissions/plancom/PlancomMain.aspx?InsLinkID=978>

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/CPHDPlanningApplicationsSitePlansMain.aspx

To view the current Site Plan Review Committee schedule, go to the web site
http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSPRCSchedule.aspx

ITEM 1

1401 Wilson Boulevard (SP #429)

(RPC#s 16-035-001 & -002)

SPRC #1: July 22, 2013

- 1) Walking Tour of Site
- 2) Informational Presentation
 - a) Overview of Site Plan Proposal (Staff)
 - b) Presentation of Site Plan Proposal (Applicant)
- 3) Land Use & Zoning (continued)
 - a) Relationship of site to GLUP and Rosslyn Station Area Plan Addendum
 - b) Relationship of project to existing zoning (C-O)
 - i) Special site designations (Rosslyn Coordinated Redevelopment District)
 - c) Relationship of project to proposed zoning (C-O-Rosslyn)
 - i) Requested bonus density, height, etc.
 - ii) Requested modification of use regulations

SPRC #2: September 19, 2013

- 4) Land Use & Zoning (continued)
 - a) C-O-Rosslyn Zoning District
 - i) Site area
 - ii) Density
 - iii) Height
 - iv) Community benefits process
 - b) Arrangement of Uses on the Site
 - i) Residential
 - ii) Office
 - iii) Retail

SPRC #3: October 21, 2013

- 5) Site Design and Characteristics
 - a) Allocation of uses on the site
 - b) Relationship and orientation of proposed buildings to public space and other buildings
 - c) View vistas through site
 - d) Visibility of site or buildings from significant neighboring perspectives
 - e) Historic status of any existing buildings on site
 - f) Compliance with adopted planning documents

SPRC #4: November 18, 2013

- 6) Site Design and Characteristics
 - a) Presentation of 18th Street North (staff)
- 7) 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) Sustainable design
 - vi) Accessibility
 - vii) Historic Preservation (if applicable)
 - b) Retail Spaces
 - i) Location, size, ceiling heights
 - ii) Storefront designs and transparency
 - iii) Mix of tenants (small v. large, local v. national)
 - c) Service Issues
 - i) Utility equipment
 - ii) Venting location and type
 - iii) Location and visibility of loading and trash service
 - iv) Exterior/rooftop lighting
- 8) 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.)
- 9) Open Space
- a) Orientation and use of open spaces
 - b) Relationship to scenic vistas, natural features and/or adjacent public spaces
 - c) Compliance with existing planning documents and policies
 - d) Landscape plan (incl. tree preservation)
- 10) Community Benefits
- a) Public Art
 - b) Affordable Housing
 - c) Underground Utilities
 - d) Historic Preservation
 - e) Other

11) Construction issues

- i) Phasing
- ii) Vehicle staging, parking, and routing
- iii) Community Liaison

Site Location:

The site is located in the core of Rosslyn and is the block defined by Key Boulevard to the north, North Nash Street to the east, Wilson Boulevard to the south, and North Oak Street to the west.

Applicant Information:**Applicant**

Oak Hill Property Associates, LLC
Nash Street Property Associates, LLC
c/o Monday Properties Services, LLC
1000 Wilson Boulevard, Suite 700
Arlington, VA 22209
Andrew McGeorge
(703) 284-0200
amcgeorge@mondayre.com

Attorney

Walsh, Colucci, Lubeley, Emrich &
Walsh, PC
2200 Clarendon Boulevard, 13th
Floor
Arlington, VA 22201
Nan Walsh
(703) 528-4700
nwalsh@arl.thelandlawyers.com

Architect

Shalom Baranes Associates
3299 K Street NW, Suite 400
Washington, DC 20007
Anna Barbour
(202) 342-1569
abarbour@sbaranes.com

Engineer

Vika
8180 Greensboro Drive, #200
McLean, VA 22102
Robert Cochran, LS
(703) 442-7800
cochran@vika.com

Landscape Architect

Gustafson Guthrie Nichol
1101 Alaskan Way, Pier 55, Floor 3
Seattle, WA 98101
Rodrigo Abela
(206) 903-6802
rodrigoa@ggnltd.com

LEED Consultant

Sustainable Design Consultants
1611 Connecticut Avenue NW, Suite
200
Washington, DC 20009
Avneet Gujral
(202) 667-1622
Avneet@sustaindesign.net

Traffic Engineer

Wells & Associates
1420 Spring Hill Road, Suite 600
McLean, VA 22102
Michael Workosky
(703) 917-0739
mjworkosky@mjwells.com

Lighting Consultant

Tillotson Design Associates
40 Worth Street, Suite 703
New York, NY 10013
Katherine Lindsay
(212) 675-7760
katherine@tillotsondesign.com

BACKGROUND: Monday Properties Services, LLC (the “Applicant”) proposes to redevelop the 2.1 acre subject site with two mixed use structures: a commercial building (office and retail) and a residential building (multi-family residential and retail). Specifically, the Applicant’s redevelopment proposal consists of: 1) a rezoning of the site from the “C-O” Zoning District to the “C-O-Rosslyn” Zoning District; 2) a final site plan (SP #429) to permit the construction of two mixed-use buildings with an overall density of 916,140 square feet of development (10 FAR); and 3) a series of encroachments to support extensions of the proposed parking garage, utilities and canopies into existing and proposed public right-of-way and easements.

The following provides additional information about the site and location:

Site: The 2.10 acre (91,614 square feet) site is located within the Rosslyn Station Area and is defined as the block bounded to the north by Key Boulevard, to the east by North Nash Street, to the south by Wilson Boulevard, and to the west by North Oak Street. The property is currently developed by two commercial buildings containing office and ground floor retail uses. The site is surrounded by the following use:

- To the north: Key Boulevard and the Metro Rosslyn Apartments and the Turnberry Tower condominium building (SP #19). The properties are designated Low-Medium Residential (16-36 du/ac) and High-Medium Residential (3.24 FAR) by the General Land Use Plan (GLUP) and within the Rosslyn Coordinated Redevelopment District (GLUP Note 15). The properties are zoned “RA6-15” Apartment Dwelling District and “C-O-Rosslyn” Commercial Office Building, Retail, Hotel and Multiple-Family Dwelling District.
- To the east: North Nash Street and the Arlington United Methodist Church and Exxon gas station, Ames building (SP #1), and the Hyatt Arlington hotel (SP #92). The properties are designated by the General Land Use Plan (GLUP) as “High” Office-Apartment-Hotel and within the Rosslyn Coordinated Redevelopment District (GLUP Note 15) and are zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling District.
- To the south: Wilson Boulevard and the Architects office building (SP #4). The properties are designated by the General Land Use Plan (GLUP) as “High” Office-Apartment-Hotel and within the Rosslyn Coordinated Redevelopment District (GLUP Note 15) and are zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling District.
- To the west: North Oak Street and the Archstone Rosslyn Apartments (SP #341) and the Art Associates buildings (SP #67). The properties are designated by the General Land Use Plan (GLUP) as $\frac{3}{4}$ “High-Medium” Residential (3.24 FAR) and within a Special Affordable Housing Protection District (GLUP Note #13) and “High” Office-Apartment-Hotel and within the Rosslyn Coordinated Redevelopment District (GLUP Note 15). The properties are zoned “RA-H-3.2” Multiple-Family Dwelling and Hotel District and “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling District.

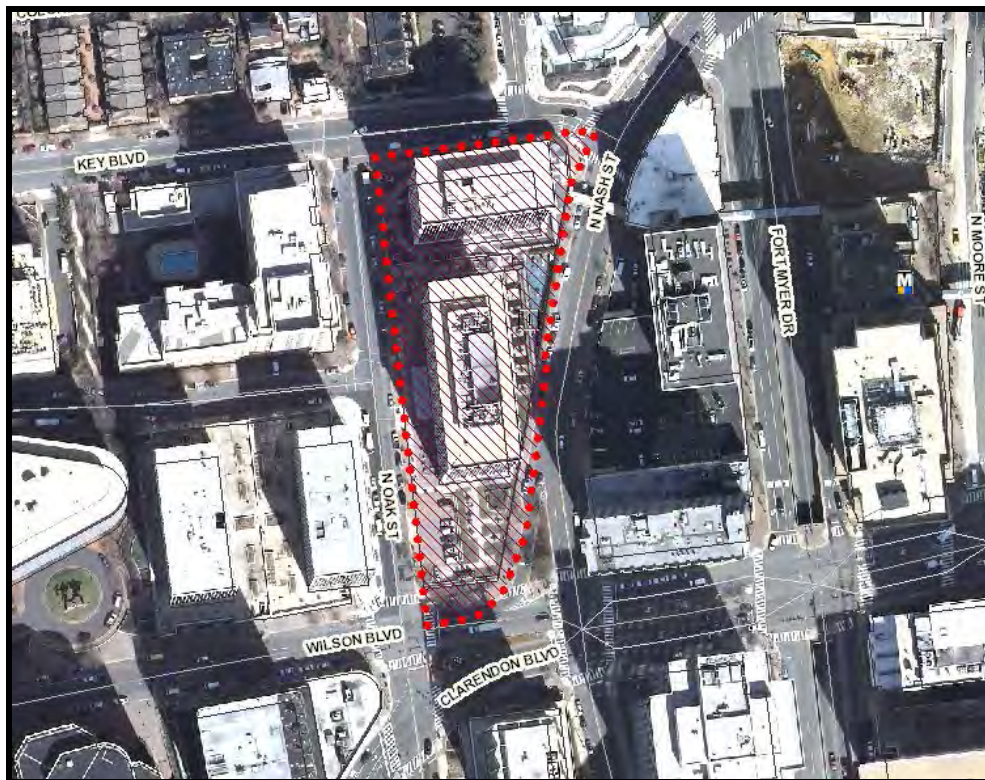
Existing/Proposed Zoning: “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling District.

