

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday, September 22, 2014
TIME: 7:00 – 8:25 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza, 1st Floor, Cherry and Dogwood Rooms
Arlington, VA 22202

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

Item 1. SP #435 2025 Clarendon Boulevard (Wendy's/Wells Fargo) 7:00–8:25 p.m.
(RPC# 17-011-011, -012)

Scheduled to be heard no earlier than the December 2014 PC and CB meetings.

Peter Schulz (CPHD Staff)

The Site Plan Review Committee (SPRC) is comprised of Planning Commission members, representatives from other relevant commissions and several appointed citizens. The SPRC reviews all site plans and major site plan amendments requests, which are submitted to the County Board and the Planning Commission for consideration. The major responsibilities of the SPRC are the following:

1. Review site plan or major site plan amendment requests in detail.
2. Advise the Planning Commission by recommending the appropriate action in regard to a specific plan and any conditions, which it might determine to be necessary or appropriate.
3. Provide a forum by which interested citizens, civic associations and neighborhood conservation committees can review and comment on a particular plan, or the effects that the proposed project might have on the neighborhood.

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the Arlington County Zoning Office, Suite 810, 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

SP #435 2025 Clarendon Boulevard (Wendy's/Wells Fargo)
(RPC# 17-011-011, -012)

AGENDA: First Meeting—July 28, 2014

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

AGENDA: Second Meeting—September 22, 2014

- 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

6) Open Space

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

7) Community Benefits

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

8) Signs

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

9) Construction Issues

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

Site Location: On the western half of the block generally bounded by Wilson Boulevard, North Courthouse Road, Clarendon Boulevard, and new North Troy Street. The site is approximately 25,000 square feet.

Applicant Information:

Applicant
2038 Wilson Blvd, LLC
c/o Carr Properties
1776 I St NW, Ste 500
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202-461-3973

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BACKGROUND: The applicant proposes a General Land Use Plan amendment from "General Commercial" to "Medium Office-Apartment-Hotel" (defined as "Up to 2.5 FAR Office, up to 115 units/acre apartments, and up to 180 units/acre hotel"); a rezoning from "C-3" and "C-2" to "C-O-2.5"; and a site plan for a 12 story office building with approximately 181,000 square feet of gross floor area. The proposal will demolish an existing one-story Wendy's fast food restaurant and a two-story bank building. The subject site is located in the Courthouse Metro station area. Adopted plans relevant to the site include the *Courthouse Sector Plan Addendum* (adopted in 1992) and is located within the boundaries of *The Rosslyn to Courthouse Urban Design Study*, which was adopted by the County Board in 2003 as more specific guidance for the site.

The following provides additional information about the site and location:

Site: Two parcels of land totaling approximately 25,000 square feet currently occupied by a Wendy's fast food restaurant (zoned "C-3") with a drive through (2038 Wilson Blvd.) constructed in 1986 and a two-story Wells Fargo Bank (zoned "C-2") constructed in 1977 (2026 Wilson Blvd.) ~~The Wendy's is currently subject to a special exception use permit for a drive-through window.~~

To the North: Across Wilson Boulevard, one-to-two story strip commercial buildings zoned "C-3"; and two-story garden apartments, a part of the Colonial Village PDSP SP #161, zoned "RA7-16". This portion zoned "C-3" is designated "Medium Office-Apartment-Hotel" and the portion zoned "RA7-16" is designated "Low-Medium Residential" on the General Land Use Plan (GLUP). Both areas are also subject to Note #5 ("This area was designated a 'Coordinated Preservation and Development District' on 4/23/77") on the GLUP. The portion of the Colonial Village Apartments adjacent to this site is committed affordable housing owned by Wesley Housing.

To the South: Across Clarendon Boulevard, the 12-story 1515 N. Courthouse Rd. office building with ground floor retail (SP #328), zoned “C-O” and designated “High Office-Apartment-Hotel” on the GLUP.

To the East: Across a proposed new alley is the nearly-complete 2000 Wilson residential building (up to 6/7 stories) with 154 dwelling units and ground floor retail (SP #389), zoned “C-O-2.5” and designated “Medium Office Apartment-Hotel” on the GLUP.

To the West: The confluence of Clarendon and Wilson Boulevards. To the southwest is an existing block of one-to-four story retail and office buildings dating between the 1940s to the 1960s, zoned “C-3” and designated “High Office-Apartment-Hotel” on the GLUP.

