

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday, January 25, 2016
TIME: 7:00 – 8:25 p.m.
PLACE: 2100 Clarendon Boulevard, Ground Floor
Cherry/Dogwood Conference Rooms (Rooms 109/110)
Arlington, VA 22202

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

Item 1. 2000 Clarendon Boulevard (SP #441) 7:00pm–8:25pm
(RPC # 17-012-012 and -013)
Planning Commission and County Board meetings to be determined.
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://commissions.arlingtonva.us/planning-commission/>

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site on Private Development

<http://projects.arlingtonva.us/private-development/>

To view the current Site Plan Review Committee schedule, go to the web site

<http://commissions.arlingtonva.us/planning-commission/sprc/>

ITEM 1
2000 Clarendon Boulevard
(SP #441)
(RPC # 17-012-012 and -013)
Rosemary Ciotti, SPRC Chair

SPRC Agenda: First Meeting—December 7, 2015

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

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

- 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) Streetscape Improvements
 - d) View vistas through site
 - e) Visibility of site or buildings from significant neighboring perspectives
 - ~~f) Historic status of any existing buildings on site~~
 - g) Compliance with adopted planning documents

SPRC Agenda: First Meeting—January 25, 2016

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

Site Location:

The 18,380 sq. ft. site is located at 2000 Clarendon Boulevard. The site is in the interior of a block roughly bounded by Clarendon Boulevard (north), N. Scott Street (east), 15th Street North (south), and N. Courthouse Road (west).

Applicant Information:

Applicant

Bush at Courthouse
2000 Clarendon Boulevard
Arlington, VA 22201
Andrew Viola
(703) 812-3800
aviola@bushcos.com

Engineer

Vika Virginia, LLC
8180 Greensboro Dr., Suite 200
McLean, Va 22102
Jeff Kreps
(703) 442-7800
kreps@vika.com

Attorney

Walsh, Colucci
2200 Clarendon Blvd. #1300
Arlington, VA 22201
NanWalsh, Esq.
(703) 528-4700
nwalsh@thelandlawyers.com

Landscape Architect

Studio 39
6416 Grovedale Dr., Suite 100-A
Alexandria VA 22310
Dan Dove
(703) 719-6500
ddove@stuido39.com

Architects

WDG Architecture. PLLC
1025 Connecticut Ave NW, #300
Washington, DC 20036
Robert Keene
(202) 857-8300
rkeane@wdgarch.com

Traffic Engineer

Wells + Associates
1420 Spring Hill Rd., Suite 610
Tysons, VA 22012
Michael Pinkoske
(703) 917-6620
mrpinkoske@mjwells.com

BACKGROUND: The subject site is an approximately 18,000 square foot lot located at 2000 Clarendon Boulevard. Approximately 13,000 square feet of the site is zoned “C-2” and is the location of a three (3) story office building constructed in 1960 on the site and part of the parking lot. The remainder of the site is zoned “RA8-18” and has additional parking. (The parking was approved by the County Board as a transitional use under U-1793-68-1).

The site has two General Land Use Plan (GLUP) designations, The GLUP designates that part of the site that is Zoned “C-2” as “High” Office-Apartment-Hotel, which permits a density of up to 3.8 FAR(Floor Area Ratio) for office and hotel uses, and up to 4.8 FAR for residential uses. Equivalent zoning districts to the “High” Office-Apartment-Hotel designation are “C-O”, “RA-H-3.2”, and “C-O-Rosslyn”. The part of the site that is zoned “RA8-18” is designated “High-Medium” Residential on the GLUP, with a recommended maximum residential density of 3.24 FAR. The equivalent zoning district is “RA4.8”.

The developer proposes to rezone that part of the property that is “High” Office-Apartment-Hotel to “C-O” and the “High-Medium” Residential portion of the property to “RA4.8”. There is precedent to such split zoning: The Odyssey condominium property immediately next door has the same split GLUP designation and split zoning.