Proposed Zoning: “C-O-Rosslyn” Commercial Office Building, Retail, Hotel and Multiple-Family Dwelling District.

General Land Use Plan Designation: “High” Office-Apartment-Hotel and within the Rosslyn Coordinated Redevelopment District (GLUP Note 15) and are zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling District.

Neighborhood: The site is located within the Rosslyn Station Area. An update to the Rosslyn Station Area Plan Addendum is currently underway (titled “Realize Rosslyn”) and is expected to be completed in the spring of 2014.

Existing Development: The site is currently the subject of two site plan projects that were constructed in the 1960s. The northern portion of the block is developed with the Nash Street office building (SP #21) which is a 171 foot tall structure containing 161,936 square feet of office space and 12,500 square feet of retail. The southern portion of the block is developed with the Oakhill office building (SP #7) which is a 159 foot tall structure containing 203,772 square feet of office space and 7,000 square feet of retail.



Source: ACMaps On Point Map Viewer

Development Potential:

Site Plan Area: 2.10 ac (91,614 sf)	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
Existing Zoning		
“C-O” By-Right	Single Family Dwellings (6,000 sf/lot); Other Uses (0.60 FAR)	15 dwellings 54,968 sf
“C-O” Site Plan	Office/Commercial (3.8 FAR); Apartment (4.8 FAR); Hotel (3.8 FAR)	348,133 sf; 439,747 sf; 348,133 sf
Proposed Zoning		
“C-O Rosslyn” By-Right	Single Family Dwellings (6,000 sf/lot); Other Uses (0.60 FAR)	15 dwellings; 54,968 sf

"C-O-Rosslyn" Site Plan	Office/Commercial; Apartment; Hotel	916,140 sf
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Proposed Development: The following table sets forth the preliminary statistical summary for the proposed site plan:

	Proposed
Site Area	91,614 sf (2.10 acres)
Density	916,140 gsf 10.0 FAR
Office	513,611 sf
Residential 274 units	350,288 sf
Retail	52,241 sf
"C-O-Rosslyn" Max. Permitted	916,140 sf 10.0 FAR
Average Site Elevation	124.76 ft.
Height	
Office	
Total Height	322.81 ft
AMSL	447.57 ft
Main Roof	294.81 ft
AMSL	419.57 ft
Penthouse ¹	28 ft
AMSL	447.57
Residential	
Total Height	313.49 ft
AMSL	438.25 ft
Main Roof	284.44 ft
AMSL	409.2
Penthouse ¹	29.05 ft
AMSL	438.25 ft
"C-O-Rosslyn" Max. Permitted	300 ft
Parking	
Total	754 spaces
"C-O-Rosslyn" Total Required	831 spaces
Office	432 spaces (1 sp/1,188 sf)
Standard	238 spaces
Compact	89 spaces
Accessible	8 spaces
Van	2 spaces
Managed ²	95 spaces
"C-O-Rosslyn" Required	514 spaces (1 sp/1,000 sf)
Residential	235 spaces (0.85 sp/unit)
Standard	227 spaces
Compact	0 spaces
Accessible	6 spaces
Van	2 spaces
"C-O-Rosslyn" Required	274 spaces (1 sp/unit)
Retail	87 spaces
Standard	69 spaces
Compact	13 spaces

Accessible	4 spaces
Van	1 spaces
“C-O-Rosslyn” Required ³	43 spaces (1 sp/1,000 sf)
LEED Rating	
Office	LEED-CS v2009 Platinum 20% energy savings
Residential	LEED-NC v2009 Silver 18% energy savings

¹ Zoning Ordinance Section 3.1.5.B.1 limits the maximum height of penthouses to 23 feet

² Zoning Ordinance Section 14.3.3.C defines parking space dimensions. The applicant proposes managed parking spaces, which do not meet these dimensional requirements.

³ Zoning Ordinance Section 14.3.6.A.2 permits 5,000 sf of retail space per building located within 1,000 feet of a Metrorail station entrance to be excluded from parking requirement calculations

Density and Uses: The site plan proposes to redevelop the property with two buildings comprised of an office building at the southern portion of the site and a residential building at the northern portion of the site; both buildings will contain ground floor retail including a full service grocery store within the residential building. Density for the site is described below:

	Use	GFA
Residential Building	Residential	350,288 sf 274 units
	Retail	41,187 sf
Office Building	Office	513,611 sf
	Retail	11,054 sf
Total		916,140 sf 10.0 FAR

Properties designated within the Rosslyn Coordinated Redevelopment District (RCRD) on the General Land Use Plan (GLUP) are eligible to seek a rezoning to the C-O-Rosslyn Zoning District. Though the C-O-Rosslyn Zoning District provides limited by-right uses, the purpose of this district is that it allows for the submission of special exception site plan applications. In order for Rosslyn to redevelop as envisioned as a premier urban environment consisting of a mix of uses supported by a multi-modal transportation network and a functional open space and park system, the site plan process is a significant tool in achieving this vision. In association with a site plan proposal for development within the C-O-Rosslyn Zoning District, the County Board has the ability to permit density above 3.8 FAR for office and retail uses and 4.8 FAR for hotel and multifamily residential uses, up to a maximum 10.0 FAR. In addition, the County Board may permit building heights greater than 153 feet for office and retail and 180 feet for hotel and multifamily residential uses, up to a maximum height of 300 feet. In consideration of additional density and building height up to these maximums, community benefits identified in adopted plans must be provided. These community benefits are based upon a value determined commensurate with the value of the density requested above the 3.8 and 4.8 FAR base of the C-O-Rosslyn District.

A preliminary analysis of the proposed density of the project, as allocated between the C-O-Rosslyn base and maximum permissions, is provided below. It must be noted that the figures represented here are preliminary and subject to further analysis, which may be influenced by multiple variables, including, but not limited to, revisions to the development program, right-of-way and/or easement vacations, changes to the site area, etc. These figures will help to inform initial discussions regarding the community benefit analysis that is based upon the additional density requested by the site plan.

Use	Site Area Allocation (sf)	Base FAR	Base Density (sf)	Additional FAR	Additional Density (sf)	Total Density (sf)
Residential	35,029	4.8	168,138	5.2	182,150	350,288
Office	51,361	3.8	195,172	6.2	318,439	513,611
Retail	5,224	3.8	19,852	6.2	32,389	52,241
Total	91,614		383,162		532,978	916,140

Site and Design: The subject site has approximately forty feet of difference in elevation between the southwest and northeast corners of the site. This difference in grade is addressed by the proposed site layout through the use of plaza areas and pedestrian pathways through the site. The buildings have been oriented in a way that engages the topography of the site in a manner that allows access to the buildings, and the plaza areas, from multiple locations and routes. An upper plaza is proposed at the street grade of North Oak Street, which separates the two buildings and allows pedestrians to access the inner portion of the site and the buildings. This plaza also allows pedestrians to utilize an accessible path that connects to lower plaza in the southern portion of the site or access to a series of stairs that brings the user down to the eastern portion of the site along North Nash Street.

A 391,475 square foot, 32-story residential building will be located in the northern portion of the site with a full-service grocery store occupying the ground level of this building in the northwest area of the site. The grocery store is located at the street level grade along portions of North Oak Street and Key Boulevard, while the tower portion of the residential building is situated in the northeast corner of the site with the principal lobby located at the northeast corner of the site. As the elevation of the site slopes down to the east along Key Boulevard, residential amenity uses are located at the level below the grocery store for the purpose of allowing the grocery store to occupy a larger contiguous floor plate. This building also provides a relocated pedestrian bridge (skywalk) that connects to the building across North Nash Street. The main roof of the building rises to 279 feet and includes a penthouse that brings the maximum height of the building to 313 feet.

A 524,665 square foot, 29-story office building with ground floor retail uses will be located in the southern portion of the site. The retail uses of this building will be located along the building's western frontage along North Oak Street, as well as its northern frontage adjacent to the upper plaza. The primary lobby entrance to this building will be provided at the southeastern corner of the building along North Nash Street. The building's main roof rises to a maximum height of 294 feet, which is capped with a penthouse that brings the total height of the building to 322 feet.

Sustainable Design: The Applicant has designed the project to meet certain sustainable design attributes in accordance with the United States Green Building Councils (USGBC) Leadership in Energy and Environmental Design (LEED) certification program. The office building has been designed according to the LEED-CS v. 2009 program to receive Platinum certification and to achieve a 20 percent energy cost savings. The residential building has been designed according to the LEED-NC v. 2009 program to achieve a Silver certification and an 18 percent energy cost savings. In addition, the office building has been designed to incorporate a 4-pipe hydronic variable air volume HVAC system.

