

Site Plan Review Committee (SPRC)

Staff Report for

2500 Wilson Blvd.

SPLA24-00034

March 7, 2025

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 Emma Martin
2100 Clarendon Blvd. Suite 700
Arlington, VA 22201

Contact Staff:

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

Emma Martin
Department of Community Planning, Housing, and Development
703-228-3541
emartin@arlingtonva.us

Contact the SPRC Chair:

The SPRC Chair is a member of the Planning Commission and conducts all SPRC meetings

Sara Steinberger
ssteinberger@commissions.arlingtonva.us

2500 Wilson (SPLA24-00034)

(RPC #18-007-008, 18-007-009, 18-007-010, 18-007-011, 18-007-021, 18-007-022, 18-007-006, 18-007-029, 18-007-012, & 18-007-030)

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

- Online Engagement Opportunity: January 27 – Feb 7
 - Topics
 - Land Use & Density
 - Site Design & Layout
 - Building Height, Form & Architecture
 - Parking & Loading
 - Transportation
 - Open Space & Landscaping
 - Green Building and Sustainability
- Site Plan Review Committee Meeting #1 (Hybrid) – March 10
 - Introductions
 - SPRC Discussion Topics:
 - Land Use & Density
 - Site Design & Layout
 - Building Height,
 - Building Form & Architecture
 - Public Comment
- Site Plan Review Committee Meeting #2 (Hybrid) – TBD
 - Introductions
 - SPRC Discussion Topics:
 - TBD
 - Public Comment
 - Wrap-Up

SITE PLAN REVIEW COMMITTEE

DATE: March 10, 2025

PLACE: SPRC Meeting #1

SPRC STAFF COORDINATOR: Matthew Pfeiffer

- Item 1. 2500 Wilson (SPLA24-00034)**
2500 Wilson
(RPC #18-007-008, 18-007-009, 18-007-010, 18-007-011, 18-007-021, 18-007-022, 18-007-006, 18-007-029, 18-007-012, & 18-007-030)
Planning Commission and County Board meetings to be determined.
Emma Martin (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 on the County's Webpage at <https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/2480-South-Glebe-Road>

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, TMG 2500 Wilson Boulevard LLC, proposes the demolition of the existing 5 story office building with ground floor retail for the construction of a new 14 story mixed-use residential building with 323 residential units with ground floor retail and an underground multi-level parking garage. The proposed density is approximately 208 units per acre (du/ac) with approximately 339,155 square feet (sf) of residential gross floor area (GFA) and approximately 18,209 square feet of retail gross floor area and approximately 6,700 square feet of public space on site.

Applications:

- Rezoning (REZN24-00005): to rezone the site area from “C-O-1.5” Mixed Use District to “C-O-2.5” Mixed Use District
- General Land Use Plan (GLUP) Amendment (GLPA24-00005): to change the GUP designation from “Low” Office-Apartment-Hotel to “Medium” Office-Apartment-Hotel
- Major Site Plan Amendment (SPLA24-00043): request for the construction of a 14 story mixed-use building

Additional project details include:

- Site area of 62,011 square feet (1.42 acres)
- The GLUP designation is currently “Low” Office-Apartment-Hotel (Up to 1.5 FAR Office; Up to 72 units/acre Residential; Up to 110 units/acre Hotel)
- The applicant is proposing a GLUP amendment for the designation of “Medium” Office-Apartment-Hotel (Up to 2.5 FAR Office; Up to 115 units/acre Residential; Up to 180 units/acre Hotel)
- The zoning district is currently “C-O-1.5” Commercial Office Building, Hotel, and Apartment Districts
- The applicant is proposing a rezoning to the “C-O-2.5” Mixed Use Zoning District
- 296 total residential units
- 6,700 square feet of open space
- 18,209 square feet of retail GFA
- 237 total parking spaces in a new underground parking garage
 - 207 residential parking spaces
 - 10 guest parking spaces
 - 20 retail parking spaces
- Residential parking ratio of 0.69 spaces per unit

Proposed modifications for¹:

- Bonus density
- Building setbacks
- Density exclusions
- Reduced residential and retail parking ratio
- Increased compact parking
- Reduced number of loading spaces
- Other modifications as may be necessary to achieve the proposed development plan

Figure 1. Renderings



CONTEXT VIEW 001: WILSON BOULEVARD AND BARTON STREET - LOOKING SOUTH WEST

¹ Modifications are subject to change



CONTEXT VIEW 002: CLARENDON BOULEVARD AND CLEVELAND STREET - LOOKING NORTH EAST

DRAFT



CONTEXT VIEW 003: CLARENDON BOULEVARD AND BARTON STREET - LOOKING NORTH WEST

DRAFT

**CONTEXT VIEW 004: AERIAL PUBLIC SPACE**

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

Existing site: The 1.42 acre site (62,011 sf) site is located at 2500 Wilson Boulevard in the block bounded by Clarendon and Wilson Boulevards and North Barton and North Cleveland Streets. The site is currently occupied by a 5 story office building with ground floor retail. The site is also subject to the 2500 Wilson Special GLUP Study, accepted by the County Board in May 2023. The site consists of ten parcels (RPC #18-007-008, 18-007-009, 18-007-010, 18-007-011, 18-007-021, 18-007-022, 18-007-006, 18-007-029, 18-007-012, & 18-007-030).

GLUP Designation: Existing: "Low" Office-Apartment-Hotel (Up to 1.5 FAR Office; Up to 72 units/acre Residential; Up to 110 units/acre Hotel)
Proposed: "Medium" Office-Apartment-Hotel (Up to 2.5 FAR; Up to 115 units per acre Residential; Up to 180 units per acre Hotel)

Zoning: Existing: "C-O-1.5" Mixed Use District
Proposed: "C-O-2.5" Mixed Use District

Figure 2. Site Location



Figure 3. General Land Use Plan Designation

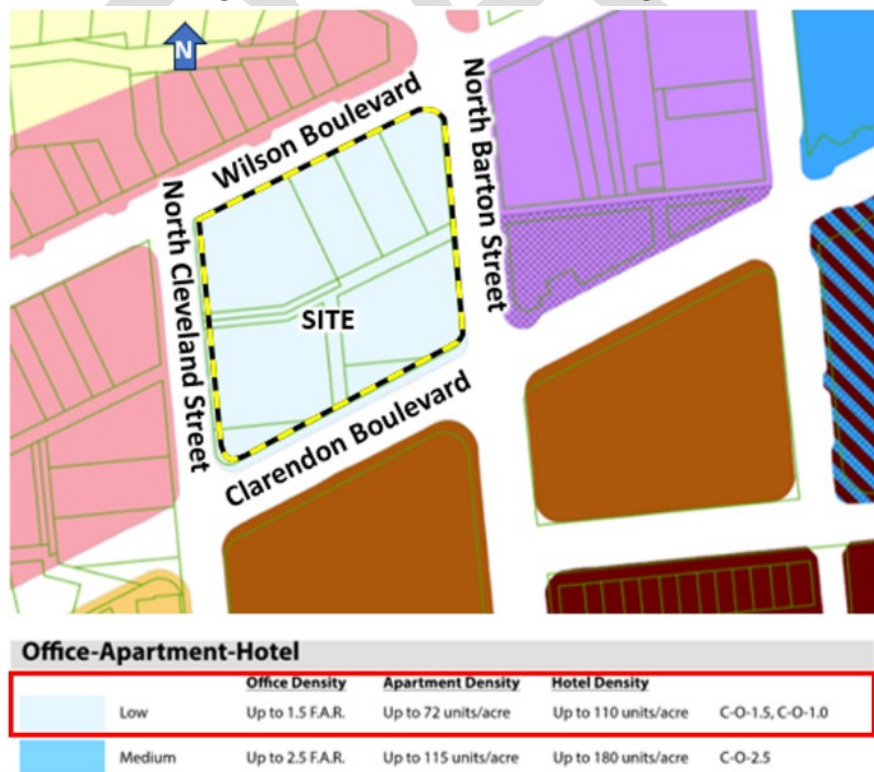
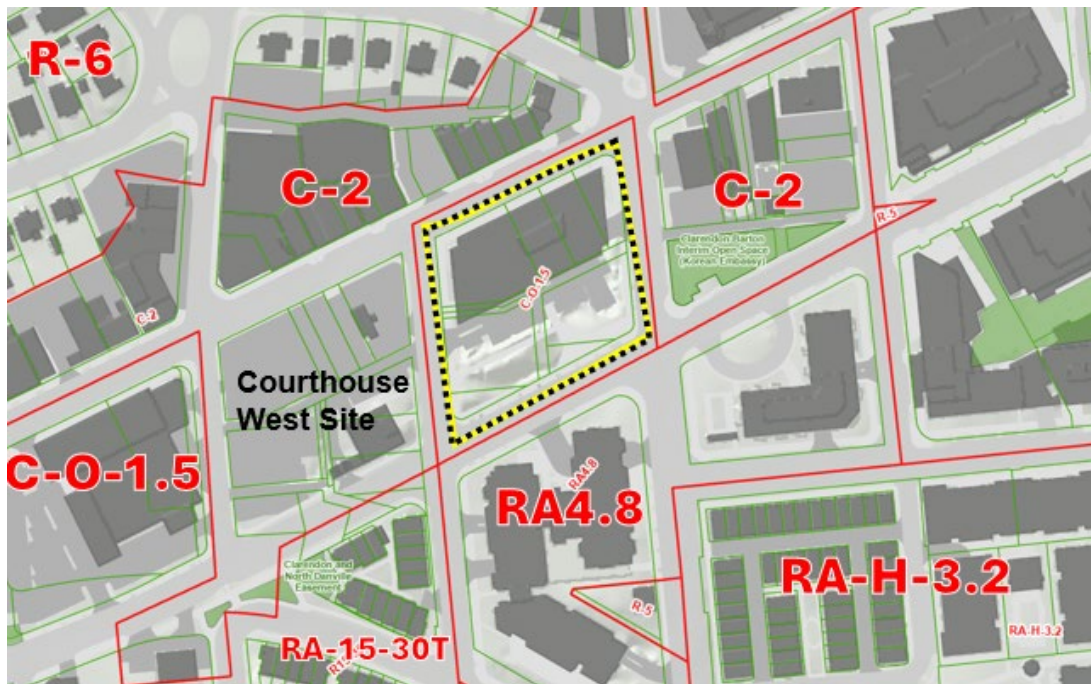


