

**Site Plan Review Committee (SPRC)**  
**Staff Report for**  
**2025 Clarendon Blvd. – Wendy’s Site**

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

**Mail-in Comments:**

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

**Contact Staff:**

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

Adam Watson

703-228-7926

[awatson@arlingtonva.us](mailto:awatson@arlingtonva.us)

**Contact the SPRC Chair**

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

Leonardo Sarli, Chair

[lsarli@me.com](mailto:lsarli@me.com)

Nia Bagley, Co-Chair

[niabagley@yahoo.com](mailto:niabagley@yahoo.com)

**Contact the LRPC Chair**

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

James Schroll, Chair

[jmschroll@gmail.com](mailto:jmschroll@gmail.com)

**Wendy's Site (SP #435)**  
**2025 Clarendon Blvd. (2026 & 2038 Wilson Blvd.)**  
(RPC#s 17-011-011, -012)

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

- Online Engagement Session: September 7 – 16, 2021
- Virtual Joint LRPC/SPRC Meeting #1 – October 21, 2021
  1. Introductions
  2. LRPC Discussion Topics
    - a. Land Use – Administrative Guidance for Office Conversion
  3. SPRC Discussion Topics:
    - a. Building Height
    - b. Building Massing
      - i. Tapering/stepbacks/overhangs
    - c. Architecture
      - i. Signature gateway feature
      - ii. Street/plaza-level experience
      - iii. Other
  4. Public Comment
  5. Wrap-up
- **Virtual SPRC Meeting #2 – November 18, 2021**
  1. Introductions
  2. SPRC Discussion Topics
    - a. Project updates
    - b. Transportation
      - i. Streets/alley
      - ii. Sidewalks
      - iii. Parking/loading
    - c. Plaza/landscaping/biophilia
      - i. Plaza design
      - ii. Landscaping elsewhere on-site
    - d. Community Benefits/Construction/Other
  3. Public Comment
  4. Wrap-up

**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.

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 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 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.

Phased Development Site Plan (PDSP): A type of Site Plan; to permit the coordinated development of sites of more than twenty (20) acres in area, or a smaller area as authorized and accepted by the County Manager, the County Board may approve a Phased Development Site Plan (PDSP) in the form of a general plan for land uses, public facilities, transportation, and utilities.

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

**SITE PLAN REVIEW COMMITTEE  
MEETING AGENDA**

**DATE:** November 18, 2021  
**TIME:** 7:00 – 9:00 pm EST  
**PLACE:** Virtual - Microsoft Teams Meeting

**SPRC STAFF COORDINATOR:** Matthew Pfeiffer

**Item 1. Wendy’s Site (SP #435)**  
**2025 Clarendon Blvd. (2026 & 2038 Wilson Blvd.)**  
(RPC#s 17-011-011, -012)  
Planning Commission and County Board meetings to be determined.  
*Adam Watson (CPHD Staff)*

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

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

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the Arlington County Zoning Office, 10th Floor, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library’s Virginia Room, 1015 N. Quincy St., (703) 228-5990.

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

For more information on the Site Plan public review process, go to the Arlington County Planning Division’s web site on Development Proposals/Site Plans  
[http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site\\_plans/CPHDPlanningApplicationsSite\\_plansMain.aspx](http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSite_plansMain.aspx)

To view the current Site Plan Review Committee schedule, go to the web site  
<http://commissions.arlingtonva.us/planning-commission/sprc/>

**SUMMARY:** The applicant, Greystar, proposes a Site Plan Amendment (#435) to develop the site (“Wendy’s Site”) with a 16-story mixed-use building, consisting of ground floor retail and residential dwelling units above. The project includes a 104,789 sq. ft. Transfer of Development Rights (TDR) from Site Plan #417 (“Wakefield Manor”). The Applicant also proposes a public pedestrian plaza at the intersection of N. Courthouse Road, Wilson Boulevard, and Clarendon Boulevard of approximately 1,497 square feet.

Additional project details include:

- 16-story residential building, with ground level retail
- 231 total residential units
- 4,000 sq. ft. of retail GFA
- 0.32 parking spaces per dwelling unit

**BACKGROUND:** In 2003, at the time the County Board adopted The Rosslyn to Courthouse Urban Design Study (RCUDS), the subject site, which is comprised of two (2) parcels, was developed with a Wendy’s restaurant and a Wachovia Bank. In 2015, the County Board approved a site plan covering both parcels for the development of a [12-story office building](#) with 6,837 square feet of ground-floor retail, 185,003 square feet of office space. This approval also included a [Transfer of Development Rights \(TDR\) from Site Plan #417](#) (“Wakefield Manor”). This site plan remains unbuilt, and the subject site plan amendment to construct a residential building, if approved, would supersede the previous approval.

