

Site Plan Review Committee (SPRC)
Staff Report for
1401 Wilson Blvd
SPLA26-00001

There are multiple ways to provide feedback and input on the proposal, County Staff welcomes comments in any form. Please use any method listed below.

Mail-in Comments:

Arlington County Planning Division
c/o Kevin Lam
2100 Clarendon Blvd. Suite 700
Arlington, VA 22201

Contact Staff:

Contact the Arlington County Planning Staff reviewing this project either by phone or email

Kevin Lam
Department of Community Planning, Housing, and Development
703-228-6982
klam@arlingtonva.us

Contact the SPRC Chairs:

The SPRC Chairs are members of the Planning Commission and conduct all SPRC meetings

Eric Berkey
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Cicely Whitfield Johnson
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1401 Wilson Blvd (SPLA26-00001)
(RPC # 16-035-001, -002)

Public Review and Site Plan Review Committee (SPRC) Process:

Online Engagement Opportunity: March 19 – 29, 2026

- Topics:
 - Land Use & Density
 - Site Design & Layout
 - Building Height, Form & Architecture
 - Parking & Loading
 - Transportation
 - Open Space & Landscaping
 - Green Building & Sustainability

Site Plan Review Committee Meeting #1 (Hybrid) – April 27, 2026

- Introductions
- SPRC Discussion Topics:
 - Land Use & Density
 - Site Design & Layout
 - Building Height, Form & Architecture
- Public Comment

Site Plan Review Committee Meeting #2 (Hybrid) – May 21, 2026

- Introductions
- SPRC Discussion Topics:
 - Project Updates
 - Parking & Loading
 - Transportation
 - Open Space & Landscaping
 - Green Building & Sustainability
- Public Comment
- Wrap-up

SITE PLAN REVIEW COMMITTEE

DATE: May 21, 2026

PLACE: SPRC Meeting #2

SPRC STAFF COORDINATOR: Matthew Pfeiffer

- Item 1.** 1401 Wilson Blvd (SPLA26-00001)
(RPC #16-035-001, -002)
Planning Commission and County Board meetings to be determined.
Kevin Lam (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.

The complete full size drawings are available for review in the on the County's Webpage at <https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/1401-Wilson-Boulevard>

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

For more information on the Site Plan public review process, go to the Arlington County Planning Division's website 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 website <http://commissions.arlingtonva.us/planning-commission/sprc/>

Glossary of Terms:

Area Median Income (AMI): The income at which half of the families of a particular household size have incomes higher and half have incomes lower.

Arlington County Zoning Ordinance (ACZO): County adopted document that regulates the use and development standards of all land located within the County. There are various zoning districts within the zoning code and each district sets the standards for development. Examples of such requirements include maximum heights, required parking, required setbacks, density, etc.

Average Site Elevation (ASE): The calculated average elevation of the existing or officially approved grade of the site at the perimeter of the site.

By-right Development: May be approved administratively in the respective zoning district subject to all other applicable requirements of this zoning ordinance. Is not required to seek approval by the County Board.

Density: The ratio of a particular use given the area of land. Density measures the intensity of a given land use.

Floor Area Ratio (FAR): The gross floor area of all buildings on a lot divided by the lot area.

General Land Use Plan (GLUP): The General Land Use Plan (GLUP) is the primary policy guide for future development in the County. The GLUP establishes the overall character, extent and location of various land uses.

Gross Floor Area (GFA): Gross floor area (GFA) is the sum of the area of the horizontal surface of the several floors of a building measured from the exterior faces of exterior walls, to include all floor area not defined as gross parking area.

SUMMARY: The applicant, Monday Properties, proposes the construction of two 27-story residential towers, a partially below-grade parking structure, a planned grocery store, ground floor retail, and new public space contributing to the Rosslyn Sector Plan's 18th Street Corridor pedestrian way. The proposed density is approximately 10.0 FAR. This is a major site plan amendment to an approved site plan at the subject site, [1401 Wilson Blvd \(SP #429\)](#).

Additional project details include:

- The zoning designation is “C-O Rosslyn” Mixed Use Rosslyn District
- The GLUP designation is “High” Office-Apartment-Hotel and is subject to GLUP Note 15: Rosslyn Coordinated Redevelopment District
- 831 total units
- 10.0 FAR
- 17,004 sf large retail space (planned grocery store)
- 11,904 sf ground floor retail
- 602 total parking spaces
 - 530 residential parking spaces (0.63 space/unit)
 - 17 residential visitor parking spaces
 - 55 retail parking spaces
- 6 loading spaces

Proposed modifications for:

- Additional density
- Reduced residential parking ratio
- Percentage of compact parking
- Reduced residential loading spaces
- Density exclusions

Figure 1. Rendering View Looking Southeast.



BACKGROUND: The following provides additional information about the site and location.

Existing site: The 2.1 acre (91,614 sf) site is located at 1401 Wilson Boulevard and 1400 Key Boulevard in Rosslyn. The site is currently occupied by two vacant 12-story office buildings constructed in 1964.

Figure 2. Site Location



Neighborhood: The subject site is located within the North Rosslyn Civic Association. The site is bounded by Key Boulevard to the north, North Nash Street to the east, Wilson Boulevard to the south, and North Oak Street to the west

To the north: Key & Nash condos zoned "RA6-15" Multiple-family Dwelling District and Turnberry Tower condos zoned "C-O Rosslyn" Mixed Use Rosslyn District.

To the east: The Ames Center Site Plan (including the Arlington Temple UMC) zoned “C-O Rosslyn” Mixed Use Rosslyn District and the Hyatt Centric Arlington zoned “C-O” Mixed Use District.

To the south: 1400 Wilson Boulevard office building zoned “C-O” Mixed Use District.

To the west: 1800 Oak Apartments zoned “RA-H-3.2” Multiple-family Dwelling and Hotel District and 1501/1515 Wilson Boulevard office building zoned “C-O” Mixed Use District.

Figure 3. Aerial View of Subject Property



Site History & Context: In June 2014, the County Board approved a site plan (SP #429) to construct a 24-story office building, a 28-story residential building (274 units), ground floor retail, and a 44,409 sf grocery store. In addition, the original site plan features new public spaces, including the 18th Street Corridor and Oak and Key Plaza. The original site plan was extended several times by the County Board and remains unbuilt. In addition, a historic marker was erected on North Nash Street adjacent to the property to commemorate the site’s significance in the Watergate investigation, where Mark Felt, second in command at the FBI, met Washington Post reporter Bob Woodward in the existing parking garage to discuss the Watergate scandal.

Figure 4. Original Site Plan Layout.



Development Potential: The following is a breakdown of the by-right and site plan permitted development within the “C-O Rosslyn” Mixed Use Rosslyn District, based on the site area allocated for density purposes (91,614 sf):

By-right	Density Permitted	Maximum Density ¹
Single-family Dwellings	Min 6,000 sf lot area per unit	15 units
All Other Uses	0.60 FAR	54,968 sf
Special Exception	Density Permitted	Site Plan Base Density ²
Office, Retail, Service Commercial	3.8 FAR	348,133 sf
Multiple-family Dwellings	4.8 FAR	439,747 sf
Hotel	4.8 FAR	439,747 sf
Elder Care Uses	4.8 FAR	439,747 sf

Notes:

¹ Subject to additional ACZO height, street frontage, lot area, bulk, coverage, and placement requirements. Maximum by-right densities listed here may be greater than what may be physically feasible to achieve on a specific site.

² Additional density may be requested pursuant to ACZO Sections 7.15.4 and 15.5.9

Proposed Development: The following provides a statistical summary for the proposed development:

SPLA26-00001 – 1401 Wilson Blvd		
	Base Zoning/Requirement	Proposed
Site Area		
Total Site Area		91,614 sf (2.1 acres)
Density		

Residential Units		831 units
Wilson (South) Tower		506 units
Key (North) Tower		325 units
Total GFA		916,140 sf
Residential GFA		887,232 sf
Retail GFA		28,908 sf ¹
Density Exclusions		28,949 sf
Total Density	Up to 10.0 FAR	10.0 FAR
Base Density	4.8 FAR (Residential) 3.8 FAR (Commercial)	436,856 sf (4.8 FAR)
Additional Density		479,284 sf (5.2 FAR)
Building Height		
Main Roof Height (from ASE)		
Wilson (South) Tower	300 ft	300 ft
Key (North) Tower	300 ft	300 ft
Mechanical Penthouse Height		
Wilson (South) Tower	23ft	20 ft
Key (North) Tower	23ft	20 ft
Stories		
Wilson (South) Tower		27 stories
Key (North) Tower		27 stories
Parking		
Total Parking Spaces	886 spaces	602 spaces
Overall Residential Parking Spaces	831 spaces	547 spaces
<i>Overall Residential Parking Ratio</i>	N/A	<i>0.65 spaces/unit</i>
Residential Parking Spaces	831 spaces	530 spaces
<i>Residential Parking Ratio</i>	<i>1 space/unit</i>	<i>0.63 spaces/unit</i>
Visitor Parking Spaces	N/A	17 spaces
<i>Visitor Parking Ratio</i>	N/A	<i>0.04 spaces for the first 200 units²</i>
Retail Parking Spaces	55 spaces	55 spaces
<i>Retail Parking Ratio</i>	<i>1 space per 530 sf of retail GFA</i>	<i>1 space per 530 sf of retail GFA</i>
Compact Parking Spaces	N/A	202 spaces
<i>Percentage of Compact Parking</i>	<i>Up to 15%</i>	<i>34%</i>
Additional Tandem Parking Spaces ³	N/A	24 spaces
Loading Spaces	7 spaces 5 spaces (Residential) 2 spaces (Retail)	6 spaces 3 spaces (Residential) 3 spaces (Retail)

Notes:

¹ Proposed retail GFA includes a 17,004 sf large-format retail space intended for a grocery store tenant.

² Visitor parking calculated on a per-tower basis.

³ Tandem parking spaces are permitted and do not count towards required residential parking.