Figure 4. Zoning Designation

- Neighborhood:** The subject site is located within the Clarendon Courthouse Civic Association and adjacent to the Lyon Village Civic Association. The site is bounded by Wilson Boulevard to the north, North Barton Street to the east, Clarendon Boulevard to the south, and North Cleveland Street to the west.
- To the north:** Commercial uses along Wilson Boulevard including Fashion Dream, iTouch Repair, Studio Extra, National Capital Bank, Buck & Associates, Bliss Nail Lounge Arlington and single family residential uses behind in the Lyon Village neighborhood zoned "C-2" and "R-6".
- To the east:** The Clarendon-Barton pop up park, the Korean Embassy and commercial uses including Edge Health & Fitness, Professional Bartending School, Papa Johns Pizza, Ghost Kabob, Takeshi Sushi, Delhi Dhaba, Clarencourt salon, and a surface parking lot zoned C-2.
- To the south:** The Courtland Park apartment complex zoned RA-4.8.
- To the west:** A car rental facility and a surface parking lot, zoned C-2.

Figure 5. Aerial View of Subject Property



Figure 6. Existing View from corner of North Barton Street and Wilson Boulevard



Figure 7. Existing View from Wilson Boulevard



Figure 8. Existing View from North Barton Street



Figure 9. Existing View from North Cleveland Street



Figure 10. Existing View from Clarendon Boulevard



Existing Development: In July 1984, a GLUP amendment, rezoning, and site plan were approved by the County Board. The GLUP was amended from "Service Commercial" to "Low" Office-Apartment-Hotel, and the site was rezoned from C-2 to C-O-1.5 and site plan #220 (Weissberg Development/EIA) was approved for a five-story office building with ground floor commercial retail space. The is currently developed with a 101,758 square foot five story office building with 5,484 square feet of ground floor retail that was approved with SP #220 by the County Board on July 7, 1984. The site plan has been amended several times since original approval. On March 10, 2012 the site plan was amended to permit a medical office use together with the retail use within existing retail space for Arlington Hearing Center. Most recently, the site plan was amended in March 2022 to convert approximately 4,391 square feet of retail space to a child care center (Ladybug Academy).

Development Potential: The following provides a statistical summary of the development potential for the site area.

Table 1. Development Potential

Site Area	Density Allowed for Proposed Uses	Maximum Development
Existing Zoning: "C-O-1.5" District		
By-right: 62,011 square feet (1.42 acres)	One family dwelling (6,000 sf)	10 dwelling units
	All other uses (0.6 FAR)	37,206 square feet
Special Exception: 62,011 square feet (1.42 acres)	Multiple-Family (72 du/ac)	102 dwelling units
	Hotel (110 du/ac)	156 units
	Institutional Uses (1.5 FAR)	93,016 square feet
	Office, Commercial (1.5 FAR)	93,016 square feet
	All other uses (0.6 FAR)	37,206 square feet

The following provides a statistical summary for the proposed development:

Table 2. Tabulations

SPLA24-00034 – 2500 Wilson		
	Base Zoning/Requirement "C-O-2.5"	Proposed
Site Area		
Total Site Area	62,011 sf 1.42 acres	62,011 sf 1.42 acres
Before Street Dedication	--	62,011 sf 1.42 acres
After Street Dedication	--	52,648 sf 1.21 acres
Density		
Residential Units	--	296 units
Total GFA	--	357,364 sf
Proposed Density Exclusions	--	11,492 sf

Retail GFA	--	18,209 sf
Residential GFA	--	339,155 sf
Total Density	--	208 du/ac
Base Density (multifamily)	115 units per acre	115 du/ac
Additional Density Inclusive of GBIP bonus	--	93 du/ac
Proposed Green Building Bonus Density	--	0.35
Building Height		
Main Roof Height (from ASE)	14 stories (multifamily)	393'
Mechanical Penthouse Height	--	15 feet (408')
Stories	14 stories (multifamily)	14 stories
Parking		
Total Parking Spaces		237 spaces
Overall Residential Parking Spaces (excluding visitor parking spaces)	1.125 spaces/unit for the first 200 units, plus 1 space/unit constructed and maintained in accordance with ACZO Section 14.3.3.	207 spaces
Residential Visitor Parking Spaces ²	Penthouse limited to one floor	10 spaces
Overall Retail Parking Spaces	1 per 250 square feet	20 spaces
Overall Residential Parking Ratio ³	1.125 spaces/unit for the first 200 units, plus 1 space/unit (321 spaces)	0.69 spaces/unit excluding 10 visitor parking spaces (207 spaces) 0.73 spaces/unit including 10 visitor parking spaces (217 spaces)
Overall Retail Parking Ratio	1 per 250 sf (73 spaces)	1 space per 911 sf (20 spaces)
Compact Parking Percentage	15%	19% compact parking spaces (45 spaces)
Total Loading Spaces	4 spaces	3 spaces shared between residential and retail
Residential	2 spaces	
Retail	2 spaces	

Land Use & Density: The development includes 339,155 sf of total residential GFA, for total proposed density of 208 dwelling units/acre. While the proposed density exceeds the proposed "C-O-2.5" zoning district's maximum density, additional density is permitted through the provision of features and amenities that benefit the community, including affordable housing and certain green building commitment that the applicant may choose to pursue.

² The Residential Off-Street Parking Guidelines recommend a residential visitor parking ratio of 0.05 visitor spaces for the first 200 units

³ The Residential Off-Street Parking Guidelines recommend a residential parking ratio for this site as low as 0.3 spaces per unit, subject to the visitor parking.

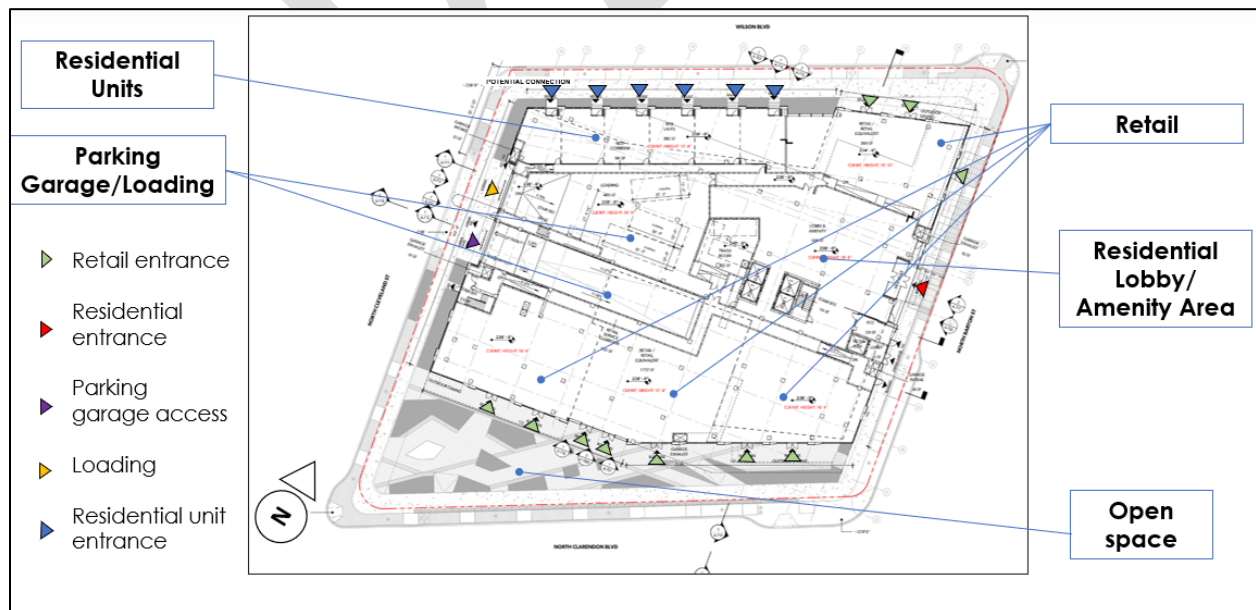
The proposed development consists of 296 units, which include studio, junior 1 bedroom, 1 bedroom, 1 bedroom + den, 2 bedroom, 2 bedroom + den, and 3 bedroom units. There are 6 units along Wilson Boulevard with direct access to the street.

Table 3. Unit Mix

Building	Studio	Junior 1 bedroom	1 bedroom	1 bedroom + den	2 bedroom	2 bedroom + den	3 bedroom	Total
Average area (sf)	440	552	705	891	1,106 sf	1,319 sf	1,494 sf	920
Total	30	16	98	35	45	43	29	296

Site Design & Layout: The proposed development consists of one 14 story multi-family building. The main residential entrance is located on North Barton Street, with six individual residential unit entrances located on Wilson Boulevard. There are retail entrances along Clarendon Boulevard, North Barton Street, and at the corner of North Barton Street and Wilson Boulevard, which is in conformance with the GLUP Study's recommendation to activate the ground floor. There is garage access on North Cleveland Street and loading that will be shared between retail and residential uses and for trash/recycling collection is located North Cleveland Street, which is in conformance with the GLUP Study's recommendations for loading and below grade parking. The applicant is proposing approximately 6,700 sf of open space on the southern portion of the site (Figure 11), which is in conformance with the GLUP Study's recommendation for amount and location of open space.

