

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday May 21, 2012
TIME: 7:00 – 8:30 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza, Rooms 109/111
Arlington, VA 22201

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

Item 1. Colony House/1700 Lee Highway (SP #423) 7:00 pm-8:30 pm
(RPC# 16-025-008)
Planning Commission and County Board meetings to be determined.
Elizabeth Kays (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/CPHDPlanningApplicationsSite_plansMain.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
Colony House/1700 Lee Highway -- SP #423
(RPC# 16-025-008)

AGENDA: First Meeting— April 23, 2012

- 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
 - ii) Justification of requested changes
 - b) Relationship of project to existing zoning
 - i) Requested changes
 - ii) Requested bonus density
 - iii) Requested modification of use regulations

Agenda: Second Meeting – May 21, 2012

- 3) Informational Presentation
 - a) Staff
 - b) Transportation items and revisions since last SPRC meeting (Applicant)

- 4) 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

- 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.)

Agenda: Subsequent Meetings

6) 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 Score
 - vi) Accessibility
 - vii) Historic Preservation
- 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

7) 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)

8) Community Benefits

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

9) Construction Issues

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

Site Location: 1.23 acre site is in the Rosslyn station area and is generally bounded by Lee Highway to the north, N. Quinn Street to the east, multifamily residential buildings to the south, and the Scott Street Bridge to the west.

Applicant Information:

Applicant

1700 Lee Highway LLC
7501 Wisconsin Ave, Ste. 1500E
Bethesda, MD 20814
Mary Beth Avedesian
301-986-6052
marybeth.avedesian@bfsaulco.com

Attorney

Bean, Kinney & Korman, P.C.
2300 Wilson Blvd., 7th Floor
Arlington, VA 22201
Jonathan C. Kinney
703-525-4000
jkinney@beankinney.com

Architect

Gordon and Greenberg Architects
7913 MacArthur Blvd.
Cabin John, MD 20818
Robert D. Greenberg
301-320-5900
bg.gandg@verizon.net

Engineer

Bohler Engineering
22630 Davis Drive, Ste. 200
Sterling, VA 20164
Dan Duke
703-709-9500
dduke@bohlereng.com

Landscape Architect

Studio 39 Landscape Architecture
6416 Grovedale Dr., Suite 100-A
Alexandria, VA 22310
Dan Dove
703-719-6503
ddove@studio39.com

LEED Consultant

Gordon and Greenberg Architects
7913 MacArthur Boulevard
Cabin John, MD 20818
Aileen Horn
410-215-1706
ah.gandg@verizon.net

Traffic Consultant

Gorove/Slade Associates, Inc.
3914 Centerville Rd., Ste. 330
Chantilly, VA 20151
Chris Tacinelli
703-787-9595
Chris.tacinelli@goroveslade.com

BACKGROUND:

The applicant is requesting a General Land Use Plan (GLUP) amendment, rezoning, and associated site plan for the former Colony House site. In 2011, the site was the subject of a Long Range Planning Commission (LRPC) Special Study in response to the applicant's development application. The LRPC process resulted in a recommendation to the County Board to authorize advertising consideration of a proposed GLUP change for the site from "Low-Medium" Residential (16-36 dwelling units/acre) to either "Low" Office-Apartment-Hotel (up to 1.5 FAR for office uses; up to 72 units/acre residential; and up to 110 units/acre hotel uses) or "Medium" Residential (37-72 units/acre). The County Board voted on December 10, 2011 to authorize such advertisement to be concurrent with the rezoning and site plan application.

The applicant is also requesting a rezoning from "C-2" to "C-O-1.5", which corresponds to the proposed "Low" Office-Apartment-Hotel GLUP designation.