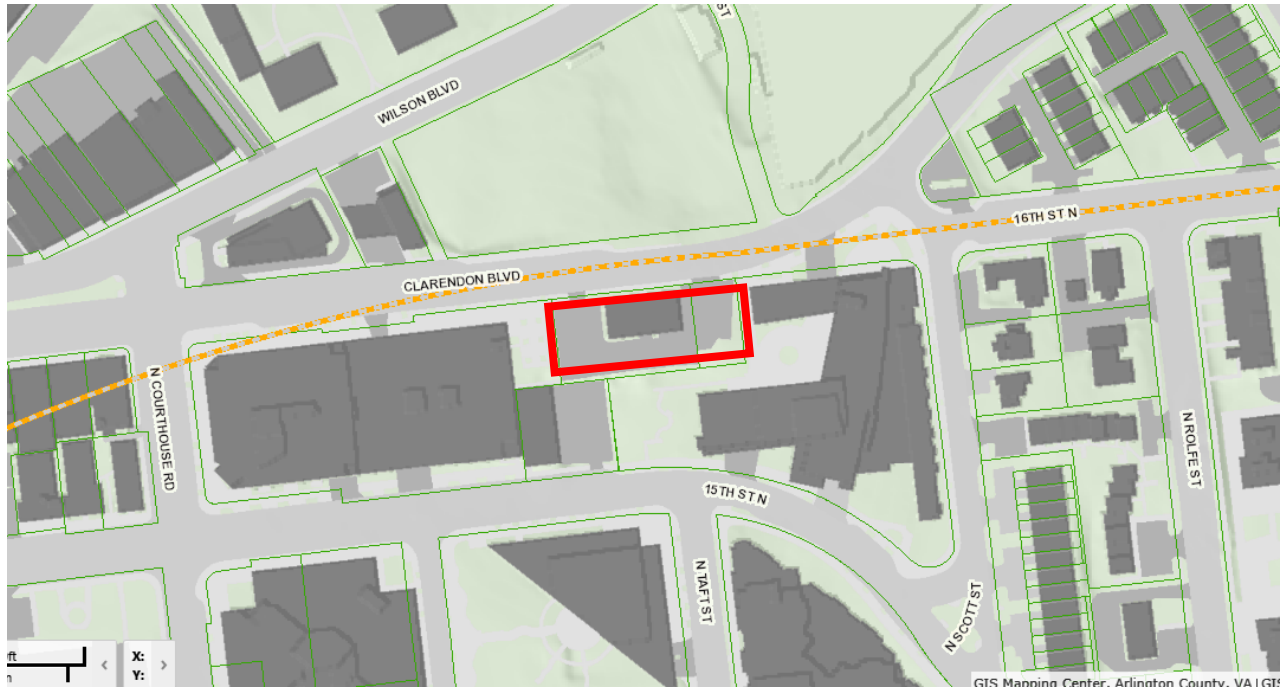


Figure 1--Site

The following provides additional information about the site and location:

Site: The 18,380 square foot site has the following boundaries and adjacent uses:

- To the north: Across Clarendon Boulevard is the seven-story 2000 Wilson Boulevard apartments (SP #389) with ground floor retail fronting on Clarendon Boulevard, zoned “C-O-2.5” and designated “Medium” Office-Apartment-Hotel on the GLUP.
- To the east: The 17-story Odyssey Condominiums (SP #350) with ground floor retail, zoned “C-O” and “RA4.8” and designated “High” Office-Apartment-Hotel and “High-Medium” Residential on the GLUP.
- To the south: A part of the Odyssey property, including a park (privately owned, but with public access). Also, a 2.5 story office building and parking lot zoned “C-2” and “C-1” and designated “High” Office-Apartment-Hotel on the GLUP.
- To the west: The 12-story 1515 North Courthouse Road office building (originally the Washington Post.com building, SP #328), zoned “C-O” and designated “High” Office-Apartment-Hotel.

Zoning: The western three-fourths of the site is zoned “C-2” Service Commercial-Community Business District, and the remainder is zoned “RA8-18” Multiple-family Dwelling District.

General Land Use Plan Designation: The western three-fourths of the site is designated “High” Office Apartment Hotel (Up to 3.8 FAR office density, up to 4.8 FAR residential density, up to 3.8 FAR hotel density). The eastern quarter of the property is designated “High Medium” Residential (up to 3.24 FAR Residential).

Neighborhood: The subject site is located in the Radnor-Fort Myer Heights Civic Association Area.