- Zoning: The western half of the site, including most of the existing Wendy’s site is zoned “C-3” General Commercial District. The eastern half of the site, including the existing bank site is zoned “C-2” Service Commercial—Community Business District.
- General Land Use Plan Designation: “General Commercial” (*Shopper goods and other major mixed commercial uses, including offices. Generally a maximum of seven stories.*)
- Neighborhood: The site is located within the boundaries of the Radnor-Fort Myer Heights Civic Association, and across North Courthouse Road from the Clarendon-Courthouse Civic Association area. Across Wilson Boulevard to the north is the Colonial Village Civic Association area.



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

SITE PLAN #435, 2025 CLARENDON BOULEVARD	
SITE AREA	Existing: 24,980 s.f.
	Proposed: 28,921 s.f. ¹
Site Area Allocations	
Office	22,245.2 s.f.
Retail	2,734.8 s.f.
Density	
Total GFA	188,112 ²
Total FAR	6.5
Office GFA	181,275 s.f.
Retail GFA	6,837 s.f.
Maximum Permitted Office/Retail FAR in the “C-O-2.5” district	2.5
Building Height	
Average Site Elevation	226.5 ft.
Main Roof Elevation	374 ft.
Main Roof Height	147.5 ft.
Penthouse Roof Elevation	389 ft.
Penthouse Height	162.5 ft.

¹ Including proposed dedication of land that is currently easement on Wilson Blvd and vacation of portion of Clarendon Blvd.

² Including applicant’s proposed exclusions

SITE PLAN #435, 2025 CLARENDON BOULEVARD	
Number of Stories	12 stories
“C-O-2.5” Max. Permitted Office Height (Site Plan)	12 stories
Parking	
Total Proposed	237
Office	
Number of Spaces	233
Standard Spaces	7
Compact Spaces	6
Handicap Spaces	7
Non-standard- Managed spaces	213
Parking Ratio	1:780
Required Office Parking Space (Site Plan Standard)	313
Required Office Parking Ratio (Site Plan Standard)	1 space:630 s.f. of GFA
Retail	4 ³
Number of Spaces	n/a
Standard Spaces	4
Compact Spaces	-
Handicap Spaces	-
Required Retail Parking Spaces	4
Required Retail Parking Ratio	1:580
LEED	
LEED Score	71

Density and Uses: The applicant requests to rezone the site from “C-2” and “C-3” to “C-O-2.5”. “C-3” zoning permits by right office and retail uses up to a maximum height of 75 feet with no limit on potential FAR. “C-2” zoning permits by right commercial uses up to 1.5 F.A.R., and hotel uses at a density of one room per 600 square feet of lot size. “C-O-2.5” zoning permits by site plan office and commercial uses of up to 2.5 F.A.R., residential uses of up to 115 units/acre, and hotels of up to 180 units/acre. The proposed zoning of “C-O-2.5” would be consistent with the proposed GLUP category of “Medium Office-Apartment-Hotel”. The proposed GLUP category of “Medium Office-Apartment-Hotel”, in turn, is consistent with the density recommendation of *The Rosslyn to Courthouse Urban Design Study* (p. 11). In addition, the proposed GLUP designation of “Medium Office-Apartment-Hotel” is the same GLUP designation as all other properties redeveloped in the *Rosslyn to Courthouse Urban Design Study* area.

The applicant proposes to construct a 12-story, 189,000 square foot office building with ground floor retail. The proposed total density is approximately 6.5 Floor Area Ratio (FAR). The applicant proposed to achieve this density by: 1) Transferring approximately 103,000 square feet of gross floor area of Development Rights (TDR) from the Wakefield Manor site plan (SP #417) of. On October 15, 2011 the County Board certified the Wakefield Manor Apartments (located at 1201, 1215, 1223 and 1233 N. Courthouse Road and 2025 Fairfax Drive) as a sending site of up to 104,000 square feet of gross floor area of density, for the purposes of Historic Preservation; and 2) Obtaining LEED Gold Certification with Energy Star Certification for an additional .45 FAR, or approximately 13,000 square feet of bonus density. It should be noted that the historic buildings

³ First 5,000 s.f. of retail parking exempt per ACZO Sec. 13.3.6.A.2.

at the Wakefield Manor site will not be protected by the county’s Historic Preservation Overlay District until a receiving site for the density has been approved. Until a receiving site is approved, the Wakefield Manor site plan may expire and the historic buildings not be protected.