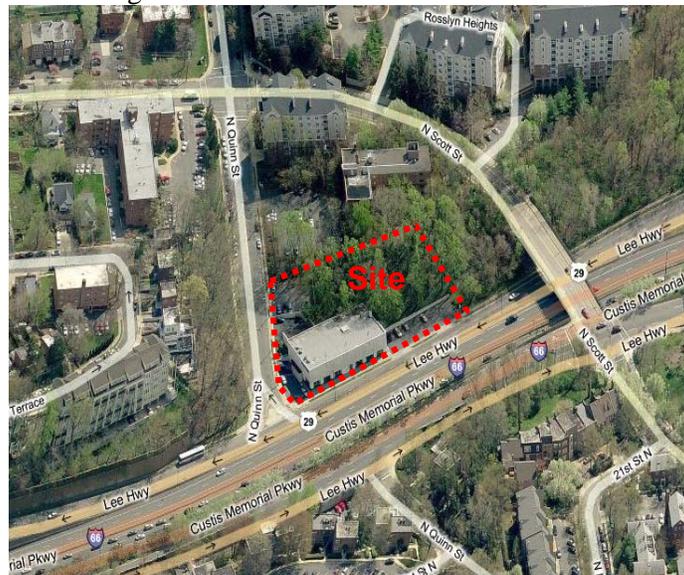
The following provides additional information about the site and location:

Site: The 53,636 square-foot subject site is located in the Rosslyn station area on the southwest quadrant of the Lee Highway and N. Quinn Street intersection on the block generally bounded by Lee Highway to the north, N. Quinn Street to the east, and N. Scott Street to the south and west. The surrounding land uses are as follows:

- To the north: Across Lee Highway is Interstate 66, which is VDOT right-of-way. The right-of-way is zoned “S-3A” and designated “Public” on the GLUP.
- To the west: Scott Street Bridge and a vegetated area owned by the adjacent residential building. The property is zoned “RA8-18” and designated “Low-Medium” Residential on the GLUP.
- To the east: Across N. Quinn Street, The Crestmont apartment building which is located closer to the Key Blvd. intersection. The property is zoned “RA6-15” and is designated “Low-Medium” Residential on the GLUP.
- To the south: Immediately adjacent, Rosslyn Heights (formerly Summit Village) apartment building. The property is zoned “RA6-15” and is designated “Low-Medium” Residential on the GLUP.

- Zoning: “C-2” Service Commercial – Community Business Districts
- General Land Use Plan Designation: “Low-Medium” Residential (16-36 units/acre)
- Neighborhood: The site is located within the Colonial Village Civic Association and across from the North Rosslyn and North Highland Civic Associations.

Existing Development: The subject site is currently developed with the former Colony House furniture store, a one-story commercial building constructed by-right in c. 1957. Under the proposed site plan, the building would be demolished.



Aerial View of Site

Source: Bing Maps

Development Potential:

Site Area: 53,636 sq. ft.	Density Allowed/Typical Use	Maximum Development
Existing Zoning: “C-2” By-Right	One-Family Dwellings: 6,000 s.f./lot; or Hotel: 600 sf/unit; or Commercial: 1.5 FAR	8 one-family dwellings; 89 hotel units; 80,454 s.f. GFA

Proposed Zoning: "C-O-1.5" By-Right	One-family Dwellings: 6,000 s.f./lot; or Office uses only at 0.6 FAR	8 one-family dwellings; 32,181 s.f. FAR
Proposed Zoning: "C-O-1.5" Site Plan	Commercial/office/institutional: max 1.5 FAR; Apartments at max 72 units/acre; Hotel at 110 units/acre	80,454 s.f. 88 apartment units 135 hotel units

Proposed Development: The following table sets forth the preliminary statistical summary for the site plan.

SITE AREA	53,636 sq. ft.
Site Area Allocations	
Hotel	53,636 sq. ft.
Density	
Hotel Density	168 units
Base number of units	135 units
LEED Gold Bonus (0.4 FAR)	33 units
"C-O-1.5" Max. Permitted Density	110 hotel units/acre
Building Height	
Average Site Elevation	117.15 feet
Main Roof Elevation	205 feet
Main Roof Height	87.5 feet
Penthouse Roof Elevation	223 feet
Penthouse Height	18 feet
Number of Stories	8 stories plus 2 parking levels
"C-O-1.5" Max. Permitted Bldg. Height (Site Plan)	10 stories
Parking	
Total Number of Spaces	98
Standard Spaces	79
Compact Spaces	15
Handicap Spaces	4
Hotel Parking Ratio	.58 sp/unit
"C-O-1.5" Required Residential Parking Ratio	1 sp/unit (168 spaces)
LEED	Gold
LEED Score	69