Transportation: The *Master Transportation Plan* (MTP) classifies the section of Wilson Boulevard adjacent to the site as a Type A – Primarily Retail-Oriented Mixed-Use arterial. North Nash Street adjacent to the site and the portion of Key Boulevard nearest to North Nash Street are classified as Type B – Primarily Urban Mixed-Use arterial. North Oak Street adjacent to the site and the portion of Key Boulevard closest to North Oak Street are classified as Urban Center Local non- arterials.

Trip Generation: Wells & Associates, Inc. prepared a traffic impact analysis (TIA) dated February 6, 2013, assuming a development plan for the site including 288 residential units, 513,000 square feet of office space, a 40,000 square-foot grocery store, and an additional 18,000 square feet of ground floor retail use. Upon site build-out (2019 est.) the project is estimated to generate 507 morning and 652 evening peak hour vehicle trips. Relative to the existing vehicle trips at the site, the project is estimated to produce 353 net new morning peak trips and 485 net new evening peak trips to the local road network. The TIA analyzed twelve (12) signalized and five (5) non-signalized intersections within close proximity to the site, as well as two (2) site driveways.

Current conditions:

Currently, several of the signalized intersections operate beyond capacity during the evening peak period:

- Lee Highway westbound at North Lynn Street (westbound right): LOS “E” or “F” during the p.m. peak
- North Lynn Street at Wilson Boulevard (westbound right): LOS “E” or “F” during the p.m. peak

One non-signalized intersection operates beyond capacity during certain times of the day:

- Key Boulevard and North 19th Street (eastbound left turn): LOS “E” during the a.m. and p.m. peak

Future conditions (background):

The TIA took into account the effect on background traffic of four “pipeline” projects in the study area, two of which are under construction (Sedona Slate/Rosslyn Commons and 1812 North Moore Street), and two of which are approved but un-built (Central Place and Rosslyn Gateway). Without the proposed development, but with the above projects developed as

proposed, most of the signalized and non-signalized intersections would continue to operate at an overall acceptable level of service (LOS “D” or greater) in the study year of 2019. The exceptions include:

- Lee Highway (westbound) and Fort Myer Drive: would operate at LOS “E” or “F” during the a.m. peak
- North Lynn Street and Wilson Boulevard: would operate at LOS “E” or “F” during the a.m. and p.m. peak

Further, seven (7) of the twelve (12) signalized intersections would experience some turning movements operating at LOS “E” or “F” during one or both peak hours.

Regarding non-signalized intersections, the eastbound left-turn movement at the Key Boulevard/19th Street intersection is expected to continue to operate at LOS “E” during the a.m. and p.m. peak.

Signal phasing modifications are proposed to somewhat alleviate conditions at the signalized intersections on 19th Street North (at the intersections with North Lynn Street and Fort Myer Drive). However, the consultant does not recommend any changes to signal timing or phasing along Lee Highway, due to the already close spacing of those signals. Regarding the intersection of Wilson Boulevard and North Lynn Street, there are no technical solutions (signal timing, phasing, or changes to cycle length) that appear to improve operations, so no changes are recommended to this intersection.

Future conditions (with project):

According to the TIA, traffic conditions with the proposed development would be similar to background future conditions: ten of the twelve signalized intersections would continue to operate at overall levels of service at LOS “D” or greater, and two of those intersections would fail overall, as described above. Similarly, seven of the intersections would experience individual movements that would operate at capacity or beyond (LOS “E” or “F”) during the morning and evening peak period.

The non-signalized intersection of Key Boulevard and 19th Street North is expected to experience increased delays as a result of the project. However, the consultant does not recommend signalization of this intersection due to its close proximity to the signalized intersection at North Fort Myer Drive.

Streets and Sidewalks:

The table below provides a summary of the existing and proposed street cross-sections associated with the project.

WILSON BOULEVARD		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
42.1’	18’-20’	24’-25’
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
42.1’	12’	18’
NORTH OAK STREET		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
38’-44’	38’	42’
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk

38'-44'	12'	18'
KEY BOULEVARD		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
34.2'-50.9'	6.5'-13'	7'
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
34.2'-50.9'	12'	18'
NORTH NASH STREET		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
39.2'-53.8'	8'-15' (varies)	8'-15' (varies)
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
47'	10'	16'

Wilson Boulevard: The project proposes maintaining the existing street width and street section. Wilson Boulevard runs one direction (westbound) adjacent to the site, and has a 42.1-foot width with three travel lanes (19.2 feet, 10.5 feet, and 12.6 feet). Under the project, that cross-section would be maintained.

North Oak Street: The project proposes maintaining the existing street widths. North Oak Street has varied street widths, from 38 feet at the intersection with Wilson Boulevard, to 44 feet north of the intersection with 18th Street North. A typical street section south of 18th Street would include two 11-foot traffic lanes, and two 8-foot parking lanes. North of 18th Street, the typical street section would include one 14-foot lane southbound, one 14.8-foot lane northbound, and two parking lanes (8 feet and 7.2 feet).

Key Boulevard: The project proposes maintaining the existing street widths. Key Boulevard has varied street widths, from 34.2 feet at the intersection with North Nash Street, to 50.9 feet west of that intersection. The existing lane configuration would remain: at Nash Street, two southbound turn lanes (10.8 feet and 10 feet) and a westbound travel lane (13.4 feet), and west of Nash Street, one travel lane in each direction (12.7 feet eastbound, 21.5 feet westbound), and a parking lane (8 feet) along each curb.

The applicant proposes removing one crosswalk, at the intersection of Key Boulevard and North Nash Street; the crosswalk is located near to the proposed garage entry for the grocery store. A new crosswalk is proposed to be located at the intersection of North Oak Street and Key Boulevard, approximately 145 feet to the west of the existing crosswalk.

North Nash Street: Under the project, significant changes to the cross-section of North Nash Street would be undertaken. Street widths currently vary, from 39.2 feet to 53.8 feet, with a median and slip lane at the southbound approach to Wilson Boulevard. Under the proposed project, the slip lane would be removed from southbound Nash Street, and the intersection with Wilson Boulevard would be regularized and brought to 90°. This intersection realignment would improve pedestrian safety by reducing pedestrian crossing distance, eliminating a driver-pedestrian conflict point, improving sight lines, and reducing vehicular speeds at the intersection. Further, the street width of Nash Street would be a consistent 47 feet, with two 11-foot travel lanes (one northbound, one southbound), two 5-foot bicycle lanes (one in each direction), and a 7.5-foot parking lane on each side of the street.

The *Rosslyn Multi-Modal Transportation Study* (2012) references the subject block of North Nash Street in its appendix of sample street cross-sections. For Nash Street, it includes a street width of 47 feet (two 11-foot travel lanes, two 5-foot bicycle lanes, and two 7.5-foot parking lanes), and a total sidewalk width of 16 feet, including street trees. The street section proposed for North Nash Street with this project meets the suggested street section.

The proposed streetscape sections meet the adopted *Rosslyn-Ballston Corridor Streetscape Standards* (R-B Standards). The R-B Standards call for a Type A sidewalk section (16.67-foot sidewalk width, with a 5-foot wide tree pit, leaving 11.67 feet clear) along Wilson Boulevard, and a Type B sidewalk section (13-foot sidewalk with a 5-foot wide planting strip, leaving 8 feet of clear sidewalk) along North Oak Street, Key Boulevard, and North Nash Street.

Eighteenth Street North: Arlington County's Master Transportation Plan (MTP) streets element (2011) contains objectives, policies, and recommended actions that are consistent with extending Eighteenth Street in Rosslyn. Objectives of the MTP include “a well-connected network of streets”, “complete streets that accommodate all users and encourage alternatives to driving”, and “enhance the human environment”. Policies which support those objectives include:

Policy 2: “Maintain and enhance a grid-style street network”;

Policy 4: “Include appropriate facilities and operate streets to meet and balance the needs of pedestrians, bicyclists, transit riders, motorists, and freight movement”; and

Policy 12: “Design and operate streets to be vibrant public spaces”.

Actions identified under policy 2 are most appropriate to a potential 18th Street:

- a. Identify and implement opportunities for new streets through sector plan efforts.
- b. Develop a list of street connections that could be developed to create new linkages that enhance the existing street network.
- k. Require privately owned streets that are open for public use to be built to the same design standards as publicly owned streets.

The *Rosslyn Multi-Modal Transportation Study* (2012) recommends that larger-than-standard blocks be split, and new street sections added in order to decrease travel distance, improve connectivity, enhance traffic flow and provide opportunities for more direct loading and on-street parking. It recommends that new street sections be implemented as part of property redevelopment projects. Specifically, the study recommends consideration several new street segments, including three new street sections of 18th Street. Combined, these new street sections could yield a new east-west transportation spine through the heart of Rosslyn.

Characteristics that County staff will look for in a new section of 18th Street include:

- The overall length of 18th Street should be considered to be a street, in the definitional sense, with its principal purpose being transportation.
- Whether publicly owned or privately owned, the street should be built to standards of a public street, and should appear and perform as public space.
- To be successful, 18th Street must be visually coherent, from end to end, meaning:
 - a. a visual connection from block to block
 - b. an alignment that is direct instead of meandering

- c. an overall concept, and specific design elements, that reinforce the street's identity from one block to the next.
- Maintaining a street wall is important to the integrity and identity of a street.
 - If grades are prohibitive, a block can be a pedestrian street, and does not require vehicular access.
 - Staired streets are acceptable.

