

# Site Plan Review Committee (SPRC) Staff Report for Arva (2201 Arlington Blvd)

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 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

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

## **Contact the SPRC Chair**

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

Tenley Peterson, Chair

[Tenley.arlington@gmail.com](mailto:Tenley.arlington@gmail.com)

• **SITE PLAN REVIEW COMMITTEE**

**DATE:** November 21-December 5, 2022

**PLACE:** Virtual Engagement

**SPRC STAFF COORDINATOR:** Matthew Pfeiffer

**Item 1. SPLN22-00006**

(RPC# 18-059-020)

Planning Commission and County Board meetings to be determined.

*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/2201-Arlington-Blvd-Arva>

For more information on the Arlington County Planning Commission, go to their web site <https://www.arlingtonva.us/Government/Commissions-and-Advisory-Groups/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 <https://www.arlingtonva.us/Government/Programs/Building/Permits/Site-Plan>

To view the current Site Plan Review Committee schedule, go to the web site:

<https://www.arlingtonva.us/Government/Commissions-and-Advisory-Groups/Planning-Commission/Site-Plan-Review-Committee>

**Arva SPLN22-00006**  
(RPC# 18-059-020)

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

1. Online Engagement Session: November 21-December 5, 2022
2. Hybrid SPRC #1 –TBD
3. Hybrid SPRC #2 -- TBD

## **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.

**OVERVIEW:** The applicant, the current owner of the site (Arlington Boulevard LLC), proposes a demolition and redevelopment of the site of the existing motel now known as the Days Inn at 2201 Arlington Boulevard, at the intersection with North Pershing Drive.

The approximately 2.4-acre site is located in Lyon Park. The site is bordered by North Pershing Drive (north), Arlington Boulevard (east), the Washington-Lee Apartments (south), and North Wayne Street (west). The site is located in the Lyon Park Citizens Association area.



Figure 1—Project site

The new site plan project consists of:

- A residential building with ground floor retail or retail equivalent
  - 251 dwelling units (107 units/acre);
  - 2,947 s.f. of retail/equivalent (1.75 FAR).
  - 8 stories (90 feet)
    - Penthouse: 12 feet
  - 201 residential parking spaces (.8/unit)
  - 6 retail spaces (1 sp/580 s.f.)
  - 2 loading spaces

Requested Modifications for the Zoning Ordinance are:

- Additional retail density (427 s.f.) for Achieving LEED Gold;
- Additional residential density (83 units) for LEED Gold and other amenities per Zoning Ordinance Sec. 15.5.9.;
- Parking ratio;
- Compact parking.

To implement the above development the applicant has made the following applications:

1. A General Land Use Plan (GLUP) amendment from “Low-Medium Residential” and “Service Commercial” to “Low Office-Apartment-Hotel” (*Note: A “Request to Advertise” the ;*
2. Rezoning from “C-2” and “RA6-15” to “C-O-1.5”; and
3. A site plan for a new residential mixed-use building.

**BACKGROUND:** In February 2019, Arlington Boulevard, LLC applied for a GLUP amendment from “Service Commercial” and “Low-Medium” Residential to “Low” Office-Apartment-Hotel with an associated rezoning from “C-2” and “RA6-15” to “C-O-1.5” (which is the equivalent Zoning district to the proposed “Low” Office-Apartment-Hotel designation). As the site in question is located outside of a planned area, 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.”

For this study, led by staff from the Department of Community Planning, Housing and Development (DCPHD) Planning Division, an interdepartmental staff team initiated a review process, involving Long Range Planning Committee (LRPC) meetings as a primary forum for discussion. At its first meeting, the LRPC reviewed materials and provided input to staff that helped to validate the proposed scope and process for the study. The Pershing Drive Special GLUP Study was then addressed by the LRPC at three (3) subsequent meetings, held between October 2020 and April 2021. These meetings involved staff presentations of research, analyses and related materials and corresponding LRPC discussion. LRPC members, representatives of the Lyon Park Civic Association, and several representatives of other advisory commissions and committees fully participated in the discussions. These LRPC meetings also included opportunities for public comment.

In addition to the four (4) LRPC meetings, staff also provided two (2) online engagement opportunities. Through the LRPC process, a “Study Document” was created by County staff to provide guidance for any future development of this site. The *Study Document* provides guidance for all major aspects of a potential application: Land Use, Density, Height, Building Form, Architecture, Transportation aspects, Landscaping and Biophilia, Historic Preservation, and Affordable Housing.

