

Site Plan Review Committee (SPRC)
Staff Report for
3033 Wilson Boulevard (Clarendon Square)
SPLN24-00003

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 Peter Schulz
2100 Clarendon Blvd. Suite 700
Arlington, VA 22201

Contact Staff:

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

Peter Schulz
Department of Community Planning, Housing, and Development
703-228-0067
pschulz@arlingtonva.us

Contact the SPRC Chairs:

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

Tony Striner
tstriner@commissions.arlingtonva.us

Leo Sarli
lsarli@commissions.arlingtonva.us

3033 Wilson Blvd (SPLN24-00003)
Clarendon Square
(RPC #15-067-002, -003, -005, -006, -007, -033, -036)

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

Online Engagement Opportunity: December 5 – December 15, 2024

- 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) – January 23, 2025

- Introductions
- Staff presentation
- Applicant presentation
- SPRC Discussion Topics:
 - Land Use & Density/General Land Use Plan and amendment
 - Site Design & Layout
 - Building Height (including text amendment), Form & Architecture
- Public Comment

Site Plan Review Committee Meeting #2 (Hybrid) – February 13, 2025

- Introductions
- SPRC Discussion Topics:
 - Parking & Loading
 - Transportation
 - Open Space & Landscaping
 - Green Building & Sustainability
 - Site features and amenities
 - Construction timeline/Hauling routes
- Public Comment
- Wrap-up

SITE PLAN REVIEW COMMITTEE

DATE: January 23, 2025
PLACE: 2100 Clarendon Blvd, Suite 311
TIME: 7 p.m.- 9 p.m.

SPRC STAFF COORDINATOR: Matthew Pfeiffer

Item 1. 3033 Wilson Blvd. (SPLN24-00003)

RPC#15-067-002, -003, -005, -006, -007, -033, -036

Planning Commission and County Board meetings April 2025 (tentative).

Peter Schulz (CPHD Staff)

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

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

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the on the County's Webpage at <https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/3033-Wilson-Blvd>

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:**January 2025: Changes since initial filing and last staff report:**

- Protected bike lane added to Wilson Boulevard;
- Building placement adjusted along Wilson Boulevard to provide up to 20-foot total streetscape.

The applicant, Carr Properties, proposes the demolition of the existing 7-story office building and to construct a new 8-story multifamily building with ground floor retail. The developer proposes to retain the existing underground parking garage with 344 parking spaces. The proposed density is approximately 4.9 Floor Area Ratio (FAR) with approximately 312 dwelling units and approximately 6,800 square feet of retail use facing Wilson Boulevard.

To accomplish this proposed development, the application involves:

1. A general land use plan amendment to amend the “Clarendon Redevelopment District” and “Medium Density Mixed Use: GLUP designations to coincide with the “C-3” zoning;
2. A Rezoning of a small parcel from “R-5” to “C-3” so that the entire site is zoned “C-3”;
3. A text amendment to the Clarendon regulations in the Zoning Ordinance (Section 9.2) to permit a building height of 85 feet (as opposed to 75 feet); and
4. A new site plan for a new residential mixed-use building.

The developer requests modifications from the Arlington County Zoning Ordinance which include:

- Additional density for provision of LEED Gold and other site features and amenities;
- Total streetscape width on Wilson Boulevard;
- No stepback on the Wilson Boulevard and Highland Street frontages;
- Number of Loading spaces;
- Density exclusions
- Distance of building entrances; and
- 25% compact parking ratio.

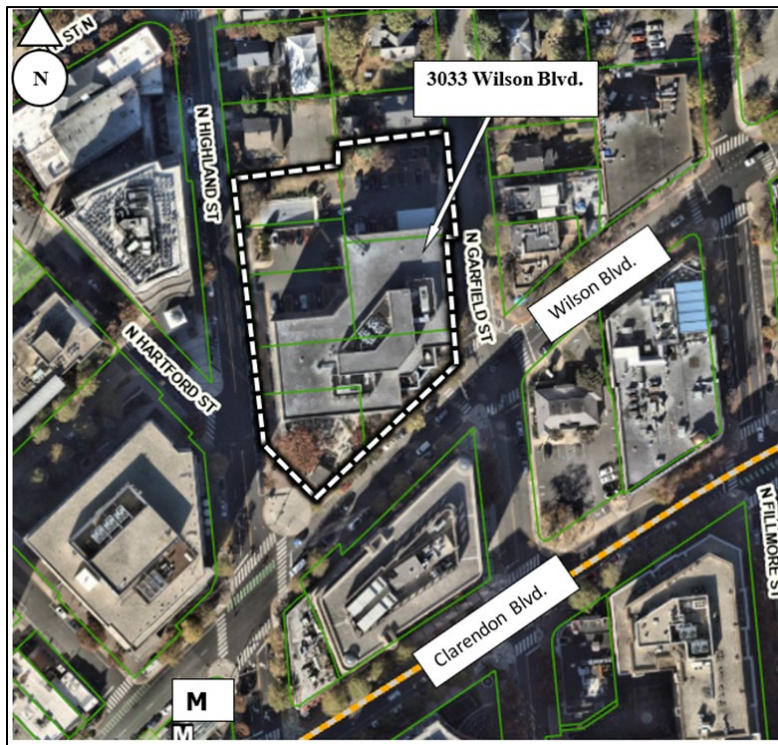
Figure 1. Rendering View from the intersection of Wilson Boulevard and North Highland Street.



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

Existing site:

The 1.45 acre site is located at 3033 Wilson Boulevard, north side of Wilson Boulevard between North Garfield and North Highland Streets in Clarendon. The site is currently occupied by a 7-story office building, constructed in 1987 by right.

Figure 2. Site Location

Neighborhood: The subject site is located within the boundary of the Lyon Village Citizens Association, but is immediately across the street from the boundary of the Clarendon-Courthouse Civic Association. The site is bounded by single family detached houses to the north, North Garfield Street to the east, North Highland Street to the west, and Wilson Boulevard to the south.