The applicant proposes a minimum of two (2) retail spaces, one (1) of which will be a new Wells Fargo Bank to replace the existing that will be demolished. The ground floor will contain the lobby and retail units, and the upper floors will consist of offices. The proposed height, 12 stories, is the maximum height permitted for office buildings in the “C-O-2.5” zoning district. Above the 12th floor, the applicant proposes an enclosed penthouse space that the current plans label as mechanical space, but the applicant has suggested there may also be amenity space. “C-O-2.5” regulations permit the use of penthouse space only for “elevator, mechanical and maintenance equipment, private clubs, auditoriums, meeting rooms and restaurants”. Any other use, and the penthouse area would be considered for zoning purposes a 13th story, exceeding the permitted height limit.

Site and Design: The site of the proposed office building is roughly wedge-shaped, with the west part of the site is significantly narrower than the east (see location picture above). The proposed building and ground plan roughly follows the shape of the lot. The building is set to the “build-to” lines, but the rear of the building is 15 feet from the east property line in order to create a service alley, as envisioned in the *Rosslyn to Courthouse Urban Design Study*. The other half of the alley was dedicated by the neighboring 2000 Wilson Boulevard project.

The ground plan includes a proposed public plaza (approximately 3,350 s.f.) at the ground level of the far western end of the property, at the junction of Wilson and Clarendon Boulevards and Courthouse Road. The plaza would have a public access easement but remain under the ownership of the office building. This proposed plaza would have a small amount of landscaping and be mostly a passive place. The applicant has stated that they would be willing to provide movable tables and chairs for the public, as well as provide space for temporary vendors. Rising out of the middle of the public plaza would be support column for the office building above. A significant portion of the proposed plaza will actually be “notched out” from the first and second floors and the third through twelfth floors of the office building above it. The applicant proposes to cover this column with an interactive light feature to provide pedestrian interest (this proposed interactive feature is not a public art contribution).



The Wells Fargo Bank, one (1) of at least two ground floor (2) retail spaces in the proposed building, will front on the public plaza. Wells Fargo owns one (1) of the two (2) parcels of land that the applicant proposes to purchase and redevelop, and according to the applicant, requires a replacement bank branch in this prominent location in order to agree to the sale and demolition of their existing bank building. Staff has encouraged the applicant to consider an alternate use for this retail space, or at least to have the retail frontage split between the bank and a more active retail use. The other retail space(s) will front on Wilson Boulevard. The lobby entrance will be on Clarendon Boulevard.

Architecturally, the building is a hybrid of glass curtain wall design with terra cotta accents on the lower levels. The first two (2) stories (three [3] stories on Clarendon Boulevard) for a recognizable “base” with metal panels marking the division between stories. Above the base the use of terra cotta is intended to continue the visual theme of the neighboring 2000 Wilson Boulevard apartment building and the nearby Colonial Village Apartments, as well as to comply with the architectural style guidance of the *Rosslyn to Courthouse Urban Design Study Area*. A noticeable feature of the proposed building is that, while the *Urban Design Study* encourages a step back of 20 feet (and/or a “horizontal treatment”) above the second level along Wilson and Clarendon Boulevards, the applicant’s proposed building actually hangs out over the first and second levels by approximately six (6) feet along Wilson and Clarendon Boulevards.

At the far western end of the building, facing the public plaza and the heart of the Courthouse sector area will be a vertical glass “fin” incorporating a structural pillar to provide the vertical

“gateway” architectural element envisioned for this site in the *Urban Design Study* and *Sector Plan Addendum*. In addition to the vertical fin, at the apex of the wedge, a glass column at far western end of the building will “indent” a couple feet. This glass column also contains floor area.

Towards the rear (east) of the building the terra cotta design imitates the taper to the lower buildings constructed to the east recommended in the *Urban Design Study*, however the entire building is twelve stories for most of its length. Instead, the applicant provides a stepback at the eighth and ninth levels, ranging in width from 6.5 feet at the southeast corner to approximately 20 feet at the northeast corner.