At their June public hearing, the Planning Commission unanimously recommended approval of the request to advertise the applicant’s proposed General Land Use Plan change. [The Study Document that staff created](#) was discussed at two (2) Planning Commission (PC) meetings, where the PC unanimously recommended approval of the *Study Document*. Subsequently, the County Board

approved the Request to Advertise the GLUP change on the consent agenda at their June 2021 public hearing and adopted the *Study Document* on the consent agenda at their July 2021 public hearing.

Preliminary Staff Discussion Topics:

- Architecture/Urban Design: Areas of above grade parking create occasional blank walls and awkward urban design;
- Architecture/Urban Design: The architecture, especially above the second level, does not do enough to either reference the mid-Century architecture of the existing motel, nor the colors and architectural vocabulary of the earlier Washington-Lee Apartments.
- Architecture/Urban Design: The developer proposes to recreate the historic sign and lobby. Staff would like to see evidence that the existing structures are too fragile to re-use.
- Public Space/Landscaping: The proposed public space includes areas for internal pedestrian site circulation and is also immediately adjacent to the retail space.
- Public Space/Landscaping: The proposed areas for the electrical transformers, while underground, create an area adjacent to both the Washington-Lee Apartments and the Arlington Boulevard façade that cannot be planted.
- Public Space/Landscaping: Landscaping does not entirely meet the recommendations of the GLUP Study document, especially on the south property line.
- Public Space/Landscaping: Can the proposed private dog run be moved elsewhere on the property? As proposed, it may need a taller fence to prevent dogs from escaping, which would have negative effect on the streetscape and the pedestrian experience walking on that side of North Wayne Street. It would also permit dwelling units adjacent to it to have windows or door openings onto that side of the façade. A dog run at an upper level of the building might also be easier for the building owner to treat waste and install AstroTurf for easier cleaning.
- Sustainability/Biophilia: Is the proposal in keeping with the guidance of the study document with regard to biophilia?

The following provides additional information about the site and location:

Existing Zoning: “RA6-15” Multiple-family Dwelling District and “C-2” Service Commercial Business District.

General Land Use Plan (GLUP) Designation: “Low-Medium” Residential (16-36 units/acre) and “Service Commercial” (Personal and business services. Typically one to four stories, with special provisions within the Columbia Pike Special Revitalization District.)

Neighborhood: The site is in the boundaries of the Lyon Park Citizens Association.

**Existing Development:** A 128-unit motel constructed between 1955-1961.

**Proposed Development:** The following table sets forth the preliminary statistical summary of the development proposal:

|   | <b>Proposed</b>          |
|---|--------------------------|
| <b>Site Area</b>  |                          |
| Before street dedication                                  | 103,566 s.f (2.4 acres)  |
| After street dedication                                   | 97,037 s.f. (2.2. acres) |
| <b>Site Area Allocations</b>                              |                          |
| Residential   | 101,821 s.f.             |
| Retail  | 1,684 s.f.               |
| <b>Total Density (in square feet of Gross Floor Area)</b> | <b>268,957</b>           |
| Residential   | 266,010                  |
| Retail  | 2,947                    |
| <b>Total Density<sup>1</sup></b>                          |                          |
| Residential   | 107 units/acre           |
| Retail  | 1.75                     |
| <b>Building Heights</b>                                   |                          |
| Average Site Elevation                                    | 236.4'                   |
| Main Building Height                                      | 90'                      |
| Main Building Height (ft. from ASE)                       | 325' 8"                  |
| Stories   | 8                        |
| Penthouse Height  | 12'                      |
| <b>Parking (spaces)</b>                                   | <b>207</b>               |
| Residential   | 201<br>(.8 sp/unit)      |
| Retail  | 6<br>(1:580 s.f. of GFA) |
| Compact (15% max. permitted)                              | 16.4%                    |
| <b>Loading</b>  | <b>2 spaces</b>          |

**DISCUSSION:**

**Density and Uses:** The “C-O-1.5” zoning district is a mixed use zoning district that permits residential uses at up to 72 dwelling units per acre and retail and commercial uses at up to a 1.5 Floor Area Ratio (FAR). The developer proposes a residential density of 107 units per care and a retail density of .75 FAR. The developer proposes to earn the additional density through achieving

<sup>1</sup> The “C-O-1.5” zoning district regulates residential density in dwelling units per acre (a maximum of 72 units per acre) and retail density in Floor Area Ratio (a maximum of 1.5 FAR).