GLUP Designation: The Southern part of the site is located in the Clarendon Revitalization District designated "Medium Density Mixed Use" . The northern half of the site is designated "Low" Residential (1-10 units/acre).

Zoning: C-3, General Commercial District and R-5, One Family and Restricted Two-Family District.

Figure 3. Existing Conditions (Wilson Boulevard at Highland Street)**Figure 4. (left, Garfield Street, looking south. Right, Highland Street, looking south)**

Development Potential: The following provides a statistical summary of the development potential for the site area, within the existing “C-3” zoning boundary.

Site Area	Density Allowed for Proposed Uses	Maximum Development
Existing Zoning: “C-3” ¹ District		
By-right: 60,376 sf (1.39 acres)	Office/commercial	~170,000 s.f GFA, or 2.7 FAR ²
Special Exception: 60,376 sf (1.39 acres)	Mixed use (office, hotel, multi-family, retail) @ 3.0 FAR	181,128 s.f. GFA

¹ The maximum permitted density in the “C-3” zoning district is defined in the ACZO as the "Maximum floor area in this district shall not exceed the number of square feet that results from compliance with the requirements stated in the ordinance with no less than nine feet between floors, except by site plan as provided in §9.2.2.D."

²Statistics are taken from the existing building

Proposed Development:

- 8-story multifamily building consisting of 312 units, approximately 6,800 s.f. of ground floor retail, and reusing the existing 344-space underground parking garage, and two (2) loading docks.

The following provides a statistical summary for the proposed development:

NEW STREET		
SPLA24-00003 – 3033 Wilson Boulevard		
	Base Zoning/Requirement	Proposed
Site Area		
Total Site Area		63,088 s.f. (1.45 acres)
Density		
Residential GFA (units)		300,102 (312 units)
Retail GFA		6,778 s.f.
Total GFA		306,880 s.f.
Density Exclusions		8,919 s.f.
Total Density		4.9 FAR
Base Density (FAR)	3.0	189,264 s.f. (3.0)
Additional Density Requested above Base (FAR)		117,616 s.f. (1.9 FAR)
Building Height		
Main Roof Height (from ASE)	75.0 ft	85 ft
Mechanical Penthouse Height	23.0 ft	9.0 ft
Stories	5 stories	8 stories
Parking		
Total Parking Spaces	316 spaces	344 spaces
Residential Parking Spaces	312 spaces	340 spaces
Residential Parking Ratio	1 space/unit	1.09 spaces/unit
Retail Parking Spaces	4 spaces	4 spaces
Retail Parking Ratio	1space/580 s.f. of retail use, excluding the first 5,000 s.f. of retail GFA for proximity to Metro	1 space/445 s.f.
Compact Parking Ratio	Maximum 15%	25%
Loading Spaces	3 spaces	2 spaces

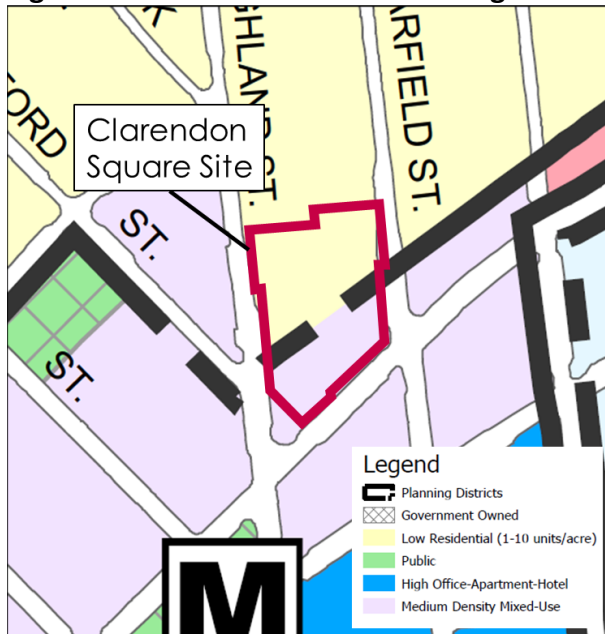
DISCUSSION:

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)
- Clarendon Sector Plan
- Master Transportation Plan
- Commercial Market Resiliency Initiative

GLUP and proposed GLUP Amendment: The current GLUP designation of the site is split: Approximately the southern half of the site is located within the boundaries of the Clarendon Revitalization District, and is designated “Medium Density Mixed Use”. The GLUP category “Medium Density Mixed Use” is defined as “up to 3.0 FAR with special provision for additional density in the ‘Clarendon Revitalization District’ (see note 12). The northern half of the site is designated “Low Residential 1-10 units/acre.”

Figure 5. General Land Use Plan Designation



Concurrent with the proposed site plan, staff intends to bring forward an amendment to the General Land Use Plan (GLUP) Map, for consideration by the Planning Commission and County Board. The proposed GLUP Map amendment would extend the “Medium Density Mixed Use” designation and the Clarendon Revitalization District boundary to the property lines of the existing Clarendon Square development, including both the portion of the area currently zoned C-3 and the 2,712-square-foot portion of the site proposed for rezoning from R-5 to C-3. The GLUP Map is intended to be general in nature, and the boundary line between Mixed Use/Commercial and Residential land use designations north of Wilson Boulevard between North Highland Street and North Adams Street is roughly parallel to Wilson Boulevard, rather than following property or zoning district lines.

The Clarendon Sector Plan envisions redevelopment of the Clarendon Square site utilizing the unique site plan provisions for the Clarendon Revitalization District (ACZO §9.2.2.D). To be eligible for these zoning provisions, sites must be zoned C-3 and designated "Medium Density Mixed Use" and located within the Clarendon Revitalization District on the GLUP. The proposed GLUP Map amendment would reinforce the Sector Plan's guidance that redevelopment of this site should utilize the site plan tools created for Clarendon.