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

Site: The site (SP #435) is located at 2025 Clarendon Blvd. (2026 & 2038 Wilson Blvd.) (RPC#s 17-011-011, -012) within the Radnor/Ft. Myer Heights neighborhood. The site is defined by the following uses:

To the north: Wilson Boulevard; commercial retail, zoned “C-3”; and Colonial Village Apartments, zoned “RA7-16”

To the east: 2001 Clarendon apartments (SP #389), zoned “C-O-2.5”

To the west: North Courthouse Road

To the south: Clarendon Boulevard; Courthouse Tower (office) (SP #328), zoned “C-O”

Zoning: “C-O-2.5,” Mixed Use District

GLUP Designation: “Medium” Office-Apartment-Hotel

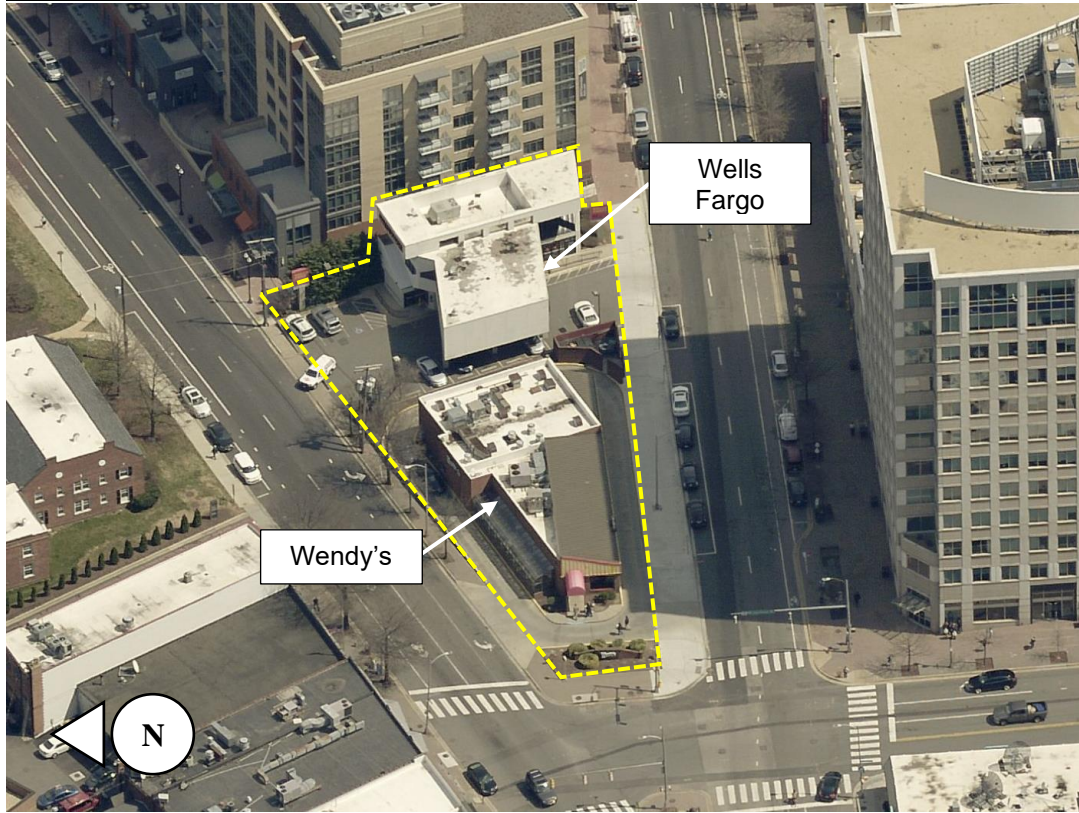
Neighborhood: The site is located within the Radnor/Ft. Myer Heights (RAFOM) boundary, and adjacent to the Clarendon-Courthouse Civic Association

Site Location – 2025 Clarendon Blvd. (SP #435)





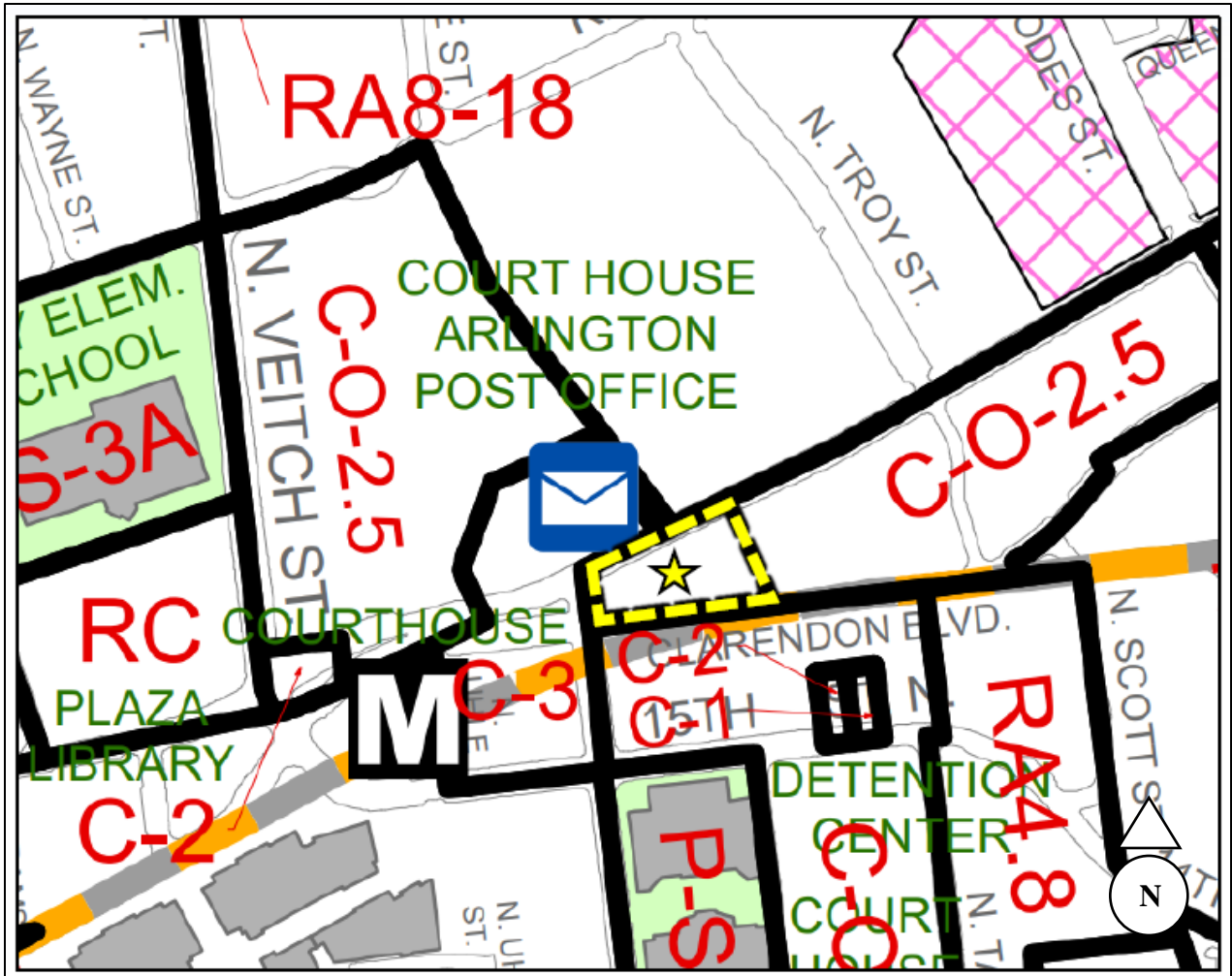
Site Aerial, With Previous Structures (April 2015)