Figure 11. Ground Floor Plan



Building Height, Form, And Architecture: The project consists of a maximum 14-story building with a main roof height of approximately 394' (408' including the mechanical penthouse) as measured from

average site elevation. Setbacks vary depending on location, but they are approximately 4' 3" to 15' 3" on Wilson Boulevard and on Clarendon Boulevard building setbacks range from approximately 22' to 68'.

The form of the building is defined by step-backs on Clarendon Boulevard on the 2nd, 4th, 13th and 14th floors. In addition, there are step-backs along Wilson Boulevard on the 2nd, 4th, and 13th floors. There are minor step-backs on the 2nd and 13th and floors along North Barton Street, which is in conformance with the GLUP Study's recommendations for building form. There is no step-back along the North Cleveland Street frontage, which deviates from the GLUP Study's guidance of tapering building heights down to 4 to 6 stories along North Cleveland Street.

Architecturally, the building façade consists primarily of a windows and a single masonry material, light colored brick. The penthouse is composed of dark colored metal panel, and the residential entrance is composed of a medium-colored metal panel. The residential unit railings are dark colored metal and the garage entrance and exit are made up of sectional metal panel doors. The use of light-colored brick on the majority of the façade deviates from the GLUP studies guidance of using a variety of materials, however the applicant has used step-backs, changes in massing and fenestration to distinguish a building top, middle and base, which is in conformance with the GLUP Study's recommendations. Finally, the applicant has proposed utilizing portions of the rooftops for residential terraces, bioretention, and green spaces, which conforms with the GLUP Study's guidance.

Figure 12: Step-backs

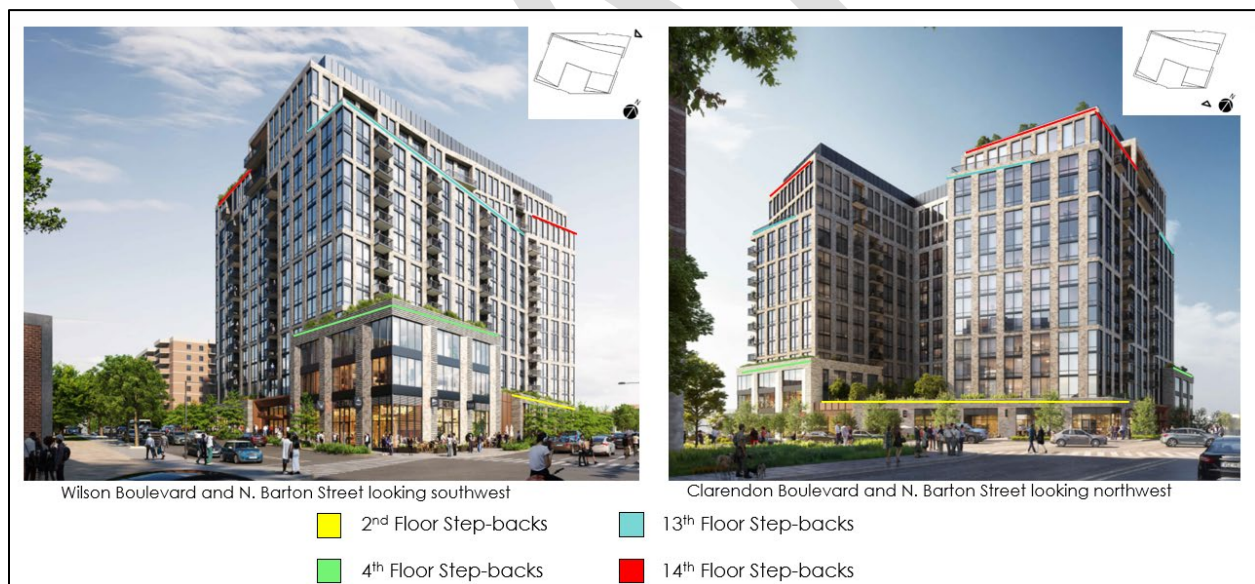




Figure 13: North - South Building Sections

Figure 14: East - West Building Sections

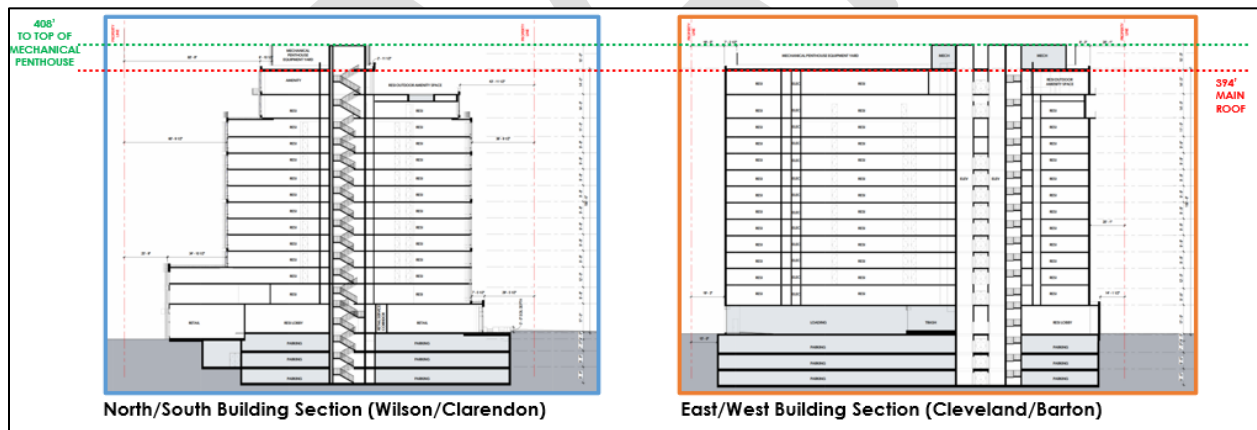
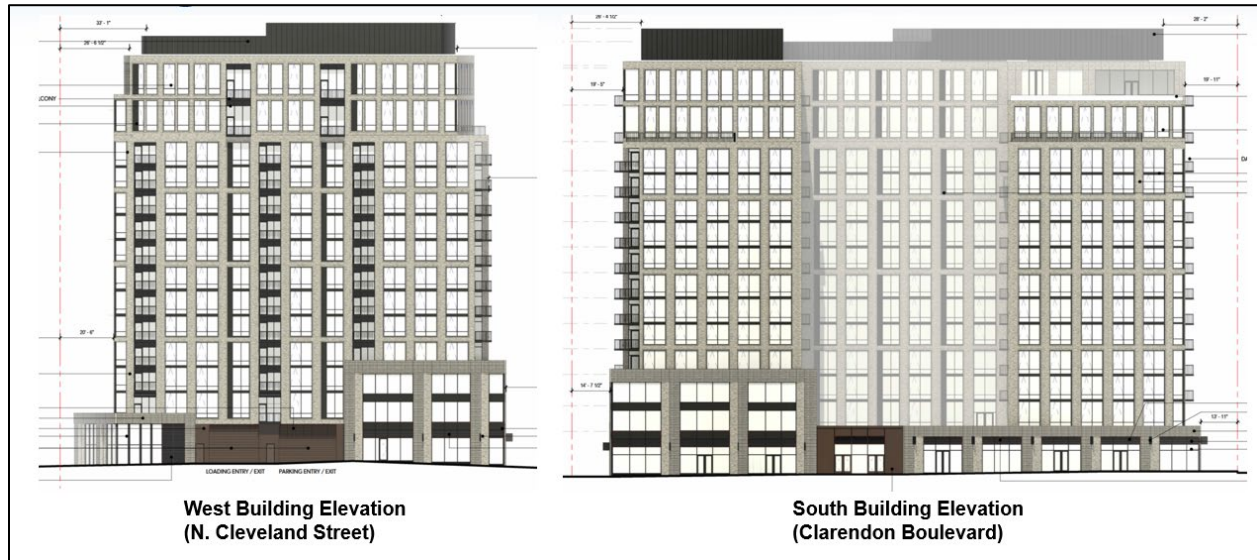


Figure 15: West and South Building Elevations

Open Space and Landscaping: The Courthouse Sector Plan Addendum identifies open space/plaza/enhanced landscaping on the south portion of the 2500 Wilson site, which is in conformance with the Courthouse West Sector Plan's guidance as well. The 2500 Wilson GLUP Study and Courthouse West GLUP Study highlight a desire to have an open space on the 2500 Wilson block that will link with the open spaces on the two adjacent blocks between Clarendon and Wilson Boulevards (Image 16).

In conformance with the Sector Plan and GLUP Study guidance, the applicant is proposing approximately 6,700 sf of open space on the southern portion of the site which will include pavers, planters, seating, and new trees in the open space and along the sidewalk. However, some of the trees used in the landscape plan are invasive species, which deviates from the GLUP's preference for the use of native species. The applicant should ensure the proposed public space meets the GLUP Study's guidance of meeting or exceeding 40% canopy cover.