Figure 6. Zoning Map



Zoning Ordinance and requested Rezoning and Zoning Ordinance Amendment:

Notwithstanding the spilt GLUP designation, the entire site (apart from the 2,700 square-foot area requested to be rezoned, discussed below) is zoned "C-3" General Commercial District. This district permits by right development of commercial and office uses up to a maximum building height of 75 feet, with no limit on Floor Area Ratio.

The developer is also requesting a rezoning of an approximately 2,700 square foot strip of land from "R-5" (One-Family and Restricted Two-Family Dwelling District) to "C-3" to be consistent with the remainder of the site. The request is prompted by the presence of a part of the existing parking garage (the exhaust system) in this strip, and the developer's desire to retain the existing parking garage. Because the existing office building and associated parking garage were constructed by right in the 1980s, records are not clear why the parking garage was permitted to encroach in an "R-5" district, which should normally be not permitted. The developer therefore requests the rezoning in order to address this discrepancy, in order to retain the existing parking garage in its current configuration. The developer does not propose to construct anything new in this location.

Zoning Ordinance Amendment: The Clarendon Sector Plan was adopted by the County Board in

2006³ and provides guidance for the redevelopment of Clarendon through a series of form-based recommendations. In 2008 the County Board amended the C-3 zoning district's regulations for special exception projects within the Clarendon Revitalization District, which codified many of the Sector Plan's form-based redevelopment guidelines. Site plan applications located within the Clarendon Revitalization District must comply with these form-based parameters unless modified, where allowed, by the County Board. One zoning requirement that the County Board cannot modify through site plan approval is maximum building height, as indicated in the Maximum Height Limit and Step-Backs Map (Figure 9, ACZO §9.2.5, Map 1).

Figure 7. Sector Plan Height Map



For the Clarendon Square site, Map 1 specifies a maximum height of 75 feet and required step-backs, at a depth of 10 feet, along the site's Wilson Boulevard frontage and a portion of the North Highland Street frontage. The site plan applicant proposes a maximum height of 85 feet with no step backs along the specified frontages. While the step-back requirement can be modified by the County Board, the requested height cannot be approved unless the County Board amends Map 1 in the Zoning Ordinance.

The County Board has previously amended the maximum building heights in Map 1 to implement site plans for Clarendon West (SP #438), 10th and Irving/Joyce Motors (SP# 465), and Bingham Center (SP #467). For the Clarendon Square site plan, staff intends to bring forward a concurrent Zoning Ordinance amendment to Map 1 (ACZO §9.2.5), solely for the Clarendon Square site, for consideration by the Planning Commission and County Board.

Clarendon Sector Plan: The Sector Plan was adopted by the County Board in 2006 and updates to the Plan were adopted by the Board in 2022. The 2022 version of the plan updated some of the general goals from the 2006 version of the Sector Plan to reflect the new reality of a

³ A 2022 Sector Plan Update focused primarily on a multi-block area south of Washington Boulevard and carried forward the 2006 recommendations for the Clarendon Square site.

softening office market, and a new study was made of areas in the Washington Boulevard/10th Street corridor to reflect new development applications in that area, the subject site was not a part of that study and the specific recommendations for this site remain the same as adopted in 2006. The Clarendon Sector Plan's overall vision to create a walkable "urban village" with people of all incomes, ages, and household makeup can live and walk to shop, work, and play, while protecting the integrity of surrounding low-density residential areas and density tapers up from the neighborhoods to the core. To accomplish this vision, the Sector Plan aims to create:

- A quality public realm;
- Accessible and connected spaces; and
- A rich mix of uses.

To accomplish these objectives, many of the Sector Plan's recommendations are codified in the Arlington County Zoning Ordinance (ACZO) in Section 9.2. The developer may request modifications from the ACZO regulations for development in Clarendon, except building height (which is the reason for the proposed text amendment).

Land Use & Density: The proposed development consists of a multifamily building with ground floor retail, with a maximum density of 4.9 FAR. The Clarendon Sector Plan and the Zoning Ordinance requires a minimum of 60% commercial (including hotel) use at this site. The maximum density is 3.0 FAR but the Sector Plan and ACZO note that additional density may be earned for the provision of community benefits.

[In November 2024, the County Board adopted a policy statement](#) to support the transformation of obsolete office spaces into residential use, in light of the low demand for office space in Arlington County due to changes created by widespread telecommuting, the simultaneous increased demand for housing near transit corridors, and other long-term economic forces including the drag on tax revenue brought by widespread office vacancy. In particular, the policy statement acknowledges that prescriptive requirements of certain uses on certain sites (to use the subject site as an example, requiring office use at this location through the Zoning Ordinance) may be counterproductive to the County's goals for a vibrant, active street life and provision of housing opportunities for people of all stages of life in high in-demand locations.

Figure 8. Land Use Map from Sector Plan

The development consists of 312 dwelling units, which include studio, one-bedroom, two-bedroom and two-bedroom plus den units.

