

ARLINGTON COUNTY PLANNING COMMISSION

SITE PLAN REVIEW COMMITTEE MEETING AGENDA

DATE: Monday April 26, 2010
TIME: 7:00 p.m.
PLACE: Arlington County Office Building - Courthouse Plaza
Conference Rooms Cherry & Dogwood
2100 Clarendon Boulevard
Arlington, VA 22201

STAFF COORDINATOR: Freida Wray, 703-228-3525

Item 1. 1900 Wilson Boulevard **7:00 p.m.**
(RPC#s 17-011-006, -007, -008, -017, and -018)
Scheduled to be heard no earlier than the May 2010 Planning Commission
and County Board meetings.
Samia Byrd (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

1900 Wilson Boulevard

(RPC#s 17-011-006, -007, -008, -017, -018, -019)

AGENDA: First Meeting—February 1, 2010

1. Informational Presentation

1.1. Overview of Site Plan - by Applicant

- Contextual overview of the site

1.2. Review of Site Plan Proposal - by Staff

- Review of relevant planning documents for Site Plan
- Major policy issues raised by the site plan

2. Land Use / Zoning

2.1. Consistency with relevant sector plans or other plans.

2.2. Consistency with the General Land Use Plan.

2.3. Density, height, bonus density and/or height, site coverage, setbacks

2.4. Modification of use regulations, type of use, mix, and complement of uses including any retail.

3. Site Design and Characteristics

3.1. Compliance with goals of Planning Documents

3.2. Relationship and orientation of site plan building to public space and other buildings

3.3. View vistas through site

3.4. Visibility of site or building from significant neighboring perspectives

4. Building architecture

4.1. Building form, massing, height and tapering

4.2. Facade treatments, materials, fenestration

4.3. Activism of street edge

4.4. Roof top treatment, exterior lighting

4.5. LEED Score, sustainable building design elements, dark skies.

AGENDA: Second Meeting – February 22, 2010

5. Staff Summary of Issues & Response to Questions

6. Applicant Response to Outstanding Issues:

6.1. Land Use & Zoning

6.2. Site Design and Characteristics

6.3. Building Architecture – Revisions/Changes

7. Transportation, Streetscape and Parking

7.1. Review of street systems including existing and proposed cross sections

7.2. General routes for vehicular and pedestrian traffic flow to and through the site

7.3. Pedestrian network:

- Sidewalks, street trees, crosswalks, connections, bike/walking paths

7.4. Relationship of transit stops and routes

7.5. Parking and loading dock access: locations, number curb cuts,

7.6. Driveway widths and treatments, potential conflict with street trees

7.7. Parking

- Numbers, ratio, visitor (and potential public) parking, delivery drop offs, parking management plan, TDM plan, amount and location of bicycle parking

8. Open space

8.1. Landscape Plan, Detailed Plaza designs and/or types and elements of public and private open space

8.2. Compliance with Planning Documents including Open Space Master Plan, Sector Plans and Phased Development Site Plan (if applicable), Chesapeake Bay and stormwater management plans

8.3. Orientation and use of open spaces (external vs. internal)

8.4. Relationship to scenic vistas, natural features and/or adjacent public spaces

8.5. Tree preservation and/or replacement

AGENDA: Third Meeting – April 7, 2010

9. Applicant Presentation – Update and Revisions

10. Transportation, Streetscape and Parking

10.1. Review of street systems including existing and proposed cross sections

10.2. General routes for vehicular and pedestrian traffic flow to and through the site

10.3. Pedestrian network:

- Sidewalks, street trees, crosswalks, connections, bike/walking paths

10.4. Relationship of transit stops and routes

10.5. Parking and loading dock access: locations, number curb cuts,

10.6. Driveway widths and treatments, potential conflict with street trees

10.7. Parking

- Numbers, ratio, visitor (and potential public) parking, delivery drop offs, parking management plan, TDM plan, amount and location of bicycle parking

11. Public Art / Cultural Amenity

AGENDA: Fourth Meeting – April 15, 2010

12. Open space

12.1. Landscape Plan, Detailed Plaza designs and/or types and elements of public and private open space

12.2. Compliance with Planning Documents including Open Space Master Plan, Sector Plans and Phased Development Site Plan (if applicable), Chesapeake Bay and stormwater management plans

12.3. Orientation and use of open spaces (external vs. internal)

12.4. Relationship to scenic vistas, natural features and/or adjacent public spaces

12.5. Tree preservation and/or replacement

13. Affordable Housing

- Compliance with current policy and standards.