Rendering of the Previously Approved, but Unbuilt Office Building (2015)

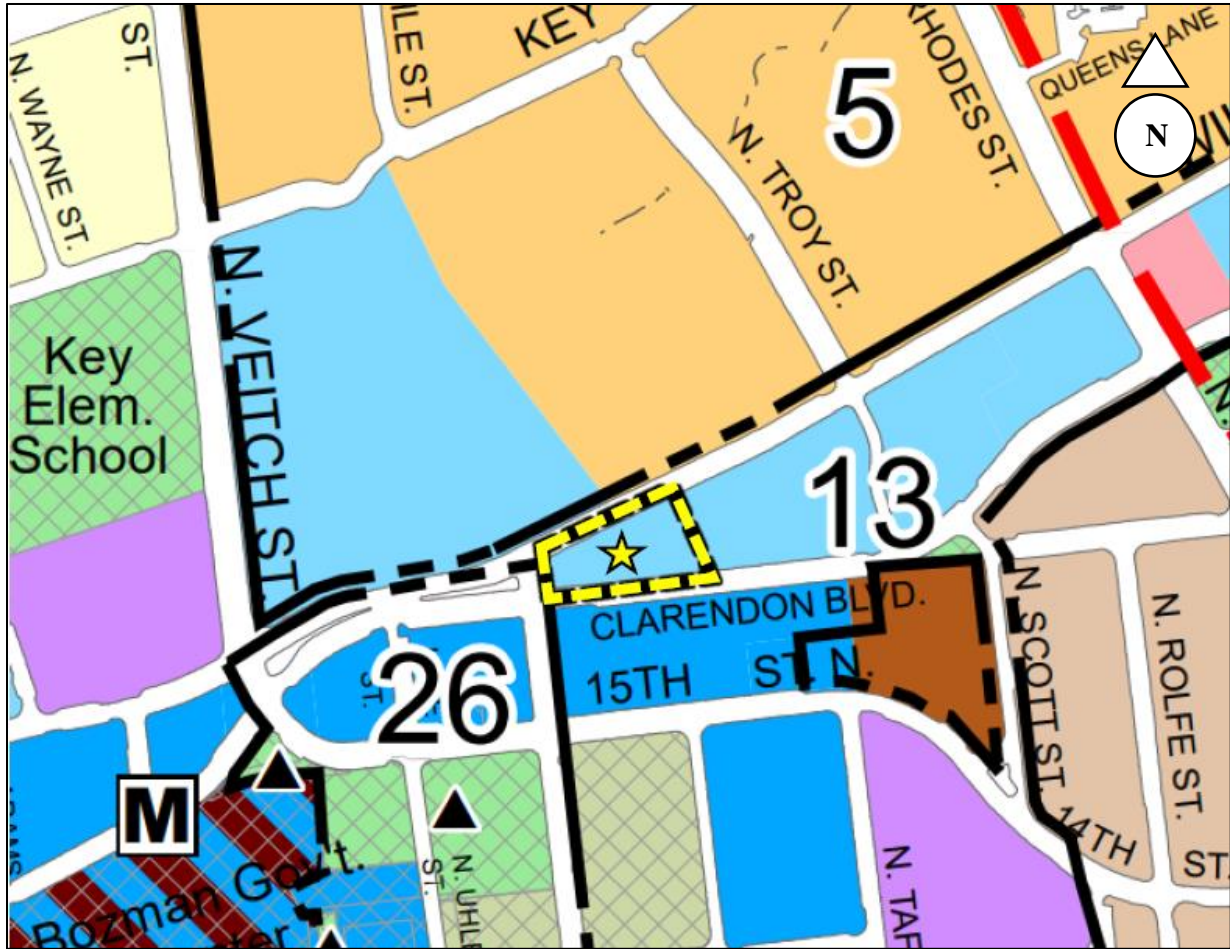


Site Zoning (“C-O-2.5”)





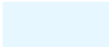


Site GLUP Designation – “Medium” Office-Apartment-Hotel:



**Land Use**

**Land Use Designation\***      **Range of Density/Typical Use**      **Zoning\*\***

**Office-Apartment-Hotel**

		<b>Office Density</b>	<b>Apartment Density</b>	<b>Hotel Density</b>	
	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, RA-H-3.2, C-O Rosslyn

**Existing Development:** The previous structures on the site, which included a Wendy’s drive-thru restaurant and Wachovia (later Wells Fargo) drive-thru bank, were demolished in 2016 following the approval of the office site plan. The vacant site has served as an off-site construction staging area for nearby projects since 2016.