Figure 9. Unit Mix

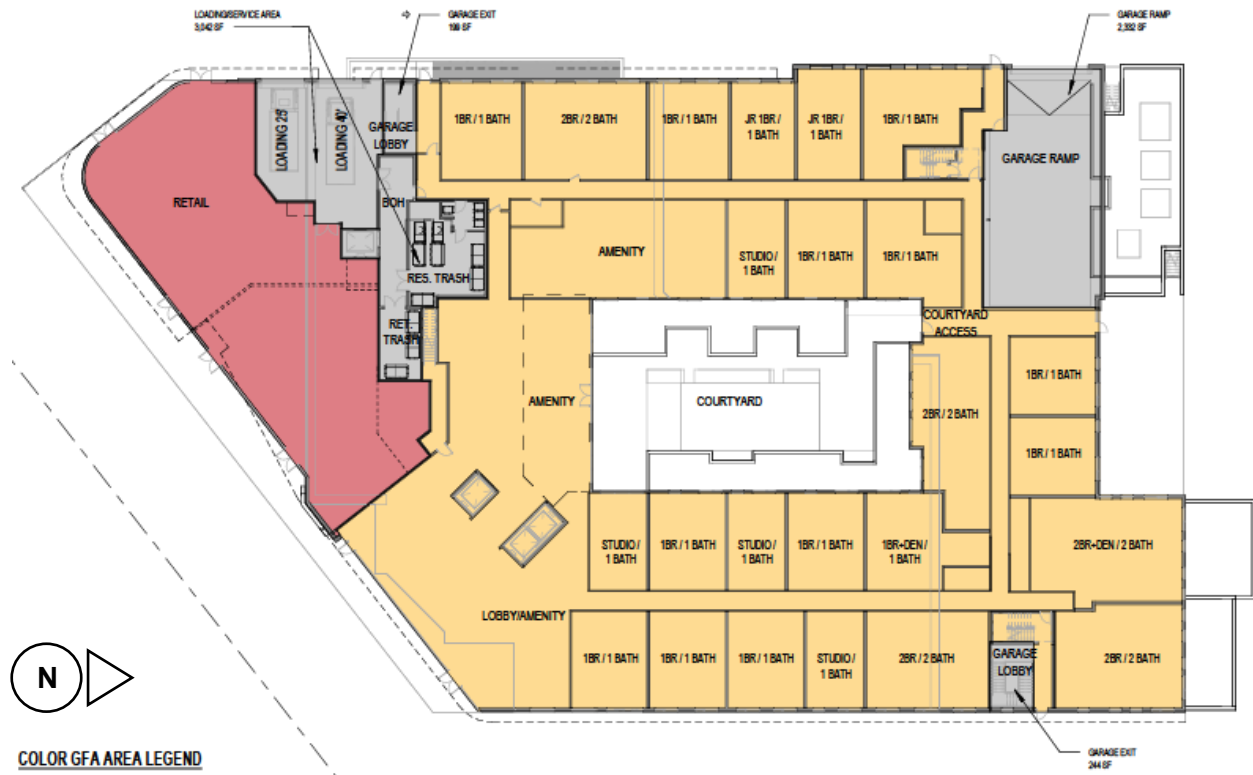
UNIT MIX CHART

FLOOR	STUDIO	JR 1BR	1BR	1BR+D	JR 2BR	2 BR	2BR+D	TOTAL
8th	3	5	19	3	1	8	2	41
7th	3	5	19	3	1	8	2	41
6th	3	5	17	4	1	9	1	40
5th	4	5	21	4	1	8	1	44
4th	3	5	22	5	1	8	1	45
3rd	3	5	22	5	1	8	1	45
2nd	5	2	17	3	0	4	1	32
1st	4	2	12	1	0	4	1	24
TOTAL	28	34	149	28	6	57	10	312
Mix %	9.0%	10.9%	47.8%	9.0%	1.9%	18.3%	3.2%	100.0%

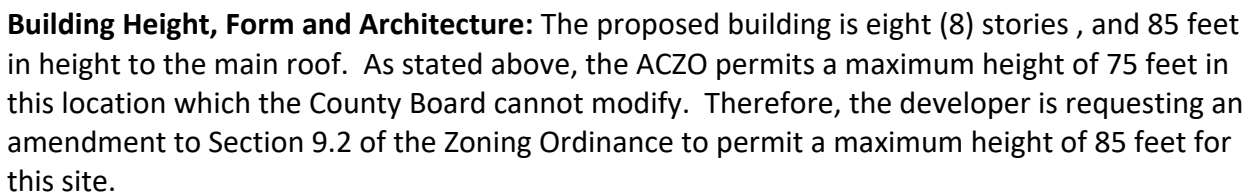
Site Design & Layout: The site consists of one multifamily building of eight (8) stories in height. On the ground level, retail spaces face Wilson Boulevard and the public plaza. The lobby faces the intersection of Wilson and Garfield Street. Individual dwelling units face both Garfield and Highland Streets but have no direct access to the street. The entrance to the underground parking garage is at the rear of the property on Highland Street. The two (2) loading spaces are also on Highland Street, but closer to the intersection of Wilson and Highland. **Since the initial filing, the applicant has moved the podium of the building back a few feet in order to accommodate the protected Wilson Boulevard bike lane and to provide as much total streetscape width as possible (give the placement of the existing garage columns that the**

applicant will reuse). This results in a 20' total streetscape width, as recommended in the Sector Plan, in front of the retail on Wilson Boulevard, and a streetscape of 17' elsewhere on Wilson (with a 14' pinch point where an existing column cannot be moved). At all times the developer proposes a consistent eight (8) foot clear pedestrian path and a six (6) foot planting strip (both the clear sidewalk path and the planting strip width meet the sector plan recommendations and Zoning Ordinance requirements). The variation on total streetscape width is taken out of the private shy zone area, not the public clear sidewalk and public planting strip.

Figure 10. Overall Level 1 Floor Plan



The face of the building is about 23 feet from the rear property line, which is shared with the single family detached houses. In this rear setback the developer proposes service elements such as above grade transformers, a bioretention planter, and a dog run.