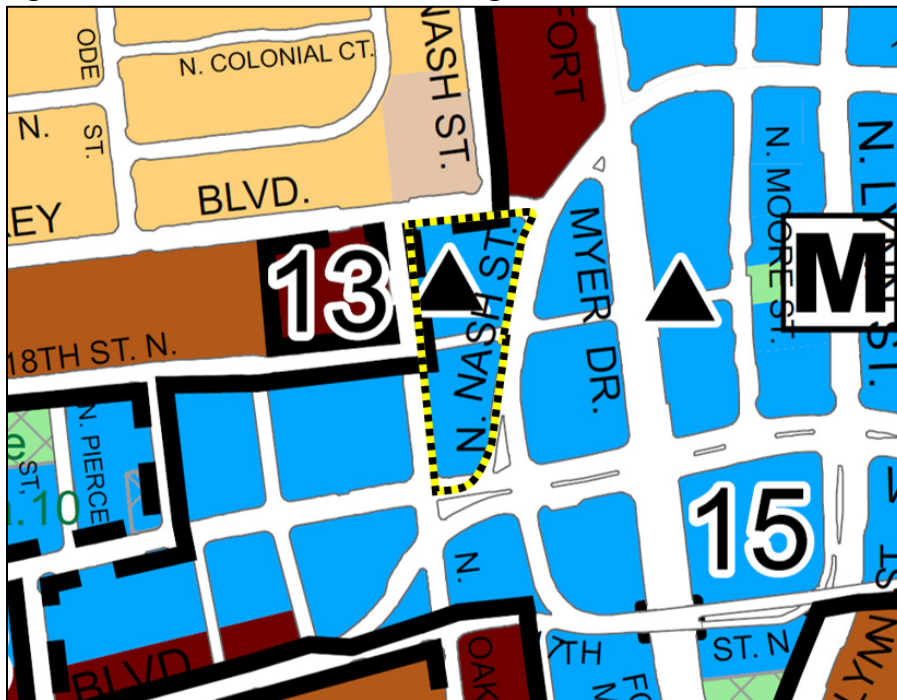
DISCUSSION:

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

- General Land Use Plan (GLUP)
- Arlington County Zoning Ordinance (ACZO)
- Rosslyn Sector Plan
- Master Transportation Plan



GLUP: The site is designated “High” Office-Apartment-Hotel. The site is located within the Rosslyn Coordinated Redevelopment District and includes a triangle denoting open space.

Figure 5. General Land Use Plan Designation












Legend

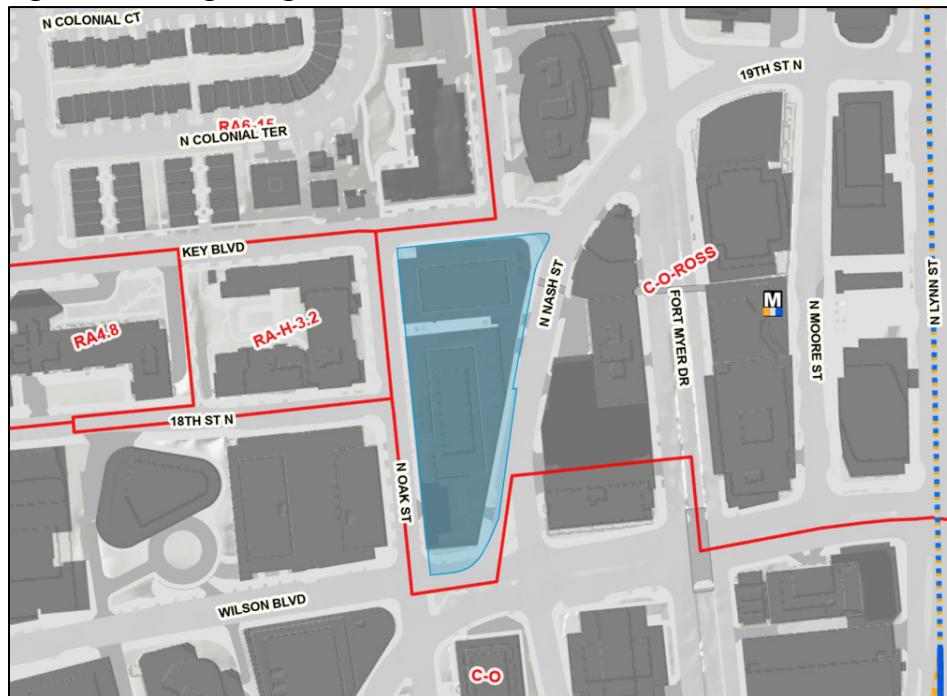
Symbols

-  Metro Station (Existing)
-  General Location for Public Space

Land Use

Land Use Designation*	Range of Density/Typical Use			Zoning**
Residential				
 Low	1-10 units per acre, including one-family dwellings, accessory dwellings, and expanded housing option uses			R-20, R-10, R-10T, R-8, R-6, R-5
 Low	11-15 units per acre			R2-7, R15-30T
 Low-Medium	16-36 units per acre			R15-30T, RA14-26, RA8-18
 Medium	Up to 37-72 units per acre			RA7-16, RA6-15, RA-H
 High-Medium	Up to 3.24 F.A.R. (Floor Area Ratio) Residential			RA-4.8
 High	Up to 4.8 F.A.R. Residential Up to 3.8 F.A.R. Hotel			RA-H-3.2, C-O Rosslyn
Office-Apartment-Hotel				
	Office Density	Apartment Density	Hotel Density	
 Low	Up to 1.5 F.A.R.	Up to 72 units/acre	Up to 110 units/acre	C-O-1.5, C-O-1.0
 Medium	Up to 2.5 F.A.R.	Up to 115 units/acre	Up to 180 units/acre	C-O-2.5
 High	Up to 3.8 F.A.R.	Up to 4.8 F.A.R.	Up to 3.8 F.A.R.	C-O, C-O Crystal City, C-O Rosslyn, RA-H-3.2

Zoning: The site is currently zoned “C-O Rosslyn” Mixed Use Rosslyn District. The “C-O Rosslyn” zoning district is consistent with the “High” Office-Apartment-Hotel GLUP designation.

Figure 6. Zoning Designation

Rosslyn Sector Plan: Adopted in 2015, the Rosslyn Sector Plan is the primary policy document guiding land use and development for the subject site. The Sector Plan sets forth six vision principles for future redevelopment:

1. Rosslyn will be a global destination with a dynamic skyline, unique vistas, and exceptional value
2. Rosslyn will be accessible via exceptional transportation connections and choices
3. Rosslyn will be a walkable neighborhood connecting people with community and choices
4. Rosslyn will be a good neighbor to adjacent communities, making sensitive transitions of building form and offering complementary housing and service options
5. Rosslyn will be an urban district that celebrates the experience of nature and recreation through its diverse network of public parks, open spaces, and tree-lined streets
6. Rosslyn will be a dynamic place inspired by its diverse mix of people and activity

These principles are further supported through goals and policies that guide the realization of the Rosslyn vision. Goals and policies are grouped in four areas: land use, transportation, building form and urban design, and public space. Additional, general and site-specific recommendations support the implementation of the goals and policies, such as street classifications, sidewalk widths, build-to lines, and building heights.

Figure 7. Rosslyn Sector Plan Illustrative Map.



Land Use & Density: The development includes 887,232 sf of residential GFA and 28,908 sf of retail GFA, for total proposed density of 916,140 sf of total GFA (10.0 FAR). While the proposed density exceeds the “C-O Rosslyn” zoning district’s maximum density, additional density is permitted provided the development is consistent with the Rosslyn Sector Plan, offers certain features, design elements, services, or amenities identified in the Rosslyn Sector Plan, and meets ACZO Section 15.5.5. The development consists of 831 units, which include studio, one-bedroom, two-bedroom and three-bedroom units.

Figure 8. Unit Mix.

Building	Studio	1-bed	2-bed	3-bed	Total
Wilson (South) Tower	66 units	313 units	107 units	14 units	506 units
Key (North) Tower	-	153 units	134 units	16 units	325 units
Total	66 units	466 units	241 units	30 units	831 units
Share	7.9%	56.1%	32.4%	3.6%	100%

The development also consists of 11,904 sf of ground floor retail located within the podium of the Wilson Tower, and a 17,004 sf large retail space located within the podium of the Key Tower. The applicant intends to lease the large retail space to a grocery store tenant. The applicant is requesting a total of 28,908 sf in density exclusions for areas such as below-grade

mechanical, service and storage space, and above-grade vertical shafts, that do not impact bulk, mass or appearance of the building.

Figure 9. Site Topography.



Site Design & Layout: The site consists of two 27-story residential towers separated by the 18th Street Corridor pedestrian way at a distance of approximately 64 ft at their closest point. The site features significant grade changes, as evident in an approximately 39-foot grade difference from the southwest corner (measured at 140 ft above sea level) down to the northeast corner (measured at 101 ft above sea level) of the site. The average site elevation is approximately 125 ft above sea level and the 18th Street Corridor plaza elevation is approximately 141 ft above sea level. A partially above-grade parking structure occupies the entire block and supports the residential and retail uses as well as loading activities. The Wilson Tower, located in the southwest corner of the site, features pedestrian access from North Oak Street and from the “Lower Garden” off Wilson Boulevard and includes ground floor retail on all four podium frontages. The Key Tower, located in the northern portion of the site, features pedestrian access from North Nash Street and Key Boulevard. The Key Tower podium includes the planned grocery store in the northwest corner of the site with pedestrian access from the 18th Street Corridor frontage.

Figure 10. Site Layout from Plaza Level.