14. Signs, including rooftop, parking garage, storefront, wayfinding, etc.

15. Construction issues

- Phasing, parking, vehicle staging area, truck routes, impacts on on-street parking and pedestrian travel ways.

SPRC: Review and Discuss Outstanding Issues

AGENDA: Fifth Meeting – April 26, 2010

In response to comments at the SPRC meeting of April 15, 2010, the applicant has proposed some changes. The purpose of this meeting is to have a brief update and discussion of those changes.

16. Update on Changes to Proposal – Applicant

- 16.1. Switching flexible residential loft units from Wilson to Clarendon and providing retail frontage on Wilson.
- 16.2. Reconfiguration of Entrance or Interior Access
- 16.3. Any Other Resulting Changes

17. Discussion on the Proposed Changes

Site Location:

The proposed site plan is located on in the at the eastern most edge of the Courthouse Metro Station area on a site generally bound by Wilson Blvd., the NSTA office building, identified as SP #382, Clarendon Blvd., and the future N. Troy St. (extension).

Applicant Information:

Applicant

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BACKGROUND: A site plan has been submitted for redevelopment of the site commonly referred to as the Hollywood Video site located in the area “in between” the Courthouse and Rosslyn station areas. The applicant proposes a site plan including demolition of the existing one-story and three-story, brick commercial/office buildings and redevelopment of the site with a five (5)-story apartment building comprised of up between 184 and 192 dwelling units and approximately 19,237 and 26,912 square feet of ground floor commercial/retail. The proposal includes approximately seven (7) units on the ground floor eastern elevation of Clarendon Boulevard, designed as flexible space to be built out as either commercial or residential loft units. General Land Use Plan (GLUP) Amendment and rezoning are requested in order to achieve the development proposal.

The following provides additional information about the site and location:

Site: Located in the Courthouse Metro Station, in the “in between” area, the site is approximately 78,541 square feet (1.80 acres) and is located within the block generally bound by Wilson Boulevard to the north, N. Rhodes Street to the east, Clarendon Boulevard to the south and N. Courthouse Road to the west. The site is currently developed with a one-story brick building housing Hollywood Video, and a three-story brick office building. Adjacent and surrounding land uses include:

- To the north: Across Wilson Boulevard, the two-story Colonial Village Condominiums, colonial style brick buildings listed on the National Register of Historic Places and the Arlington Local Historic District; Zoned “RA6-15” and designated “Low-Medium” Residential on the General Land Use Plan (GLUP).
- To the west: Immediately west of the site is SP #389, 2001 Clarendon Boulevard (Elm Street Development) approved in 2007 for redevelopment with a six (6)-story residential building and ground floor retail. It is zoned C-O-2.5 and designated as “Medium Office-Apartment-Hotel” on the GLUP.
- To the east: Immediately east of the site is SP #382, the National Science Teachers Association (NSTA) office building at four (4) stories, and a surface parking lot, a two (2) story commercial building (Il Radicchio), and a one-story commercial building (Rhodeside Grill). The site is zoned C-O-2.5 and designated as “Medium Office-Apartment-Hotel” on the GLUP.
- To the south: Across Clarendon Boulevard south of the site is the 15 story Odyssey Condominiums and the three-story Bromptons at Courthouse townhouse development zoned “RA8-18” and designated “Medium” Residential on the GLUP.