86'-9.02"

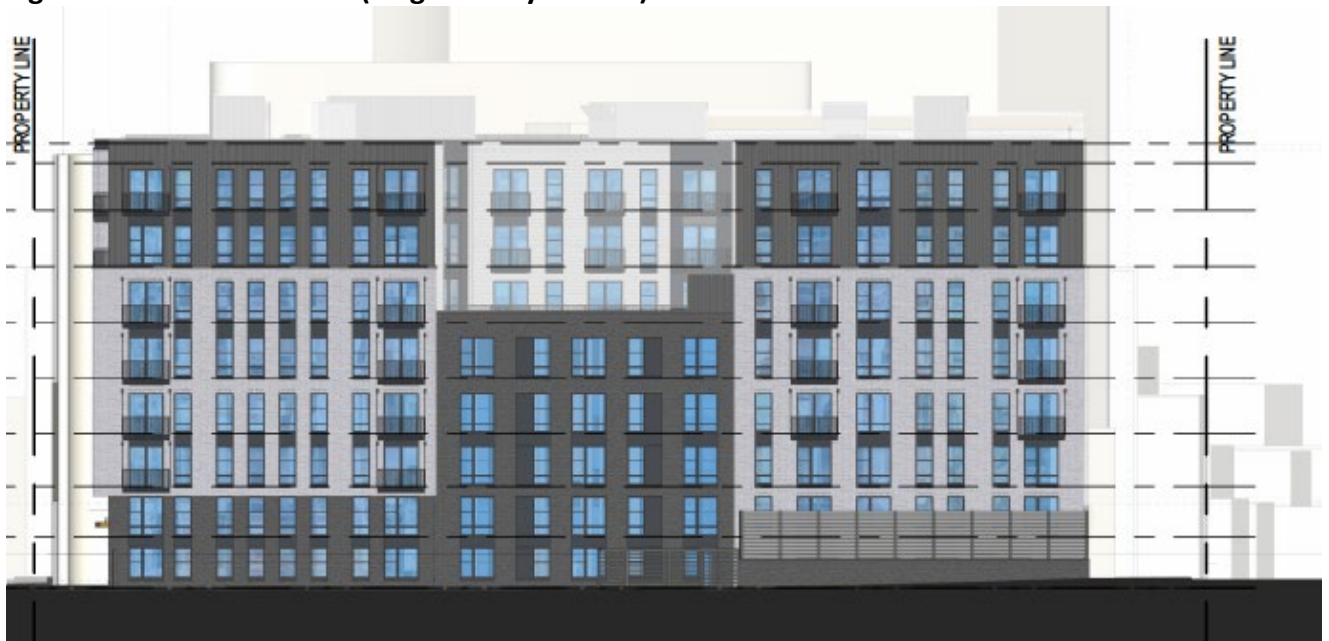
T.O. ROOF
+347.77'EL

PROPERTY LINE

AVERAGE SITE ELEVATION
+262.98'EL

1000 West 10th Avenue

1000 West 10th - Ground Floor = 14.75 BM elevation

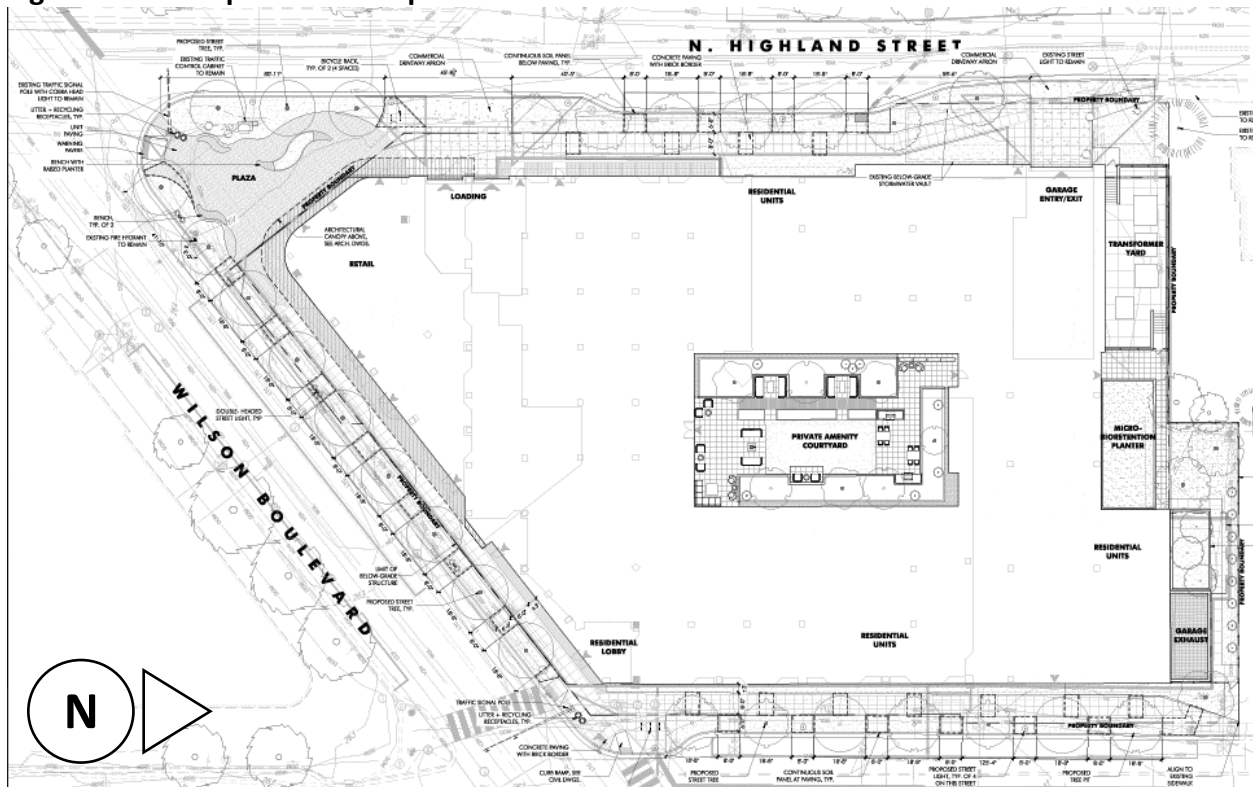
Figure 14. West Elevation (North Garfield Street)**Figure 15. North Elevation (Single family district).**

Public Space and Landscaping: The site is adjacent to a public plaza at the intersection of North Highland Street and Wilson Boulevard. This plaza is on public right of way; however, the current building is set back significantly from the property line, creating a private space that acts as an extension of the public plaza. This private plaza does not have an easement for public use. As part of the application, the developer proposes to refresh the public plaza. There is also planting in an internal courtyard. The developer also proposes street trees on the public street frontages of the site.