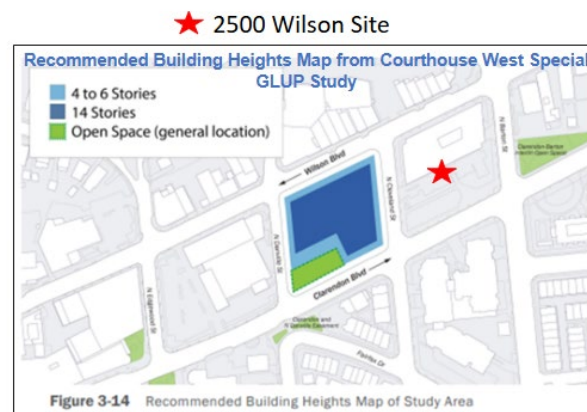
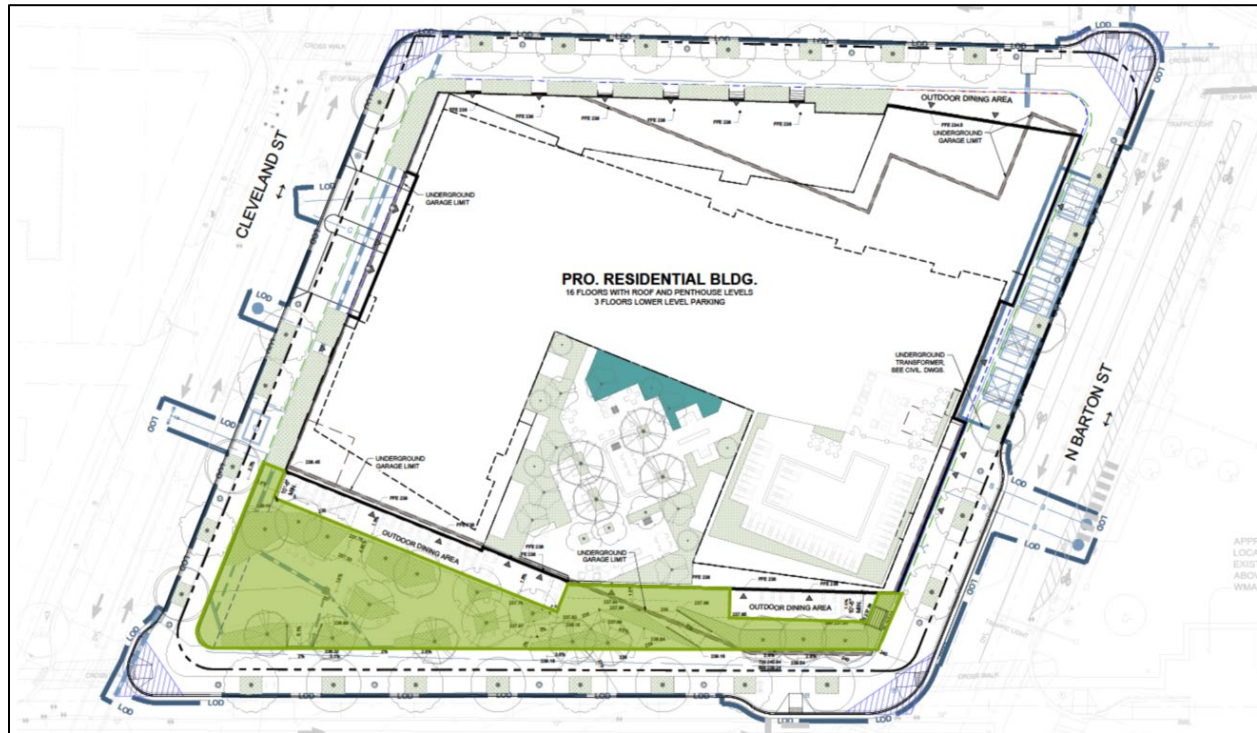
Figure 16. Recommended Building Heights Map from Courthouse West Special GLUP Study

Figure 17. Open Space and Landscaping

Parking and Loading: The Off-Street Parking Guidelines for Multi-Family Residential Projects Approved by Special Exception in the Rosslyn-Ballston and Richmond Highway Metro Corridors (“Off-Street Parking Guidelines”) recommends that multi-family projects at this location provide 0.3 vehicle parking spaces per unit, plus 0.05 visitors spaces for the first 200 units. For a 296-unit project, the formula recommends 89 parking spaces for residents and 10 spaces for visitors. The applicant proposes 237 total vehicle parking spaces located in a below-grade three-level garage, with access from North Cleveland Street. The applicant allocates the parking spaces as 207 spaces for residents at a ratio of 0.69 spaces per unit, 10 spaces for residential visitors, and 20 spaces for retail uses at a ratio of 1 space per 911 SF of retail space. The applicant proposes loading and trash also be accessed from North Cleveland Street, consisting of three internal loading bays to be shared between the residential and retail uses.

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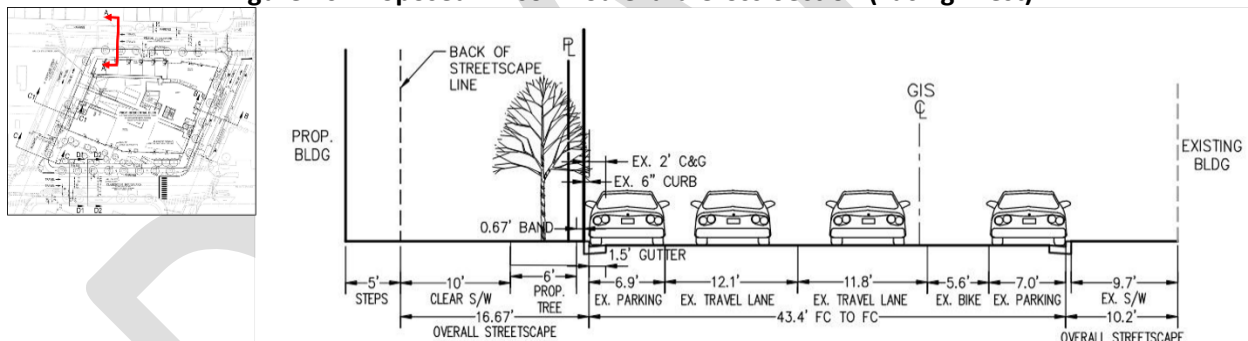
Figure 19. Master Transportation Plan Map

Streets and Sidewalks:

Wilson Boulevard: The Master Transportation Plan (MTP) identifies the adjacent segment of Wilson Boulevard as a Type A – Primarily Retail Oriented Mixed-Use arterial road. The MTP plans for a Type A arterial road to contain two-to-four travel lanes, turn lanes, no median priority, restricted or limited driveway access, and high on-street parking priority. The Rosslyn-Ballston Corridor Streetscape Standards (R-B Corridor Streetscape Standards) identify Wilson Boulevard as containing a Type A Streetscape, which should consist of a minimum 16.67-foot-wide streetscape including street trees within 5-foot by 8-foot (or larger) tree pits. The adjacent segment is currently a one-way westbound street consisting of an approximately 43.4-foot-wide street section, including a 6.9-foot-wide parking lane, two approximately 12-foot-wide travel lanes, a 5.6-foot-wide bicycle lane, and a 7-foot-wide parking lane. The site's frontage contains an approximately 24.5-foot-wide streetscape section, consisting of 0.5-foot-wide curb, 5-foot-wide tree pits, 8.9-foot-wide sidewalk, 10.1-foot-wide flex area.

The applicant proposes to retain the existing street section, but to modify the streetscape along the site's frontage. The applicant proposes to reduce the streetscape to a 16.67-foot-wide streetscape area, consisting of a 0.67-foot-wide concrete band, 6-foot by 8-foot tree pits, and 10-foot-wide sidewalk. Additionally, the applicant proposes a corner curb extension at the intersection of Wilson Boulevard and North Barton Street to reduce the pedestrian crossing distance across both Wilson Boulevard and North Barton Street.

Figure 20. Proposed Wilson Boulevard Cross-Section (Facing West)

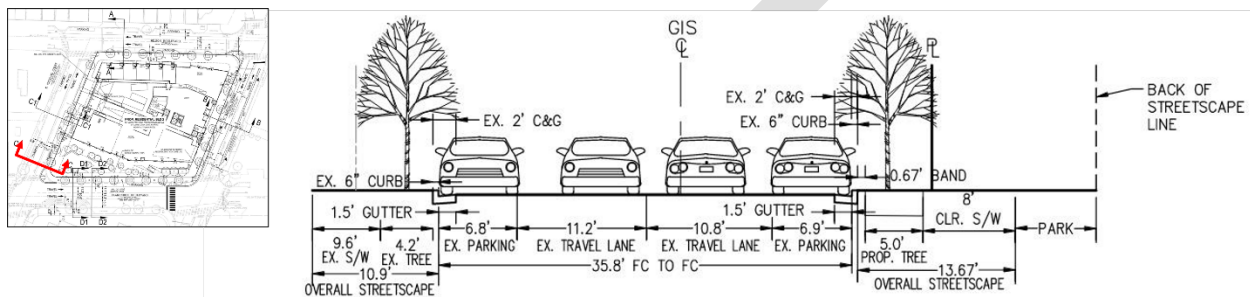


North Cleveland Street: The MTP identifies the adjacent segment of North Cleveland Street as a non-arterial local street, which is planned to contain up to two travel lanes, low or no median priority, no restricted or limited driveway access, and high on-street parking priority. The RB Corridor Streetscape Standards identify North Cleveland Street as containing a Type B Streetscape, which should consist of a minimum 13-foot-wide streetscape including trees in either 4-foot-wide planting strips or 5-foot by 8-foot tree pits. The adjacent segment is currently a two-way street consisting of an approximately 35.8-foot-wide street section, consisting of a 6.9-foot-wide parking lane, approximately 11-foot-wide travel lanes (one in either direction), and a 6.8-foot-wide parking lane. The site's frontage contains an approximately 14.3-foot-wide streetscape, consisting of a 0.5-foot-wide curb, 4.2-foot-wide tree pits and a 9.6-foot-wide sidewalk.