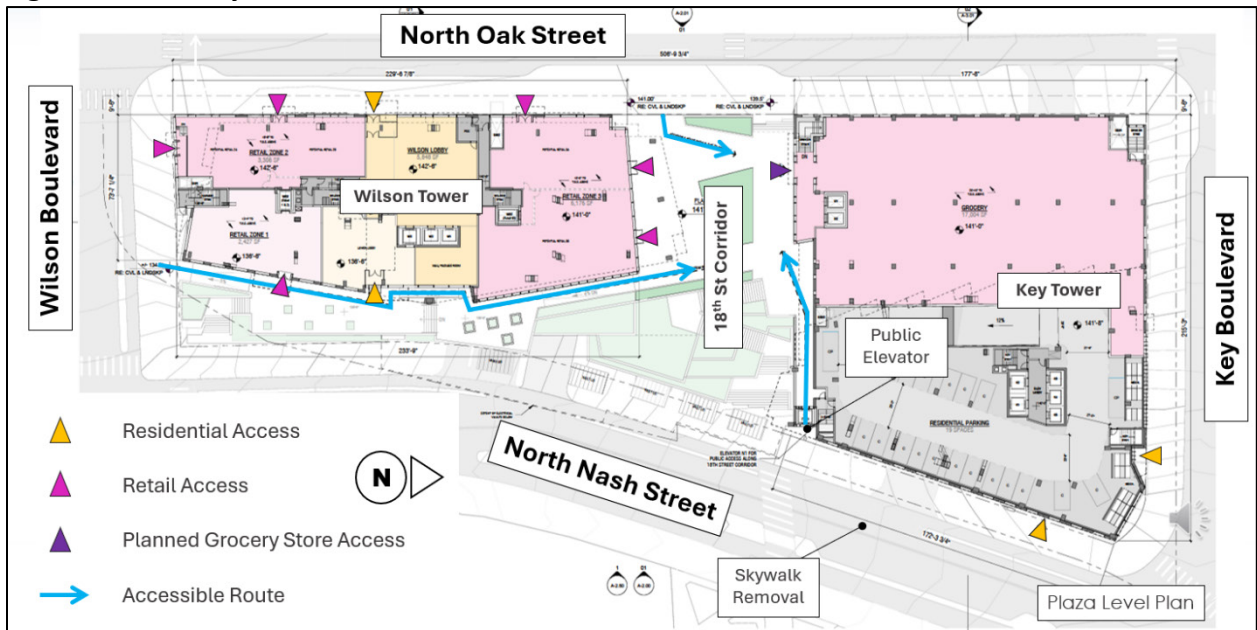


Figure 11. Rendering View Looking North.

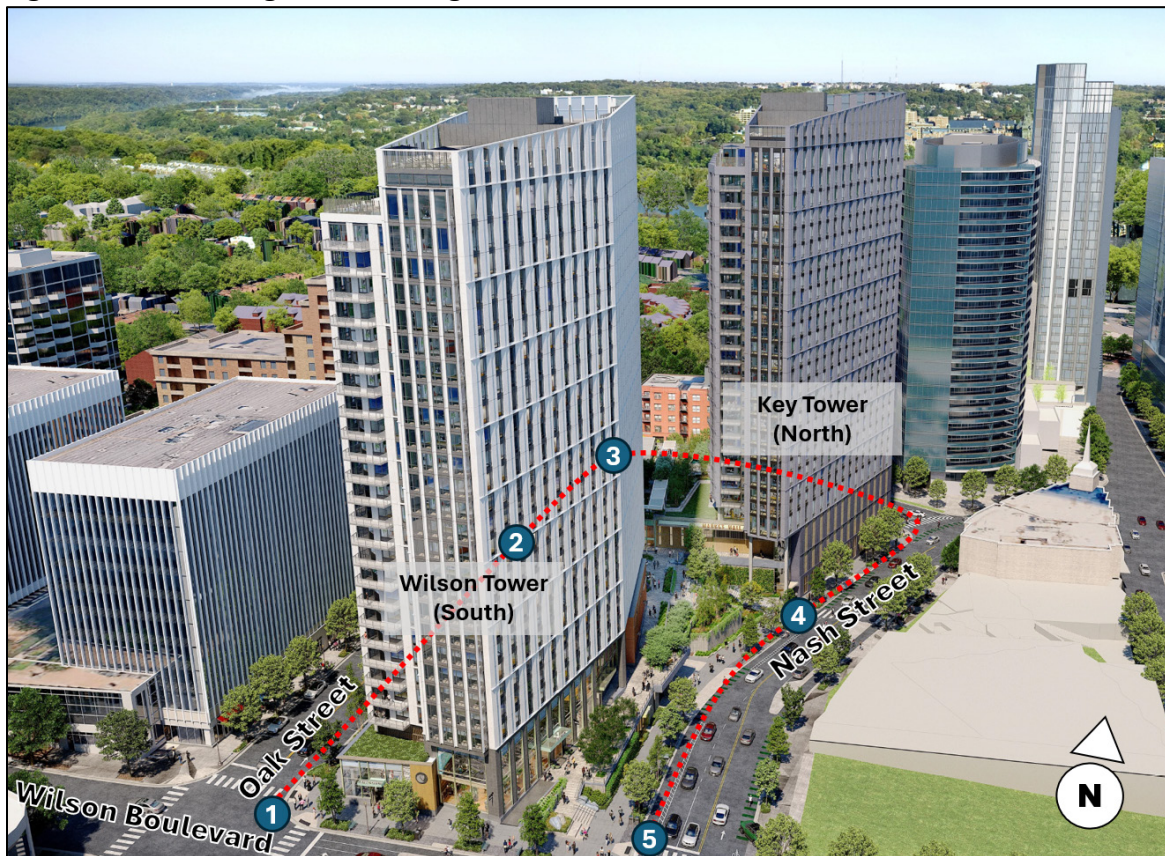


Figure 12. Rendering View #1.



Figure 13. Rendering View #2.



Figure 14. Rendering View #3.



Figure 15. Rendering View #4.

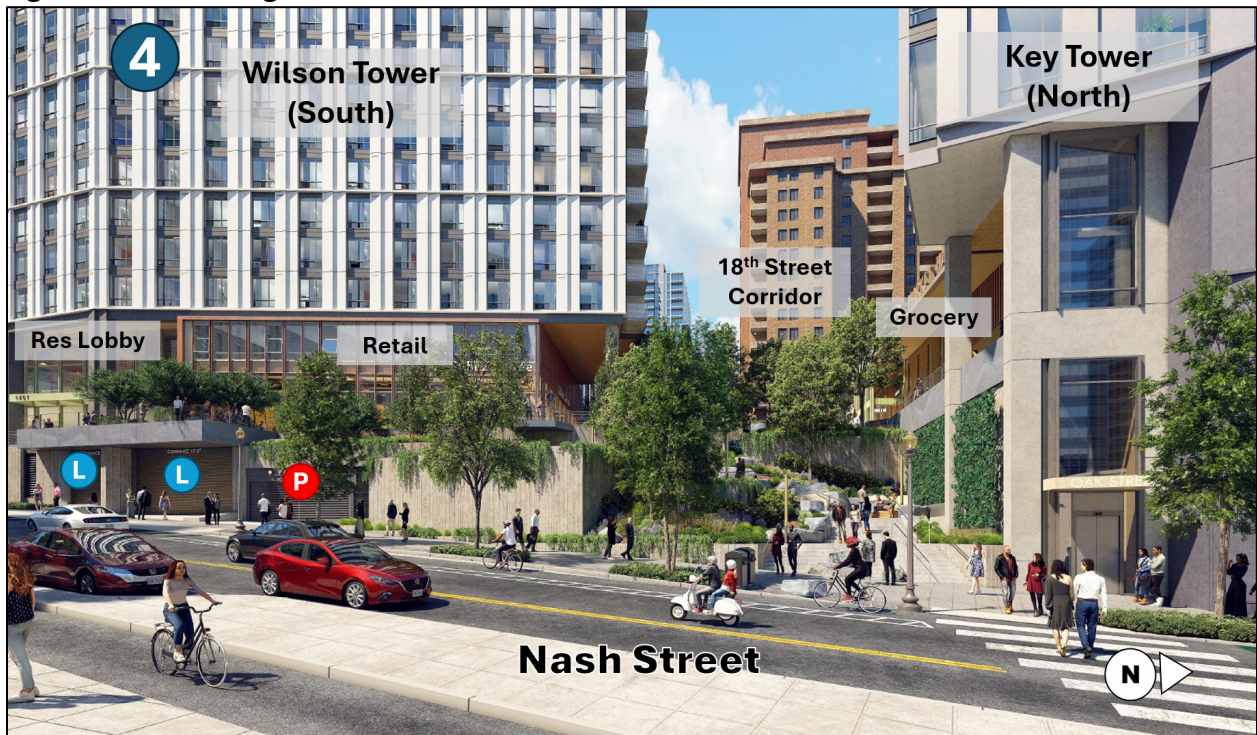


Figure 16. Rendering View #5.



Building Height, Form and Architecture: Both residential buildings are 27 stories with a main roof height of 300 ft as measured from the average site elevation, exclusive of the approximately 20 ft mechanical penthouse. The building podiums consist of the retail spaces, the planned grocery store, residential lobbies, and above-grade portions of the parking structure. The building tops include angled rooflines that create an architectural feature and provide screening for the rooftop pool decks and mechanical penthouses. Architecturally, the towers consist of white and gray precast concrete cladding and metal paneling, with punched windows, window walls, and balconies. Comprised of the retail storefronts and above-grade parking levels, the podium facades include fiber cement, concrete, and stone cladding, as well as curtainwall glazing and perforated metal screening.

Figure 17. East Elevation (Nash Street Frontage).



Figure 18. West Elevation (Oak Street Frontage).



Figure 19. Enlarged East Elevation (Nash Street Frontage – Key Tower Podium).