Street view (looking east from North Courthouse Road)



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

Site Plan Area (SP #435): 24,980 sq. ft. / (0.57 ac)	Density Allowed for Proposed Uses	Maximum Development
By-Right: “C-O-2.5” District		
24,980 sq. ft. / (0.57 ac)	One-family dwelling unit	1 dwelling unit
	All other uses (0.6 FAR)	14,988 sq. ft. GFA
Special Exception Site Plan: “C-O-2.5” District		
24,980 sq. ft. / (0.57 ac)	Institutional Uses (2.5 FAR)	62,450 sq. ft. GFA
	Office, Commercial (2.5 FAR)	62,450 sq. ft. GFA
	Multiple-family (115 du/ac)	65 dwelling units
	Hotel (180 units/ac)	102 units
	All other uses (0.6 FAR)	14,988 sq. ft. GFA

**Proposed Development<sup>1</sup>:** The following provides a statistical summary of the proposed development for SP #435:

**Site Plan #435 (“C-O-2.5” District)**

	Approved (2015)	Proposed	Change
<b>Site Area (sq. ft.)</b>			
Site Area – Office	22,245.20	-	N/A
Site Area – Residential	-	23,576.49 (0.54 ac)	N/A
Site Area – Com./Retail	2,734.80	1,403.51	N/A
Site Area – TOTAL	24,980	24,980 (0.57 ac)	None
<b>Density/Uses</b>			
Office (sq. ft. GFA)	188,910	-	-188,910
<b>Residential</b>			
ACZO Base	-	62 du	
TDR (1,000 sq. ft./du) <sup>2</sup>		104 du	
Bonus Density – LEED Gold (0.35 FAR) <sup>3</sup>		7 du	
Bonus Density - §15.5.9.		58 du	
<b>TOTAL</b>		<b>231 du (264,924 sq. ft.)</b>	<b>+231 du</b>
<b>Commercial/Retail (sq. ft. GFA)</b>			
ACZO base		3,508.78	
Bonus Density – LEED GOLD (0.35 FAR)		491.22	
<b>TOTAL</b>	<b>6,960</b>	<b>4,000</b>	<b>-2,960</b>
Density Exclusions (sq. ft. GFA)	N/A	5,953	N/A
Total GFA (sq. ft.)	195,870	268,924	+73,054
<b>Building Height<sup>4</sup></b>			
Average Site Elevation (ASE)	N/A	227.44 ft.	N/A
Height (from ASE)	147.5 ft. (main roof)	165.5 ft. (main roof)	+18 ft.
<b>Stories</b>	<b>12</b>	<b>16</b>	<b>+4</b>
ACZO Max. Height (stories)	12	16	N/A

	ACZO Requirement	Proposed
<b>Parking/Loading</b>		
<b>Parking</b>		
Residential spaces	256	74
Residential ratio	1.125/du + 1/du (over 200)	<b>0.32 per du</b>
Residential visitor spaces	10	10
Retail spaces	16	0
Retail ratio	1 per 250 sq. ft.	<b>N/A</b>
Compact parking	15%	24% (18 spaces)
<b>TOTAL spaces</b>	<b>272</b>	<b>74</b>
<b>Loading Spaces</b>		
Residential	2	<b>1</b>
Retail	1	<b>1</b>

<sup>1</sup> Figures are subject to change through the SPRC process.

<sup>2</sup> Transferrable Development Rights from SP #417 totaling 104,789 square feet of GFA, at a rate of 1,000 square feet per unit as residential or hotel units.

<sup>3</sup> Based on a proposed gross average dwelling unit size of 1,146.86 sq. ft.

<sup>4</sup> Penthouses are excluded in the “C-O-2.5” district.

**Density and Uses:** As described in the table above, the applicant is proposing a new 16-story multifamily residential building with ground floor retail, totaling 268,924 sq. ft., with 231 dwelling units and 4,000 sq. ft. of retail. [Transferrable development rights \(TDR\) from the Wakefield Manor site \(SP #417\)](#) allow an additional 104 dwelling units above the base density. Moreover, the applicant proposes to earn bonus density through the [Green Building Incentive Policy](#), by achieving LEED Gold; and likely through the provision of affordable housing. The “C-O-2.5” zoning district allows for up to 115 units per acre residential, and 2.5 FAR commercial/retail density; however, it also allows for the County Board to approve bonus density, consistent with ACZO §15.5.9.

In addition, there are several zoning modifications requested, as follows:

Requested Zoning Modifications<sup>5</sup> (SP #435):

- Bonus density for LEED Gold certification
- Bonus density to be achieved in conformance with ACZO §15.5.9
- Reduced residential and retail parking requirements
- Increased compact parking
- Reduced the number of loading spaces
- Density exclusions for mechanical space

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<sup>5</sup> The requested modifications are subject to change.