Recognizing that development occurs incrementally, each block of 18th Street should be able to stand alone, and not depend on adjacent development in order to function.

Skybridge: This segment of the Rosslyn skywalk system carries approximately 1,560 persons per day. Access is directly from the sidewalk; the skywalk begins at the corner of Key Boulevard and North Oak Street. Pedestrians ascend a half-flight of stairs, skirt the exterior edge of the existing building, round the corner at Nash Street, and descend a full flight of stairs onto the actual bridge, which crosses Nash Street 55 feet south of the intersection with Key Boulevard. The bridge itself is 57 feet long. From here the pedestrian may continue on the skywalk system, through a breezeway just south of the Arlington Temple building and on to another bridge segment over Fort Myer Drive, or may switch back and descend to street level.

With the proposed project, access to the skybridge would be gained through entering into the site and by crossing through the center of the site, and into a passageway integrated into the residential building. The pedestrian would then turn and descend a staircase to the bridge. The location of the actual bridge itself would be relocated 47 feet south of its current location, approximately 102 feet south of the Key Boulevard intersection. Although the point of connection with the Arlington Temple would remain the same, the crossing distance would increase to 73 feet.

Pedestrian counts: By far, the west side of Wilson Boulevard carries the most pedestrians in the immediate vicinity of the proposed project site. Counts taken in the summer of 2012 show morning volumes of over 550 persons per hour, and more in the evenings, approximately 700 persons per hour. Key Boulevard near the site (south side) carries approximately 327 persons per hour in the morning peak, measured at the corner of North Oak Street. But that figure diminishes to 198 at the T-intersection with Nash Street, and 157 at the Nash/19th Street intersection, indicating that a good number of pedestrians counted at the corner of Oak Street may be entering the skybridge system. Evening peak counts are more even, at approximately 150 persons per hour along the entire block.

North Oak Street sees a lot of pedestrian activity at the intersection with Wilson Boulevard (130 persons per hour in the morning peak, 127 in the evening), but it drops off dramatically, measuring only 19 persons per hour (morning peak) at the intersection with 18th Street North (18 in the evening), and 23 (morning) at the intersection with Key Boulevard (13 evening).

North Nash Street has more pedestrian activity at the northern edge of the site (125 persons in the morning, 115 in the evening) than at the Wilson Boulevard corner (41 morning, 43 evening). It appears that the side of Nash Street opposite the site (east side) has more pedestrian activity (172 in the morning, 141 in the evening) than the west side of the street.

Counts were also taken in the summer of 2013 along Wilson Boulevard and North Nash Street, adjacent to the site. Morning and evening peak hour counts were similar to those above.

However, lunchtime counts (11:30 am to 1:30 pm) were also taken, and show that pedestrian volumes hold steady during that period as well (approximately 689 persons per hour average on Wilson Boulevard, and approximately 44 persons per hour on Nash Street).

On-street parking: There are currently 25 metered on-street parking spaces on the streets surrounding the site: there are four (4) spaces on the south side of Key Boulevard, twelve (12) spaces on the east side of North Oak Street, and nine (9) spaces on the west side of North Nash Street. The applicant is proposing to retain on-street parking on each of the blockfaces. Future parking spaces will be controlled by multi-space parking meters and not be striped individually. However, it is expected that the total number of on-street parking spaces immediately adjacent to the site would increase slightly as a result of this project, and the use of multi-meters.

Loading, Service and Parking: There are currently three parking entrances and one loading dock off of Nash Street, for a total of four curb cuts. The proposed development would provide two parking entrances, and one loading dock.

Loading for retail, office and residential uses would be located off of Nash Street approximately 80 feet from the intersection with Key Boulevard. Two longer (50'—55') trucks and four shorter (30') trucks could be accommodated at once.

One parking entry, for office and residential uses, would be located off Nash Street, approximately 180 feet from the intersection with Wilson Boulevard. A second parking entry, for retail (grocery store) use, would be located off Key Boulevard, approximately 120 feet east of the intersection with North Oak Street.

Parking would be located on six (6) levels, the majority of which would be underground, but, because of the grade changes on the site, a portion of the parking would be at grade or above-ground, resulting in some blank walls on portions of the Oak Street, Nash Street, and Key Boulevard facades. A total of 754 parking spaces would be provided:

432 spaces would be provided for office purposes, of which 89 (20.6%) would be compact, and 95 (22%) would be managed. The compact car ratio exceeds the zoning standard of 15%. The office parking ratio of 1 space per 1,189 s.f. does not meet the zoning standard, which sets 1 space per 1,000 s.f. as a minimum. The applicant has requested a modification of this provision of the Zoning Ordinance to allow the proposed parking ratio.

235 spaces would be provided for residential use (for 274 units). No spaces would be compact. The parking ratio of 0.86 parking spaces per unit is insufficient parking for residential use, according to zoning standards of one parking space per residential unit. The applicant has requested a modification of this provision of the Zoning Ordinance to allow the proposed parking ratio.

Eighty-seven (87) retail parking spaces would be provided on one level, of which thirteen (14.9%) would be compact spaces. If one subtracts the first 5,000 s.f. from each building as permitted by the Zoning Ordinance, the overall parking ratio for the retail uses would yield 1 space per 588 s.f., which exceeds the zoning requirement.

Transit: The study area is two blocks (approximately 700 feet) from the Rosslyn Metro station, where the Metro orange and blue lines provide continuous all-day and weekend service to New Carrollton, MD and Largo, MD via downtown Washington, where connections to all other lines may be made; and westbound to Vienna, VA, and southbound to Franconia-Springfield, VA, via

the Pentagon, National Airport, and Alexandria (with connections to yellow line service en route). The silver line is expected to begin service in January 2014, and would service Rosslyn station, with all-day and weekend westbound service to Wiehle Avenue in Reston via Tysons Corner, and eastbound service to downtown Washington. Approximately one train every 2.5 minutes would be expected during the peak periods, while off-peak service would be approximately one train every six minutes. Metrorail service runs from approximately 5:20 am until 11:55 pm Monday through Thursday, 5:20 am until 2:55 am on Fridays, 7:20 am until 2:55 am on Saturdays, and 7:20 am until 11:55 pm on Sundays.

Weekday Metrobus service operates from approximately 5:40 am until approximately 1:00 am. The nearest bus stops to the site are: across Nash Street east of the site, where Metrobus 38B (eastbound) provides service to Farragut Square via Georgetown and Metrobus 10E provides service to Braddock Road Metro station via the Pentagon, and the Crystal City VRE station; and one block from the site on the 1500 block of Wilson Boulevard, where Metrobus 38B (westbound) provides service to the Ballston Metro station, and Metrobus 4B provides service to Seven Corners.

The Rosslyn Metro station serves as a bus transfer point, with many of those transfers taking place along the bus bays on the 1800 block of North Moore Street. Metrobus routes serving these bus bays include: 3A, 3B, 3E, 4A, 4B, 4E, 4H, 5A, 15K, 15L, and 38B. Arlington County ART bus routes 45, 61A and 61B also make stops at the Metro station. ART buses serving Rosslyn operate from approximately 6:30 am until 7:00 pm, weekdays only.

A block north of the Metro station entrance, across 19th Street North, there is a bus stop for the DC Circulator and the Georgetown University Transportation Shuttle (GUTS). From Rosslyn, one Circulator route serves Georgetown (M Street), Foggy Bottom, and Dupont Circle, and operates between 7 am and midnight Sundays through Thursdays, and 7 am to 2 am Fridays and Saturdays. GUTS operates a shuttle between the Georgetown University campus and Rosslyn, serving Georgetown faculty, staff, students and visitors, and operates weekdays from 4:45 am to midnight, and Saturdays from 11:30 am until 5:30 pm (Saturday service is only available during the academic year). GUTS also operates a North Arlington shuttle on weekdays, which makes stops on Key Boulevard, at Ode and Quinn Streets.

On the 1800 block of Fort Myer Drive (near the intersection with Wilson Boulevard), Metrobus routes 9E and 10E make a stop en route to the Braddock Road Metro station.

OmniRide serves commuters from Loudoun County, and operates four routes serving Rosslyn. There are four peak-hour weekday trips in each direction, stopping at Wilson Boulevard and North Kent Street.

Long distance buses pick up and drop off passengers on North Lynn Street, at the intersection of 19th Street North. Vamoose and Tripper offer non-stop service to New York City, and each service makes five to ten round trips a day from this location.

Bicycling: In the vicinity of the site, Clarendon Boulevard, Wilson Boulevard, and Key Boulevard have on-street bicycle facilities. On Clarendon Boulevard, an eastbound striped bicycle lane concludes at Oak Street. On Wilson Boulevard, a westbound striped bicycle lane begins one block west of the site, at Oak Street. On Key Boulevard, a westbound striped bicycle lane also begins at Oak Street. Striped bicycle lanes on Nash Street are proposed as part of this project.

The Mount Vernon Trail, alongside the George Washington Memorial Parkway, is used by approximately 3,000 cyclists on an average day, and provides a trail exit and connection to Rosslyn at Lee Highway near North Lynn Street. The Mount Vernon Trail becomes the Custis Trail just west of this connection, continuing through the central part of Arlington.