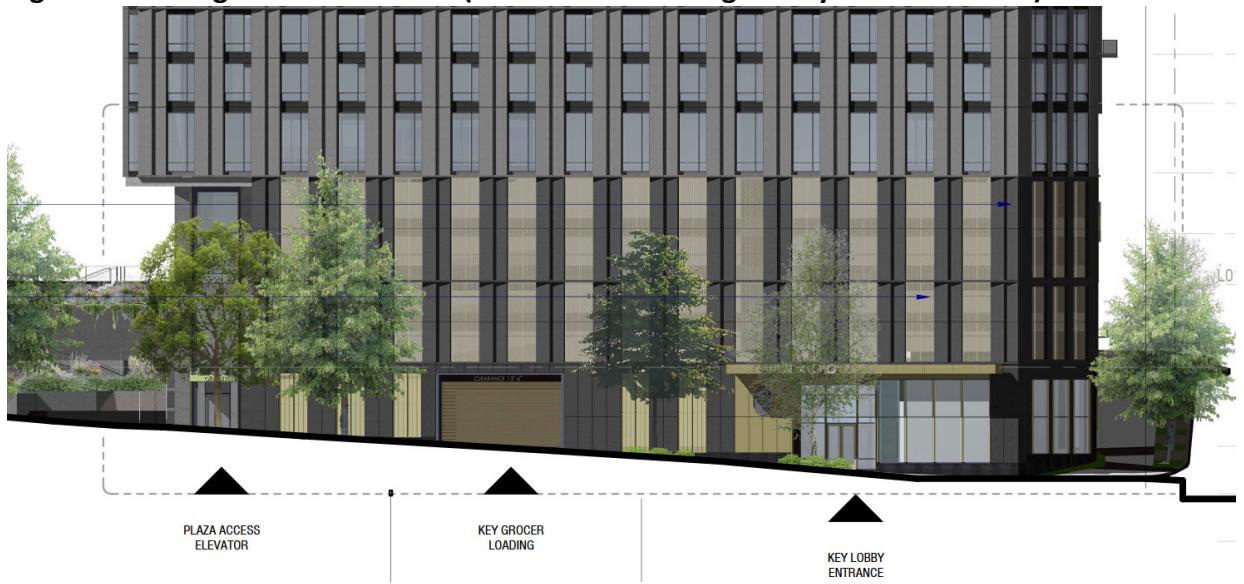


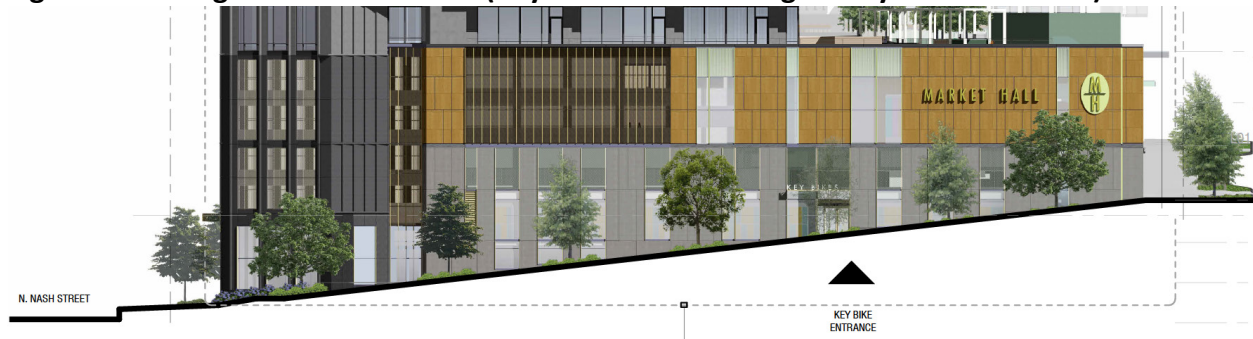
Figure 20. Enlarged West Elevation (Oak Street Frontage – Wilson Tower Podium).



Figure 21. Enlarged North Elevation (18th Street Corridor Frontage – Key Tower Podium).



Figure 22. Enlarged South Elevation (Key Boulevard Frontage – Key Tower Podium).



Open Space and Landscaping: The proposal includes approximately 20,800 sf of ground level public space, consisting of the 18th Street Corridor and a “Lower Garden” at the corner of Wilson Boulevard and Nash Street. As recommended by the Rosslyn Sector Plan, the 18th Street Corridor seeks to be a contemporary replacement to the skywalk network and create a corridor of visual and physical connectivity through the heart of Rosslyn. At the subject site, the 18th Street Corridor provides accessible pedestrian connectivity and sightlines from 18th Street North through to the Ames Center site plan to the east, which also includes a planned portion of the 18th Street Corridor. The 1401 Wilson Blvd portion includes a public plaza with planted areas, boulders, special paving, and outdoor seating. To navigate the grade change, it also includes a monumental staircase with integrated seating areas, terraced planters, vertical green walls, bioretention areas, and a public elevator. The “Lower Garden” provides a second public terrace area with planters, seating, and opportunities for potential public art. Due to the relocation of the planned grocery store to the plaza level, the proposal does not include Oak and Key Plaza as previously approved and identified by the Sector Plan. Instead, the Key Tower includes a 12,170 sf elevated private amenity terrace atop the planned grocery store. Within the limits of disturbance, approximately 41 trees are proposed to be removed and replaced per the County’s tree replacement standards. Overall, there will be approximately 76 new trees planted that contribute a tree canopy coverage of 25%. New street trees will be located along all street frontages.

Figure 23. Conceptual Landscape Plan.

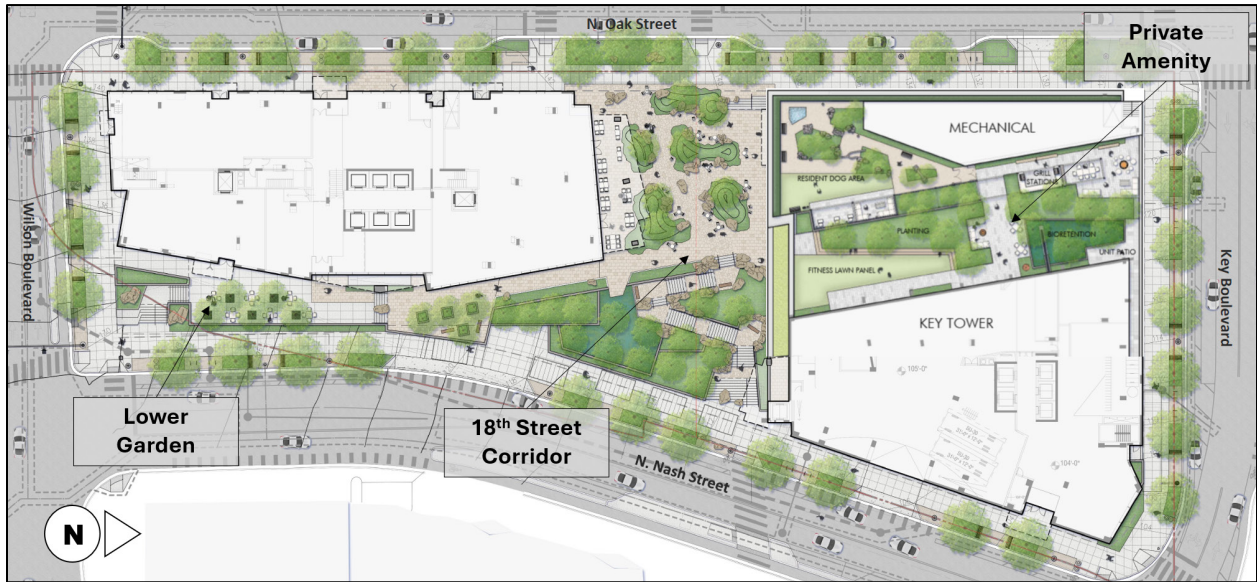
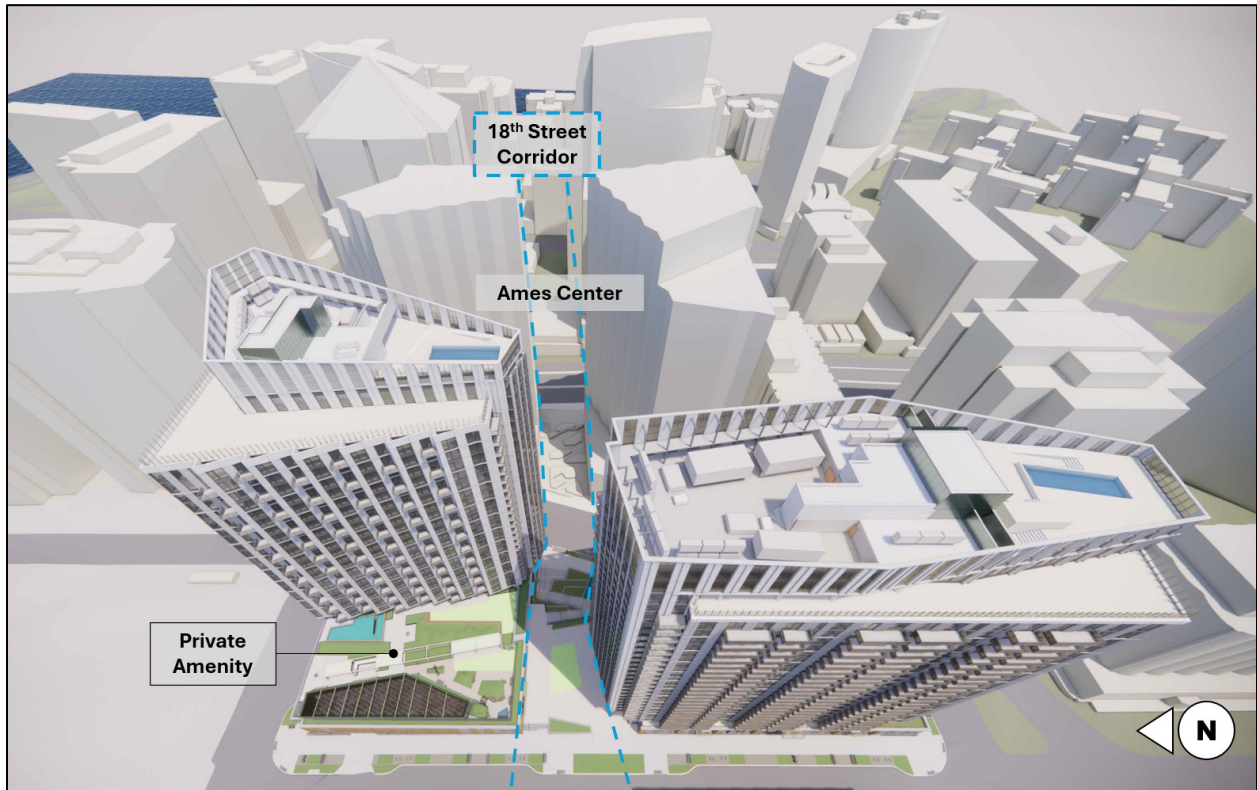


Figure 24. Aerial Rendering of 18th Street Corridor.