DISCUSSION:

Development Potential:

Site Plan Area: 18,328 sq. ft. “C-2”: 13,754 s.f. “RA8-18”: 4,626 s.f.	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
“C-2” By-Right	One-family dwellings: one Unit per 6,000 s.f. of lot area; Commercial/Retail/Office: Maximum 1.5 FAR Hotel: One unit per 600 s.f. of lot area.	One-family dwellings: 2 units Commercial/Retail/Office: 20,631 s.f. of g.f.a. Hotel: 22 units.
“RA8-18” By-Right	One-family dwellings: one Unit per 6,000 s.f. of lot area; Apartment or Townhouse Dwellings: One unit per 1,200 s.f. of lot area.	One-family dwellings: 1 unit ¹ Does not meet minimum lot size/width for Apartment/Townhouse development.
“C-O” Site Plan	Up to 4.8 FAR density residential Up to 3.8 FAR commercial/office/hotel	66,019 s.f. FAR residential or 52,265 s.f. FAR comm./office/hotel
“RA4.8” Site Plan	Up to 3.24 FAR density residential	14,988 s.f. FAR residential

Proposed Development: The following table provides the preliminary statistical summary for the requested site plan:

SP #441, 2000 Clarendon Boulevard	
SITE AREA	18,380 s.f. total. “C-O”: 13,754 s.f. “RA4.8”: 4,626 s.f.
Site Area Allocations	

¹ Lot predates 1950 Zoning Ordinance, possible buildable lot despite size/width.

SP #441, 2000 Clarendon Boulevard	
Residential	17,938.39 s.f.
Retail/Commercial	441.61 s.f. ²
Density	
Residential GFA	104,888 <u>104,814</u> s.f. ³
Residential units	9190 <u>9190</u> units
Residential FAR	5.71 <u>5.70</u> FAR
Office/Commercial GFA	1,921 s.f.
Office/Commercial FAR	.10 FAR
Total GFA	106,633 <u>106,735</u> sq. ft.
Total FAR	5.81 <u>5.81</u> FAR
Base Density	
C-O Residential (13,312.39 X 4.8)	63,899.48 s.f.
C-O Retail (441.61 X 3.8)	1,678.1 s.f.
RA4.8 Residential (4,600 x 3.24)	14,904 s.f.
Total Bonus Density	26,243.27 s.f. (1.43 FAR)
LEED Silver Certification Bonus + Energy Star	
.30 FAR for retail portion of the bldg.	132.49 s.f.
.35 FAR for residential portion of the bldg.	6,278.44 s.f.
Affordable Dwelling Unit Bonus (25%)	
Residential	19,721.93 s.f.
Retail	110.41 s.f.
Max. Permitted Density (C-O and RA4.8 combined)	
Max. Permitted Residential Density	4.40 FAR (81,007 s.f.)
Max. Permitted Office/Comm./Hotel Density	3.8 FAR (52,265 s.f.)
Building Height	
Average Site Elevation	218 feet
Main Roof Elevation	380.5 feet
Main Roof Height	162.5 feet
Penthouse Roof Elevation	396 feet
Penthouse Height	178 feet
Number of Stories	14
“C-O” Max. Permitted Bldg. Height (Site Plan-Residential Building)	180 feet, inclusive of penthouses, parapets, etc.⁴
“RA4.8” Max. Permitted Bldg. Height (Site Plan)	136 feet, inclusive of penthouses, parapets, etc.

² Accounting for a commercial LEED Silver and Energy Star Bonus plus Affordable Dwelling unit Floor Area bonus.

³ FAR figures are from applicant. Includes certain exclusions staff does not support and subject to change.

⁴ Tower portion of Building is located in “C-O” district.

SP #441, 2000 Clarendon Boulevard	
Parking	
Residential	112
Retail	0 ⁵
Total Number of Spaces	112
Standard Spaces	107
Compact Spaces	0
Accessible Spaces	4
Accessible Van Spaces	1
Residential Parking Ratio	1.23 sp./unit
“C-O” and “RA4.8” Minimum Required Residential Parking Ratio (site plan)	1 sp/unit (90 spaces)
Office/Retail Parking Ratio	N/A
“C-O” and “RA4.8” Required Office/Retail Parking Ratio	0
LEED	
LEED Score	Silver – 51 + Energy Star



Figure 2—Clarendon Boulevard elevation

⁵ No parking is required for the first 5,000 s.f. of retail within 1,000 feet of a metro entrance.