The applicant proposes to retain the existing street section, but to modify the streetscape along the site's frontage. The applicant proposes a 13.67-foot-wide streetscape, consisting of a 0.67-foot-wide concrete

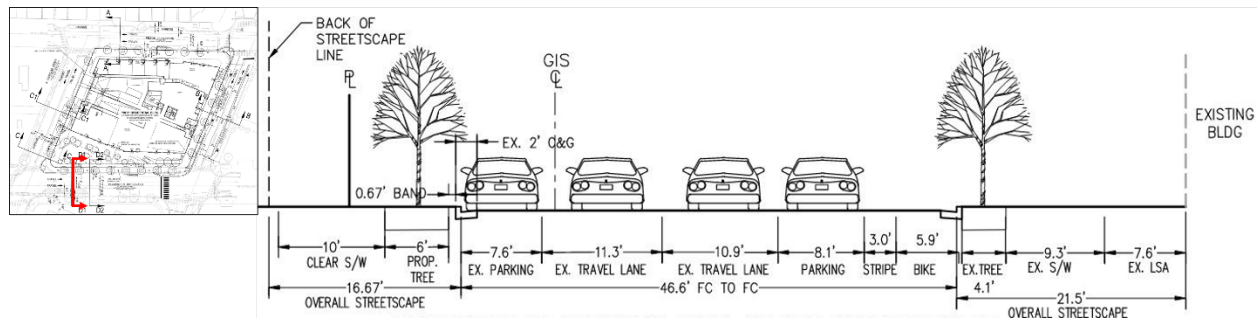
band, 5-foot by 8-foot tree pits (plus one tree pit containing two trees and measuring 28 feet in length), and 8-foot-wide sidewalk. The applicant proposes to close the existing driveway entrance providing access to the site, and instead provide new entrances to the proposed below-grade garage and loading. Compared to the existing driveway entrance, the new entrances will be north, closer to Wilson Boulevard. To accommodate the new entrances, the applicant proposes to relocate three on-street parking spaces south along the site's frontage. Additionally, the applicant proposes a corner curb extension at the intersection of North Cleveland Street and Clarendon Boulevard to reduce the pedestrian crossing distance across North Cleveland Street.

Figure 21. Proposed North Cleveland Street Cross-Section (Facing North)



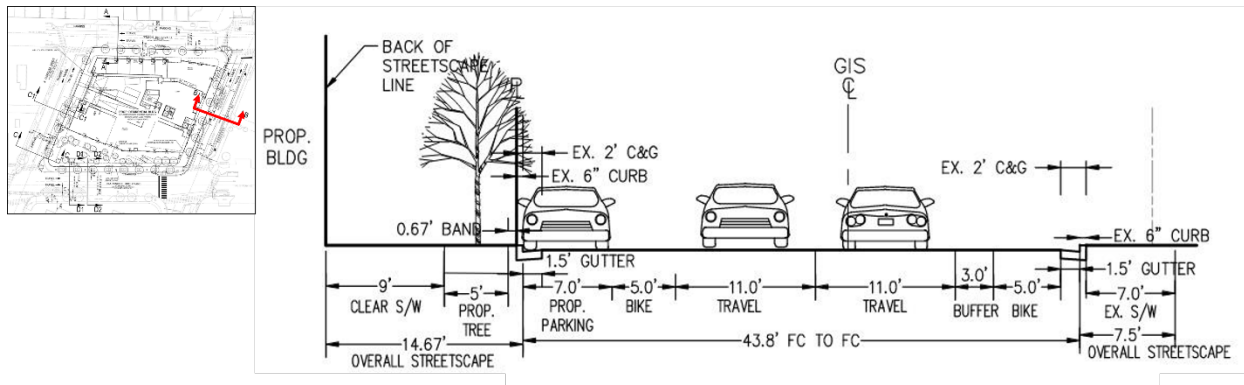
Clarendon Boulevard: The MTP identifies the adjacent segment of Clarendon Boulevard as a Type A – Primarily Retail Oriented Mixed-Use arterial road. The MTP plans for a Type A arterial road to contain two-to-four travel lanes, turn lanes, no median priority, restricted/limited driveway access, and high on-street parking priority. The Rosslyn-Ballston Corridor Streetscape Standards (R-B Corridor Streetscape Standards) identify Clarendon Boulevard as containing a Type A Streetscape, which should consist of a minimum 16.67-foot-wide streetscape including street trees within 5-foot by 8-foot (or larger) tree pits. The adjacent segment is currently a one-way eastbound street containing an approximately 46.6-foot-wide street section, consisting of a 7.6-foot-wide parking lane, two approximately 11-foot-wide eastbound travel lanes, an 8.1-foot-wide parking lane, a 3-foot-wide striped buffer, and a 5.9-foot-wide bike lane. The site's frontage contains an approximately 15.9-foot-wide streetscape, consisting of a 0.5-foot-wide curb, 4.2-foot-wide tree pits, and a 11.2-foot-wide sidewalk.

The applicant proposes to retain the existing street section, but to modify the streetscape along the site's frontage. The applicant proposes a 16.67-foot-wide streetscape consisting of a 0.67-foot-wide concrete band behind the curb, 6-foot by 8-foot tree pits, and 10-foot-wide sidewalk. Additionally, the applicant proposes a corner curb extension at the intersection of Clarendon Boulevard and North Barton Street, including a new Americans with Disabilities Act (ADA) compliant curb ramp and crosswalk across Clarendon Boulevard, to reduce the pedestrian crossing distance across Clarendon Boulevard and North Barton Street.

Figure 22. Proposed Clarendon Boulevard Cross-Section (Facing East)

North Barton Street: The MTP identifies the adjacent segment of North Barton Street as a non-arterial local street, which is planned to contain up to two travel lanes, low or no median priority, no restricted/limited driveway access, and high on-street parking priority. The RB Corridor Streetscape Standards identify North Barton Street as containing a Type B Streetscape, which should consist of a minimum 13-foot-wide streetscape including trees in either 4-foot-wide planting strips or 5-foot by 8-foot tree pits. The adjacent segment is currently a two-way street consisting of an approximately 43.8-foot-wide street section, including a 7.9-foot-wide parking lane, two 14-foot-wide travel lanes (one in either direction), and a 7.9-foot parking lane. The southbound travel lane contains a sharrows directing bicycle and vehicle traffic to share the lane. The site's frontage contains an approximately 13.9-foot-wide streetscape, consisting of a 0.5-foot-wide curb, 5.3-foot-wide tree pits, and an 8.1-foot-wide sidewalk.

In the street, the applicant proposes a new street section consisting of a 7-foot-wide parking lane, 5-foot-wide southbound bike lane, two 11-foot-wide travel lanes (one in either direction), a 3-foot-striped buffer, and a 5-foot-wide northbound protected bike lane. At the southeast corner of the site, the street section narrows to a 36.8-foot-wide section which does not include on-street parking. The applicant also proposes to remove a trash and loading bay currently accessed from North Barton Street. The revised street section includes the removal of three on-street parking spaces on the east side of the street, but an additional parking space and two short-term parking spaces are provided on the west side of the street. For the streetscape, the applicant proposes a 14.67-foot-wide streetscape, consisting of a 0.67-foot-wide concrete band behind the curb, 5-foot-wide tree pits (ranging from 7.33 feet to 10 feet in length), and 9-foot-wide sidewalk. At the southeast corner of the site, the streetscape widens to a 21.67-foot-wide section to include a 7-foot-wide curb extension as additional sidewalk space. The applicant proposes this curb extension to support an existing bus stop (discussed further below).

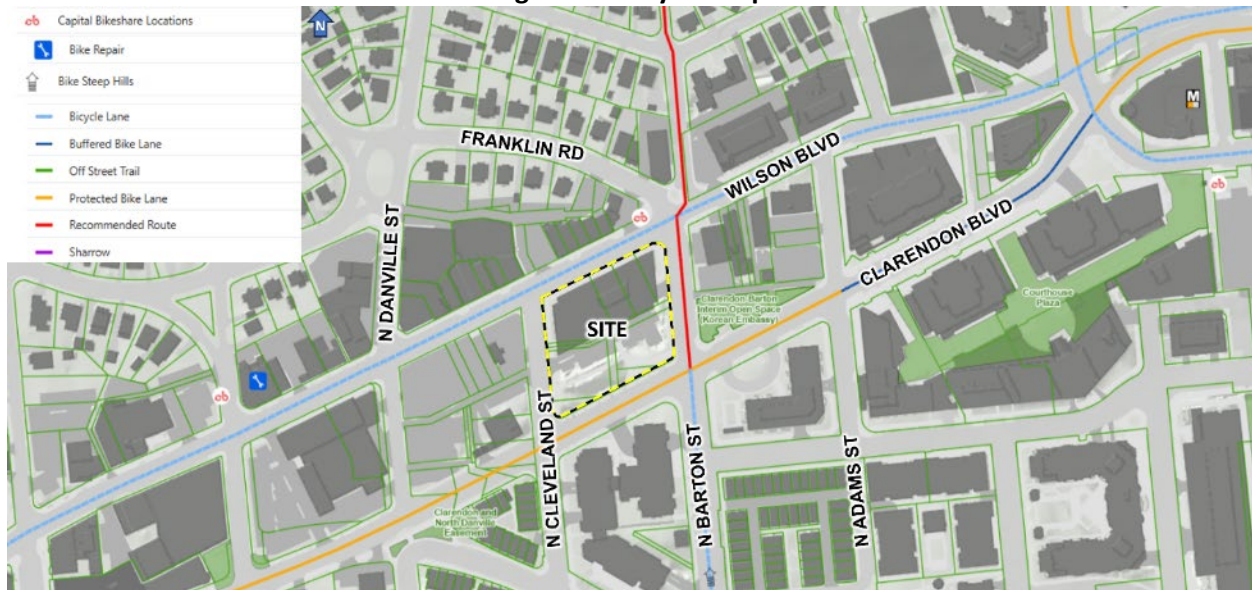
Figure 23. Proposed North Barton Street Cross-Section (Facing North)