- Zoning: “C-2” Service Commercial – Community Business Districts (RPC# 17-011-017, -018), “RA8-18” Apartment Dwelling Districts (RPC# 17-011-008, 007, and -006), and “C-O-2.5” Commercial office Building, Hotel and Apartment Districts (RPC# 17-011-019). A rezoning has been requested for parcels currently zoned “C-2” and a portion of parcels north of Clarendon Boulevard zoned “RA-8-18” to “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts.
- General Land Use Plan Designation: “Service Commercial” Personal and Business Services – generally one to four stories, maximum 1.5 FAR with special provisions within the Columbia Pike Special Revitalization District (RPC# 17-011-017, -018); “Medium Residential” 32 – 72 units per acres (RPC# 17-011-008, 007, and -006), and

“Medium Office-Apartment-Hotel” (RPC# 17-011-019). The applicant requests a GLUP Amendment for the area of the subject site designated as “Service Commercial” to “Medium Office-Apartment-Hotel”.

- **Neighborhood:** Radnor-Ft. Myer Heights Civic Association. The Colonial Village residential development is located across Wilson Boulevard from the site.

Proposed Development: The following table sets forth the preliminary statistical summary for the proposed development¹.

	Wilson – Residential	Wilson – Commercial
SITE AREA	78,541 sq ft (1.80 acres)	78,541 sq ft (1.80 acres)
Site Area Allocations		
Residential	70,846 sq ft (1.63 acres)	67,776 sq ft (1.56 acres)
Retail	7,695sq ft (.18 acres)	10,765 sq ft (.25 acres)
Density		
Residential ²	192 Units	184 Units
Residential Density	118 DU/Ac	118 DU/Ac
Residential GFA	183,851 sq ft	171,491 sq ft
“C-O-2.5” Max. Permitted Units (Residential)	187 units	179 units
“C-O-2.5” Max. Permitted Density (Residential)	115 DU/Ac	115 DU/Ac
Max. Permitted Bonus Residential GFA (.20 FAR)	14,169 sq ft	14,169 sq ft
Max. Permitted Bonus Residential Units	14 Units	14 Units
Max. Permitted Bonus Residential	201 Units	192 Units
Max. Permitted Bonus Residential Density	124 DU/Ac	124 DU/Ac
Retail	19,237 sq ft	26,912 sq ft
Retail Density	2.5 FAR	2.5 FAR
“C-O-2.5” Max. Permitted GFA (Office-Commercial)	19,237 sq ft	26,912 sq ft
“C-O-2.5” Max. Permitted FAR (Office-Commercial)	2.5 FAR	2.5 FAR
Max. Permitted Bonus GFA (.15 FAR)	1,154 sq ft	1,615 sq ft
Max. Permitted Bonus Commercial	20,391 sq ft	28,527 sq ft
Max. Permitted Bonus FAR	2.65 FAR	2.65 FAR
Building Height		
Average Site Elevation	190.32 feet	190.32 feet
Main Roof Elevation	254.25 feet	254.25 feet
Main Roof Height	62.92 feet	62.92 feet
Penthouse Roof Elevation	261.00 feet	261.00 feet
Penthouse Height	70.64 feet	70.64 feet
Number of Stories	5 Stories	5 Stories
“C-O-2.5” Max. Permitted Residential Bldg. Height (Site Plan)	16 Stories	16 Stories
Rosslyn to Courthouse Urban Design Study Max. Bldg. Height	5 Stories	5 Stories

¹ Data does not reflect the most recent change providing retail along the entire frontage of Wilson and the retail and loft units on Clarendon.

² Up to .20 FAR in LEED bonus permitted for residential with Silver Certification based on the LEED Policy accepted by the County Board in April 2009, and up to .15 FAR in LEED bonus permitted for office with Silver Certification. To determine the amount of bonus density that would be permitted for this project, .20 FAR was applied to the site area allocated for residential and .15 FAR was applied to the site area allocated for retail. To then determine the number of additional units that the bonus GFA for residential would yield, an average unit size of 1,000 sq ft was assumed. This resulting number of additional units was then added to the base number of units permitted and the total converted to units per acre.