Parking and loading is accessed from a proposed new alley on the east of the property. The applicant proposes four levels of underground parking with a total of 237 parking spaces. Only 20 spaces on the first level will be self-park. The remaining 217 spaces will be parked by an attendant in mechanical stackers. Due to the small size of the site, the proposed garage will extend underground beyond the footprint of the building into the public sidewalk.



LEED: The applicant proposes LEED Gold and Energy Star certification, and is requesting a modification of use regulations for a .45 FAR of bonus density.

Transportation:

The site is located approximately 350 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 Wilson Blvd., N. Courthouse Rd., Clarendon Blvd. and N. Troy Street. At

this location, 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 Troy Street is classified as an Urban Center Local Street. The segment of N. Troy St. between Wilson Blvd. and Clarendon Blvd. is in the process of being constructed in conjunction with the two developments adjacent to the street.

Based on a review of historic traffic count data for Wilson Blvd. and Clarendon Blvd., the vehicle traffic adjacent to the site has decreased by approximately 20% between 2004 and 2012.

Street	Between	2004	2006	2007	2008	2009	2010	2011	2012
Wilson Blvd.	Washington Blvd. & N. Nash St.	14,000	13,000	11,000	12,000	11,000	11,000	12,000	11,000
Clarendon Blvd.	N. Courthouse Rd. & N. Oak St.	12,000	11,000	12,000	13,000	12,000	10,000	10,000	10,000

Source: VDOT Daily Traffic Volume Estimates

Transportation Analysis & Trip Generation:

A Traffic Impact Analysis (TIA) dated March 5, 2014 was submitted by the applicant, prepared by Wells + Associates. The analysis assessed the impact of the development on the adjacent street network. The analysis concluded that the project would generate approximately 234 AM peak hour vehicle trips, 228 PM peak hour vehicle trips, and a total of 1,852 daily vehicle trips. When compared to the existing uses on the site, the proposed development would produce approximately 168 net-new AM peak hour trips and 141 net-new PM peak hour trips. With the removal of the existing fast food restaurant and its associated drive-thru the project is projected to result in a reduction in daily vehicular trips from approximately 2,307 trips observed today to approximately 1,852 trips projected by the study. This is a net reduction of approximately 455 vehicle trips per day associated with the site.

The TIA analyzed seven (7) signalized intersections within the vicinity of the site. The study found that, with the development, all of these intersections, with the exception of one, would continue to operate with levels of service (LOS), LOS “D” or better, during the AM and PM peak hours. The analysis of future conditions, which includes both approved development in the area and the proposed project, indicates the LOS for the intersection of Wilson Blvd. and N. Veitch St. would operate with a LOS of “E” during the PM peak hour. With modification to the signal timing at the intersection this represents minor increase in delay from today’s existing conditions of LOS “D” to an LOS “E”.

Streets: The project proposes to generally maintain the existing street and lane configuration for Wilson Blvd., Clarendon Blvd and N. Courthouse Road adjacent to the site. Wilson Blvd. is approximately 43feet from curb to curb, with parking on both sides of the street, a bike lane and two westbound travel lanes. Approaching the intersection of N. Courthouse Road the lane configuration changes, removing the parking lane on the south side of street and the bike lane to add a left-turn lane. At the intersection cyclists and vehicles share the far right hand travel lane, and on the west side of the intersection the bike lane is reestablished. Clarendon Blvd., like Wilson Blvd., is 43 feet wide with the same lane configuration: parking on both sides of the street, a bike lane and two eastbound travel lanes. The segment of N. Courthouse Rd. adjacent to the site is approximately 54 feet wide from curb to curb.

To provide access to parking and loading the project proposes the addition of a new private alley along the eastern end of the site connecting Clarendon Blvd. and Wilson Blvd. The proposed connection is consistent with the recommendations of The Rosslyn to Courthouse Urban Design Study (commonly referred to as the “In-between Study”).

Sidewalk and Pedestrian Circulation: The project proposes to improve the sidewalks around the site. In conjunction with sidewalk improvements constructed by adjacent properties located between Wilson Blvd. and Clarendon Blvd., the sidewalks in this area would be brought up to the

standards recommended in the In-between Study, providing wide, high-quality pedestrian facilities.