Density and Uses: The subject site is proposed to be rezoned from "C-2" to "C-O-1.5," and the GLUP designation is proposed to be changed from "Low-Medium" Residential to "Low" Office-Apartment-Hotel. The "Low" Office-Apartment-Hotel GLUP designation recommends, and the

“C-O-1.5” zoning district permits by site plan, retail/commercial/office development up to a 1.5 FAR; apartment dwellings at up to 72 units per acre; and hotel units up to 110 units per acre. Site area shall not be counted twice in allocating the permitted total density.

The proposed development includes an extended stay hotel with 168 hotel rooms and related amenities for guests on site. The hotel will have a mix of studio, one-bedroom suites, and two-bedroom suites. The “C-O-1.5” permits 110 hotel units per acre, which would allow 135 hotel rooms on this site. The applicant also requests bonus density of 0.4 FAR (33 hotel rooms) through the achievement of LEED Gold certification.

The following is a summary of the proposed density on the site:

Total Site Area	53,636 sq. ft. (1.231 acres)
Permitted Hotel Density	110 units/acre
Base number of units	135 units
LEED Bonus at 0.4 FAR ¹	33 units
Total Hotel Units	168 units
Effective Density	137 units/acre

Site and Design: The applicant proposes to redevelop the site with an 8-story, 129,288 square-foot building located along the northern portion of the site on the Lee Highway frontage. The building will be 8 stories tall with an additional two levels of parking, with a total height of 87’-6” plus an 18’ penthouse. Due to the extreme topography of the site, which rises 20-50 feet in elevation from the northern to the southern property line, the two levels of parking are at grade and visible along Lee Highway and at the corner of N. Quinn Street.

The main entry to the hotel will be accessed from N. Quinn Street. The entry plaza will provide the primary pedestrian access, short and long-term parking, and loading/check-in for guests. Since the April 23, 2012 meeting, the applicant has revised the pedestrian entry from N. Quinn Street to provide a more direct pedestrian path from the sidewalk into the main lobby. The two levels of parking will be accessed through a separate driveway directly from N. Quinn Street.

Since the last SPRC meeting, the applicant has revised the location of loading dock from Lee Highway to N. Quinn Street to address concerns regarding maneuvering on Lee Highway. The Lee Highway frontage will now contain the lower level of the parking garage and service areas for the building. The N. Quinn Street frontage is now proposed to include the loading dock, transformers (enclosed within the building), the entrance to the parking garage, a pedestrian entry to the building, and a vehicular entry plaza/porte cochere (three curb cuts total). Both street frontages are proposed to include a planted buffer adjacent to the majority of the building edge.

The guest amenity areas are primarily proposed on the ground floor, which is at grade with the entry plaza on N. Quinn Street and above the two levels of parking. A private, landscaped terrace is proposed at the western portion of the ground floor.

The steep slope and several existing trees at the southwest corner of the site are proposed to be maintained, with a retaining wall proposed adjacent to this area.

¹ Units yielded are based on an average unit size of 530 sq. ft.

LEED: The applicant proposes that the building will be certified as LEED Gold. The applicant requests .4 FAR bonus density for a total bonus of 33 hotel rooms. Staff is currently evaluating the LEED Gold proposal.

TRANSPORTATION: 1700 Lee Highway is located in the southwest quadrant of Lee Highway and N. Quinn Street. Lee Highway (U.S. 29) is a six-lane divided highway; its eastbound and westbound portions in the vicinity of the site are separated by Interstate 66 and its barrier walls. In the immediate vicinity of the site, Lee Highway is one-way in the eastbound direction, and parallel to I-66. (Access to westbound Lee Highway is attainable via N. Scott Street, which crosses over Lee Highway and I-66.) N. Quinn and other streets in the site area are two-directional. The *Master Transportation Plan* (MTP) classifies both N. Quinn Street and Lee Highway adjacent to the site as a Type B – Primarily Urban Mixed-Use arterial.