In the setback between the building and the single family area, planting is limited to the bioerention planter and a small cluster of ornamental trees.

Above grade, the developer proposes some landscaping on the third and sixth levels.

Figure 16. Conceptual Landscape Plan



Sustainable Design: The building is designed to achieve an LEED Gold certification and the applicant is requesting additional density under the [Green Building Incentive Policy](#) (GBIP). The applicant is proposing to participate in the GBIP's incentive program at the 0.35 FAR level and will incorporate the GBIP baseline prerequisites with Arlington-specific points. **The developer also proposes green walls and other façade planting for interest.**



Parking and Loading: The applicant will reuse the existing garage and proposes a total of 344 underground parking spaces. 340 parking spaces will be for the residents, at a ratio of 1.09

spaces per unit, which exceeds the Zoning Ordinance requirement of one space per dwelling unit. The applicant is proposing two (2) loading (including trash) spaces on the west side of the building on Highland Street. Four (4) parking spaces will be allocated to the retail uses.

Transportation:

Master Transportation Plan: The site, located in the heart of Clarendon and across the street from the Clarendon Metrorail Station, is well supported by multimodal transportation. The site is within the block bound by Wilson Boulevard (on the south side of the site), North Highland Street (on the east side of the site) and North Garfield Street (on the west side of the site). To the north of the property the site is abutting by single family homes. The Master Transportation Plan (MTP) identifies Wilson Boulevard as a Type A -Primary Retail Oriented Mixed Use arterial. The MTP also identifies it with existing on-street bike lanes and as a portion of the County's Primary Transit Network. With Wilson Boulevard supporting one-way westbound traffic flow, it functions in a pair with Clarendon Boulevard which supports one-way eastbound traffic flow between Clarendon and Rosslyn. Both North Highland Street and North Garfield Street are identified as non-arterial roads by the MTP. The MTP identifies planned new on-street bike lanes along North Highland Street.

Figure 17 - Master Transportation Plan Map Detail for the Site

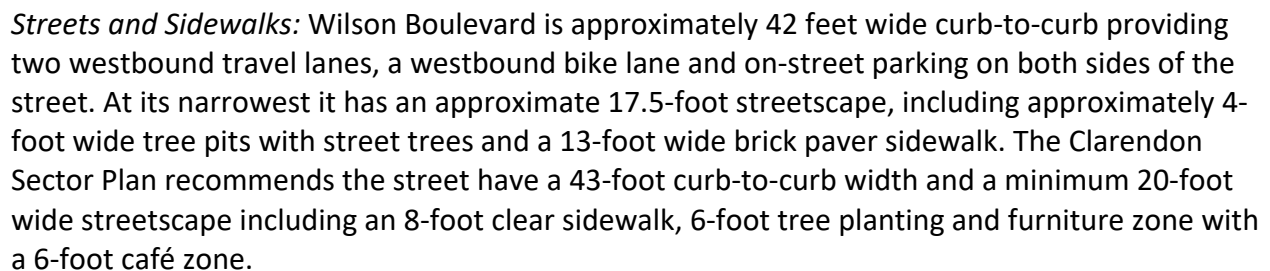
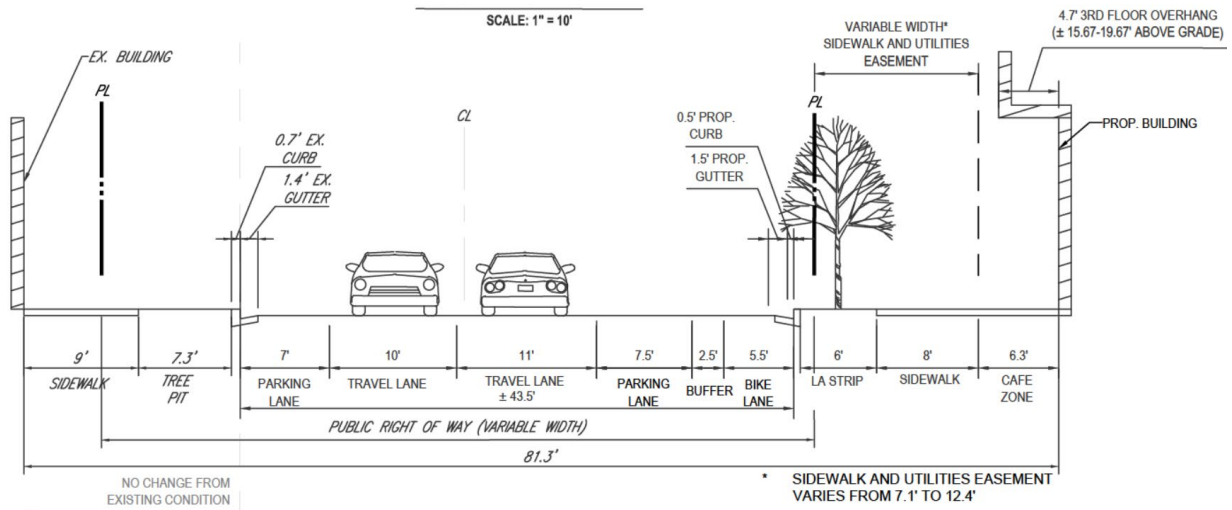
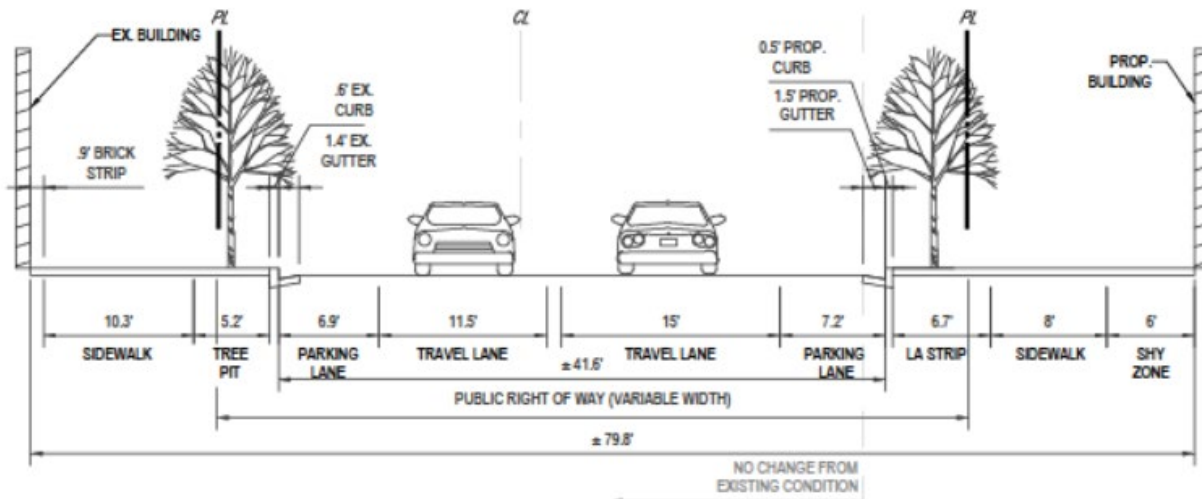