Along Wilson Blvd. the existing sidewalk is approximately 8 feet wide, including street trees in 4-foot wide tree pits and approximately a 4-foot wide clear sidewalk. The street trees along Wilson Blvd. have caused the existing brick paver sidewalk to become uneven and irregular. The project proposes widening the sidewalk to 16-feet 8-inches, along with installing new street trees in 5x12 foot tree pits.

The sidewalk along Clarendon Blvd. has recently been widened to create a uniform 43-foot wide street section as part of the Elm Street Project (SP # 389). While the temporary improvements constructed by Elm Street significantly improve the sidewalk on the north side of Clarendon Blvd. from N. Courthouse Rd. east, street trees were not provided. The project would provide a 16-foot 8-inch wide sidewalk, along with installing new street trees in 5x12 foot tree pits.

The project does not propose a dedicated sidewalk along N. Courthouse Rd. Rather the project proposes a public plaza at the corner. Staff is working to review the design to ensure the two public spaces (sidewalk and plaza) are integrated in the best manner possible.

Also related to the sidewalk and the pedestrian realm, staff will further review the proposed 5-foot deep building overhangs which are proposed along Wilson Blvd. and Clarendon Blvd.

Public Transit: The site is located approximately 350 feet east of the Court House Metro Station. The station is served by both the Orange and Silver Lines (effective July 26th 2014). 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, 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 along N. Courthouse Rd., N. Veitch St., 15th St. N., N. Barton St., and N. Rhodes St. 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.

Parking and Loading Access: Access to the parking and loading for the project is proposed off the new alley connection on the east end of the site. The location for parking and loading is consistent with recommendations in the In-Between Study.

DISCUSSION

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

- **Density:**
 - The applicant is requesting a density bonus of .45 F.A.R. (the maximum allowable) for LEED Gold and Energy Star Certification under Sec. 15.6.7.A.1. in accordance with the County’s Green Building Incentive Policy.
 - The applicant is also requesting below grade storage to be exempt from density. Staff policy is only to support excluding storage areas from density if they are to support building operations, and are not rentable space to tenants. The total square footage of the proposed storage units is 6,546 square feet.⁴
- **Parking/Loading:**
 - Number of spaces: The applicant proposes 237 parking spaces, a parking ratio of 1:780. The new “site plan standard” in the Courthouse sector is 1:630. This application is the first site plan to be reviewed based on the Reduced Parking Policy for Site Plan Office Buildings, adopted by the County Board last year. The project requests an overall reduction of 80 space to be mitigated based on the Reduced Parking Policy for Site Plan Office Buildings.
 - Parking access: There will be four levels of underground parking, however, only 20 spaces on the top level of parking (short term and handicapped parking) will be self-park. The remaining 217 parking spaces will be “managed spaces” using mechanical stackers. This is similar to some approved parking spaces in the Rosslyn Gateway site plan, but this may be the first site plan where the vast majority of the parking spaces are proposed to use mechanical stackers.
 - Loading: The Zoning Ordinance requires two (2) loading spaces. The applicant proposes one (1) loading space.

While not a modification of a use regulation in the traditional sense, as stated above the applicant is proposing to transfer approximately 103,000 square feet of Gross Floor Area from the Wakefield Manor site plan (SP #417). On October 15, 2011 the County Board certified the Wakefield Manor Apartments (located at 1201, 1215, 1223 and 1233 N. Courthouse Road and 2025 Fairfax Drive) as a sending site of up to 104,000 square feet of gross floor area of density, for the purposes of Historic Preservation

Adopted Plans and Policies: The General Land Use Plan (GLUP), the *Rosslyn to Courthouse Urban Design Study*, *Courthouse Sector Plan Addendum 1992*, and the *Retail Action Plan*.



⁴ Not included in the total GFA in this report.