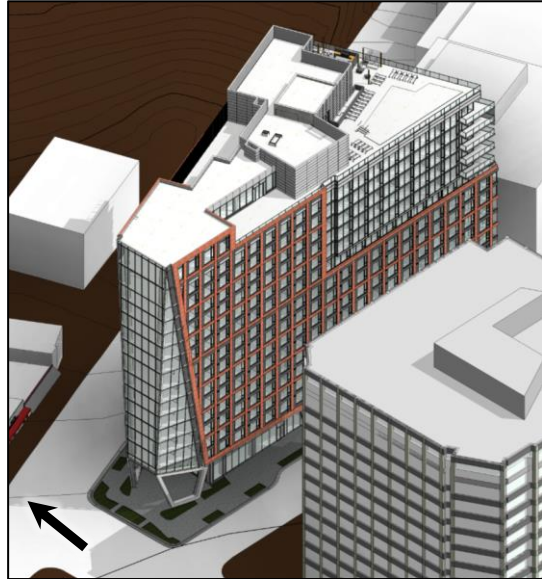
**Site Layout and Building Design:** The applicant proposes a new mixed-use tower, with residential and ground-level retail. Parking for the building is in an underground parking structure, accessed off a new proposed alley along the east side of the building. A proposed ~1,497 sq. ft. public pedestrian plaza is proposed at the “point,” or west side, of the site.

Proposed Site Layout:





Building Massing Renderings:



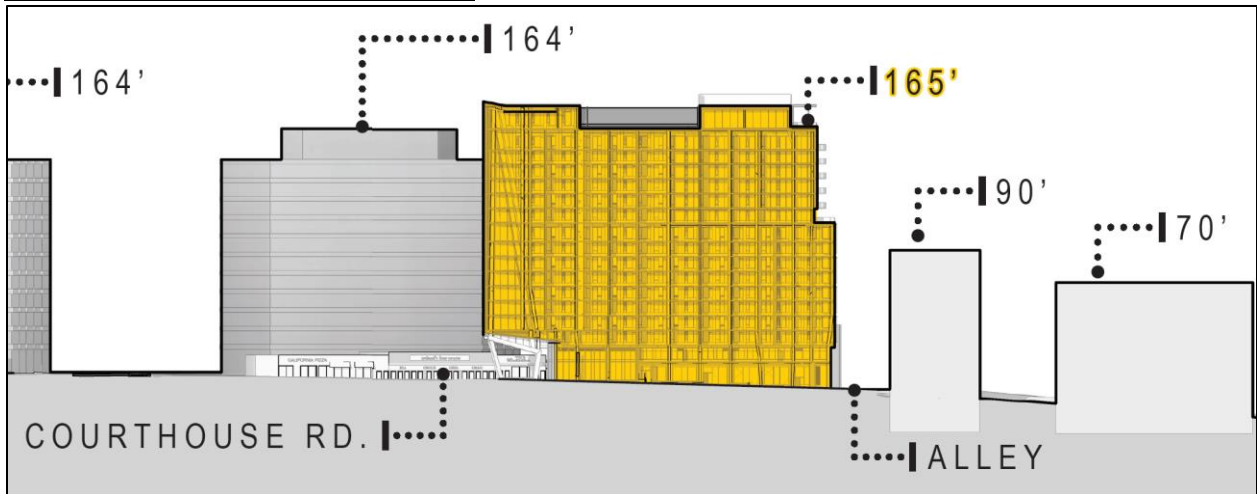
Rendering of the Proposed Building (looking southwest):



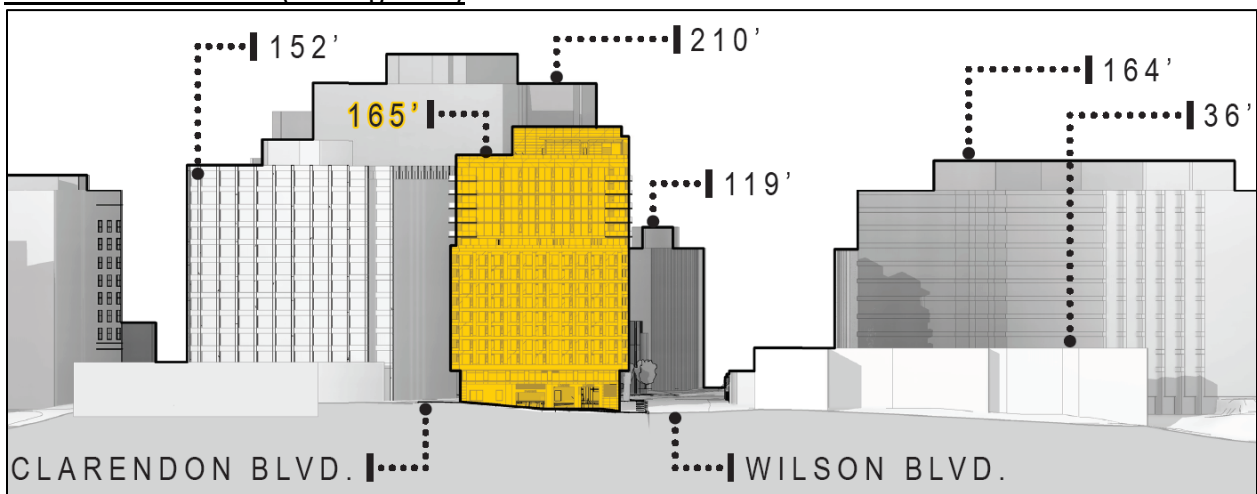
Rendering of the West Façade, “Gateway Architecture” (looking east):



Contextual Elevation (looking north):



Contextual Elevation (looking west):



The 16-story (~165 ft.) building is proposed at the intersection of North Courthouse Road, Wilson Boulevard, and Clarendon Boulevard; with ground floor retail entrances off Courthouse Road and Clarendon Boulevard, and the main residential lobby fronting on Clarendon Boulevard. Loading and parking entrances are proposed on the east side of the building. The penthouse level includes residential meetings spaces and mechanical storage, as well as a private outdoor pool and terrace. The penthouse roof includes area for a potential extensive green roof.