Figure 18 - Proposed Wilson Boulevard Cross Section



The project proposes a 6-foot wide street tree planning zone, an 8-foot wide clear sidewalk and a variable width café/building shy zone. The residential entrance creates a pinch point along building's frontage with the building located at the back of sidewalk. The location of the building at the residential entrance is limited by existing building elements to remain. To the east of the lobby entrance the shy zone is approximately 3-feet wide. West of the lobby entrance a full 6-foot café zone is provided along the retail frontage. Along the retail frontage the project meets the streetscape recommendations of the Clarendon Sector Plan. Staff finds that the proposed streetscape strikes an appropriate balance along the building's Wilson Boulevard frontage. The approach proposed maximizing café zone space along proposed retail elements while providing a narrower building shy zone at the residential lobby entrance and along residential amenity space on the ground floor, allowing for the preservation and reuse of building structural elements.

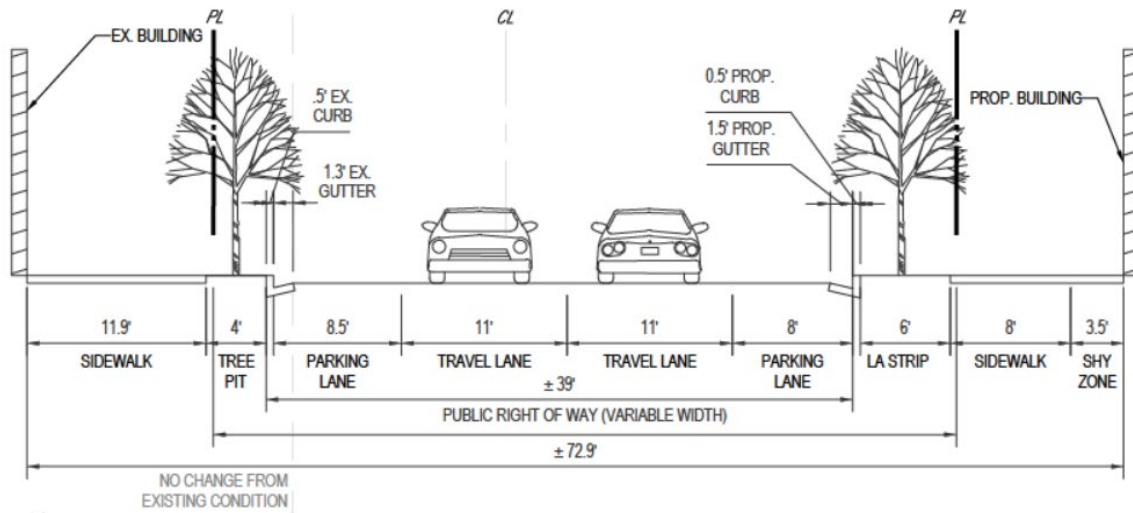
The existing street section for North Highland Street varies across the project's frontage. At Wilson Boulevard the street is wide enough to support three travel lanes (two [2] southbound and one [1] northbound) and parking on both sides of the street. North of North Hartford Street's intersection with North Highland Street the street narrows, with a single travel lane in each direction with on-street parking on both sides of the street. Along the project's frontage the current streetscape varies in size, but it is 15 feet wide or wider. The Clarendon Sector Plan does not have specific recommendations for the curb-to-curb street width of North Highland Street. However, it does recommend a minimum 18-foot wide streetscape including an 8-foot clear sidewalk, 6-foot tree planting and furniture zone with a 4-foot café zone. The project is not proposing any substantive modification to the configuration of North Highland Street, providing the same number of travel lanes as exist today along the project's frontage. The streetscape is proposed to vary along the project's frontage of North Highland Street, and it will meet or exceed the sidewalk, street tree and café zone recommendations of the sector plan.