Rosslyn to Courthouse Urban Design Study: The *Urban Design Study* was adopted by the County Board in 2003 to provide more specific guidance to areas that were generally considered to be “in between” the Rosslyn and Courthouse station areas, and provides more up-to-date urban design guidance as opposed to the more antiquated urban design concepts in the Courthouse Sector Plan. The *Study* includes general and site specific guidance. The proposed site plan is generally compliant with the site specific and general guidance for the Wendy’s and Wells Fargo sites except for the following significant deviations:

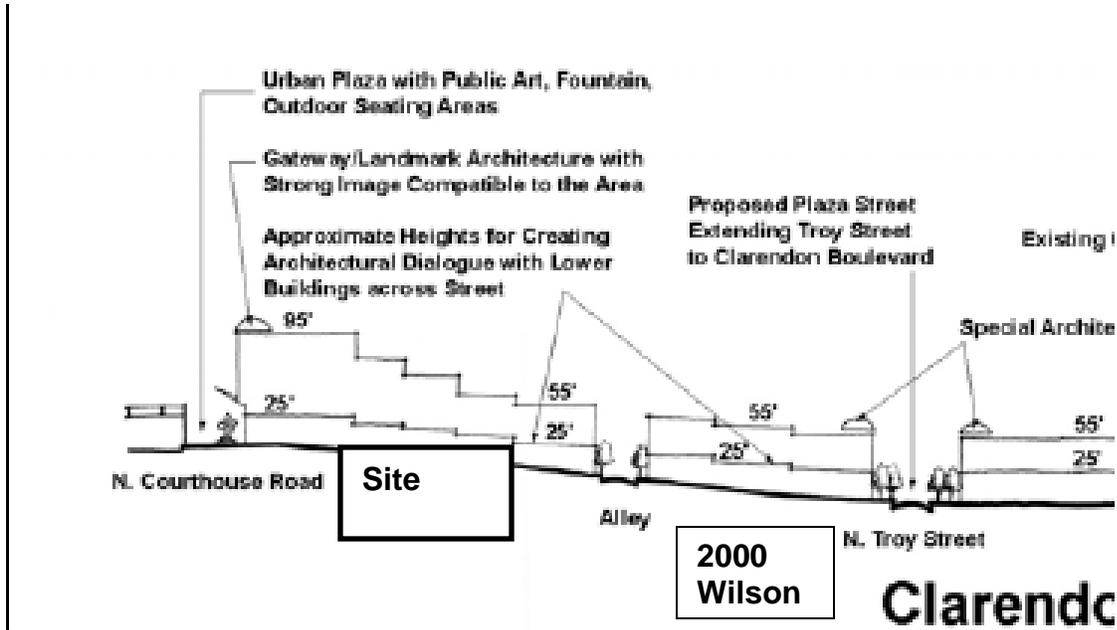
Deviations from Site-Specific Guidance (pp.26-27):

- “Buildings no higher than 10 stories generally, except vertical architectural elements at the western end.”
 - The proposed building is 12 stories. However, the *Study* also states that “Flexibility in heights could be approved to accommodate affordable housing, community facilities, special design considerations and or/new streets (p. 19).”
- “Horizontal treatment at the top of the second floor is encouraged to relate to historic buildings across Wilson Boulevard.”
 - While not in the “site specific guidance”, the *Study* additionally recommends a step back of at least 20 feet on the second level. Instead, the proposed building actually widens by 6.5 feet above the second story.

The *Study* also has additional height and taper guidance for this site on pages 13 and 14, and recommends a taper from “9 stories to 5 stories” (at the eastern property boundary) and 95 feet to 55 feet as seen in the below exhibit. Staff acknowledges that there is a discrepancy between the below exhibit (which recommends a maximum of 9 stories) and the site-specific guidance excerpted above, which recommends a maximum height of 10 stories for this site.

It should also be noted that that the height of the adjacent building (the former Taco Bell and Dr. Dremo’s site that is now an apartment building known as 2000 Wilson Boulevard) as approved exceeds the recommendations of the diagram and is actually 81 feet tall and seven (7) stories at its Western end, where it adjoins the Wendy’s/Wells Fargo site.

Other general design guidance in the *Urban Design Study* calls “red brick” as the dominant material and that “design of new development should respect the existing historic Colonial Village nearby”, and that “elements of Colonial architecture...should be considered the base style for the area. New designs should be variation [sic] or deviation [sic] from this base. (pp. 19-20). The applicant has included terra-cotta elements in the design of the building in the spirit of this recommendation. These color/material/style recommendations are arguably not as appropriate for this site, as they were intended to ensure compatibility of “in between” sites with historic Colonial Village. Only a very small portion of this site is adjacent to Colonial Village (and the adjacent low-rise commercial development on the north side of Wilson Boulevard is also planned for “Medium Office-Apartment-Hotel” development), and this site is more logically a part of the heart of the Courthouse station area, all adopted plans intend this site to be a gateway to the Courthouse Sector, and depending on the design adopted by the County Board may eventually front on a new Courthouse Square.



