

**SITE PLAN REVIEW COMMITTEE  
MEETING AGENDA**

**DATE:** Monday, March 10, 2014  
**TIME:** 7:00 – 8:25 p.m.  
**PLACE:** 2100 Clarendon Boulevard  
Courthouse Plaza, Rooms 109/111  
Arlington, VA 22201

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

- Item 1. 1401 Wilson Boulevard (SP #429) 7:00 pm – 8:25 pm**  
(RPC#s 16-035-001 & -002)  
Planning Commission and County Board meetings to be determined.  
*Aaron Shriber (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, 10<sup>th</sup> Floor, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library's Virginia Room, 1015 N. Quincy St., (703) 228-5990.

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

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

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

**ITEM 1**  
**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 18<sup>th</sup> 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

**SPRC #5: December 16, 2013**

- 8) Building Architecture (cont.)
- 9) 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.)

**SPRC #6: February 3, 2014**

- 10) Transportation (cont.)
  - a) 18<sup>th</sup> Street North
    - i) Staff presentation
    - ii) Applicant presentation
  - b) Transportation discussion

**SPRC #7: March 10, 2014**

- 11) 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)
- 12) Community Benefits
  - a) Public Art
  - b) Affordable Housing
  - c) Underground Utilities
  - d) Historic Preservation

- e) Other
- 13) 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**

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Nash Street Property Associates, LLC  
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**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.

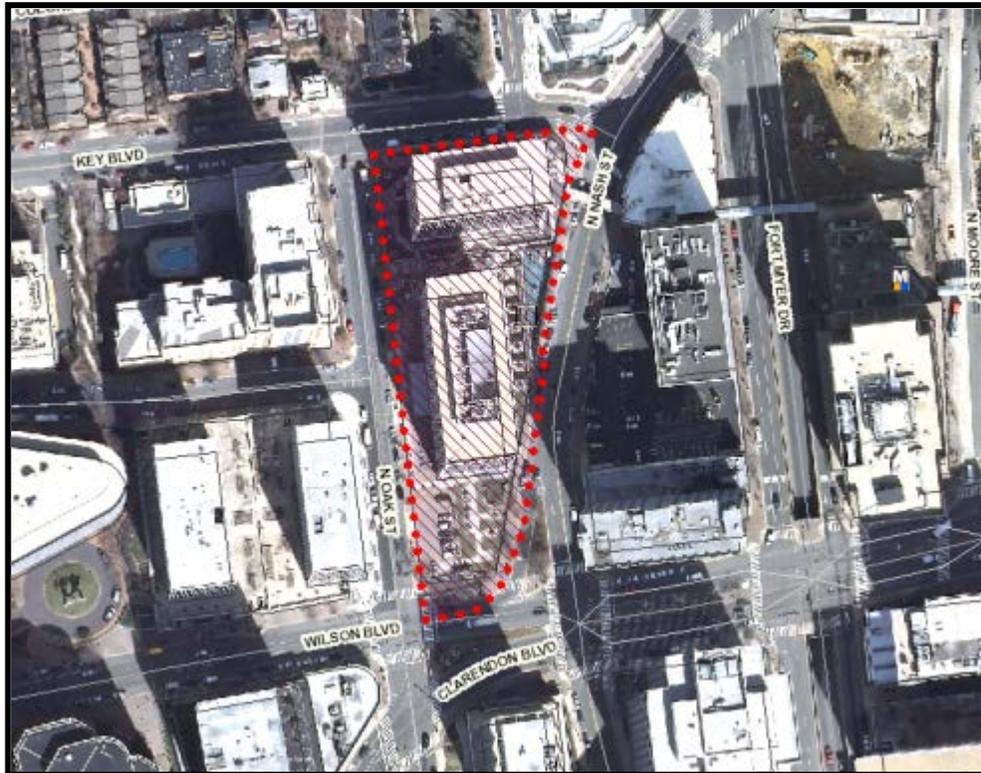
Proposed Zoning: “C-O-Rosslyn” Commercial Office Building, Retail, Hotel and Multiple-Family Dwelling District.

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
<b>Existing Zoning</b>		
“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
<b>Proposed Zoning</b>		
“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

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

	<b>Proposed</b>
<b>Site Area</b>	91,614 sf (2.10 acres)
Street and Utility Easement Area	10,552 sf
<b>Density</b>	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
<b>Average Site Elevation</b>	124.76 ft.
<b>Height</b>	
<b>Office</b>	
Total Height	322.81 ft
AMSL	447.57 ft
Main Roof	294.81 ft
AMSL	419.57 ft
Penthouse <sup>1</sup>	28 ft
AMSL	447.57
<b>Residential</b>	
Total Height	313.49 ft
AMSL	438.25 ft
Main Roof	284.44 ft
AMSL	409.2
Penthouse <sup>1</sup>	29.05 ft
AMSL	438.25 ft
“C-O-Rosslyn” Max. Permitted	300 ft
<b>Parking</b>	
Total	754 spaces
“C-O-Rosslyn” Total Required	831 spaces
<b>Office</b>	432 spaces (1 sp/1,188 sf)
Standard	238 spaces
Compact	89 spaces
Accessible	8 spaces
Van	2 spaces
Managed <sup>2</sup>	95 spaces
“C-O-Rosslyn” Required	514 spaces (1 sp/1,000 sf)
<b>Residential</b>	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)
<b>Retail</b>	87 spaces
Standard	69 spaces
Compact	13 spaces
Accessible	4 spaces
Van	1 spaces
“C-O-Rosslyn” Required <sup>3</sup>	43 spaces (1 sp/1,000 sf)
<b>LEED Rating</b>	
<b>Office</b>	LEED-CS v2009