Figure 19 - Proposed North Highland Street Cross Section

The street section for North Garfield Street varies across the project's frontage with the curb-to-curb width sides approaching Wilson Boulevard at approximately 45-feet wide. The street supports a single travel lane in each direction, with on-street parking on both sides of the street. The current streetscape is only about 10-feet wide along North Garfield Street providing about 4.5 feet for street trees and about 5.5 feet of clear sidewalk. The Clarendon Sector Plan does not have specific recommendations for the curb-to-curb street width of North Garfield Street. It does however recommend a minimum of a 14-foot wide streetscape including an 8-foot clear sidewalk, 6-foot tree planting and furniture zone. A café zone is not envisioned within the North Garfield Street streetscape as part of the sector plan. The project is proposing a more uniform curb-to-curb street cross section for North Garfield Street at approximately 39-feet. This width provides 11-foot travel lanes in each direction and on-street parking on both sides of the street. The streetscape is proposed to exceed the recommendations of the Sector Plan,

providing an 8-foot clear sidewalk, a 6-foot tree planting and furniture zone with a 3.5-foot shy zone along the building.

Figure 20 - Proposed North Garfield Street Cross Section



Parking & Loading: The project proposes both parking and loading access off of North Highland Street. New loading access is proposed just northwest of Wilson Boulevard along North Garfield Street at the North Hartford Street intersection. A total of two (2) loading and trash spaces are proposed. With the project proposing to maintain the existing parking garage and its access the parking garage will continue to be access from North Highland Street on the northern edge of the property. The existing 3-level parking garage is proposed to be maintained and restriped providing 344 vehicle parking spaces and 128 bicycle parking spaces. Among the 344 vehicle parking spaces 35 EV and 52 EV Ready spaces are proposed.

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 affordable housing contributions. The proposal also includes achieving LEED Gold certification at the .35 FAR level.

Modification of Use Regulations: The applicant requests the County Board modify the following Zoning regulations, including, but not limited to:

Change of use from Commercial to Multi-family Residential: The Zoning Ordinance requires a minimum of 60% commercial use at this site. The developer requests a modification to permit multi-family use at this site. Staff supports this request in light of the policy statement adopted [by the County Board in November 2024](#) to support the transformation of obsolete office spaces into residential use, in light of the low demand for office space in Arlington County due to changes created by widespread telecommuting, the simultaneous increased demand for housing near transit corridors, and other long-term economic forces including the drag on tax revenue brought by widespread office vacancy. In particular, the policy statement

acknowledges that prescriptive requirements of certain uses on certain sites may be counterproductive to the County's goals for a vibrant, active street life and provision of housing opportunities for people of all stages of life in high in-demand locations.

Additional Density: The applicant is requesting an additional 1.9 FAR. The project includes commitments for achieving LEED Gold certification. The features and amenities that benefit the community associated with additional density are under review by staff.

Total streetscape width on Wilson Boulevard: The ACZO requires a total streetscape width (which is the sum of the clear sidewalk + shy/café zone + planting strip) of 20 feet. The developer proposes 18 feet but will maintain the recommended clear sidewalk width of eight (8) feet. The developer states this is because of the placement of the foundation columns and is a result of their desire to reuse that parking garage. Staff is studying this request.

Modification from the requirement for a 10 foot setback on the Wilson Boulevard and North Highland Street facades: The developer instead proposes alternative treatments to the requires setback on these frontages. Moreover, the developer is actually proposing that the upper stories of the building overhang the ground floor.

Reduced Loading Spaces: The applicant is requesting a reduced number of loading spaces from three (3) to two (2) loading space. The ACZO requires 1 loading space per 200 dwelling units or fraction thereof, and one (1) loading space for the retail uses. The proposed reduced number of loading spaces is under review by staff.

Modification for location of loading spaces: The applicant proposes to place the loading spaces closer to the intersection of Wilson and Highland than designated on Section 9.2 Map 6 and Map 7.

Compact Parking ratio and Drive aisles in garage less than 23 feet: The developer proposes to keep the existing parking garage largely in its current configuration. These requests are currently under review by staff.

Density Exclusions: The applicant is requesting a total of approximately 9,000 sf in density exclusions for below-grade mechanical, service and storage space and above-grade vertical shafts. The proposed density exclusions are under review by staff.

Preliminary staff issues:

- Rear Tapering to "R-5" district;
- Overhangs, lack of taper on Wilson Boulevard and Highland Street;
- ~~Reduced total streetscape width on Wilson Boulevard;~~
- ~~Provision of protected bicycle lane on Wilson Boulevard;~~
- Design of public plaza.

- Other issues– ~~Recommend add individual entrances to the units off Highland and Garfield Streets,~~ add green and canopy trees to the public plaza, reduce the amount of compact parking.

SPRC Chairs:

Tony Striner	Planning Commission	tstriner@commissions.arlingtonva.us
Leo Sarli	Planning Commission	lsarli@commissions.arlingtonva.us

Staff Members:

Peter Schulz	CPHD - Planning	pschulz@arlingtonva.us
Robert Gibson	DES – Development Services Bureau	rgibson@arlingtonva.us

Applicant Information:**Applicant**

Clarendon Square Associates LP
1615 L St. NW
Suite 650
Washington DC 20036
Thomas Argires
targires@carrprop.com

Attorney

McGuire Woods
1750 Tysons Blvd
Suite 1800
Tysons, VA 22102
Matthew Weinstein
mweinstein@mcguirewoods.com

Architect

SK + I
4600 East West Hwy.
Suite 700
Bethesda, MD 20814
Andy Czajkowski
aczajkowski@skiarch.com

Engineer

Bohler DC
1331 Pennsylvania Avenue NW
Suite 1250
Washington, DC 20004
Carlos Mendia
cmendia@bohlerdc.com

Landscape Architect

ParkerRodriguez
101 N. Union St.
Suite 320
Alexandria, VA 22314
Trini Rodriguez
trodriguez@parkerrodriguez.com

Traffic Consultant

Galloway
3105 Cummings Ln
Chevy Chase MD 20815
Chris Kabatt
chriskabatt@gallowayus.com

LEED Consultant

Sustainable Building Partners
2701 Prosperity Ave
Suite 100
Fairfax VA 22031
Rachel Nicely
703-970-2890