	Wilson – Residential	Wilson – Commercial
Parking		
Residential		
Number of Spaces	195	187
Standard Spaces	163	156
Compact Spaces	22	21
Handicap Spaces	10	10
Parking Ratio	1 Sp/Unit	1 Sp/Unit
Required Residential Space (typ. Site plan)	192 spaces	184 spaces
Required Residential Ratio (typ. Site Plan)	1 Sp/Unit	1 Sp/Unit
Retail		
Number of Spaces	57	79
Standard Spaces	54	75
Compact Spaces	0	0
Handicap Spaces	3	4
Required Office-Commercial Parking Spaces (typ. Site Plan)	39	60
Required Office-Commercial Parking Ratio (typ. Site Plan)	1 Sp/580 sq ft	1 Sp/580 sq ft
LEED		
LEED for Homes -Midrise	54.5 Points (Certified – Silver)	54.5 Points (Certified – Silver)

Density and Uses: The proposed redevelopment of the site includes up to approximately 192 dwelling units and approximately 34,802 square feet of commercial/retail. This includes the potential for up to an additional 15 units in bonus density for LEED Silver certification. The maximum number of residential units and commercial/retail space would be determined based on the option of providing for units on the ground floor to be either residential lofts of commercial/retail. It is proposed that parcels of the site that are currently zoned as “C-2” and a portion of the parcels currently zoned as “RA8-18” would be rezoned to “C-O-2.5” and the General Land Use Plan, (GLUP) where designated as “Service Commercial”, amended to Medium “Office-Apartment-Hotel”. The proposed amendment to the General Land Use Plan is consistent with County plans and goals for development of the “in between” area, and has been further established by the County Board approval of development proposals immediately adjacent to the subject site. The proposed rezoning classification of the site at “C-O-2.5” is consistent with the proposed Medium “Office-Apartment-Hotel” General Land Use Plan designation.

Site and Design: The design of the subject site includes the extension of N. Troy Street running north-south through the block, which would create a western boundary for the site plan project. The five-story residential building is sited such that there would be building frontage on Clarendon Boulevard, N. Troy Street, and Wilson Boulevard. The building steps down from Clarendon and N. Troy, the highest point of the site at the western end, to the NSTA building at the eastern end. A building setback is proposed on Clarendon to align with the NSTA building.

The Wilson Boulevard frontage would be comprised of nearly 13,000 square feet of ground floor retail along the entire frontage. The Clarendon Boulevard frontage at the ground level would comprise a little less than 5,000 square feet of retail at the corner of N. Troy Street and Clarendon Boulevard with the remainder of the frontage moving from west to east activated with

either ground floor commercial or loft-style residential units. The primary building entrance is proposed at the corner of N. Troy Street and Clarendon Boulevard, providing access to the lobby and building amenities. The two-story entrance is carved out at the base to provide for a landscaped courtyard and the opportunity for outdoor café seating. Two secondary entrances are proposed; one on Wilson Boulevard and another mid-block on N. Troy Street. Retail along Wilson proposes multiple entrances as do the units along Clarendon Boulevard regardless of use. Interior access is also provided from the garage directly into the ground floor retail.

The building is a podium building of concrete with wood construction four (4) floors above. The facades would be comprised primarily of red brick and masonry with fiber cement boards and cement siding. Railings with perforated screens are proposed for balconies along residential units and facades provide for metal vents, painted to match the color of the brick facades. The design of the ground floor retail/commercial includes floor to ceiling glass windows and doors with canopies, awnings and signs. The overall architecture is proposed as traditional on the Wilson Boulevard elevation to relate to Colonial Village and more modern on the Clarendon Boulevard elevation to relate to the Odyssey Condominiums. The façade on Wilson Boulevard is broken up with the introduction of two (2) landscape courtyards running north south opening onto Wilson Boulevard.

Loading is proposed along the future N. Troy Street extension to minimize curb cuts on Wilson and Clarendon Boulevards. Garage access is proposed to be shared with that of the NSTA property, east of the site. Two (2) levels of below grade parking would accommodate approximately 235 parking spaces. The applicant proposes to maintain standard streetscape improvements along all street frontages.