Trip Generation: Gorove/Slade Associates prepared a traffic impact analysis (TIA) dated January 31, 2012, assuming a redevelopment plan for the site including a 168-unit extended-stay hotel. Relative to the existing vehicle trips at the site, the project is estimated to produce 38 new a.m. peak trips and 40 new p.m. peak trips.

The TIA analyzed five relevant signalized and unsignalized intersections within close proximity of the site:

- Lee Highway (US 29) and North Rhodes Street/I-66 ramp
- Lee Highway (US 29) and North Quinn Street
- Lee Highway (US 29) and North Nash Street
- North Quinn Street and Key Boulevard and North Scott Street
- North Quinn Street and Wilson Boulevard

Four of the five intersections currently operate with acceptable levels of service, as do the turn movements at those intersections. However, the southbound left turn movement at the intersection of Lee Highway and North Rhodes Street/I-66 ramp operates at level of service “F” during the a.m. peak period.

In 2014 (the operational year of the proposed project), without the proposed development, the intersection levels of service for the five intersections studied are projected to operate similarly to today, with the southbound left turn movement at the intersection of Lee Highway and North Rhodes Street/I-66 ramp continuing to operate at an unacceptable level of service “F”. The TIA shows that the marginal increase in traffic at the studied intersections would not add additional delay when compared to the 2014 no-build scenario, and is not proposing any remediation of this condition.

Streets and Sidewalks: The applicant is proposing improvements to sidewalks in the vicinity of the project, widening them to current County standards, or beyond.

Lee Highway: Eastbound Lee Highway is a 36’ right-of-way comprised of three travel lanes of 11.6’, 12’, and 12.7’. A grass strip separates Lee Highway from a 6’ sidewalk in the project vicinity.

The project proposes no changes to the Lee Highway section, but it does propose improved sidewalk features: a 10’ shared-use (bicycle and pedestrian) sidewalk, separated from Lee Highway by an 8’ planting strip, which would include street trees.

North Quinn Street: The roadway is approximately 45 feet wide from curb to curb. There is a 23.2’ lane southbound (uphill), including an 8’ parking lane (above the 120’ grade) and a 5’ bicycle lane. There is a 22.4’ northbound (downhill) lane, including a 7’ parking lane and a 5’

bicycle lane. The effective travel lane width is 10.2' feet southbound (18.2' below the 120' grade) and 10.4' northbound. These lanes gain width near the intersection with Lee Highway, as the parking and bicycle lanes disappear from N. Quinn, and wide curb radii encircle the turn movement here. There are now 4' sidewalks on both sides of North Quinn Street.

The project proposes maintaining the North Quinn Street section, but improving the sidewalk width on the project site (west side of Quinn). The proposed sidewalks would be widened to 6', with 4' x 12' tree pits placed adjacent to the curb.

The applicant proposes locating all vehicle access for the site from North Quinn Street, with three curb cuts for garage entry/exit, loading access, and driveway/porte-cochere entry/exit. The number and frequency of curb cuts could result in an interrupted walking experience for the pedestrian, and also presents more opportunities for pedestrian-vehicle conflicts than might exist with fewer curb cuts.

Lee Highway and North Quinn Street intersection: This intersection is configured as a "T", with North Quinn Street dead-ending at Lee Highway. North Quinn Street widens at the approach to the intersection, with a center island or "pork chop" providing vehicle channelization and a pedestrian refuge. The current configuration provides generous curb radii, allowing free turns from North Quinn Street onto Lee Highway, or vice versa. On the east side of the intersection, an acceleration lane is also provided to allow turning vehicles from North Quinn Street to gain speed upon entering Lee Highway.

The free turning movements encouraged by the generous curb radii, acceleration lane, and other design aspects of this intersection present difficult conditions for pedestrians, which must be mitigated. Staff is working with the applicant to determine necessary improvements to the intersection.

Parking and Loading: Parking and loading schemes have been revised by the applicant since the SPRC meeting of April 23, 2012.

Parking: As revised, the proposed development would include parking spaces for 89 cars in a two-level garage beneath the hotel, fronting Lee Highway (the lower level of the garage would be at grade at the Lee Highway elevation). Entry and egress for the parking garage would be provided from North Quinn Street. Additional parking for nine (9) cars would be provided at the driveway/porte-cochere entry plaza, also entered from North Quinn Street. Fifteen percent (15%) of the 98 parking spaces would be compact spaces.