The applicant compares the building massing to a ship, with the bow (or “prow”) of the building pointing west towards North Courthouse Road, cantilevering over the plaza below. The building massing also cantilevers approximately six (6) to eight (8) feet out over the sidewalks along Clarendon and Wilson Boulevards, and approximately 5.5 feet out over the proposed alley.



Above the 10<sup>th</sup> floor (~105 ft.) the building massing steps back approximately 12 feet from the eastern frontage, facing the 2001 Clarendon Apartments.

At the ground level, the building materials include a stone base, marble, green wall trellises, and spandrel glass. Most of the building massing above the base is treated with red brick and dark grey metal paneling. Above the 10<sup>th</sup> floor, a portion of the building (the “stern”) transitions to a predominately glass façade, with residential balconies. The “prow” of the building includes the applicant’s proposal for signature gateway architecture and features an angular glass façade (“vessel”) supported by marble-clad columns. The soffit under the glass vessel (above the plaza) is treated with a dark-toned wood.

**Sustainable Design:** The new building is proposed to be designed at the LEED Gold level. Per the County’s [Green Building Incentive Policy](#), the applicant is seeking an additional 0.35 FAR of density for LEED Gold Certification, and fulfillment of additional criteria including energy optimization performance improvement, baseline prerequisites, ENERGY STAR Score 80 – or LEED site EUI performance verification, and three (3) items from “Extra” list.

**Transportation:** The site is located approximately 350 feet east of the Court House Metrorail Station and is well served by multi-modal transportation options. The site is located within the block bounded by Wilson Boulevard, N. Courthouse Road, Clarendon Boulevard and N. Troy Street. At this location, Wilson Boulevard and Clarendon Boulevard work together as a pair of one-way streets; Wilson Boulevard supports westbound traffic with Clarendon Boulevard supporting eastbound traffic. The site is also centrally located between Arlington Boulevard (Route 50) and I-66, providing access to regional roadways. The Master Transportation Plan (MTP) classifies Clarendon Boulevard, Wilson Boulevard and N. Courthouse Road as Type-B Primary Urban Mixed-Use arterials. N. Troy Street is classified as an Urban Center Local Street.

**Streets:** The project proposes to generally maintain the existing street and lane configuration for Wilson Boulevard, Clarendon Blvd and N. Courthouse Road adjacent to the site. Wilson Boulevard is approximately 43 feet from curb to curb, with parking on both sides of the street, a bike lane and two westbound travel lanes. Approaching the intersection of N. Courthouse Road the lane configuration changes, removing the parking lane on the south side of street and the bike lane to add a left-turn lane and a shared bike and bus lane. Clarendon Boulevard, like Wilson Boulevard, is currently 43 feet wide with the same lane configuration: parking on both sides of the street, a bike lane and two eastbound travel lanes. The project proposes maintaining the existing width and configuration of lanes on Clarendon Boulevard. The segment of N. Courthouse Road adjacent to the site is approximately 54 feet wide from curb to curb and the project proposes no changes. To provide access to parking and loading the project proposes the addition of a new public alley along the eastern end of the site connecting Clarendon Boulevard and Wilson Boulevard. The proposed connection is consistent with the recommendations of The Rosslyn to Courthouse Urban Design Study. With the new alley all other curb cuts are removed along Wilson Boulevard and Clarendon Boulevard.

Sidewalk and Pedestrian Circulation: The Courthouse Square neighborhood achieves a walkscore of 96, which is an indicator of its high walkability and pedestrian comfort. The presence and scale of retail frontage, the availability of sidewalks and street trees, and the presence of other pedestrians contribute to a pleasant environment for walking. At every intersection, there are pedestrian heads and ADA- accessible ramps for pedestrian crossing.

The project proposes to improve the sidewalks around the site. In conjunction with sidewalk improvements constructed by adjacent properties located between Wilson Boulevard and Clarendon Boulevard, the sidewalks in this area would be brought up to the standards recommended in the Rosslyn to Courthouse Urban Design Study, providing wide, high-quality pedestrian facilities.

Along Wilson Boulevard the existing sidewalk is approximately 8 feet wide, including street trees in 4- foot wide tree pits and approximately a 4-foot wide clear sidewalk. The street trees along Wilson Boulevard have caused the existing brick paver sidewalk to become uneven and irregular. The project proposes widening the sidewalk to 16-feet, along with installing new street trees in 5x12 foot bioretention tree pits helping with stormwater management. This would provide a 10-foot wide clear sidewalk along the site.

The sidewalk along Clarendon Boulevard has recently been widened to create a uniform 43-foot wide street section as part of the Elm Street Project (SP # 389). While the temporary improvements constructed by Elm Street significantly improve the sidewalk on the north side of Clarendon Boulevard from N. Courthouse Road east, street trees were not provided. The project would provide a 16-foot wide sidewalk, along with installing new street trees in 5x12 foot tree pits. The street trees along Clarendon Boulevard are proposed to be located 8 inches from the back of the curb in order to not conflict with doors opening from parked vehicles. The project proposes a public plaza at the corner. The plaza includes a minimum 8-foot wide path/sidewalk that is buffered by planting and seating along N. Courthouse Road

Bicycle Facilities: The Courthouse neighborhood experiences a healthy amount of bicycle activity, which is facilitated by a mostly complete on-street network of dedicated bicycle lanes, accompanied by sharrows. Most of these bike lanes tie into a vast countywide and regional network of on- and off-street bike lanes and pathways. According to the most recent (2019) Arlington County Bike Map, North Veitch Street, Clarendon Boulevard, Wilson Boulevard, and 15th Street North are identified as on-street bike routes, with dedicated bike lanes. The nearest off-street trails include the Custis Trail (adjacent to Lee Highway) and the Arlington Boulevard shared-use trail, providing connections throughout Arlington County. North Courthouse Road in the vicinity of the site is the only street that is NOT designated with a dedicated bike lane or sharrow.