LEED: The applicant proposes that the development would be certified at “silver” under the U.S. Green Building Council’s LEED for Homes Mid-Rise. In addition, bonus density is requested with this certification. Under the current LEED policy, up to .20 FAR would be permitted for bonus density for a residential project and up to .15 permitted for commercial.

The subject site plan would be the first project reviewed and certified under the LEED for Homes Mid-Rise category. This category specifically covers residential projects between four (4) and six (6) stories. It makes minor changes to LEED for Homes so as to enable mid-rise buildings to pursue LEED for Homes certification. In general, differences between LEED for Homes Certification and LEED for Homes Midrise include: 1) Credits that reference codes or standards not applicable to mid-rise buildings; 2) Credits that have reduced or limited value in mid-rise buildings; and 3) Credits that were constructed with performance assumptions based on single-family or low-rise designs that are not applicable to mid-rise buildings. The Mid-rise category is essentially designed as an addendum to LEED for Homes, so most of the prerequisites and credits from LEED for Homes still apply; the total number of prerequisites, the total number of points within each credit category, and the total number of points overall have not changed.

Transportation: Following is a summary of the street and streetscape, both existing and proposed for the project:

Wilson Boulevard

Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
<u>43-feet</u> – two westbound travel lanes, a westbound bike lane, with on-street parking on both sides of the street.	<u>North side</u> – varies. <u>South side</u> – varies.	<u>North side</u> – 5-foot wide sidewalk. <u>South side</u> – 5-foot wide sidewalk.
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
<u>43-feet</u> - one 11-foot travel lanes, one 10-foot travel lane, 8-foot parking lanes on the each side of the street and a 6-foot wide westbound bike lane.	<u>North side</u> – varies. <u>South side</u> – minimum 10-foot wide sidewalk.	<u>North side</u> – 5-foot wide sidewalk. <u>South side</u> –minimum 16-foot wide sidewalk with 5'x12' tree pits with street trees.
Clarendon Boulevard		
Existing Street	Existing Clear Sidewalk	Existing Total Sidewalk
<u>36-feet</u> one 12-foot travel lanes (including curb and gutter), one 11-foot travel lane, a 6-foot parking lane on the south side of the street and a 7-foot wide westbound bike lane.	<u>North side</u> – varies. <u>South side</u> – <i>West of 16th Street</i> - 4-foot wide sidewalk. <i>West of 16th Street</i> - minimum 10-foot wide sidewalk.	<u>North side</u> – 3.5-foot wide sidewalk. <u>South side</u> – <i>West of 16th Street</i> - 6-foot wide sidewalk with 2-foot wide planning strip. <i>West of 16th Street</i> - minimum 16-foot wide sidewalk with 5'x12' tree pits with street trees.
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
<u>43-feet</u> - one 11-foot travel lanes, one 10-foot travel lane, 8-foot parking lanes on the each side of the street and a 6-foot wide westbound bike lane.	<u>North side</u> –11-foot wide sidewalk. <u>South side</u> – <i>West of 16th Street</i> - 4-foot wide sidewalk. <i>West of 16th Street</i> - minimum 10-foot wide sidewalk.	<u>North side</u> – minimum 16-foot 8-inch wide sidewalk with 5'x12' tree pits with street trees. <u>South side</u> – <i>West of 16th Street</i> - 6-foot wide sidewalk with 2-foot wide planning strip. <i>West of 16th Street</i> - minimum 16-foot wide sidewalk with 5'x12' tree pits with street trees.
North Troy Street		
Proposed Street	Proposed Clear Sidewalk	Proposed Total Sidewalk
<u>Varies - 23-feet</u> - two 10-foot wide travel lanes, with curb and gutter	<u>West side</u> – minimum 8-foot wide sidewalk. <u>East side</u> – minimum 7-foot wide sidewalk.	<u>West side</u> – minimum 14-foot wide sidewalk with 5'x12' tree pits with street trees. <u>East side</u> – minimum 13-foot to 14-foot wide sidewalk with 5'x12' tree pits with street trees.