The applicant proposes to provide storage for 235 bicycles (110 for office employees and visitors, 100 for residents and their visitors, and 25 for retail visitors and employees). These spaces will be provided on the first parking level, meeting the County's standard for providing bicycle parking within site plan projects.

Bike Sharing: Approximately one block from the site, on Fort Myer Drive south of Wilson Boulevard, is a fifteen (15)-dock Capital Bikeshare station. Three additional Bikeshare stations are also located near the site: North Lynn Street near 19th Street North (16 docks), North Pierce Street between Clarendon Boulevard and Wilson Boulevard (11 docks), and Key Boulevard east of North Quinn Street (9 docks).

Car Sharing: There are six (6) Zipcars available in Rosslyn, parked in the following locations:

1500 block Wilson Boulevard (1 car)

1500 block Clarendon Boulevard (2 cars)

1100 block Wilson Boulevard (1 van)

On Wilson Boulevard near Pierce Street (1 car)

On 16th Road North and North Oak Street (1 car)

Transportation Demand Management (TDM): The applicant has agreed to implement a Transportation Management Plan (TMP) to provide a program oriented towards decreasing single occupancy vehicle (SOV) trips to and from the site. The draft TMP program includes the major elements summarized below:

- Designation of a transportation coordinator to oversee the TMP program.
- Contribute to Arlington County Commuter Services to support TMP activities.
- Provision of SmarTrip® cards (in a dollar amount to be determined) to each new residential lessee or purchaser, at initial occupancy.
- Provision of SmarTrip® cards (in a dollar amount to be determined), one per person, one time, to on-site property management, retail maintenance, and office employees.
- Provide, administer, or cause the provision of a sustainable commute benefit program for on-site property management and maintenance employees, including pre-tax employee contributions and/or tax-free transit or vanpool monthly contributions.
- Provide a one-time membership fee subsidy in a car sharing plan per residential unit.
- Display and distribute transit-related information.
- Conduct a periodic transportation performance monitoring study, to determine average vehicle occupancy and mode choice.
- Submission of an annual report to the County regarding TDM activities on the site.

DISCUSSION

Modification of Use Regulations: The following modifications of Zoning Ordinance requirements are requested with the subject site plan proposal:

Parking

- Residential parking ratio (Zoning Ordinance Section 7.15.5.B.1(a))
 - One space per unit required; one space per 0.85 units proposed
- Office parking ratio (Zoning Ordinance Section 7.15.5.B.4)
 - One space per 1,000 sf permitted; one space per 1,188 sf proposed
- Office compact parking ratio (Zoning Ordinance Section 14.3.3.G)
 - Maximum 15% permitted; 20.6% proposed
- Garage aisle width (Zoning Ordinance Section 14.3.3.C)
 - Minimum 23 feet required; minimum 17 feet proposed
- Managed parking spaces (Zoning Ordinance Section 14.3.3.C)
 - Parking spaces within the travel aisle proposed

Approved Policies and Plans:

Rosslyn Station Area Plan Addendum: Adopted in 1992, the Rosslyn Station Area Plan Addendum is the latest County Board adopted sector plan for Rosslyn and has provided general guidance for planning and development decisions in Rosslyn over the past two decades. The overarching vision outlined in the 1992 Addendum is a future Rosslyn that: will serve as a proud gateway into Arlington and Virginia; is a vibrant place to live, work, shop, recreate, and enjoy culture; is a premier office location that is home to regional and national corporate headquarters; has superior architecture and urban design; and is a comfortable place that serves as a great stage for human activities. In order to achieve this vision, the document identifies a list of more specific goals for the entire Rosslyn area:

- Create a “central place” which serves as the physical and social heart of Rosslyn;
- Restructure and enhance retail, restaurant and entertainment facilities;
- Integrate the sidewalks and skywalks into a comprehensive pedestrian circulation system which links all the major components of Rosslyn (residential, office and retail) into a unified whole;
- Greatly improve access to the Potomac River and to nearby National Parks and Monuments both physically and visually;
- Create a more urban form where buildings relate well to one another and to the street and exemplify good architectural and urban design practice;
- Enhance entries from both within and without Arlington;
- Increase opportunities for housing within the core of Rosslyn;
- Unify and improve parks, open spaces and cultural facilities;
- Provide an integrated system of transportation which emphasizes a multi-modal approach;
- Expand and enhance Rosslyn’s hotel resources; and
- Finally, but certainly not least, develop an office inventory which is both more cosmopolitan and more competitive in the marketplace.

[Realize Rosslyn](#): In fall 2012, the County kicked off a new planning effort to update and fine-tune Rosslyn's current long-range plan (the 1992 Rosslyn Station Area Plan Addendum referenced above). Branded as “Realize Rosslyn”, this planning effort strives to ensure that voices in Rosslyn and across Arlington join the community conversation on how to transform this 1960s car-centric area to one of our region's great urban centers. The project team’s efforts are guided by a scope of work approved by the County Board to address the key issues facing Rosslyn today. The staff and consultant project team is also working with a County Manager appointed panel of community representatives to help advance the process and frame the issues to solicit meaningful input from the broader community.

The ongoing planning effort will ultimately produce a Rosslyn Sector Plan Update (targeted for County Board adoption in Spring 2014) to refine the community vision for Rosslyn and create an updated planning framework that ensures a vibrant mix of housing, retail, office, and public space in the area. Based on the scope of work, the Sector Plan Update will focus on addressing the following topics:

- A better urban design framework to create a Rosslyn that is a more attractive and functional place to be
- A more specific and deliberate building heights strategy to help the County prioritize its goals for Rosslyn’s skyline
- A refined multimodal transportation system consistent with current Master Transportation Plan policies to support the enhanced accessibility of Rosslyn’s residents, workers, and visitors, while providing rights-of-way that will accommodate Rosslyn’s future district energy needs
- A more cohesive and functional parks and open space network to meet the recreational needs of Rosslyn while enhancing its public realm.

18th Street North The [Rosslyn Multi-Modal Transportation Study](#) is a component of the Realize Rosslyn process. The Multi-Modal Study recommends that a new section of 18th Street North be provided between North Oak Street and North Nash Street, which is the block subject to this site plan redevelopment proposal. Though the Multi-Modal Study has not been adopted by the County Board, it is a component of the Realize Rosslyn effort and is one of the documents being used to inform recommendations for the update to the Rosslyn Station Area Plan. The applicant has provided a pedestrian connection through the block, which continues to be refined through coordination with staff and through the Realize Rosslyn process.



MTP Map



Rosslyn Multi-Modal Study

Issues: The following are preliminary issues identified by staff:

Site Area

- Area of vacations and encroachments

Site Layout

- Absence of a direct pedestrian and visual connection through the site between North Oak Street and North Nash Street
- Building orientation towards Wilson Boulevard and North Nash Street

Building Design

- Inactive building walls along North Nash Street
- Penthouse height exceeds permitted height of Zoning Ordinance (23 feet)

Transportation

- Absence of continuation of 18th Street North through site
- Requested Zoning Ordinance modifications for office and residential parking ratios

Open Space

- Design of upper garden space

SPRC Neighborhood Members:

Jennifer Zeien	North Rosslyn Civic Association
Stan Karson	RAFOM
Mary-Claire Burick	Rosslyn BID

jzeien@verizon.net

Destan@aol.com
mburick@rosslynva.org

Interested Parties:

Gregg Donley	Turnberry Tower
Rebecca Snyder	Insight Property Group
Lucia deCordre	Rosslyn BID
Ben Helwig	National Park Service
Michael Cooper	MWAA
Tad Lunger	Ames Building
Stuart Stein	RAFOM
David Van Duzer	Turnberry Tower
Diane Lee	
Tom Beacham	

gdonley@camber.com
rsnyder@insightpropertygroupllc.com
ldecordre@rosslynva.org
ben_helwig@nps.gov
michael.cooper@mwaa.com
TLunger@mcguirewoods.com
stuandan@comcast.net
DVanDuzer@RVArchitects.com
dianerlee@gmail.com
tommybeacham@gmail.com

Planning Commissioner Chairing This Item:

Chris Forinash

forinash@gmail.com

Staff Members:

Aaron Shriber	CPHD—Planning	(703) 228-0770
Anthony Fusarelli	CPHD—Planning	(703) 228-3548
Dennis Sellin	DES—Transportation	(703) 228-4805
Scott McPartlin	DPR	(703) 228-0929

ashriber@arlingtonva.us
afusarelli@arlingtonva.us
dsellin@arlingtonva.us
smcpartlin@arlingtonva.us

ITEM 2

SP #404 2401 Wilson Boulevard Hotel & U-3350-12-1 16th Street URD
(RPC#15-060-001, -002; 15-060-006 through -010)

AGENDA: First Meeting—June 17, 2013

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

- 2) Land Use & Zoning
 - a) Relationship of site to GLUP, sector plans, etc.
 - i) Requested changes (if any)
 - ii) Justification for requested changes (if any)
 - b) Relationship of project to existing zoning
 - i) Special site designations (historic district, etc.)
 - ii) Requested bonus density, height, etc. (if any)
 - iii) Requested modification of use regulations (if any)

- 3) Site Design and Characteristics
 - a) Allocation of uses on the site
 - b) Relationship and orientation of proposed buildings to public space and other buildings
 - c) View vistas through site
 - d) Visibility of site or buildings from significant neighboring perspectives
 - ~~e) Historic status of any existing buildings on site~~
 - f) Compliance with adopted planning documents

AGENDA: Second Meeting—September 19, 2013

- 4) 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) LEED/Earthcraft/Green Home Choice Score
 - vi) Accessibility
 - ~~vii) Historic Preservation (if applicable)~~
 - b) Retail Spaces (if applicable)
 - i) Location, size, ceiling heights
 - ii) Storefront designs and transparency
 - iii) Mix of tenants (small v. large, local v. national)
 - c) Service Issues
 - i) Utility equipment
 - ii) Venting location and type
 - iii) Location and visibility of loading and trash service
 - iv) Exterior/rooftop lighting

AGENDA: Third Meeting—October 24, 2013

- 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

- 6) Open Space
 - a) Orientation and use of open spaces
 - b) Relationship to scenic vistas, natural features and/or adjacent public spaces
 - c) Compliance with existing planning documents and policies
 - d) Landscape plan (incl. tree preservation)

- 7) Community Benefits
 - a) Public Art
 - b) Affordable Housing
 - c) Underground Utilities
 - d) Historic Preservation
 - e) Other

- 8) Signs
 - a) Rooftop, Storefront, Wayfinding, Parking, etc.