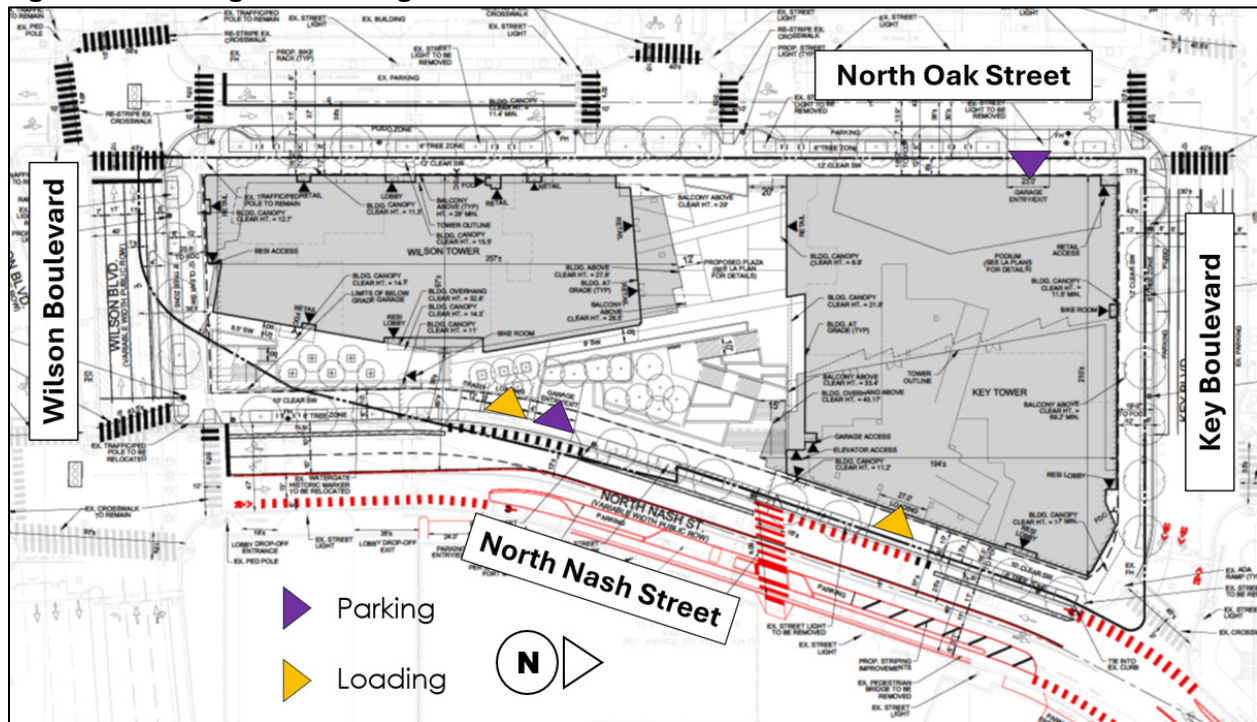


Sustainable Design: The applicant is not requesting additional density under the 2020 [Green Building Incentive Policy](#) (GBIP). However, the applicant is proposing to achieve LEED Gold certification, along with the following commitments:

- ENERGY STAR appliances and fixtures

- Water Sense plumbing fixtures
- 20% energy cost savings
- ENERGY STAR score of at least 75
- EV parking (5% of parking spaces)

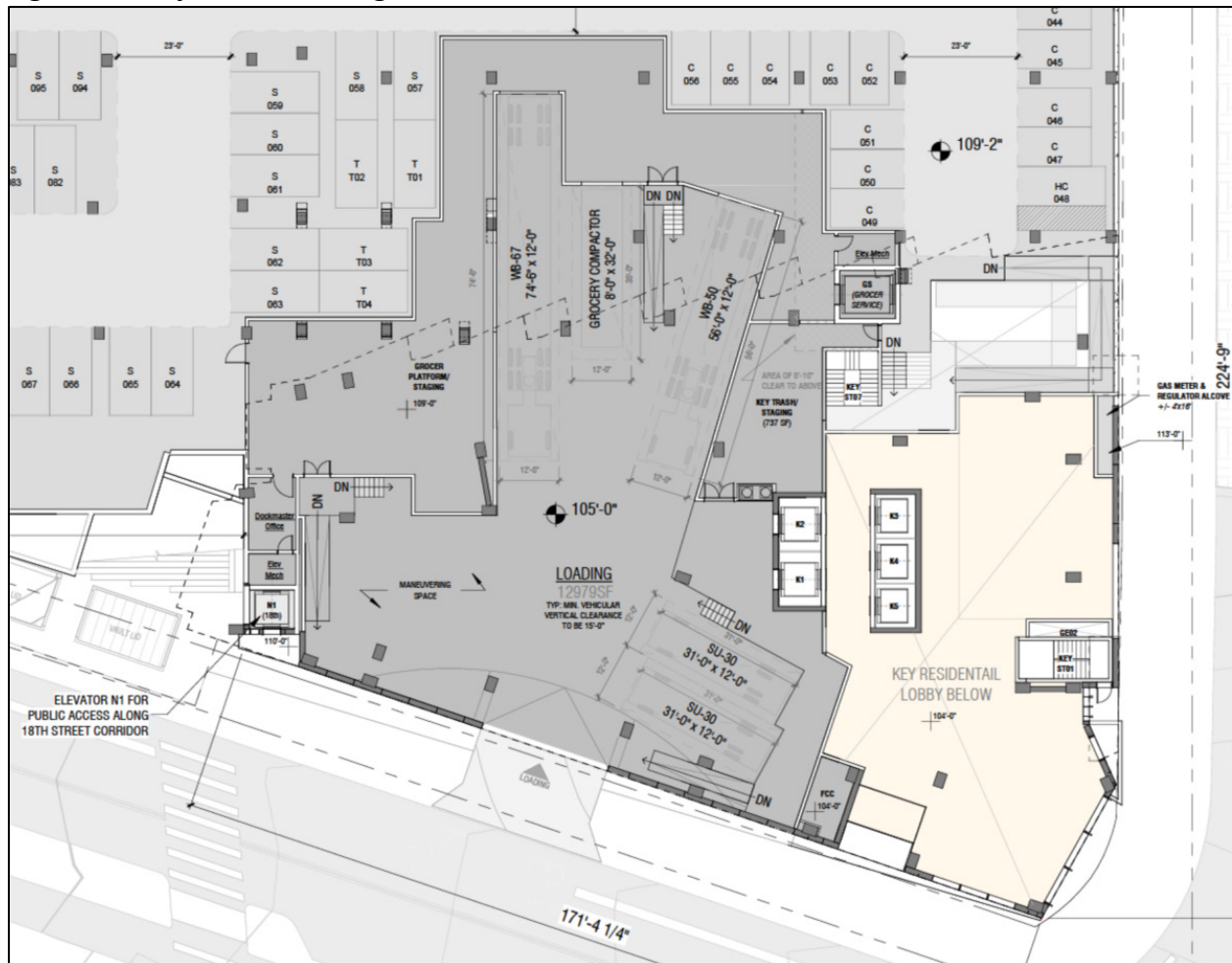
Figure 25. Parking and Loading Access.



Parking and Loading: The applicant proposes 547 parking spaces at an overall residential parking ratio of 0.65 spaces per unit plus 24 tandem parking spaces, however the tandem spaces do not count toward the required parking (or the site's parking ratio). The applicant allocates the parking spaces as 530 parking spaces for residents at a parking ratio of 0.63 spaces per unit, and 17 residential visitor spaces at a parking ratio of 0.04 space per unit for the first 200 units per tower. The residential parking is accessed from North Nash Street. The applicant also proposes 55 retail parking spaces at a retail parking ratio of 1 space per 530 sf of retail GFA. The retail spaces are located below the planned grocery store space with access from North Oak Street.

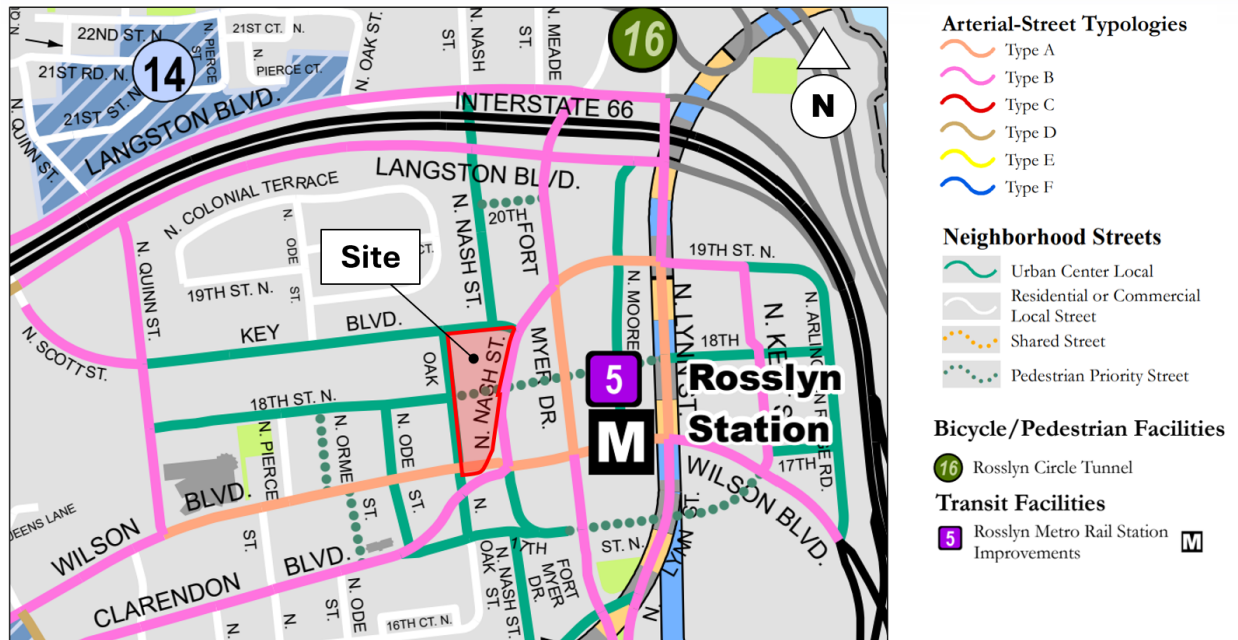
The applicant is proposing a total of 6 loading spaces in 2 separate loading areas for the Wilson (2 spaces) and Key Towers (4 spaces), accessed from North Nash Street. The planned grocery store is supported by a 12,979 sf loading area within the Key Tower that includes one 75-ft loading space, one 55-ft loading space, two 30-ft loading spaces, a grocery delivery staging area, a grocery trash compactor, a residential trash staging area, and truck maneuvering space.

Figure 26. Key Tower Loading Area.