DISCUSSION

Adopted Plans and Policies: In addition to Section 24 of the Zoning Ordinance regulating development by site plan in the “C-O-2.5” zoning district and the General Land Use Plan for “Medium Office-Apartment-Hotel”, *The Rosslyn to Courthouse Urban Design Study*, adopted by the County Board on March 15, 2003 provides guidance for the redevelopment of the subject site. The “*In Between Study*” provides overall guidance in developing the area of the subject site and includes a conceptual plan, urban design guidelines including “Guiding Principles” for the overall study area, site-specific design guidelines for the Troy/Hollywood Video site. The guidelines are designed to provide flexibility which can be interpreted in more detail through the

site plan process and allow development to meet market demands in a manner consistent with the development goals of the County.

The study identifies the subject site as Parcel 4 suggesting preferred uses as mixed use development comprised of retail/restaurant on the ground floor and office/residential above. The urban design recommendations are as follows:

- Potential extension of North Troy Street through the site to create a new pedestrian oriented plaza street.
- Buildings no higher than five stories generally.
- Shared parking entrances with adjacent site to the east on both Wilson and Clarendon Boulevard.
- Underground parking to support ground floor retail uses.
- Continued 16' wide min. sidewalk and enhanced pedestrian experience along Wilson and Clarendon Boulevards, and consistent with the R-B Corridor Streetscape Standards.
- Bricks or materials with similar visual effect as prevailing materials for buildings and streetscape.
- Continued ground floor retail/restaurant uses preferred, with pedestrian friendly building treatments, such as outdoor café/seating areas, glass doors and windows, awnings and banners.
- Maximize number of metered street parking spaces along Wilson and Clarendon Boulevards.
- ADA and Green Building practice encouraged.

The adopted Concept Plan for the area along with guiding principles and area-wide design guidelines provide the following information relevant to the proposal:

- Continued building form from property line to property line without setback to form continued street walls and multiple small urban spaces/plazas.
- Potential location of activity-based, pedestrian-oriented urban plaza, along the proposed new street extending N. Troy Street.
- Focal point/Activity node on the N. Troy Street extension.
- Building Stepback/significant horizontal treatment on the 2nd floor to create Architectural Dialogue with buildings across the street. (shown on Wilson Boulevard)
- Special architectural treatment (shown on N. Troy Street at both Wilson and Clarendon Boulevards).
- Approximate height of 25 feet (shown on Clarendon) for creating Architectural Dialogue with lower buildings across the street.

Modification of Use Regulations: The applicant requests a modification of use regulation to exclude from density calculations: gross floor area allocated to storage in the garage and mechanical shafts and closets for HVAC venting. In addition a modification of use regulation is requested for LEED bonus for residential on density.

Issues: To date there have been four (4) SPRC meeting convened to review the proposed subject site plan (February 1, February 22, April 7 and April 15). After the last meeting of April 15, 2010, the following items remained were either raised and/or remained as issues, concerns or questions:

- Strong preference for commercial at the ground floor along the entire frontage of Wilson Boulevard.
- The step-back provided for in the In-Between Study on Wilson Boulevard is not proposed.
- Concerns regarding the design of the building entrance at the corner of Clarendon and N. Troy – features to make it more inviting and accessibility relevant to universal design.
- Acknowledging that the Affordable Housing Ordinance provides the applicant a choice between a contribution and units for affordable housing, there was a strong sentiment that there should be consideration given to providing affordable units on-site.
- Clarification that design of the retail corridor could include windows looking into the retail space.
- Questions remain regarding the provision of pedestrian access to the triangle parcel south of Clarendon.
- Questions raised regarding improvements proposed for the triangle parcel south of Clarendon Boulevard and timing of implementation – where the proposed design were to be reviewed and approved with the site plan proposal or whether the design would be open ended pending the public art process.

SPRC Neighborhood Members for this Site Plan:

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W. Raymond Keng, President	The Odyssey Condos	2001 North 15 th Street	odysseymgr@comcast.net
	The Odyssey Condos	2001 North 15 th Street	odysseymgr@comcast.net

Interested Parties:

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Moirra Fathy	National Science Teachers Association	1840 Wilson Boulevard	

Planning Commissioner Chairing This Item:

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Staff Members:

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