- 9) Construction Issues
 - i) Phasing
 - ii) Vehicle staging, parking, and routing
 - iii) Community Liaison

AGENDA: Fourth Meeting—November 18, 2013

- 10) Applicant presentation of changes made during the SPRC process

- 11) Wrap-Up

Site Location: On the block generally bounded by Wilson Boulevard, North Adams Street, 16th Street North, and North Barton Street. The hotel site is approximately 19,000 square feet. The URD site is 25,394 square feet.

Applicant Information:

Applicant

2401 Wilson, LLC
c/o Schupp Companies
115 Park St SE, Suite 200
Vienna VA 22180
703-938-2999
Ray Schupp/Jim Villars
rschupp@schuppcompanies.com
jvillars@schuppcompanies.com

Attorney

Walsh, Colucci, Lubeley, Emrich & Walsh
2200 Clarendon Blvd., Suite 1300
Arlington VA 22201
703-528-4700
Nan E. Walsh/Sara Mariska
nwalsh@arl.thelandlawyers.com
smariska@arl.thelandlawyers.com

Architect

Gordon & Greenberg Architects
7913 MacArthur Blvd.
Cabin John MD 20818
301-320-5900
Robert Greenberg/Aileen Horn
bgreenberg@gordonandgreenberg.com
ahorn@gordonandgreenberg.com

Engineer

Vika, Inc.
8180 Greensboro Drive, Suite 200
McLean VA 22102
703-442-7800
Jeff Kreps
kreps@vika.com

Landscape Architect

Vika, Inc.
8180 Greensboro Drive, Suite 200
McLean VA 22102
703-442-7800
Jeff Kreps
kreps@vika.com

LEED Consultant

Gordon & Greenberg Architects
7913 MacArthur Blvd.
Cabin John MD 20818
301-320-5900
Robert Greenberg/Aileen Horn
bgreenberg@gordonandgreenberg.com
ahorn@gordonandgreenberg.com

Traffic Consultant

Wells + Associates
1420 Spring Hill Rd., Suite 600
McLean VA 22102
703-917-6620
Michael Workosky
mjworkosky@mjwells.com

BACKGROUND: The applicant is simultaneously proposing two (2) related developments:

- 1) A special exception site plan (SP #404) to construct a hotel on a parcel of land fronting on Wilson Boulevard currently zoned “C-2”, and designated “Service Commercial” on the General Land Use Plan (GLUP). This parcel currently contains a strip retail center constructed in the early 1960s and associated surface parking. The applicant is also requesting for this site a GLUP Amendment from “Service Commercial” to “Medium Office-Apartment-Hotel” and a rezoning from “C-2” to “C-O-2.5”. This parcel was the subject of a Special GLUP Study conducted by the Long Range Planning Committee in 2011. The Special Study concluded that either a GLUP designation of “Medium Office-Apartment-Hotel” or “High-Medium Residential Mixed-Use” could be appropriate for the site. On September 17, 2011, the County Board authorized advertisement of a public hearing to consider a GLUP change of the site to either “Medium Office-Apartment-Hotel” or “High-Medium Residential Mixed-Use”, to be heard concurrent with a public hearing for a rezoning and site plan application. It should be emphasized that the County Board did not approve a GLUP change at that time, only concluding that a change in the

GLUP to either of those two (2) categories could be appropriate with an appropriate associated site plan.

- 2) The applicant proposes a Unified Residential Development (URD) consisting of four-single-family detached dwellings. The site is currently occupied by single-family detached dwellings constructed at various times between 1926 and 1991, all owned by the owner of the commercial parcel and occupied by renters. Parts of the rear yards are occupied by surface parking for the commercial parcel, subject to use permit U-1485-61-3.

The following provides additional information about the site and location:

Site: 1) Site Plan #404 (the “Hotel Site”): An approximately 19,000 square foot parcel located at 2401-2407 Wilson Boulevard in the Courthouse station area. 2) U-3350-12-1 (the “URD Site”): Four single-family lots located at 2400, 2404, 2408, and 2412 16th Street North, to the rear of the commercial parcel.

To the North: Across 16th Street North, single family detached dwellings zoned “R-6” and designated “Low Residential 1-10 units/acre”.

To the South: Across Wilson Boulevard, the seven-story (103 feet in main roof height) Navy League office building (SP #351), zoned “C-O” and designated “High Office-Apartment-Hotel” on the GLUP.

To the East: Across North Adams Street are older two-story retail buildings, zoned “R-C” and designated “High-Medium Residential Mixed-Use” that are a part of SP #263. On December 8, 2012, the County Board approved a major amendment to SP#263 for an eight-story office building (95 feet in height to main roof) on this site.

To the West: The Army Association building (SP #36) (six stories, and 86 feet to main roof), zoned “C-O-2.5” and designated “Service Commercial” on the GLUP. The McLaine Apartments, three-story garden apartments zoned “RA8-18” and designated “Low Residential (1-10 units/acre)” on the GLUP.

- Zoning: Hotel site: “C-2” Service Commercial—Community Business District. URD site: “R-6” One-Family Dwelling District.
- General Land Use Plan Designation: Hotel Site: “Service Commercial (*Personal and business services. Generally one to four stories, with special provisions within the Columbia Pike Revitalization District.*)” URD Site: “Low Residential (*1-10 units/acre.*)”
- Neighborhood: The site is located within the boundaries of the Lyon Village Civic Association, and across Wilson Boulevard from the Clarendon-Courthouse Civic Association area.



Proposed Development: The Statistics for the proposed hotel site plan are below:

SITE PLAN #404, 2401 WILSON BOULEVARD	
SITE AREA	19,126 s.f.
Site Area Allocations	
Office	19,126 s.f.
Retail	exempt ¹
Density	
Hotel	
Hotel GFA	93,115 s.f.
Hotel Density	161 rooms Or 367 units/acre
“C-O-2.5” Max. Permitted Density - Hotel	180 units/acre
Retail GFA	1,280 s.f.
Retail Density	exempt
Building Height	
Average Site Elevation	231.94 ft.
Main Roof Elevation	315 ft.
Main Roof Height	83.01 ft.
Penthouse Roof Elevation	333 ft.
Penthouse Height	101.01 ft
Number of Stories	8 stories

¹ ACZO Sec. 24.A.2.b. permits hotel restaurants and meeting rooms to exceed the maximum permitted densities by site plan approval.

SITE PLAN #404, 2401 WILSON BOULEVARD	
“C-O-2.5” Max. Permitted Hotel Height (Site Plan)	16 stories
Parking	
Hotel	
Number of Spaces	80
Standard Spaces	44
Compact Spaces	8
Handicap Spaces	4
Non-standard- Managed spaces (tandem)	24
Parking Ratio	.5 sp/unit
Required Hotel Space (Site Plan Standard)	
Required Hotel Ratio	
	.7 sp/unit
Retail	
	Exempt ²
Number of Spaces	n/a
Standard Spaces	n/a
Compact Spaces	n/a
Handicap Spaces	n/a
Required Office-Commercial Parking Spaces	
	Exempt
Required Office-Commercial Parking Ratio	
	Exempt
Coverage	
LEED	
LEED Score	64

URD STATISTICS	
SITE AREA	<u>25,484 s.f.</u>
Density	
Single Family Detached Units	4
“R-6” Max. Permitted Density	<u>1 unit/6,000 s.f. of lot area or</u> <u>4 units</u>
Building Height	
Lot 1	31.2 ft.
Lot 2	31.2 ft.
Lot 3	30.8 ft.
Lot 4	31 ft.
“R-6” Max. Permitted Height	<u>35 feet</u>
Front Setbacks	
	<u>16 Feet (all)</u>
“R-6” Minimum	
	<u>25’</u>
Rear Setbacks	
	<u>60’-68’</u>
“R-6” Minimum	
	<u>25’</u>
Side Setbacks	
	<u>16-18’ (combined)</u>
“R-6” Minimum	
	<u>18’ (combined)</u>
Street Side Setbacks	
	<u>6’ (Lot 4)</u>
“R-6” Minimum	
	<u>25’</u>
Parking	
Number of Spaces	<u>2.5/ unit off-street</u>

² ACZO 33.C.3.a.(1) exempts from parking requirements restaurants of under 200 seats within 1,000 feet from a Metro station entrance.