Transportation: The site is bounded by Wilson Boulevard (to the south), North Oak Street (to the west), Key Boulevard (to the north), and North Nash Street (to the east). The Master Transportation Plan (MTP) identifies Wilson Boulevard as *Type A – Primarily Retail Oriented Mixed-Use* arterial and North Nash Street as *Type B – Primarily Urban Mixed-Use* arterial. North Oak Street and Key Boulevard are identified as *Urban Center Local* neighborhood streets, The 18th St Corridor, between the Wilson and Key towers is also identified as a *Pedestrian Priority Street*.

Figure 27. Master Transportation Plan Map



Streets and Sidewalks:

Figure 28. Street and Streetscape Conditions

	Existing Condition	Proposed Condition
Wilson Boulevard		
Street	42.3 ft total 3 travel lanes	39 ft total 2 travel lanes + 1 bike lane (protected)
Streetscape	14 ft total 10 ft sidewalk + 4 ft tree pit	20 ft total 12 ft sidewalk + 6 ft tree zone, 0.66 ft from curb + 1.3 ft building zone
North Oak Street		
Street	38-44 ft total 2 travel lanes + 2 parking lanes	37-43.1 ft total 2 travel lanes + 2 parking lanes + 1 bike lane (SB between 18 th Street & Key Boulevard)
Streetscape	10-14 ft total 6-10 ft sidewalk + 4 ft tree pit	18.66 ft total 12 ft sidewalk + 6 ft tree zone, 0.66 ft from curb
Key Boulevard		
Street	50.7 ft total	50 ft total

	2 travel lanes + 2 bike lanes + 2 parking lanes	2 travel lanes + 2 bike lanes (EB protected, WB striped) + 2 parking lanes
Streetscape	6.5 ft total 6.5 ft sidewalk	18.66 ft total 12 ft sidewalk + 6 ft tree zone, 0.66 ft from curb
North Nash Street		
Street	47 ft total 2 travel lanes + 2 parking lanes	46-47.5 ft total 2-3 travel lanes + 2 bike lanes (SB protected, NB 1/4 striped and 3/4 protected)
Streetscape	12-15 ft total 8-9 ft sidewalk + 4-6 ft tree pit	16 ft total 10 ft sidewalk + 6 ft tree zone

Figure 29. Proposed Wilson Boulevard Cross-section.

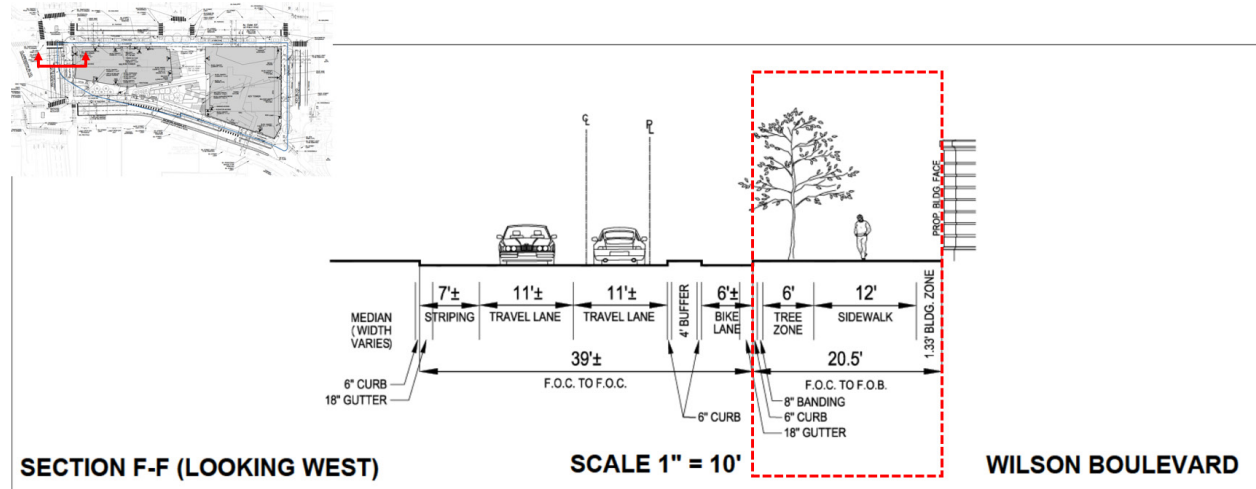


Figure 30. Proposed North Oak Street (Southern Portion) Cross-section.

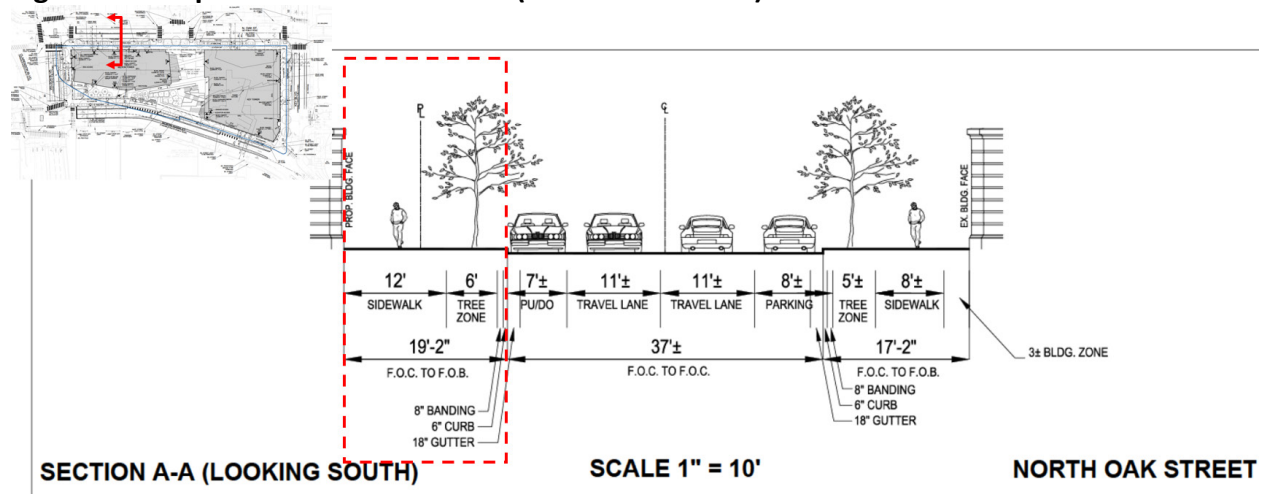


Figure 31. Proposed North Oak Street (Northern Portion) Cross-section.

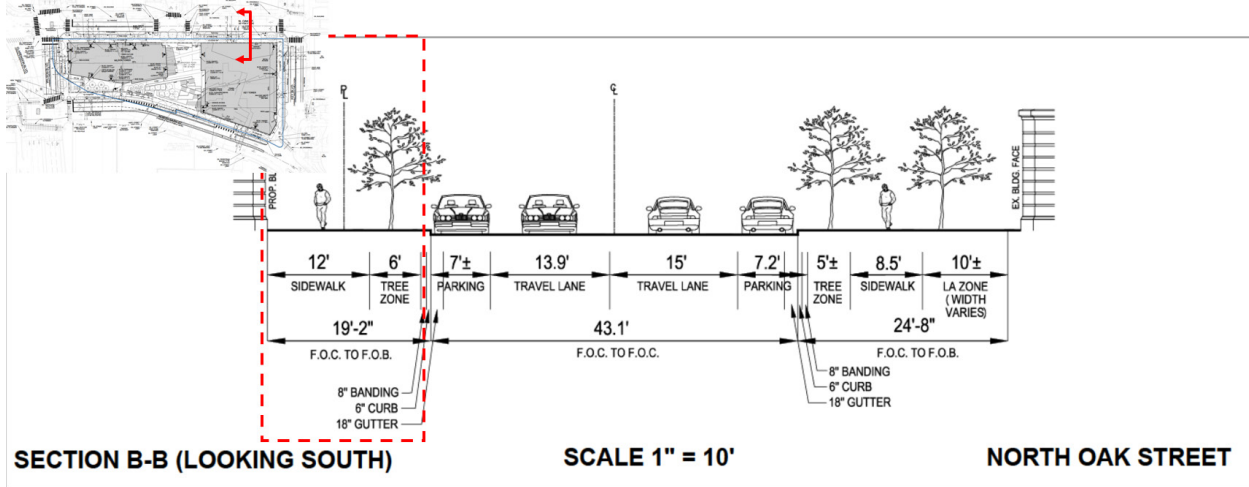


Figure 32. Proposed Key Boulevard (Western Portion) Cross-section.

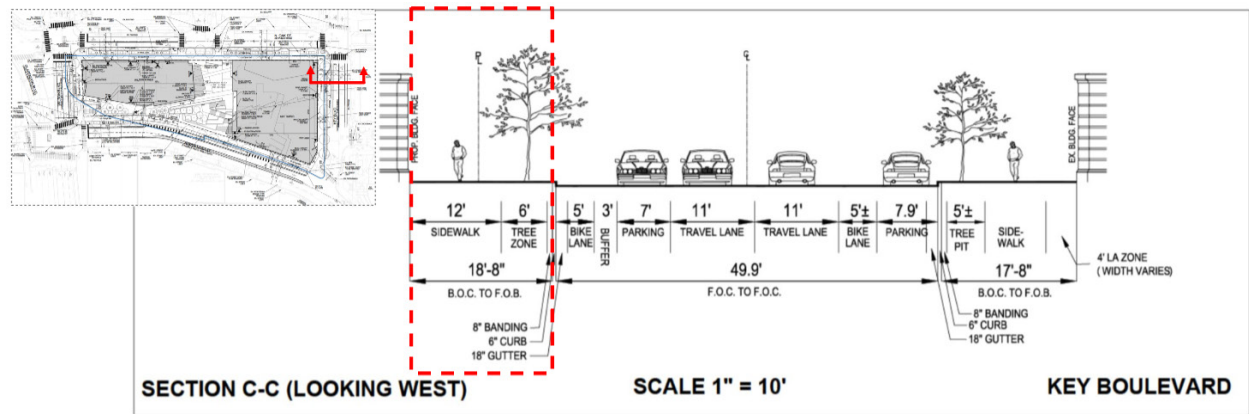


Figure 33. Proposed Key Boulevard (Western Portion) Cross-section.