Transit Service: The MTP identifies the adjacent segments of Wilson Boulevard and North Barton Street as serving the primary transit network, which offers transit service every 15 minutes for about 18 hours each day. The MTP identifies the adjacent segment of Clarendon Boulevard as serving the secondary transit network, which offers localized transit services on a less frequent basis than the primary transit network. There are currently five existing bus stops located immediately at or around the site: one on the site's frontage with North Barton Street, one south of the site on Clarendon Boulevard, one southeast of the site at the intersection of North Barton Street and Clarendon Boulevard, one northeast of the site at the intersection of North Barton Street and Wilson Boulevard, and one west of the site at the intersection of Wilson Boulevard and North Danville Street. These stops are serviced by Metrobus and ART routes which connect the site to the Rosslyn, Court House, Clarendon, Virginia Square, and Ballston Metro stations and to the Seven Corners Transit Center. Upon implementation of Metro's 2025 Better Bus Network in summer 2025, Metro will consolidate the existing transit routes along this corridor into routes A58 and F62, which will retain frequent bus service to the Metro stations along this corridor. ART routes 41, 45, 62, and 77 currently serve and will continue to serve the bus stops within the vicinity of the site. To support the existing on-site bus stop on North Barton Street, the applicant proposes a curb extension so that buses do not have to pull out of traffic when stopping.

Figure 24. Transit Map

Bicycle Facilities: For east-west travel, the MTP plans for the adjacent segments of Wilson Boulevard and Clarendon Boulevard to contain bike lanes. The Bicycle Element of the MTP further identifies Wilson Boulevard and Clarendon Boulevard as Primary Bicycle Corridors. These two streets are generally improved with bike lanes which are protected or buffered for some portions of the corridor, including the adjacent segment of Clarendon Boulevard. For north-south travel, the MTP plans for the adjacent segment of North Barton Street to be a bikeway connecting to an existing bike lane to the south which starts at the intersection of North Barton Street and Clarendon Boulevard. North Barton Street currently contains a southbound sharrow for bicycle travel. There is one Capital Bikeshare station within the immediate vicinity, located on the intersection of Wilson Boulevard, North Barton Street, and Franklin Street, immediately north of the subject site.

On site, the applicant proposes 137 Class I bicycle parking spaces for residents and 1 Class I bicycle parking space for retail staff, and 12 Class III bicycle parking spaces for visitors. The Class I bicycle parking spaces will be located below-grade in the parking garage. The Class III bicycle parking spaces will be located outside at the retail entrance on Wilson Boulevard, the primary residential lobby entrance on North Barton Street, and near the plaza and nearby bus stops on Clarendon Boulevard. As mentioned above, the applicant proposes 5-foot-wide bike lanes on North Barton Street, including a 3-foot-buffer for a protected northbound bike lane.

Figure 25. Bicycle Map

Multimodal Transportation Analysis and Trip Generation: The applicant submitted a Multimodal Transportation Assessment (MMTA) which was prepared by Gorove Slade, dated September 4, 2024. The analysis assumes that approximately 61 percent of the residential trips and 95 percent of the retail trips will not use a personal vehicle. During the AM peak period, the analysis anticipates 37 vehicle trips, 68 transit trips, 12 bicycle trips, and 67 pedestrian trips. During the PM peak period, the analysis anticipates 49 vehicle trips, 102 transit trips, 28 bicycle trips, and 175 pedestrian trips. Compared to the current development's AM peak period trip generation, this results in 32 less vehicle trips, 35 less transit trips, 4 additional bicycle trips, and 55 additional pedestrian trips. Compared to the current development's PM peak period trip generation, this results in 20 less vehicle trips, no change to transit trips, 20 additional bicycle trips, and 163 additional pedestrian trips. The analysis assessed five intersections within the vicinity of the site. Under existing conditions, the analysis identified that the intersection of Clarendon Boulevard and North Cleveland Street has two turning movements with a failing level of service, and will continue to do so with or without the development.

Table 4. Anticipated Transportation Trips		
Mode of Travel	AM Peak Trips	PM Peak Trips
Proposed Trips		
Private Automobile	37	49
Transit	68	102
Bicycle	12	28
Pedestrian	67	175
Net New Trips (Compared to Existing Office)		
Private Automobile	-32	-20
Transit	-35	-0
Bicycle	+4	+20
Pedestrian	+55	+163

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)
- Master Transportation Plan
- 2500 Wilson Tier I GLUP Study
- Courthouse West Special GLUP study
- Courthouse Sector Plan (1981)
- Courthouse Sector Plan Addendum (1993)

GLUP Designation: The site is currently designated “Low” Office-Apartment-Hotel. The site is located within the Courthouse Sector Plan. The applicant is proposing a GLUP amendment to “Medium” Office-Apartment-Hotel. In May 2023, the County Board adopted a Resolution to advertise future public hearings by the Planning Commission and County Board to consider a GLUP amendment from “Low” to “Medium” Office-Apartment-Hotel for this site.

Zoning: The site is currently zoned “C-O-1.5” Mixed Use District. The “C-O-1.5” zoning district is consistent with the “Low” Office-Apartment-Hotel GLUP designation. The applicant proposes a rezoning to the C-O-2.5 zoning district. The proposed zoning district (C-O-2.5) is consistent with the proposed GLUP designation (“Medium” Office-Apartment-Hotel).

Courthouse Sector Plan (1981) and Courthouse Sector Plan Addendum (1993): The site is located within the area addressed by the Courthouse Sector Plan (1891) and the Courthouse Sector Plan Addendum (1993), both of which laid out the vision for a model urban government center surrounded by a mix of high-density office and residential uses and the preservation of nearby residential neighborhoods, but have little specific guidance for this site. The Courthouse Sector Plan focuses on the development around Government Center and the 2500 Wilson Boulevard block is located at the western edge of Courthouse Sector Plan area. The plan identifies this block as part of a “Commercial” area west of a “High Density Residential Development.” The Courthouse Sector Plan Addendum designates the Property as “Higher Density Commercial / Residential / Mixed Use” but does not provide specific guidance for the Property.

The Sector Plan Addendum’s Concept Plan (Figure 27) identifies the intersection of Clarendon Boulevard and North Danville Street (one block to the west of the subject site) as a major gateway into the Courthouse area and notes that the planning and implementation of enhanced landscaping, sculpture, or other design elements can support the distinct feel of entering the Courthouse area. Guidance in the Illustrative Plan and Design Guidelines chapter includes – among other recommendations – creating sensitive transitions between existing low-rise development and taller buildings; breaking up the building mass using setbacks and variable roof heights; differentiating between the pedestrian ground level and upper floors; supporting the pedestrian environment by using build-to lines to place development and

create an attractive street edge; and utilizing architectural techniques, such as fenestration and variable setbacks, to help break up horizontal facades. The Courthouse Sector Plan Addendum Urban Design Analysis (Figure 26) identifies a sculpture or other feature on the subject site, and the Concept Plan (Figure 27) identifies open space/plaza/enhanced landscaping on the south portion of the 2500 Wilson site. The existing public art on site was implemented with the Weissberg site plan (SP#220).