URD STATISTICS	
Required URD residential parking	<u>2.5 sp/unit, at least one of which must be off-street</u>
Site Coverage	<u>41.25%</u>
Maximum Permitted URD Site Coverage	50%
Lot Coverage	
Lot 1	30%
Lot 2	47%
Lot 3	46%
Lot 4	42%
Maximum "R-6" permitted lot coverage	<u>48%</u>
Main Building Footprint	
Lot 1	<u>1,537 s.f.</u>
Lot 2	<u>1,232 s.f.</u>
Lot 3	<u>1,232 s.f.</u>
Lot 4	<u>1,160 s.f.</u>
Maximum "R-6" main building footprint	<u>2,772 s.f.</u>
Lot Width	
<i>Existing 4 Lots</i>	<u>50'</u>
Proposed Lot 1	<u>57'</u>
Proposed Lot 2	<u>44'</u>
Proposed Lot 3	<u>44'</u>
Proposed Lot 4	<u>50'</u>
Minimum "R-6" lot width	<u>60'</u>
LEED	
Green Home Choice	<u>Minimum 200 points</u>

Density and Uses: The applicant requests to rezone the existing commercial site from "C-2" to "C-O-2.5". "C-2" zoning permits by right commercial uses up to 1.5 F.A.R., and hotel uses at a density of one room per 600 square feet of lot size. "C-O-2.5" zoning permits by site plan office and commercial uses of up to 2.5 F.A.R., residential uses of up to 115 units/acre, and hotels of up to 180 units/acre. The proposed zoning of "C-O-2.5" would be consistent with the proposed GLUP category of "Medium Office-Apartment-Hotel". The proposed GLUP category of "Medium Office-Apartment-Hotel", in turn, is consistent with the recommendation of a Special GLUP Study undertaken in 2011. On September 17, 2011, the County Board authorized advertisement of a public hearing GLUP change from "Service Commercial" to "Medium" Office-Apartment-Hotel to be heard concurrent

The applicant proposes on the commercial parcel a 161-room hotel. The proposed total number of units/acre is 367 units/acre, slightly more than twice the permitted density (180 units/acre) for hotels in the "C-O-2.5". The applicant proposes to achieve this density through density bonuses for LEED Gold certification (a bonus of up to .40 F.A.R.), ~~Affordable Housing density bonus~~, and community facilities and open space contributions. ~~However, staff calculations of the density bonuses that are available for hotels leave the applicant short of the 161 units that the applicant is requesting.~~ Staff has identified this as an issue and is continuing to work with the applicant.

On the ground floor of the hotel the applicant proposes a café and bar that is a part of the hotel brand and will be a part of the hotel lobby, and a separate leased restaurant of approximately 1,300 square feet. The restaurant and café/bar will not count against the project density, as the zoning ordinance permits restaurants associated with hotels to exceed the “C-O-2.5” density limits by site plan approval.

The proposed Unified Residential Development will consist of four (4) single family detached dwellings, replacing the four (4) existing single family dwellings on the site. The proposed URD conforms to the density limits of the “R-6” zoning of the site. The 2011 Special GLUP Study for the site recommended no change to the URD site’s GLUP designation of “Low” Residential (1-10 units/acre) which permits only single family detached development. Any other type of development on the URD site would require a GLUP change and rezoning, which was contrary to the conclusion of the Special Study. On September 17, 2011 the County Board did not authorize advertisement of a public hearing to change the existing “Low” Residential GLUP designation on this site.



Figure 1--Site Layout--REVISED (9/19/13)

Site and Design: The applicant proposes to redevelop the site with: 1) a site plan for an eight-story 161-room hotel with 80 parking spaces, and 2) a Unified Residential Development (URD) consisting of four single-family detached dwelling units.

1) The proposed hotel would be sited on the portion of the site that is currently zoned “C-2,

approximately 19,000 square feet, fronting on Wilson Boulevard and North Adams Street. The proposed ground floor of the building will occupy nearly 100% (not including required sidewalk dedications) of the existing commercial lot, with a footprint of about 12,000 square feet. There will only be a small, non-public courtyard in the northwest corner of the property, mainly to accommodate the parking garage exhaust. Apart from the courtyard, the remainder of the ground floor will be built to the property lines and the back of the sidewalk.

The ground floor is proposed to have the lobby, the cafe/bar, the separate restaurant, and support facilities. The ground floor is arranged such that the activating uses, the café/bar and restaurant, and lobby will be fronting on Wilson Boulevard, which is a major pedestrian, transit and vehicular thoroughfare. The hotel will have two pedestrian entrances, one intended for taxis and vehicular drop-offs and pickup on North Adams Street, and one on Wilson Boulevard, which will be the main entrance for people accessing the site by bus or Metro. The separate restaurant space will have its own entrance from Wilson Boulevard.

The parking garage and loading docks will have entrances off North Adams Street, to the rear of the hotel. There are two levels of underground parking. In addition, there will be a service alley, also accessed from Adams Street, to access the hotel's electrical transformers. This access alley is actually not located on the hotel property, but on the property of the adjacent URD. There will be a landscape strip between the hotel building wall and the paved portion of the alley.

Above the ground floor will be a small mezzanine for more support facilities, and seven floors of guest rooms. On the second floor and above, the first six stories of the hotel are built right to the property line, and therefore of the rear façade above the first floor will have no openings or windows for about 42% of its width. The applicant proposes a change in coloring of the façade materials that will emulate the articulation of the windows in the remainder of the rear facade. The seventh and eighth stories at this location will step back to permit openings. The remainder of the rear façade is set well back from the property line, permitting the use of windows.

Architecturally, the applicant proposes a ~~front~~ façade with a smooth, streamlined look, consisting of light gray stone or metal panels, ~~and a rear façade of red brick. The applicant explains the different look of the rear façade as a response to the predominant architectural style of the Lyon Village neighborhood to the north of the hotel.~~

2) The proposed URD will consist of four single-family detached dwellings, in a traditional style. Since the residential properties are located in a National Register historic district, the applicant has worked with the County's Historic Preservation staff to choose a layout and design that is traditional to the Lyon Village neighborhood, including Colonial Revival and eclectic "Sears House" styles of the 1920s and 30s. The applicant proposes optional detached garages, which will be located to the rear of the proposed homes, accessed from an alley off of North Adams Street. ~~The proposed houses will be around 35-40 feet in height, slightly taller than the 35-foot height limit for single family homes, the extra height is proposed to mask the hotel and to soften the transition to the single-family community to the north. The applicant attended the August 7, 2013 Development Review Committee meeting of the HALRB and has incorporated their comments into the final proposed design of the URD. The houses are now tithing the "R-6" height limits for single-family dwellings.~~

LEED: The applicant proposes LEED Gold certification for the hotel, and a .40 F.A.R. density bonus. The applicant will comply with the County’s new energy efficiency standards as well. Staff is currently evaluating the applicant’s LEED package and bonus request. The applicant proposes Green Home Choice certification for the single-family homes in the URD.

Transportation: The Master Transportation Plan (MTP) classifies Wilson Blvd. in this location as a Type A – Primary Retail Oriented Mixed Use Arterial and N. Adams St. as a Local Street. Following is additional detail on the street typology as indicated in the MTP:

Street Name	Travel Lanes	Bike Accommodations	Restrict/Limit Driveway Access	On-street Parking Priority	Pedestrian Way
Wilson Blvd.	2 to 4 + turning	Bike lane/shared lane	Yes	High	10 – 16 foot Sidewalk and 6 ft. Furniture Zone or Tree Pits
N. Adams St.	2	Bike lane/shared lane	No	High	6 – 8 ft. Sidewalk and 4 – 6 ft. Green Strip

Transportation Analysis: Trip Generation: A Traffic Impact Analysis (TIA) was submitted by the applicant, prepared by Wells and Associates, and dated November 12, 2012. The analysis assessed the impact of the development on the adjacent street network and took into account background traffic generated by the approved by unbuilt projects in the study area. The analysis concludes that approximately 46 AM peak hour vehicle trips and 52 PM peak hour trips will be generated from the proposed development. In terms of comparing the vehicle trips of existing uses to vehicle trips of the proposed use, the analysis notes that the proposed project would result in 42 net new AM peak hour vehicle trips and 17 net new PM peak hour vehicle trips.

All signalized intersections would continue to operate at a level of service (LOS) “D” or better during the AM peak and PM peak hours with the proposed development. The project is not expected to generate a significant amount of peak hour trips given its close proximity to transit, including bus and the Metro rail orange line at the Courthouse Plaza station.

Streets: Wilson Boulevard is a two (2) lane arterial, one-way street (westbound) at this location. There is on-street parking on both sides of the street, as well as a bike lane on the project side. North Adams Street is a two (2) lane local street with on-street parking on both sides of the street. The street currently terminates south of 16th St. North. The intersection of N. Adams Street and 16th St. North was closed during the 1970's to minimize vehicular traffic into the residential neighborhood. N. Adams Street currently connects to the vacated North Custis Road,

which will be removed with construction of the approved Clean Technology site plan on the east side of N. Adams St.