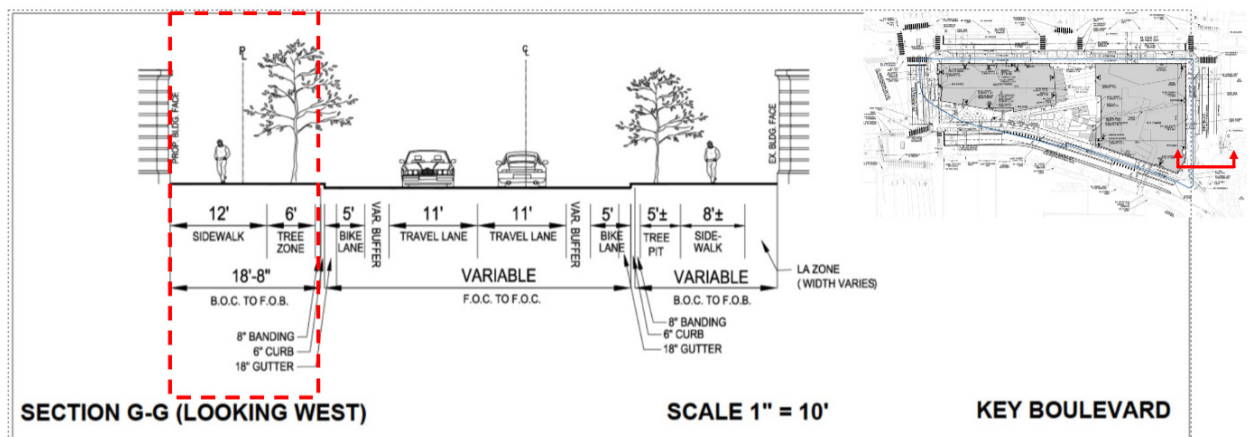


Figure 34. Proposed North Nash Street (Southern Portion) Cross-section.

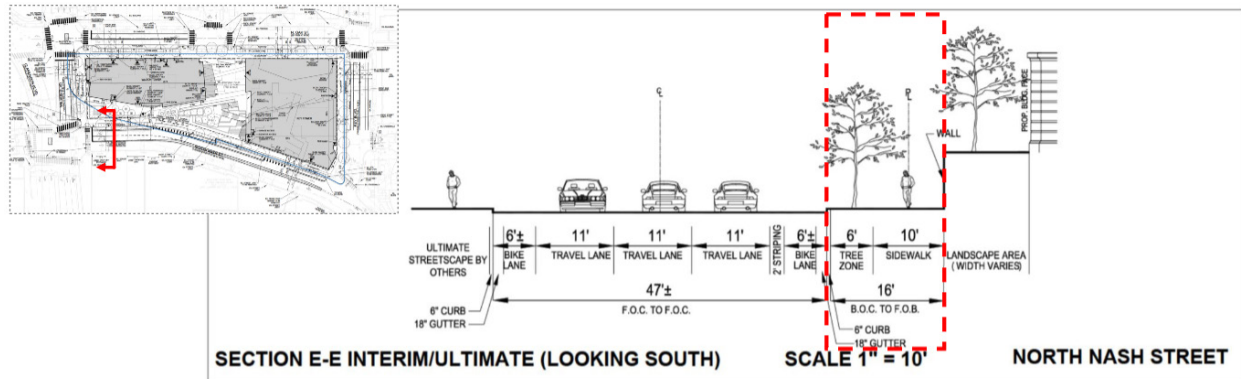
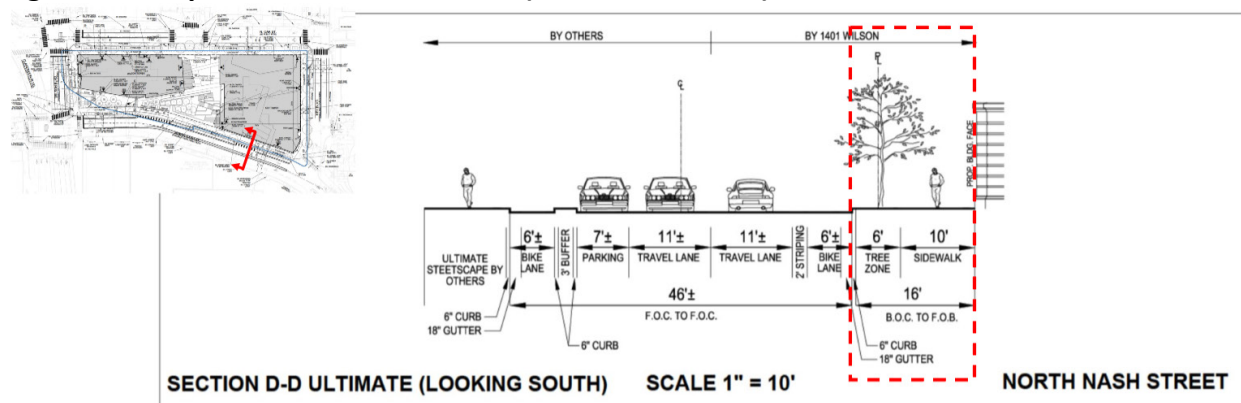
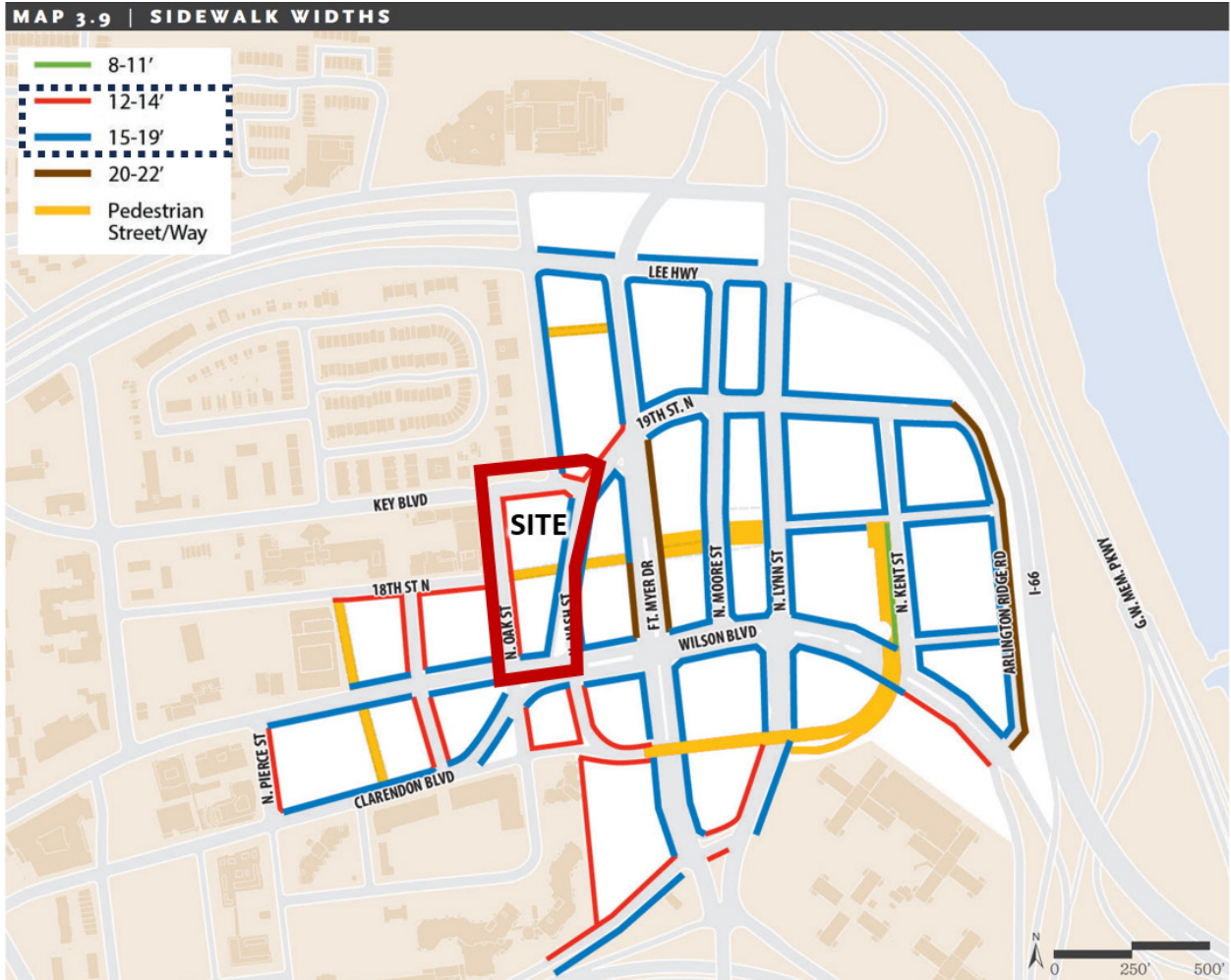