Courthouse Sector Plan Addendum 1992: The Sector Plan Addendum considers the site as one of the “Key Redevelopment Sites” of the Courthouse Sector (pg. 32). The design recommendations of the *Addendum* have been superseded by the recommendations of the *Urban Design Study*.

Retail Action Plan: At this location, Wilson Boulevard is designated for “Entertainment and Main Street Retailing in enhanced pedestrian environments with upgraded streetscapes.” The Retail Action Plan does not consider a bank to be “Entertainment and Main Street”.

GLUP and Zoning: The existing GLUP for the proposed hotel site is “General Commercial”, which conforms to the existing “C-3” and “C-2” zoning. The applicant proposes a GLUP amendment to “Medium Office-Apartment-Hotel” (defined as “Up to 2.5 FAR Office, up to 115 units/acre apartments, and up to 180 units/acre hotel”) and a rezoning to the associated “C-O-2.5” Zoning district.

Reduced Parking Policy for Site Plan Office Buildings: The Reduced Parking Policy for Site Plan Office Buildings fulfills a need articulated by the County Board, establishing a transparent and consistent process for evaluating and mitigating the impacts of reductions in parking for site plan office projects.

The policy has two principal elements:

- The starting point for compensation to mitigate the impacts of reduced parking, and
- The compensation amount.

The policy uses three parking ratios as starting points for mitigation based on location. For the Courthouse station area mitigation begins at a parking ratio of 1:630.

The mitigation compensation is calculated using the amount of parking reduction below the defined starting points. The Policy proposes that, in order to ameliorate the effect of reduced parking, the amount of contribution be based on the difficulty of getting commuters to switch modes. The amount of difficulty and the associated mitigation amount per reduced parking space was divided into three tiers: \$7,250 for the 1st tier, \$12,500 for the 2nd tier, and \$40,000 for the 3rd tier (in 2013 dollars adjusted annually for inflation by the US Department of Labor CPI Inflation Calculator).

Tiers for Assessing Mitigation Contribution			
Ratio Starting Point	Tier 1	Tier 2	Tier 3
1:630	1:630 - 1:780	1:781 - 1:1,000	less than 1:1,001
1:975	1:975 – 1:1,100	1:1,101 – 1:1,800	less than 1:1,801
1:1,000	1:1,000 - 1:1,200	1:1,201 - 1:1,900	less than 1:1,901

The contribution towards mitigating the impacts of reduced parking should be allocated to a negotiated mixture of mitigations which could include:

- Construction of transportation infrastructure by the applicant;
- Contributions towards County infrastructure improvements;
- The operation of transit or TDM programs and services.

It is understood that the transit and TDM services would be paid for over 30 years, which is the life of an office building prior to major capital investments, which is when the services would be needed. On the other hand, it is likely that transportation infrastructure would need to be built at the same time as the new building so that the building users can take advantage of the infrastructure (whether that is in the form of bus stops, bike and pedestrian infrastructure or other type) from the time the building is occupied. The timing of the payment of contributions for infrastructure improvements would be part of the negotiation between developers and staff at the time of site plan approval.

Preliminary Issues: Issues or topics for discussion that have been preliminarily identified by staff include:

Land Use and Zoning:

- *Urban Design Study* recommends “generally” 10 stories and a taper to the east down to 55 feet. Is this site appropriate for the “flexibility” in the height recommendations in exchange for certain community benefits? Is the preservation of the Wakefield Manor Apartments an appropriate community benefit?
- The *Urban Design Study* recommends a 20-foot stepback or “architectural treatment” above the second floor on Wilson and Clarendon Boulevards. If the purpose of this requirement was for new structures to relate to the lower scale garden apartments and townhouses that are characteristic of the “in-between area”, is it applicable at this site? Is the six-foot bump out above the second story that the applicant actually provides appropriate for this site?

Site Design and Characteristics:

- A bank use is not appropriate at the plaza—what can be done to relocate or move the bank? Can the bank share the frontage with another tenant?

Building Architecture:

- Does the proposed building and its features provide the “signature gateway architecture with special treatment on roof, building shape or materials”?
- What more can be done to activate the street?
- Recommend more retail entrances.

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