LEED Gold and other mechanisms permitted by Section 15.5.9 of the Arlington County Zoning Ordinance.

|                    | <b>Site Area Allocation</b> (of 103,504.95 s.f.) <sup>2</sup> | <b>Base Density 1.5 FAR and 72 u/a</b> | <b>LEED Gold</b>      | <b>Section 15.5.9</b> | <b>Total</b> |
|--------------------|---|--|-----------------------|-----------------------|--------------|
| <b>Retail</b>      | 1,684 s.f.  | 2,526 s.f.                             | 421 s.f.              | 0 s.f.                | 2,927 s.f.   |
| <b>Residential</b> | 101,820.95 s.f. (or 2.3375 acres)                             | 168 units                              | 24 units <sup>3</sup> | 59 units              | 251 units    |

**Site Design and Architecture:**

The proposed development consists of up to 8 stories of residential uses. Uses on the ground floor include retail and lobby space along Pershing Drive, and ground floor residential uses facing Arlington Boulevard and a new shared street (or mews) along the southern part of the site. The ground floor retail space, and a ground level bike room, will border a proposed ~10,000 square-foot public space on the northwest corner of the site. The proposed public space is located at the intersection of North Pershing Drive and North Wayne Street.

Vehicular access is from mid-block at North Pershing Drive and from North Wayne Street. The north/south driveway from Pershing Drive intersects with the east-west shared street that leads from North Wayne Street. The shared street connects North Wayne Street with the Arlington Boulevard Bicycle Trail. Only pedestrians and bicycles, however, will be permitted past the intersection with the north-south driveway to Pershing Drive.

<sup>2</sup> Site area developer is using to calculate density.

<sup>3</sup> With an assumption of 1 dwelling unit = 1,022 s.f. based on averaging residential side of building.