Within a ½ mile radius of the site there are at least six (6) Capital Bikeshare stations, with the closet one located across the street from the site, in the parking lot near the California Tortilla (on the north side of the intersection of Wilson Boulevard and North Uhle Street). Another



station is in the County parking lot, on the south side of 15th Street North, at the intersection with North Uhle Street. In addition to bikeshare, electric-assist scooter sharing services have become readily available throughout the Rosslyn-Ballston corridor. A designated scooter parking area has been striped on Clarendon Boulevard near the intersection with North Uhle Street.

Bicycle parking for the project is proposed to include 252 secure bicycle parking spaces and eight (8) visitor spaces. At over one bicycle parking space per residential unit, the proposed bicycle parking exceeds the standard bicycle parking requirement for site plans helping to mitigate the lower vehicle parking ratio proposed for the project.

Other Modes: This block is well-served by other alternative forms of transportation: there is an informal taxi stand on the short block of North Uhle Street, just outside the Metrorail entrance; and three Zipcar (carsharing) parking spots are also available on that same block.

Multimodal Transportation Analysis & Trip Generation: A Multimodal Transportation Analysis (MMTA) dated June 11, 2021 was submitted by the applicant, prepared by Wells + Associates. The analysis assessed the impact of the development on the adjacent street and transportation network. The analysis concluded that the project would generate approximately 169 AM peak hour total trips, 183 PM peak hour total trips, and a total of 2,390 total daily trips. It was assumed that approximately 61% of the trips would be made by modes other than a signal occupancy vehicle (walk, bike and transit trips). The proposed residential project would generate approximately 66 AM peak hour vehicle trips, 72 PM peak hour vehicle trips and a total of approximately 932 daily vehicle trips. The proposed conversion of use from office to residential would generate fewer auto trips, approximately 89 AM, 122 PM and 1,024 daily when compared to the approved 4.1 development plan from 2014.

Staff continues to review the MMTA, with additional information to be provided in the final staff report for the project.

Parking There are 74 parking spaces proposed for 231 residential units, a residential parking ratio of 0.32 spaces per unit, which is within the residential parking guidelines established by the Board in its 2017 guidelines for new multifamily buildings within the Metro corridors. This building, given its proximity to the Metro, is within the first tier, and would qualify for the greatest reduction of parking allowed permitting down to 0.20 spaces per unit for market rate units within 1/8 of a mile of Metro.

Zero retail parking is proposed. The underground parking garage for this building, which would be accessed via the alley along the eastern edge of the site.

Although this is an area with many residents and employees who avail themselves of non-auto transportation options, there are options for vehicle parking as well. Most of the streets surrounding the site offer timed, metered parking, and there is a surface parking owned by

Arlington County, one block from the site, that is available for paid public parking. Additionally, the office buildings within the vicinity of the site (including 2100-2300 Clarendon Boulevard) offer paid parking to the public during weekdays, with reduced rate or free parking on evenings and weekends.

The applicant requests a reduction in the required residential parking ratio. The Zoning Ordinance requires 1.0 space per unit. Staff supports this request because a reduction to the proposed parking ratio is supported by the County’s adopted Residential Parking Guidelines and is consistent with other site plan projects of similar size, use type, and locations.

**Open Space (Plaza):** The Rosslyn to Courthouse Urban Design Study (RCUDS) recommends a “pedestrian plaza at the western end [of the site] to enhance gateway experience.” The applicant proposes to construct and maintain a landscaped plaza at the “point” of the site, which extends under the building massing adjacent to the proposed retail entrance. The applicant proposes that a portion of this area be public and proposes to grant an approximately 1,497 sq. ft. public access easement. The design and treatment of this plaza will be discussed further by the SPRC.

Rendering of the Proposed Plaza Area:



**DISCUSSION:** The following provides staff’s analysis of the proposal:

**GLUP:** The site General Land Use Plan (GLUP) designation is “Medium” Office-Apartment-Hotel. The applicant is not requesting to change the GLUP designation. This designation allows for typical base density of up to 2.5 FAR for commercial/office, 115 units per acre residential, and/or 180 units per acre hotel. Moreover, the designation aligns with the existing zoning for

the site, discussed further in the section below. The applicant’s proposal is consistent with the GLUP.

**Zoning:** The subject site is zoned “C-O-2.5,” Mixed-Use District, and there is no proposal for a rezoning. As discussed in the GLUP section above, the permitted base density in this district is up to 2.5 FAR for commercial/office, 115 units per acre residential, and/or 180 units per acre hotel. The County Board may approve bonus density consistent with ACZO §15.5.9. Office buildings are permitted a maximum height of 12 stories, while institutional, residential and hotel buildings are permitted a maximum height of 16 stories. Enclosed mechanical penthouses are not counted as a story but may also be used for private clubs, auditoriums, meeting rooms and restaurants. The applicant’s proposal is consistent with the requirements of the “C-O-2.5” district.