Sidewalks and Pedestrian Circulation: The existing Wilson Boulevard sidewalk is a total of approximately 15 feet, with an 8-foot clear zone and a 7-foot outdoor café area. There are no existing street trees along this section. The existing streetscape along N. Adams Street consists of a grass strip with street trees, and an approximately 3-foot sidewalk. Sidewalk and streetscape improvements would be provided along N. Adams Street and Wilson Boulevard in front of the site with the proposed development. The project is proposing a minimum 20-foot sidewalk on Wilson Boulevard and a minimum 15-foot sidewalk on N. Adams Street. This is consistent with the Rosslyn-Ballston Corridor Streetscape Standards and also consistent with the approved Clean Technology project to the east.

Parking, Loading, and Transit: Access to parking and loading for the proposed project would be from N. Adams Street. There is proposed to be one curb cut for parking for the hotel, one for hotel loading, and an additional curb cut to enter an alley to access the garages for the proposed URD associated with this application. The development should try to minimize the number of curb cuts along this roadway and consolidate them to the greatest extent possible.

The proposed hotel parking would be provided by an underground parking structure which will accommodate 56 total direct-access parking spaces and an additional 24 managed parking spaces, some in the drive aisles and some tandem. The proposed parking ratio would be 0.35. With the additional managed parking spaces, the parking ratio would be 0.50. The minimum hotel parking ratio is one parking space per hotel room.

The site is located approximately 420 feet from the Courthouse metro station. Accessibility to bus transit includes the ART Bus routes 41, 61, 62, and 77 and WMATA bus routes 4B, 4E and 38B. There are also dedicated bike lanes along Wilson Boulevard.

DISCUSSION

Modification of Use Regulations: The applicant is requesting the following modifications of use regulations for the site plan:

- **Density:** The applicant is requesting a density bonus of .40 F.A.R. (the maximum allowable) for LEED Gold Certification under Sec. 36.H.5.a.(1), in accordance with the County's Green Building Incentive Policy; and a density bonus of 10% additional hotel units for contributions for a public transit facility under Sec. 36.H.7.b. (a monetary contribution to a new street elevator at the Court House Metro station). Additional density may be available through a contribution for public park or transportation purposes in the Courthouse area.
- **Parking:** A parking ratio of .5 spaces per unit, a reduction from the site plan standard of .7 spaces per unit, as well as modifications to permit tandem parking and reduction in drive aisle width.

The applicant is requesting the following modifications of use regulations for the URD:

- **Lot width:** Due to the required dedication of street area to complete the North Adams Street cul-de-sac, as well as the nonconforming nature of the existing single-family lots (which were platted before the adoption of the 1950 zoning ordinance requiring a minimum 60-foot lot width) a reduction in the required 60-foot lot width is required in order to resubdivide the residential lots.
- ~~**Building Height:** Although the designs of the houses may undergo additional revision, it is likely that the height of the proposed houses will be in the range of 35-40 foot high, as the Zoning Ordinance defines heights for single-family houses.~~

Adopted Plans and Policies: The General Land Use Plan (GLUP), the Courthouse Sector Plan Addendum 1992, and the *Retail Action Plan*. Although not formally adopted, the Special GLUP Study of the site undertaken by the Long Range Planning Committee (LRPC) in 2011 also provides guidance for the site.

GLUP and Zoning: The existing GLUP for the proposed hotel site is “Service Commercial”, which conforms to the existing “C-2” zoning. The applicant proposes a GLUP amendment (to “Medium Office-Apartment-Hotel”) and Zoning change (to “C-O-2.5”) only to the hotel site.

The GLUP for the URD site is “Low Residential 1-10 units/acre), which conforms to the existing “R-6” zoning. The applicant is not proposing a GLUP change or rezoning for the URD site.

Courthouse Sector Plan Addendum 1992: The Sector Plan Addendum discusses the hotel site as one of the “Key Redevelopment Sites” of the Courthouse Sector (pg. 32). The Plan Addendum recommends:

Development on [this site] should be located at the back of the sidewalk respecting a build-to line along Wilson Boulevard. Building heights and mass should be consolidated along main street [sic] and should taper down towards Lyon Village. Open space should be consolidated at the back of the properties providing a linear open space as a transition to the single-family residential areas abutting directly to the site. Surface parking should be screened from the street. Vehicular access/egress points should be consolidated along Wilson Boulevard.

The applicant’s proposal largely conforms to this vision (and in the case of parking, exceeds it since the applicant proposes totally underground parking). The two points where the applicant deviates from this vision are the recommendations for consolidated open space to the rear and for access/egress points consolidate from Wilson Boulevard. As discussed below, the general consensus from representatives of the affected neighborhood during the LRPC Special GLUP Study was that pure open space was not an appropriate transition from the development fronting Wilson Boulevard to the residential community in the rear, and that a better transition and “step-down” to the neighborhood across 16th Street could be made by constructing new single-family houses instead. Regarding vehicular access from Wilson Boulevard, the Master Transportation Plan strongly discourages the placement of any curb cuts in areas of high pedestrian traffic, such as Wilson Boulevard in this location. Access to parking and loading is encouraged to be from side streets or alleys created for that purpose. The current proposal will remove from Wilson

Boulevard the one (1) existing curb cut at this site, and all parking and loading access will be from North Adams Street, a dead-end street.

The *Sector Plan Addendum* also has general recommendations for potential projects in the Sector Area:

- *Sensitive Transitions in height shall be provided between existing low-rise development and taller structures.*
- *The building mass should be broken into increments that correspond to the scale and massing of surrounding buildings through the use of setbacks, and variable roof heights.*
- *Commercial areas adjacent to low density residential neighborhoods should provide effective transitions by using screening walls, fences, open space, topography, and/or landscaping.*
- *When appropriate, alleys between commercial and residential development should be improved with attractive paving, lighting and landscaping.*
- *Infill buildings should be compatible with existing development and reinforce the elements that create design linkages. New development should respect a build-to-line, where appropriate, to create a consistently developed street edge, reinforce the urban development pattern, and enhance pedestrian orientation. Building height and massing should be compatible with existing development.*
- *Wilson Boulevard is designated a “primary retail street”.*
- *Lyon Village is designated as a “neighborhood conservation area”.*

Retail Action Plan: At this location, Wilson Boulevard is designated for “Entertainment and Main Street Retailing in enhanced pedestrian environments with upgraded streetscapes.” Restaurants are included in the category of “Entertainment and Main Street Retailing”. The *Retail Action Plan* goes on to state that “new hotel development [in Courthouse] would bring additional market support for dining and convenience goods and services that appeal to visitors and residents alike.”

Special GLUP Study: The Special GLUP Study conducted in 2011 concluded that a GLUP category that could generate a form compatible in height and density with the surrounding context of the approved but unbuilt office building to the east and the adjacent AUSA building to the west, which are approximately 89’ and 86’ respectively in height, could be in the realm of consideration. Either a GLUP designation of “Medium Office-Apartment-Hotel” or “Medium Density Mixed-Use” would be compatible with that form due to the proximity of the site to Metro, the height, mass, and form of the adjacent buildings. A building design respecting the single-family residential neighborhood to the north is recommended and the guidance of the Courthouse Sector Plan Addendum with respect to transitions should be taken into consideration. Some commissioners did recommend that buildings on this site be limited to a height similar to that of the adjacent buildings along Wilson Boulevard. No changes to the GLUP were recommended for the residential site. An earlier Special GLUP Study, in 2009, found that, after feedback from the LRPC and the community, that open space in the rear of the proposed hotel was not appropriate.

Preliminary Issues: Issues that have been preliminarily identified by staff include:

- At 161 rooms, hotel proposal is over permissible “C-O-2.5” density ~~and applicable bonuses.~~
 - There are existing bonuses for open space or transportation improvements in the sector that the applicant may take advantage of.
- The six-story rear (north) wall of the hotel with no windows or openings.
 - Applicant has continually revised the elevation.
- Is there adequate step-back to the residential properties?
- ~~Contrasting architectural styles between the front and rear facades.~~
 - Applicant has revised elevations.
- ~~Layout and size of the proposed single family homes.~~
 - Layout has been finalized, homes will need setback modifications but not modifications for height.

Issues identified at the last meeting by the SPRC include:

- Treatment of Adams Street façade
- Possible dead/blank space caused by the corner tower, especially for the pedestrian.

SPRC Neighborhood Members for this Site Plan:

Loria Porcaro	Lyon Village Citizens Association	loriap@att.net
Ben Davanzo	Clarendon-Courthouse CA	bendavanzo@gmail.com
Don Gay	Lyon Village NCAC	dgay@fairwaymc.com
Sheldon Snook	Lyon Village NCAC	sheldon_snook@dcd.uscourts.gov
Vincent Falvo	Clarendon-Courthouse NCAC	Milanese51@yahoo.com

Interested Parties:

Jeremy Sutherland	jjsutherland.vt@gmail.com
Nate Schwartz	nmschwarz@gmail.com

Planning Commissioners Chairing This Item:

Brian Harner	bharner@mac.com
Christopher Forinash	christopher.forinash@alumni.duke.edu

Staff Members:

Peter Schulz	CPHD Planning	pschulz@arlingtonva.us
Melanie Jesick	DES Planning	Mjesick@arlingtonva.us