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

- *General Land Use Plan (GLUP);*
- “C-O” and “RA4.8” Zoning Ordinance Regulations;
- *Courthouse Sector Plan Addendum;*
- *Arlington County Retail Plan*
- *Rosslyn-Ballston Corridor Streetscape Standards.*

GLUP: The current GLUP designation for the western three-fourths site is “High” Office-Apartment-Hotel, and the eastern quarter of the site is designated “High-Medium” Residential. “High” Office-Apartment-Hotel envisions high-density mixed-use development in Metro Station areas at densities of up to 3.8 FAR for office/commercial/hotel uses and 4.8 for residential uses. The “High-Medium” Residential category anticipates residential development (with a small amount of ground-floor retail) at a density of up to 3.24 FAR. The developer’s plan does not require a change to the General Land Use Plan, and the proposed development generally conforms to the type of development envisioned by these GLUP categories.

Zoning: The developer proposes to rezone that portion of the property that is designated in the GLUP as “High” Office-Apartment-Hotel to its equivalent zoning district “C-O” and that portion of the property that is designated “High-Medium” Residential to its equivalent zoning district “RA4.8”. The proposed development is compatible with the proposed Zoning categories. The majority of the building, including all of the residential units, will be located on the “C-O” portion of the property, taking advantage of the more generous height limit for residential buildings in the “C-O” district (180 feet).

While the split GLUP designation and proposed split Zoning may seem unusual, there is an identical situation immediately adjacent to this site, as the Odyssey condominium straddles the same GLUP designations, and a rezoning of the Odyssey site to “C-O” and “RA4.8” was approved by the County Board in 2001, with the Zoning line following the boundary between the two GLUP designations.

Courthouse Sector Plan Addendum (1993): This site is designated as part of “Key Redevelopment Site 10” and states:

“On this site, development should be located at the back of the sidewalk respecting a build-to line along Courthouse Road, 15th Street (from Courthouse Road to Taft Street) and 16th Street [sic—actually Clarendon Boulevard] (from Courthouse Road to North Troy Street). A landscaped setback should be required elsewhere along 16th Street [sic]. Commercial/office building mass should taper down toward residential development. Open space should be consolidated to serve as a transition between commercial and residential development. ... A pedestrian connection should be provided between N. 15th and N. 16th [sic] streets as an extension of North Taft Street. ...”

The proposed development conforms with the above by being built to the back of the sidewalk. Public open space as a transition between office and residential uses has already been provided immediately adjacent to this site to the south on the Odyssey site and to the west with a pocket park on the 1515 Courthouse office property. The Odyssey site plan also provides a public path between 15th Street and Clarendon Boulevard.

The Sector plan does not require retail in this location (Map 2).

Illustration 3 of the Sector Plan shows an Illustrative Plan of a building roughly in this location built to the back of sidewalk.

Arlington County Retail Plan: The *Retail Plan* shows Clarendon Boulevard as a “Blue” street. “Blue” Streets are: Streets planned for any type of retail use or retail equivalent as permitted by the Zoning Ordinance. Retail equivalents are defined in the *Plan* as “uses that have characteristics similar to retail (transparency, open floor plans, hours of operation, level of activity, similar customer base and number of customers, etc.), can provide visual interest and create an active street life. Examples include, but are not limited to, hotel lobbies, residential amenities, other cultural venues, medical and educational uses, day care uses, and innovative work space elements. Exterior design elements are as set forth in the Retail and Urban Design Guidelines.” Because the Retail plan was adopted in 2015, its recommendations supersede the recommendations in the *Sector Plan Addendum*. The developer has revised the proposal to remove the residential unit fronting on Clarendon Boulevard to a proposed fitness room. However, the exterior still resembles a residential use. The *Plan* recommends that spaces on Blue streets be at least 50% of the ground floor be transparent between 2 feet and 10 feet above grade. The proposal is compliant with the *Retail Plan*.

Rosslyn-Ballston Corridor Streetscape Standards: The *Standards* recommend Type “A” sidewalks along the Clarendon Boulevard. Type “A” calls for minimum 16’8” sidewalks with 5’ x 8’ or larger tree pits. The proposal is compliant with the *Standards*.