The applicant proposes a parking ratio of 0.58 parking spaces per room for this hotel, a 40% reduction from the zoning ordinance requirement. The reduced parking is an issue of concern for staff, and must be mitigated, either through the provision of additional parking spaces, transportation demand management programs, or a combination thereof.

Service and Loading: The loading dock for the project has been relocated and significantly revised since the April 23 SPRC meeting. As revised, loading is proposed to be provided off of North Quinn Street, approximately 40' from the North Quinn Street/Lee Highway intersection. Service and delivery trucks and vans would back into the loading dock from North Quinn Street.

Transit: Though the study area is reasonably well served by transit, there are several obstacles to accessibility, including the distance from the nearest Metro stations, site location at the base of a steep (10% grade) hill, and nearby bus service in one direction only, because of the configuration of Lee Highway's east- and westbound lanes.

The site is located approximately 2,500 feet (walking distance) from the Rosslyn Metro station (blue and orange lines), and is 3,000 feet downhill from Court House Metro (orange line). Both stations are approximately a ten-minute walk from the site. Within a short walk (0.2 miles) along

Lee Highway is the Metrobus stop for routes 3A, 3B, 3E, and 3Y eastbound. 3A, 3B, and 3E buses serve Rosslyn Metro station, and 3Y is a peak-period, peak-direction bus to Farragut Square (skipping Rosslyn). The stop for westbound buses is at some distance, with a walk over the Scott Street Bridge to the other side of I-66 and Lee Highway required.

Numerous other buses, including Metrobus, Arlington Transit (ART), the DC Circulator, and Loudoun County Transit are available along Wilson Boulevard, Clarendon Boulevard, and the two Metro stations.

Bicycling: Though Lee Highway itself has no bicycle facilities, the Custis Trail is located immediately adjacent to it (north of the westbound lanes). North Quinn Street has striped bicycle lanes, as do Key Boulevard and North Scott Street. A Capital Bikeshare station is located at Key Boulevard and North Quinn Street, a block from the site. A wide variety of on-street bicycle facilities is available in the Court House and Rosslyn station areas, including six additional Bikeshare stations.

DISCUSSION

Modification of Use Regulations: The applicant requests the following modifications to Zoning Ordinance requirements:

- Reduction of the required hotel parking ratio from 1 space/unit to 0.58 space/unit;
- 0.4 FAR (33 units) bonus density for LEED Gold Certification; and
- Reduction of the required 40' building setback.

Adopted Plans and Policies: Section 23A (the “C-O-1.5” regulations) of the Zoning Ordinance, the Rosslyn Transit Station Area Study (1977), the Rosslyn Transit Station Area Plan Addendum (1992), the *General Land Use Plan*, as well as the Long Range Planning Committee (LRPC) special study of this site set forth guidance for the redevelopment of the subject site.

General Land Use Plan and Zoning: The subject site is proposed to be rezoned from “C-2” to “C-O-1.5;” the GLUP designation is proposed to be changed from “Low-Medium” Residential to “Low” Office-Apartment-Hotel.

Relevant Plans: The site is located in the Rosslyn Station Area and is governed by both the [Rosslyn Transit Station Area Study](#) (1977) and [Rosslyn Transit Station Area Plan Addendum](#) (1992). However, due to the remote location of the site away from the central station area, the plans offer limited guidance for the site. The Rosslyn Transit Station Area Study recommended maintaining the “Low-Medium” Residential GLUP designation for this site and rezoning it from “C-2” to “RA8-18.” The Addendum called for this area to remain residential. Since the applicant for the subject site requested a change in the land use designation from the existing plans, the County initiated the LRPC special study to develop guidance for the site in 2011.