	Platinum 20% energy savings
<b>Residential</b>	LEED-NC v2009 Silver 18% energy savings

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

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

<sup>3</sup> 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:

	<b>Use</b>	<b>GFA</b>
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	<b>350,288</b>
Office	51,361	3.8	195,172	6.2	318,439	<b>513,611</b>
Retail	5,224	3.8	19,852	6.2	32,389	<b>52,241</b>
<b>Total</b>	<b>91,614</b>		<b>383,162</b>		<b>532,978</b>	<b>916,140</b>

**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 19<sup>th</sup> 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/19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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.

<b>WILSON BOULEVARD</b>		
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'
<b>NORTH OAK STREET</b>		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
38'-44'	38'	42'
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
38'-44'	12'	18'
<b>KEY BOULEVARD</b>		
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'
<b>NORTH NASH STREET</b>		
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 18<sup>th</sup> Street North. A typical street section south of 18<sup>th</sup> Street would

include two 11-foot traffic lanes, and two 8-foot parking lanes. North of 18<sup>th</sup> 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 12.45 foot travel lane in each direction, a 5 foot bike lane in each direction, 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 southbound travel lanes (11-feet and 10 feet, respectively), and one northbound travel lane (11 feet wide). Adjacent to the curb, there would be protected bicycle lanes on both sides of Nash Street (6-foot bicycle travel lane, plus three-foot raised concrete barrier). Portions of the street will still be available for on-street parking and a bus stop (northbound only).

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 varies from the suggested street section, but is consistent with current proposals that have been advanced through the Realize Rosslyn process. A greater emphasis on complete streets and bicycle accommodation is an integral component of the planning process to update the Rosslyn Sector Plan.

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 18<sup>th</sup> 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 18<sup>th</sup> 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 18<sup>th</sup> Street include:

- The overall length of 18<sup>th</sup> 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, 18<sup>th</sup> 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 18<sup>th</sup> Street should be able to stand alone, and not depend on adjacent development in order to function.

The applicant has proposed a 40 foot wide plaza (the “Upper Garden”) at the western edge of the site, across from the intersection of North Oak Street and 18<sup>th</sup> Street North. The plaza area would be delineated by outdoor seating on the south side, and planting on the north side. Approximately 120 feet east of the Oak Street curb, the plaza would transition into a staircase, descending approximately 30 feet down to Nash Street. The plaza would narrow to a staircase of approximately 12 to 14 feet in width, accommodating two intermediate landings. Immediately adjacent to the top landing of the staircase would be staired seating area approximately 27 feet wide. As the staircase descends through the next two landings, the adjacent strip would be replaced with plantings.

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 United Methodist church 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 United Methodist building 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/19<sup>th</sup> 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 18<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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, Wilson Boulevard, and Key Boulevard are proposed as part of this project, and are included in the description of the street cross-sections explained above.

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 19<sup>th</sup> 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 16<sup>th</sup> 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.

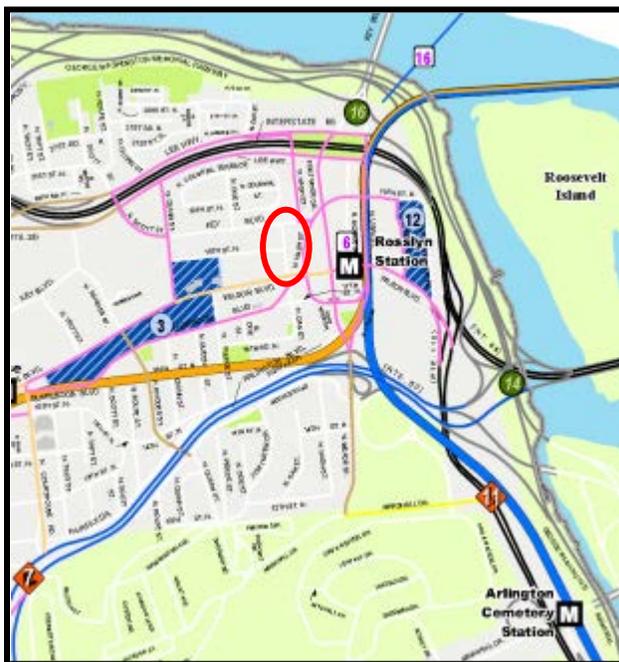
[Realize Rosslyn](#): In fall 2012, the County kicked off a new planning effort to update and fine-tune Rosslyn's current long-range plan (the 1992 Rosslyn Station Area Plan Addendum referenced above). Branded as “Realize Rosslyn”, this planning effort strives to ensure that voices in Rosslyn and across 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 the Spring of 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:

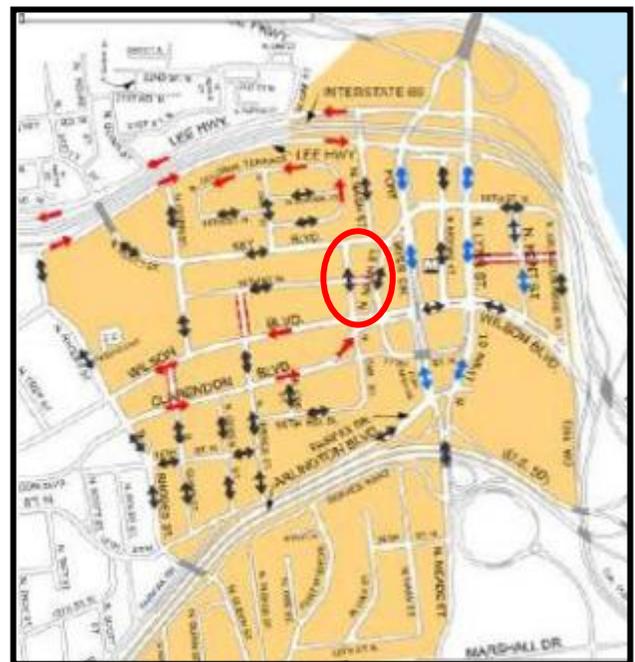
- A better urban design framework to create a Rosslyn that is a more attractive and functional place to be

- 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.

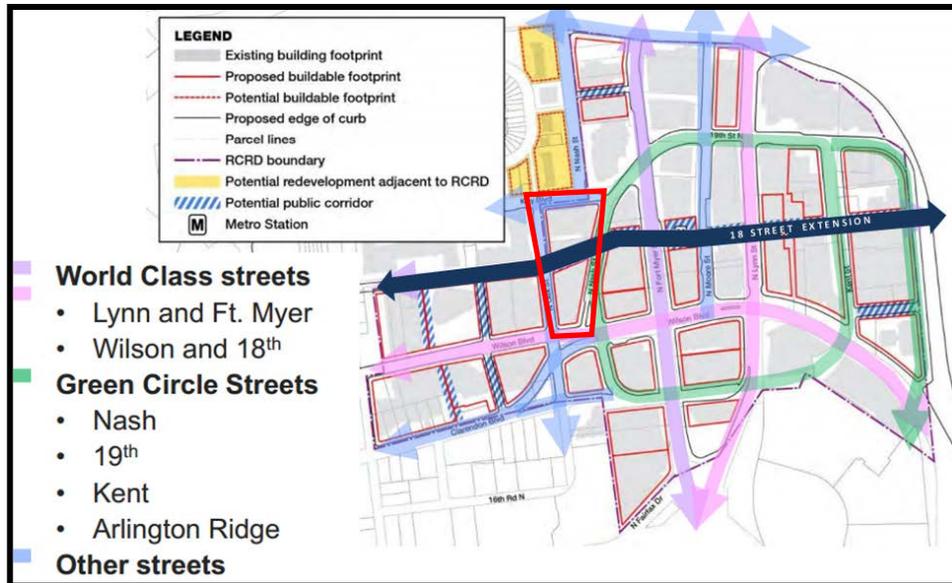
**18<sup>th</sup> Street North** The [Rosslyn Multi-Modal Transportation Study](#) is a component of the Realize Rosslyn process. The Multi-Modal Study recommends that a new section of 18<sup>th</sup> Street North be provided between North Oak Street and North Nash Street, which is the block subject 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*



*Realize Rosslyn Draft 18<sup>th</sup> Street Corridor Exhibit*

**Issues:** The following are preliminary outstanding issues identified by staff that deserves further review:

#### Site Area

- Area of vacations and encroachments

#### Site Layout

- Absence of a Design of direct pedestrian and visual connection (18<sup>th</sup> St. North) through the site between North Oak Street and North Nash Street
- Building orientation towards Wilson Boulevard and North Nash Street
- Absence of retail entry from office building's southwest frontage on Wilson Boulevard

#### Building Design

- Inactive building walls along North Nash Street and Key Boulevard
- Penthouse height exceeds permitted height of Zoning Ordinance (23 feet)
- Use of retail mezzanine space if not utilized by grocery store

#### Transportation

- Absence of continuation of 18<sup>th</sup> Street North through site
- Requested Zoning Ordinance modifications for office and residential parking ratios
- Location and convenience of bicycle facilities
- Provision and completion of on-road bicycle lanes on adjacent streets
- Sidewalk width on Wilson Boulevard

#### Open Space

- Design of upper garden space
- Incorporation of garden spaces into 18<sup>th</sup> Street North connection

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