**The Rosslyn to Courthouse Urban Design Study (RCUDS) (2003):** The RCUDS is the primary policy document guiding land use and development for the subject site. The subject site is comprised of two (2) parcels, identified in the RCUDS as the “Wendy’s” and “Wachovia Bank” sites. Adopted in 2003, the RCUDS established a vision for the study area as:

- A Place that Embodies the Arlington County’s Vision;
- A “Meeting Ground” and Activity Node for nearby neighborhoods and offices day and evening, weekdays and weekends, year-around;
- A Service Center for shopping, eating, entertainment and recreation;
- Vibrant and people-friendly streets and plazas are full of life with a strong identity; and
- Small businesses prosper and affordable housing integrated in the diverse community.

In addition, the RCUDS established “Urban Design Guidelines” at three interrelated, spatial levels: Guiding Principles, Area-Wide Guidelines, and Site-Specific Guidelines. The discussion below provides a preliminary analysis of the proposal with respect to several of the most relevant principles from the RCUDS and the existing, approved site plan. Staff analysis of the project will continue throughout the SPRC review period.

Land Use: Per the RCUDS, the preferred land use scenario for the subject site is first-floor retail, with office use above. However, the RCUDS also recommends either office or residential use above the first-floor retail, as an alternative scenario. The applicant’s proposal includes ground-level retail with residential above. Therefore, the proposal does not conflict with the RCUDS, although it does not provide the preferred scenario. As discussed later in this report, staff will also evaluate this proposal via the Administrative Guidance for Office Conversion, given the request to change the principle land use of the site plan from office to residential.

Building Height and Massing: The applicant is proposing a 16-story building, with height tapering to 10 stories along the eastern edge. The RCUDS recommends buildings no higher than 10 stories (~95 feet) generally, with heights tapering to 55 feet on the eastern edge of the site. However, the RCUDS also recommends flexibility for building heights to “accommodate affordable housing, community facilities, special design considerations and/or new streets.”

Moreover, the approved office site plan exceeds the recommended 10-story threshold, at 12 stories. Given the flexibility for building height established in the RCUDS (and the greater heights permitted by the zoning district) the applicant’s proposal does not deviate from the RCUDS. However, staff will further analyze the proposed height throughout the public review period.

In addition, the RCUDS recommends horizontal treatment at the top of the second floor to relate to historic buildings across Wilson Boulevard. Moreover, 20-foot building massing setbacks above the second floor along Clarendon and Wilson Boulevards is generally recommended, as an Area-Wide Guideline. In contrast, the proposal includes six (6) to eight (8) foot cantilevering of the building mass above the sidewalks along Clarendon and Wilson Boulevards; although the proposal does include horizontal treatment in the form of a façade material shift from glass to brick above the second floor. Staff will further analyze the deviation and work with the applicant on potential design changes.

Architecture: At the western point of the site, the RCUDS recommends “signature gateway architecture” with special treatment on the roof, building shape and materials. As discussed in the site design section above, the applicant is proposing an angular glass “vessel” upon marble-clad columns to meet this recommendation. Staff will further analyze the architecture and work with the applicant throughout the public review process on potential revisions to the design.

Public Plaza: As discussed in the Open Space section above, at the western point of the site, the RCUDS recommends a “pedestrian plaza ... to enhance gateway experience.” Further, the RCUDS recommends that:

- Public plazas function as urban versions of open space that accommodate collections of retail, restaurant-entertainment and mixed uses. It may provide open space needed for outdoor activities such as outdoor café, seating/rest areas, children’s playgrounds, arts and live entertainment.
- Plazas should frame buildings to serve the active ground floor retail and restaurant uses along the edges.
- Plazas may take multi-level forms to better accommodate surrounding uses and make the spaces more interesting but should be accessed from street level.
- Plazas might contain partial roof structures or pavilions.

Staff will further analyze the proposed plaza and work with the applicant throughout the public review process on potential revisions to the design.

### Arlington County Retail Plan (2015)

The Retail Plan identifies ground-floor frontages appropriate for retail within the subject site area on the Retail Street Map for Courthouse.



The site includes Gold street typology along North Courthouse Road and Wilson Boulevard, and Blue street typology along Clarendon Boulevard. Gold and Blue streets are “planned for any type of retail use or retail equivalent as permitted by the Zoning Ordinance.” While Blue streets call for only exterior design elements, Gold streets should have both exterior and interior design elements as set forth in the Retail and Urban Design Guidelines. Among other exterior design elements, the Gold streets should have ground floor transparency of approximately 65 percent, while Blue streets should have transparency of approximately 50 percent.

**Administrative Guidance for Office Conversion:** The purpose of these guidelines is to provide consistently applied administrative guidance on Key Areas of Consideration when reviewing office conversion proposals, such as this proposal. Staff developed this Administrative Guidance to provide a clear and consistent framework for staff analysis and presentation, and ultimately the formation of a formal staff recommendation. It is also an important tool for use by advisory commissions, community members and property owners/developers to be able to discuss the merits of a land use proposal through a consistent and transparent framework. Key Areas of Consideration include:

- Existing PDSP approval and/or land use policy guidance
- Transformative nature of infrastructure improvements
- Proposed conversion results in equally or more desirable land use type
- Systemic office demand/clustering/critical mass
- Adjacent areas of significant future supply
- Transportation infrastructure
- Amenities



- Site/building constraints
- Creative workplaces

This topic will be discussed at the first virtual LRPC/SPRC meeting.

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