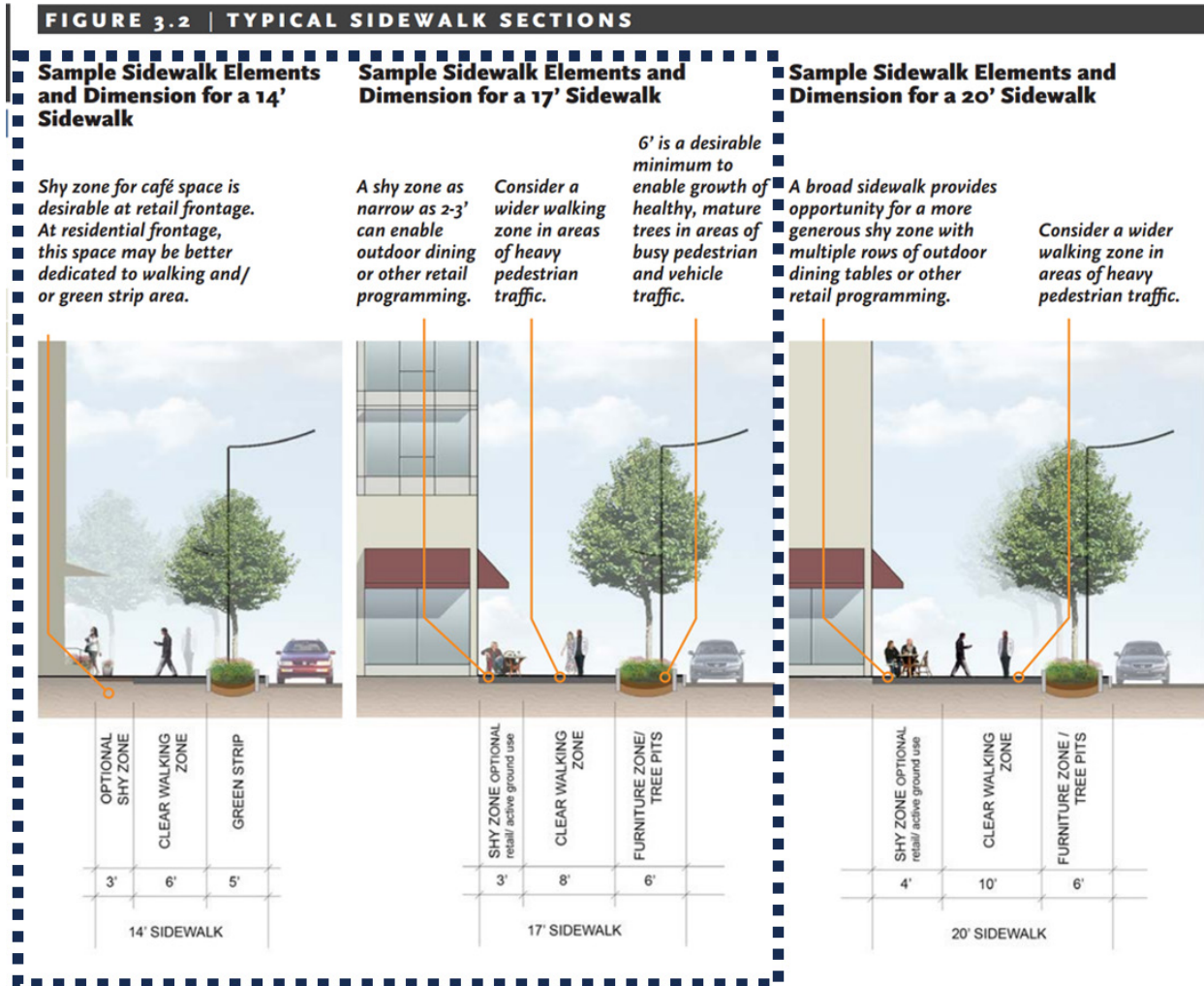
Figure 35. Proposed North Nash Street (Northern Portion) Cross-section.



Transit Service: The site is well served by transit. The site is two blocks (approximately 700 feet) west of the Rosslyn Metro station, which is served by Metrorail (Orange, Silver and Blue lines) Metrobus and ART bus services along with regional and private bus service. Implementation and buildout of the 18th Street pedestrian corridor will help support direct pedestrian access to the Rosslyn Metro station.

Pedestrian Facilities: The Rosslyn neighborhood has a robust pedestrian network. The project proposes sidewalk and streetscape improvements along all site frontages and along the 18th Street Corridor that meet or exceed recommendations of the Rosslyn Sector Plan.



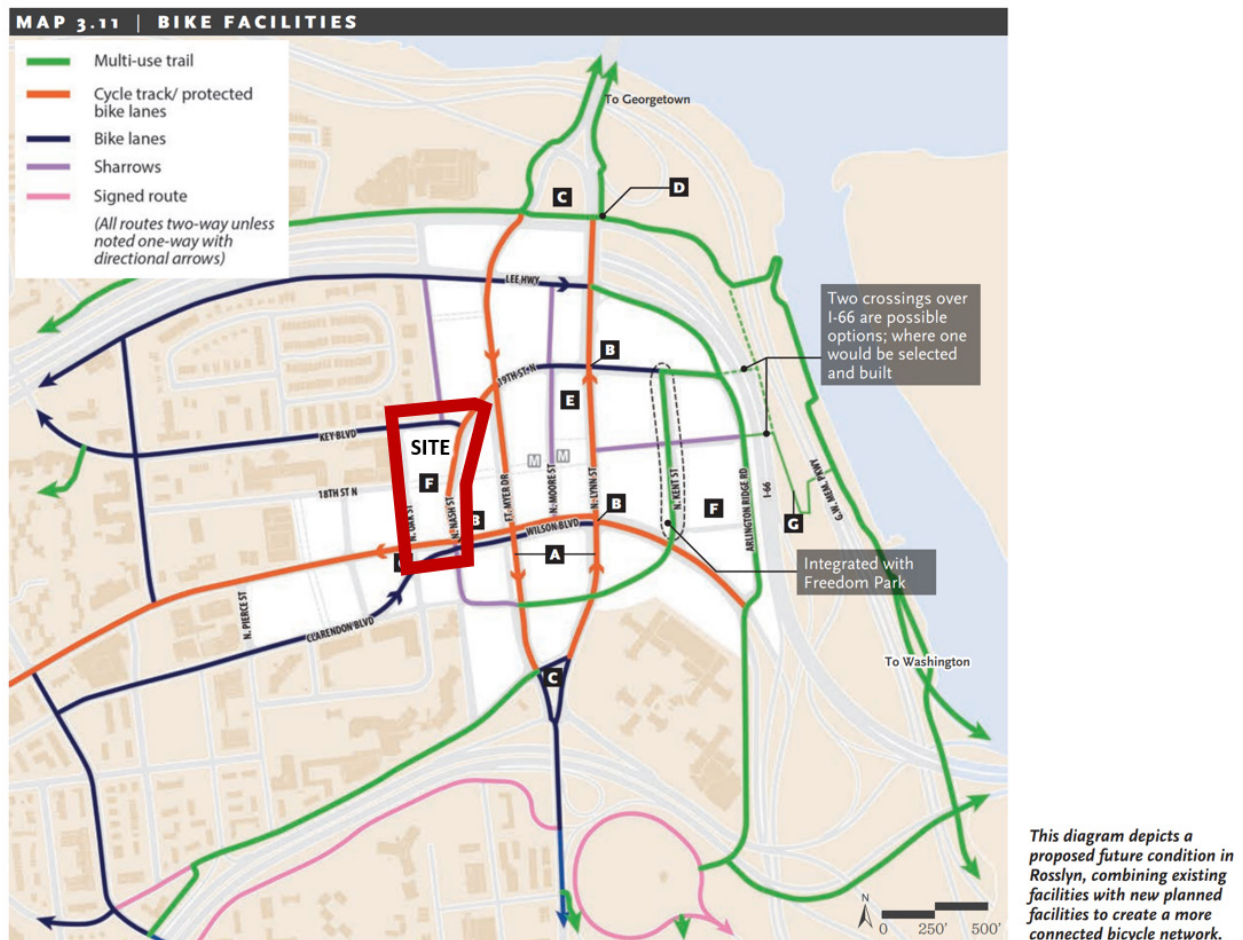


Figures 29-35 provide additional details on the proposed streetscape and clear sidewalks proposed. Along Wilson Boulevard, a minimum 20-foot wide streetscape is proposed including a minimum 12-foot clear sidewalk. Along North Oak Street and Key Boulevard, minimum 18.66-foot streetscapes are proposed with minimum 12-foot clear sidewalks. Along North Nash Street, a minimum 16-foot streetscape with minimum 10-foot clear sidewalks are proposed.

The project further supports pedestrian access with the proposed 18th Street Corridor improvements. To ensure ADA access along the corridor and address the grade change across the site between North Oak and North Nash Streets, stairs and a public elevator are proposed at North Nash Street.

Bicycle Facilities: The Rosslyn neighborhood is well supported by an improving network of on-street, striped, and protected bike lanes, along with off-street trails. Along the site frontage Key Boulevard includes on-street striped bike lanes.

The Rosslyn Sector Plan recommends bicycle facilities around the site as shown in the image below.



The project proposes new protected bike lanes along North Nash Street (both directions) and along Wilson Boulevard (westbound), consistent with the recommendations of the Rosslyn Sector Plan. Additionally the project proposes to flip the parking and bike lane along Key Boulevard providing a protected eastbound bike lane.

To support the new residents of the two residential towers, secure bicycle parking is proposed with direct street access along Key Boulevard and North Nash Street. In total the project proposes 335 secure and 26 visitor bicycle parking spaces.

Multimodal Transportation Analysis and Trip Generation: The applicant submitted a Multimodal Transportation Assessment (MMTA) which was prepared by VIKI, dated October 30, 2025. During the AM peak traffic period, the analysis anticipates the proposal to generate 114 vehicle trips, 239 transit trips, 10 bicycle trips, and 35 pedestrian trips. During the PM peak traffic period, the analysis anticipates the proposal to generate 229 vehicle trips, 415 transit trips, 17 bicycle trips, and 62 pedestrian trips.

Features and Amenities: Site plan projects deliver a number of standard benefits that are required by conditions of approval, including a Public Art contribution, Utility Fund contribution and streetscape improvements, including undergrounding of existing utilities around the site. The proposal also includes achieving LEED Gold certification. Additional features and amenities have yet to be determined as of the date of this report.

Modification of Use Regulations: The applicant requests the County Board modify the following use regulations:

Additional Density: The applicant is requesting 479,284 sf (5.2 FAR) of additional density above the base density of 436,856 sf (4.8 FAR). The features and amenities that benefit the community associated with additional density are under review by staff.

Required Residential Parking Ratio: The applicant is requesting a reduced residential parking ratio of 0.63 spaces per unit, for a total of 530 residential parking spaces. The ACZO requires 1 space per unit, for a total of 831 residential parking spaces. The proposed residential parking ratio is under review by staff.

Compact Parking Percentage: The applicant is requesting a 34% compact parking percentage. The ACZO allows up to 15% of the required parking space for compact cars. The proposed compact parking percentage is under review by staff.

Reduced Loading Spaces: The applicant is requesting a reduced number of residential loading spaces to 3 loading spaces. The ACZO requires 1 loading space per 200 units or fraction thereof, for a total of 5 residential loading spaces. The proposed reduced number of residential loading spaces is under review by staff.

Density Exclusions: The applicant is requesting a total of 28,949 sf in density exclusions for areas such as below-grade mechanical, service and storage space, and above-grade vertical shafts, that do not impact bulk, mass or appearance of the building. The proposed density exclusions for are under review by staff.

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