Colony House Special General Land Use Plan Study: A special GLUP study was conducted in 2011 to evaluate a proposed GLUP amendment request for this site. The LRPC process resulted in a recommendation to the County Board to authorize advertising consideration of a proposed GLUP change for the site from “Low-Medium” Residential (16-36 dwelling units/acre) to either “Low” Office-Apartment-Hotel (up to 1.5 FAR for office uses; up to 72 units/acre residential; and up to 110 units/acre hotel uses) or “Medium” Residential (37-72 units/acre). The County Board voted on December 10, 2011 to authorize such advertisement to be concurrent with the rezoning and site plan application.

A brief summary of staff recommendations from the LRPC process follows below. For more detailed information, please see the County Board report and memorandum on the Colony House Special GLUP Study included on the SPRC website in the materials for the April 23, 2012 meeting.

- As a result of its analysis, staff concurred with the general input of the Planning Commission, the LRPC, the North Rosslyn Civic Association and Rosslyn Renaissance received through study that either “Low” Office-Apartment-Hotel or “Medium” Residential are within realm of consideration and should be advertised for consideration, subject to an appropriate site plan.
- A GLUP category such as “Low” Office-Apartment-Hotel could be in the realm of consideration, subject to an appropriate site plan, for several reasons. With the appropriate uses, heights, tapering and transitions, which can be addressed through the site plan process, “Low” Office-Apartment-Hotel and the associated C-O-1.5 zoning district could allow for flexibility in redeveloping the site with a mix of uses, including apartment, office or hotel development with or without retail. “Low” Office-Apartment-Hotel could provide for an appropriate form of development at this location that is compatible with surrounding development. Given the site’s location along Lee Highway and Interstate 66 and its extreme topography, additional height could be accommodated on this site in relation to surrounding sites to make redevelopment through the site plan process more likely. By-right development under the current C-2 zoning is a distinct possibility should other options not be provided, as this site could be used for a large format retail establishment. Staff heard through the process that there is interest in allowing for hotel or multifamily residential development on this site, as it is located on a major arterial and interstate and such uses could be viable in a busy, noisy location of this nature. A GLUP designation of “Low” Office-Apartment-Hotel would also be consistent with and in keeping with good planning principles that encourage smart growth and sustainable, walkable development close to Metrorail corridors.

Preliminary Issues: The following preliminary issues have been identified by staff and by SPRC members at the first SPRC meeting on April 23, 2012:

Site Design and Characteristics

- Street activation
- Delineation of the “front” of the building and pedestrian entrances
- Relationship of the building to adjacent sites
- Transformer location

Transportation

- Loading access from Lee Highway
- Site access/signage for pedestrians and vehicles
- Parking ratio modification
- Coordination with VDOT on Lee Highway Improvements
- Pedestrian/vehicular conflicts
- Lee Highway and N. Quinn Street streetscape and intersection improvements

Building Architecture

- Architecture should define this building as a “gateway” to Arlington
- Differentiation of the façade in order to break up the length on Lee Highway
- Façade does not reflect interior uses/“front” of building

- Design of the pedestrian base
- Design of the porte cochere
- Rooftop signage

SPRC Neighborhood Members for this Site Plan:

George Schwartzman	Colonial Village I	colonialvillage1@gmail.com
Blake Surbery	Colonial Village II	blake.surbey@gmail.com
Kevin Haley	Colonial Village III	kevin.haley@gmail.com
Jennifer Zeien	North Rosslyn Civic Association	jzeien@verizon.net
Anita Machhar, Ponnappa Paleyanda	North Highlands Civic Association	nhcapres@yahoo.com
Stanley Karson	Radnor/Ft. Myer Heights Civic Association	dcstan@aol.com
Cecilia Cassidy	Rosslyn Renaissance	ccassidy@rosslynva.org

Interested Parties:

Stephen Benefield, North Rosslyn NCAC	sjbenefiel@aol.com
Mary McCutcheon, North Highlands NCAC	mmccutch@gmu.edu
Patricia Darneille, Radnor/Ft. Myer Heights NCAC	darneillep@aol.com

Planning Commissioner Chairing This Item:

Suzanne Klein	Srklein@verizon.net
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Staff Members:

Elizabeth Kays	CPHD – Planning	703-228-3691	ekays@arlingtonva.us
Dennis Sellin	DES – Transportation	702-228-4805	dsellin@arlingtonva.us