Density and Uses: The proposed site plan proposes a 90-unit (approximately 105,000 square feet) residential building with approximately 1,900 square feet of ground floor retail. The total density of the site is approximately 5.8 FAR. (This number is subject to change, as the developer is requesting approximately 4,000 s.f. of density exclusions that staff generally does not support). The base density of the site is 4.4 FAR. The developer proposes bonus density for LEED Silver Residential and Commercial and Energy Star Compliance, and bonus density for Affordable Housing. The developer proposes a combination of on-site units and a monetary contribution to the Affordable Housing Investment Fund.

Site and Design: The applicant proposes a 15-story tower, in a general podium-and-tower design. The ground floor podium will occupy most of the site, where there will be the lobby, retail space, trash room, and two (2) dwelling units on the western portion of the property. One of the dwelling units will have windows immediately upon Clarendon Boulevard. These units will also have private fenced patios facing the immediately adjacent pocket park. On the eastern portion of the site, there is an open-air pool deck and terrace at the second level.

Residential units occupy floors 2-14 in a narrow tower placed on the western side of the property. The Roof level will contain a lounge area for residents, a terrace, and mechanical areas.

Parking and loading are accessed from Clarendon Boulevard on the easternmost portion of the site, at the lowest elevation of the site. The developer has attempted to purchase the small office building behind the site, but the owner of that property is unwilling to sell and therefore the only parking and loading access possible is from Clarendon Boulevard.

The developer proposes five (5) underground levels, four (4) of which will be parking and one for bike storage, building storage, a fitness center, and a mechanical room.

Materials are traditional, including buff brick cladding with metal cornices and trim. The podium level is dark gray architectural block masonry, with some slightly contrasting color on the windowless areas above the garage and on the west and south elevations where the building is placed against the property line.

Transportation: The site is located approximately 725 feet east of the Court House Metrorail Station and is well served by multi-modal transportation options. The site is located within the block bounded by Clarendon Blvd., N. Courthouse Rd., 15th St. N., and N. Scott St. The site is a mid-block site that only has direct frontage along Clarendon Blvd. In this area, Wilson Blvd. and Clarendon Blvd. work together as a pair of one-way streets; Wilson Blvd. supports westbound traffic with Clarendon Blvd. supporting eastbound traffic. The site is also centrally located between Arlington Blvd. (Route 50) and I-66, providing access to regional roadways. The Master Transportation Plan (MTP) classifies Clarendon Blvd., Wilson Blvd. and N. Courthouse Rd. as Type-B Primary Urban Mixed-Use arterials. North Scott St. and 15th St. N. are classified as an Urban Center Local Street.

Transportation Analysis & Trip Generation: A Traffic Impact Analysis (TIA) dated November 16, 2015, was submitted by the applicant, prepared by Wells + Associates. The project is estimated to generate approximately 31 AM peak hour vehicle trips, 33 PM peak hour vehicle trips, and a total of 420 daily vehicle trips. Staff will provide additional details and review of the TIA with the next SPRC report.

Streets: The project proposes to maintain the existing street and lane configuration for Clarendon Blvd. adjacent to the site. Clarendon Blvd. is 43 feet wide with parking on both sides of the street, a bike lane, and two eastbound travel lanes. Along the site frontage, a 4-foot wide, substandard, sidewalk exists today. The project proposes to improve the sidewalk and streetscape along the building frontage to be a minimum width of 16-feet, 8 inches including new street trees in 5-foot by 12-foot tree pits.

Public Transit: The site is located approximately 725 feet east of the Court House Metro Station. The station is served by both the Orange and Silver Lines. Adjacent to the site, bus stops support two (2) Metrobus routes, the 38B and 4B/E as well as four (4) Arlington Transit (ART) routes,

the 41, 45 and 61. Additionally the ART 77 and the Potomac & Rappahannock Transportation Commission (PRTC) Rosslyn/Ballston OmniRide buses stop at the Court House Metro Station.

Bicycle Access: The site, located along dedicated on-street bike lines in Wilson Blvd. and Clarendon Blvd., and is well served by bicycle facilities. The bike lanes in Wilson Blvd. and Clarendon Blvd. traverse entire Rosslyn-Ballston corridor. These bike lanes also connect with a network of other on-street bike lanes in the area. Within a short walk of the site, a Capital Bikeshare station is located north of the Court House Metro Station at N. Uhle St. and Wilson Blvd. The project proposes to include bicycle parking for residents consistent with standard site plan requirements.