Figure 26. Courthouse Sector Plan Addendum Urban Design Analysis

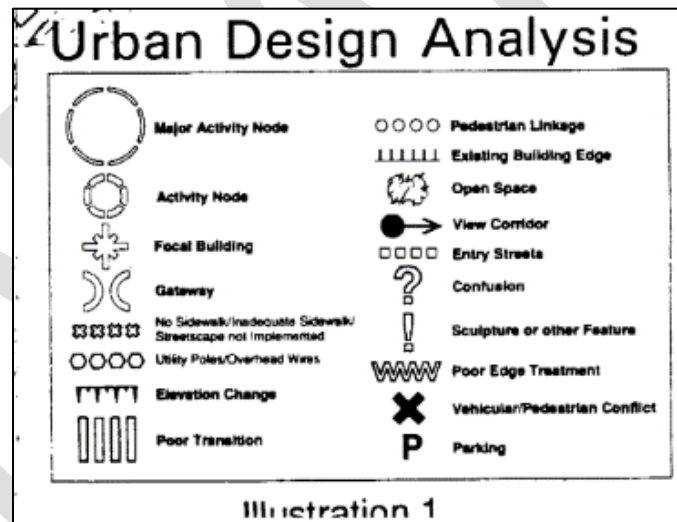
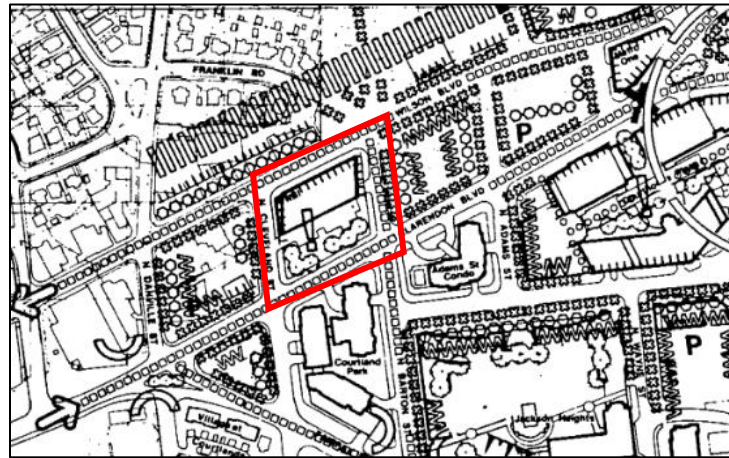
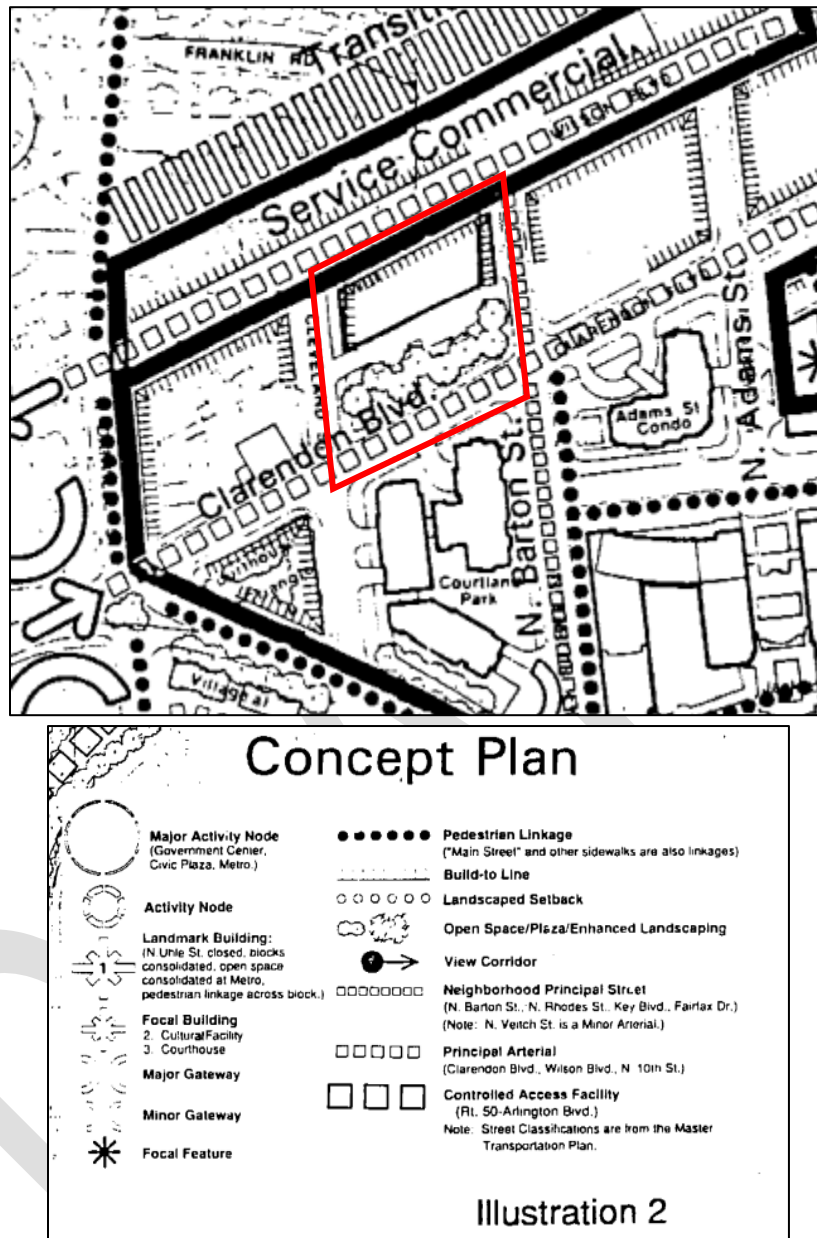


Figure 27. Courthouse Sector Plan Addendum Concept Plan

2500 Wilson Tier 1 Special GLUP Study: In June 2022, TMG 2500 Wilson Boulevard LLC applied for a GLUP amendment to change the GLUP designation of the site from "Low" Office-Apartment-Hotel to "Medium" Office-Apartment-Hotel with an associated rezoning from "C-O-1.5" to "C-O-2.5". As the site in question has little specific guidance in the Courthouse Sector Plan, staff initiated a Special GLUP Study to address the requested GLUP amendment as called for in the "Policy for Consideration for General Land Use Plan (GLUP) Amendments Unanticipated by Previous Planning Efforts."

A Special GLUP Study is initiated when a GLUP amendment request has been made for a property where there is insufficient planning guidance. A Special GLUP Study evaluates the appropriateness of the

requested GLUP amendment and provides additional guidance for potential future development. For this GLUP study, an interdepartmental staff team initiated a public review process in conjunction with the Long Range Planning Committee (LRPC) of the Planning Commission, which consisted of representatives from the Clarendon-Courthouse Civic Association, Lyon Village Civic association, as well as the Park and Recreation Commission. Community input gathered throughout the public review process, which included one LRPC meeting as a primary forum for discussion, informed the 2500 Wilson Special GLUP Study Document.

There was general support for a GLUP amendment from "Low" Office-Apartment-Hotel to "Medium" Office-Apartment-Hotel among LRPC and community members in attendance. The LRPC consensus was that, given the guidance for this site outlined in the recently completed Courthouse West Special GLUP Study Document, there was no need to conduct a Tier II Review and that the Courthouse West Study can inform further analysis of the 2500 Wilson Block. The LRPC recommended that this project advance to Site Plan Review in the near term and to study the area more broadly through an area or corridor analysis as part of a future, longer-term effort. The 2500 Wilson Special GLUP Study Document summarizes staff's analysis and outlines recommendations for building design including guidance on step-backs, setbacks, height and tapering based on the Courthouse West Special GLUP Study's guidance.

In May 2023, the 2500 Wilson Special GLUP Study Document was accepted by the County Board, along with the adoption of a resolution to advertise future public hearings to consider a GLUP amendment from "Low" Office-Apartment-Hotel to "Medium" Office-Apartment-Hotel. The 2500 Wilson Tier 1 Special GLUP Study for this site concluded that guidance from the Courthouse West SGLUP should be applied, which did include a height maximum with other step-back, setbacks, tapering, building and site layout considerations.

In addition to the 2500 Wilson GLUP Study Guidance and based on the Courthouse West Special GLUP Study's findings, the following establish Guiding Principles are relevant to the 2500 Wilson site and may be used to inform potential future development:

1. Concentrate high-density development within Metro Station Areas
2. Increase the supply of housing by encouraging a variety of housing types, including family-sized dwelling units, and price, including committed affordable units (CAFs), at a range of building heights and densities in and near Metro Station Areas
3. Design the site and buildings to achieve sunlight and air in and around the site and limit the impacts of high-density development by tapering building massing down to surrounding residential areas and orienting development on the site to minimize shadows on adjacent residential areas
4. Activate the ground level conditions in and around the site by fostering an attractive and enhanced streetscape, retail or retail equivalent uses and spaces of varying size, public space that serves as both a focal point and a connection to nearby public spaces, and trees, with parking located below-grade
5. Create an attractive development that seeks to consolidate property within the block and incorporate biophilic design, public art, and other design considerations

6. Enhance multimodal access, connectivity, and safety for pedestrians, bicyclists, micro-mobility users, and transit riders in and around the site by upgrading bicycle and scooter facilities, bus stops, pedestrian crossings, and sidewalks to elevate these modes of travel
7. Enable planning and construction of the transportation infrastructure needed to effectively manage the flow of a high volume of multimodal transportation users in a high-density area

Additional recommendations that are relevant to the 2500 Wilson site were also developed under key topics areas in the Courthouse West Special GLUP Study, as summarized below:

GLUP Designation

- “Medium” Office-Apartment Hotel is a potentially appropriate GLUP designation for 2500 Wilson
- Ensure compatibility with surrounding context, recommended approach to building step-back and tapering that was integral to the Courthouse West Special GLUP study is also generally applicable to the adjacent 2500 Wilson site

Building Height & Design

- SPRC process can address tapering, setbacks, and step-backs to mitigate impacts associated with additional height permitted in C-O-2.5 zoning district
- Follow guidance in Recommended Building Heights map that allows for up to 14 stories in certain locations and applies to building massing tapering toward edges of study area
- Place future development at sidewalk edge to create attractive streetscape and pedestrian environment
- Differentiate ground floor from the rest of the building podium and the building tower to make the ground floor space and entrances visible from the street
- Use fenestration, articulation, step-backs, different materials, and other architectural elements to establish and distinguish between building base, middle and top
- Break up the building façade to generate visual interest in the building and avoid a bulky appearance
- A mix of residential and commercial retail or retail equivalent uses are appropriate and would encourage activity
- Consolidation of the study area should occur to support a comprehensive vision for development that includes the entire block
- Considering the central location of the study area, located on two major arterial streets and a quarter mile from the Court House Metro station and 0.4 miles from the Clarendon Metro station and surrounded by bus stops servicing multiple Metrobus and ART bus lines, bicycle lanes, and Capital Bikeshare stations, building heights greater than 10 stories in parts of the study area could be appropriate. Sixteen (16) stories is the maximum building height for residential and hotel uses in the C-O-2.5 zoning district that is typically found with the “Medium” Office-Apartment-Hotel GLUP designation. The maximum building height for office uses in the C-O-2.5 district is 12 stories.
- At its September 17, 2022, Meeting, the County Board adopted this Study Document and directed staff to update the document’s building height recommendations and guidance to reflect a maximum building height of up to 14 stories, which could support additional housing opportunities in the study area.