Parking and Loading Access: Access to the parking and loading for the project is proposed off the Clarendon Blvd., from a single garage entrance.

Modification of Use Regulations: The applicant proposes modifications for density for achieving LEED Silver (Commercial and Residential), Energy Star compliance, and a 25% density bonus for the provision of onsite affordable housing and cash contribution to AHIF, as well as exclusions from gross floor area (GFA).

Density Bonuses: The applicant is requesting a modification of use regulations for a .25 FAR bonus density for achieving LEED Silver—Residential, a .20 bonus FAR for LEED Silver—Commercial and an additional .10 FAR bonus for Energy Star. The applicant proposes a 25% density bonus for providing on-site affordable housing. The affordable housing bonus works out to four (4) on-site units: two (2) one-bedroom units and two (2) 2-bedroom units.

Exclusions: The developer is requesting the following exclusions from gross floor area (GFA):

- Below grade storage area of 2,156 square feet (s.f.) on the P1 level and other storage areas on P2-P5 that the developer states are in leftover areas not able to be used for parking.
- A staircase on the rooftop and ground floor (total 428 s.f.)

Community Benefits:

Standard benefits expected of all site plans (with no additional density granted) include:

- On site public art or \$75,000 contribution;
- Underground aerial utilities;
- Wider sidewalk, street trees;
- Transportation Demand Management;
- Ordinance-based affordable housing contribution.

Community Benefits beyond the standard benefits (where the applicant is requesting bonus density):

- LEED Silver for Residential and Commercial
- Energy Star
- Four (4) On-site affordable dwelling units.

Staff Issues: (With corresponding agenda item):

Agenda Item 2.b.iii Land Use and Zoning—Requested modifications of use regulations: ~~Developer is requesting modifications to exclude areas from GFA that staff does not support.~~ Developer has revised plans to reduce the amount of exclusions requested. Developer must provide justification for the remaining exclusion requests, which may be supported by staff under certain conditions (see above).

Agenda item 3.b--Site Design and characteristics—Relationship and orientation of proposed buildings to public space and other buildings: Ground floor units face public pocket park, but do not address it. One ground floor unit has been replaced by a fitness room which will have patio access.

Agenda Item 4.a.ii Building Architecture--Design Issues—Facade treatments, materials, and fenestration: Blank walls facing south elevation, and two-story blank wall on the east elevation facing the public pathway (pathway is on the Odyssey’s property). Since the first SPRC, the developer has reduced the height of the podium at the garage entrance approximately five (5) feet, and moved the podium to the west about the same distance, instead of directly on the property line. Between the podium and the property line will be a planted area.

Agenda Item 4.a.iv Building Architecture--Design Issues—Street level activism: Ground floor residential units do not relate to adjacent open space, and no buffer between Clarendon Boulevard sidewalk and unit windows.

Agenda Item 4.c.iii Building Architecture--Design Issues—Location and visibility of loading and trash service: Garage and loading entrance is necessarily on Clarendon Boulevard, so what can be done to minimize impact on streetscape? Colors and location seem to make garage entrance more prominent. Developer has since reduced the height and width of the loading entrance.

Issues identified by SPRC: TBD

SPRC Neighborhood Members:

Tammy Bagnato	The Odyssey HOA	Tammy819@aol.com
Stan Karson	Radnor Fort Myer Heights	dcstan@aol.com

Planning Commissioners Assigned to this Request:

Rosemary Ciotti	Chair	rosemary.ciotti@gmail.com
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Staff Members:

Peter Schulz	CPHD – Planning	(703) 228-0067	pschulz@arlingtonva.us
Rob Gibson	DES—Transportation	(703) 228-4833	rgibson@arlingtonva.us
Joan Kelsch	DES—LEED	(703) 228-3599	jkelsch@arlingtonva.us
Justin Falango	CPHD-Planning-Urban Design	(703) 228-3536	jfalango@arlingtonva.us
Melissa Cohen	CPHD--Housing	(703) 228-7931	mcohen@arlingtonva.us