- **Building Podium Height-** Height should transition down in the study area toward the proposed public space along Clarendon Boulevard resulting in building heights of no more than 4 stories immediately framing the public space. Along the North Cleveland Street and North Danville Street frontages, building heights of 4 to 6 stories could be appropriate. Building heights along Clarendon Boulevard and Wilson Boulevard should transition down to no more than 4 stories.
- **Building Tower Height-** The tallest massing should utilize an additional step-back or multiple step-backs to shift the massing closer to the center of the study area to help break up the building massing and to ensure multiple transitions down to 4 to 6 stories at the edge of the study area.

Transportation

- Support improvements to increase safety for bicyclists and micro-mobility users, such as developing fully protected bicycle lanes on Clarendon Boulevard and Wilson Boulevard.
- Provide generous, human-scaled street frontages to promote activity. Adequate space should be dedicated for wide sidewalks, ADA facilities, and wayfinding signage identifying distance to Courthouse and Clarendon Metro stations to promote activity and support pedestrian access and safety. Develop streetscape widths that are consistent with the Rosslyn-Ballston Corridor Streetscape Standards.
- In consultation with the Department of Environmental Services (DES), development in the study area should dedicate space for a mobility hub, to accommodate options such as short-term bicycle parking, scooter parking, Capital Bikeshare station, wayfinding signs, car-sharing, taxicab stand, and/or parklets.
- Support the development of improved pedestrian crossing opportunities at the four intersections around the study area.
- Locate loading and access for development in the study area off North Cleveland Street.
- Locate parking below-grade to support an attractive ground floor and public space at the street level.

Affordable Housing

- Increase the supply of housing by encouraging a variety of housing types, including family-sized dwelling units, and price, including committed affordable units (CAFs), at a range of building heights and densities in and near Metro Station Areas

The Environment and Sustainability

- Incorporate biophilic design into future development in the study area.
- Ensure equitable access to future public space and other biophilic design elements in the study area.
- Incorporate trees, shrubs, and other plantings, preferably native, non-invasive species, as part of any public space and future development in the study area.
- Seek opportunities to incorporate energy efficiency and renewable energy generation in future development in the study area to support the goals of the Community Energy Plan.
- Participate in the County's Green Building Incentive Program to achieve green building certification.

Public Space

- Public spaces should meet or exceed 40 percent 20-year tree canopy cover, with impervious cover not exceeding 40 percent. Private spaces should meet or exceed 15 percent tree canopy cover.

- Develop a public space that is at least 6,500 square feet, is anchored along Clarendon Boulevard, and establishes a visual connection with the privately-owned public space south of Clarendon Boulevard.
- No loading, parking, utilities (e.g., exhaust vents, HVAC, etc.), or other elements should impede on the public space. Any underground parking should be designed to support future public space uses and amenities.
- Consider the utilization of rooftop space for additional public space, such as terraces or green space, beyond the public space envisioned along Clarendon Boulevard.
- The Public Spaces Master Plan identifies Public Art at the 2500 Wilson site.
- Locating the public space in the southern portion of the study area along Clarendon Boulevard, as opposed to the northern portion along Wilson Boulevard, would allow for greater solar exposure and would reduce potential shadowing of the space.
- A potential public space in the study area could allow for a mix of green space and hardscape with native trees and seating that is activated by its location on Clarendon Boulevard and its relationship to commercial retail spaces within a potential building in the study area. A future park master planning process would provide opportunities for public input and engagement regarding the detailed planning and design of the public space, as guided by the Public Spaces Master Plan Privately Owned Public Space Design Guidelines. The developer of a future development in the study area would be responsible for conducting a public space design process in coordination with County staff regarding the design, construction, and maintenance of the public space, as the space would be a privately-owned public space.

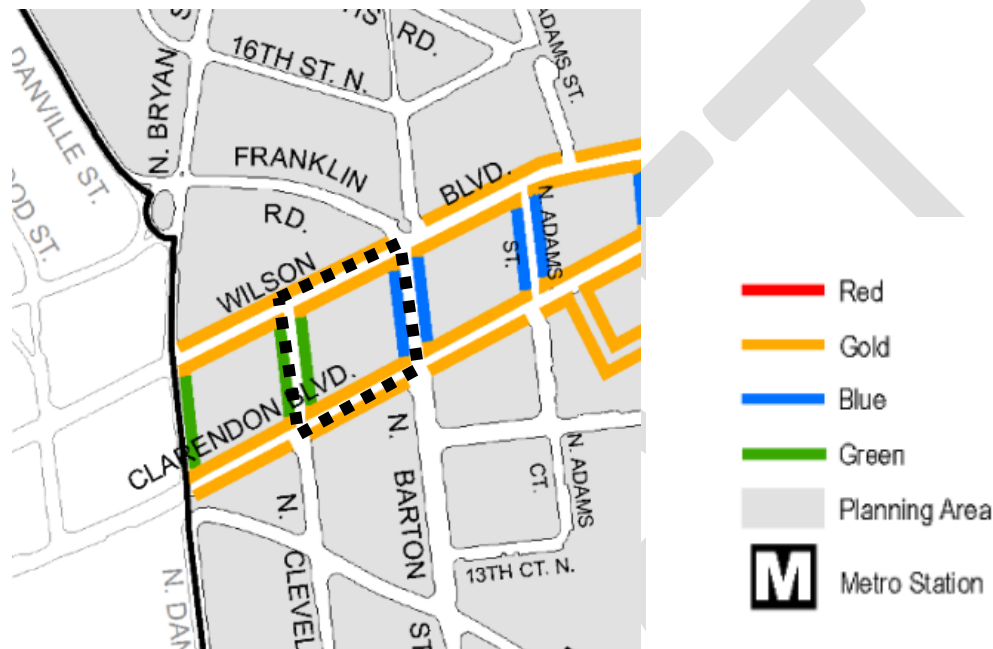
GLUP Study Analysis: The height of the proposed development is 14 stories, which conforms with the recommended maximum height of 14 stories outlined in the 2500 Wilson and Courthouse West GLUP studies. Setbacks vary depending on location, but they are approximately 4' 3" to 15' 3" on Wilson Boulevard and on Clarendon Boulevard building setbacks range from approximately 22' to 68'. The project is in conformance with GLUP Study in terms of step-backs, which are provided from Wilson Boulevard on 2nd, 4th, 13th and 14th floors, from Clarendon Boulevard on 2, 4th, 13th, and 14th floors, and from North Barton Street on 2nd, 4th, and 13th floors. However, there are no step-backs on North Cleveland street, which deviates from the GLUP's guidance of building heights transitioning down to 4 to 6 stories along North Cleveland Street. In addition, the height of the building tapers down to 2-3 stories along Clarendon Boulevard and down to 2-4 stories along Wilson Boulevard, which is in conformance with the GLUP study guidance.

Sector Plan Analysis: The applicant has used step-backs to break up the building mass, has tapered the height down to 2-4 stories along Clarendon Boulevard and down to 2-4 stories along Wilson Boulevard, has used changes in massing and fenestration to distinguish between a building top, middle and base, all of which are in conformance with the Sector Plan Addendum's guidance. However, the applicant has not yet identified a plan for the existing public art on site.

Arlington County Retail Plan: The applicant is proposing approximately 18,209 sf of retail on the ground floor of the building, with entrances to retail along Wilson Boulevard, North Barton Street, and Clarendon Boulevard. The Retail Plan labels Wilson and Clarendon Boulevards as Gold, North Cleveland Street as Green, and North Barton Street as Blue (Figure 28). Gold Street are streets planned for any type of retail use or retail equivalent as permitted by the Zoning Ordinance. For Gold Streets, exterior and

interior design elements as set forth in the Retail and Urban Design Guidelines. Green Streets are streets where any retail uses or retail equivalents are optional. For Green Streets, there are not specific interior or exterior design elements. Blue Streets are streets planned for any type of retail use or retail equivalent as permitted by the Zoning Ordinance. For Blue Streets, exterior design elements as set forth in the Retail and Urban Design Guidelines. According to the Retail Plan, where other adopted plans and policies provide more explicit design guidelines or standards than found in the Retail Plan, the ground floor design standards consistent with the sector plans are applicable.

Figure 28: Arlington County Retail Plan – Subject site in Courthouse



Red*	Gold*	Blue*	Green
<ul style="list-style-type: none"> •Design Standards: Exterior & Interior •Retail Sales •Food Establishments •Entertainment Establishments •Services •Repairs 	<ul style="list-style-type: none"> •Design Standards: Exterior & Interior •Retail Sales •Food Establishments •Entertainment Establishments •Services •Repairs •Retail equivalents 	<ul style="list-style-type: none"> •Design Standards: Exterior •Retail Sales •Food Establishments •Entertainment Establishments •Services •Repairs •Retail equivalents 	<ul style="list-style-type: none"> •No Design Standards** •All uses as permitted by the Zoning Ordinance

* Other uses as permitted in the Zoning Ordinance may be approved, on a case-by-case basis, by the County Board.

** Other adopted design standards may apply.

	STREET TYPES			
USES	RED	GOLD	BLUE	GREEN
Retail Sales	✓	✓	✓	✓
Food Establishments	✓	✓	✓	✓
Entertainment	✓	✓	✓	✓
Services & Repair	✓	✓	✓	✓
Equivalents		✓	✓	✓
Other Uses per Zoning				✓
DESIGN				
Interior	✓	✓		
Exterior	✓	✓	✓	
Other requirements	✓	✓	✓	✓

*The uses included are provided as guidance. Other uses as permitted in the Zoning Ordinance may be approved, on a case-by-case basis, by the County Board.