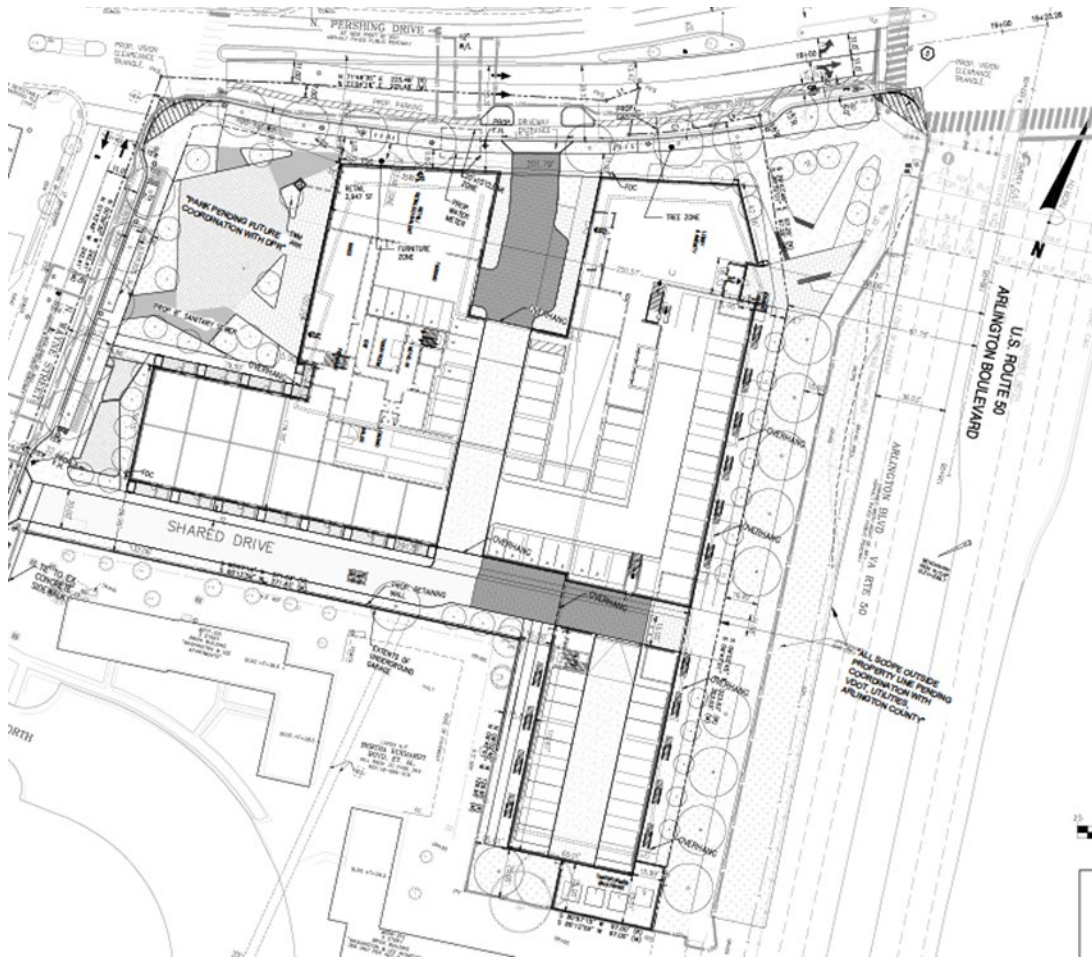


Figure 2-- Ground plan, courtesy applicant

The proposed site's architecture mostly consists of a dark gray two-story base and lighter gray brick for the levels above. The building tapers from a maximum of eight (8) stories concentrated along Arlington Boulevard, and tapers down to the proposed public space and to adjacent properties.



*Figure 3--- Arlington Boulevard looking south, courtesy applicant*



3| CONTEXT VIEW - MEWS & COURTYARD ON WAYNE ST - LOOKING EAST  
*Figure 4--Courtesy Applicant*





2 | CONTEXT VIEW - OPEN SPACE AT PERSHING DRIVE & WAYNE ST - LOOKING SOUTH EAST

*Figure 5--Courtesy Applicant*



1 | CONTEXT VIEW - ARLINGTON BLVD NORTHBOUND - LOOKING NORTH

*Figure 6---Courtesy Applicant*



CONTEXT VIEW - PERSHING DRIVE - LOOKING INTO THRU-BLOCK ACCESS  
*Figure 7---Courtesy Applicant*

**Public Space:** The developer proposes to dedicate to the County as a public easement an approximately 10,000 square foot public space. The County Department of Parks and Recreation will lead a public park master plan process to design the site.

**Affordable Housing:** The applicant will provide the base affordable dwelling unit (ADU) requirement stipulated in ACZO 15.5.8, which may include on-site or off-site ADUs, or a cash contribution to the Affordable Housing Investment Fund (AHIF). The options for fulfilling this requirement will be determined prior to Planning Commission and County Board consideration. The developer also needs to earn additional density above the base density, and an additional contribution to AHIF or, as the *Study Document* recommends, on-site committed Affordable Dwelling Units, above what is required by the Zoning Ordinance would be one way (of several) to earn additional density.

**Sustainable Design:** The applicant proposes to achieve LEED Gold certification, pursuant to the County's 2020 Green Building Density Incentive Policy.

**Transportation:**

**Streets and Sidewalks:** The site is well connected to the region. It is located along Arlington Boulevard (U.S. Route 50), which is classified as an arterial road, with its six travel lanes and a maximum speed of 45 miles per hour. There is not a sidewalk on this side of Arlington Boulevard, although the Arlington Boulevard Trail does serve the purpose of a sidewalk in this location (see below). The site intersects Arlington Boulevard at a T-intersection with North

Pershing Drive, which is classified as a minor arterial road. North Pershing Drive features on-road bike lanes and a 10' to 16' sidewalk on the north side of the street, but a 4' sidewalk on the south (project) side. North Wayne Street is classified as a non-arterial where it intersects North Pershing Drive. There are 4' sidewalks with no planting strip and no street trees. Arlington Boulevard is maintained by the Virginia DOT, and North Pershing Drive and North Wayne Street are maintained by Arlington County.

Transit: The site is serviced by Metrobus 4A (the stop is adjacent to the site along Arlington Boulevard, although the route is currently not in service) and the 16Y (along Arlington Boulevard at the intersection with North Pershing Drive). Stops for the ART 45 and Metrobus 4B are located a block-and-a-half away to the west on North Barton Street. The Clarendon and Court House Metrorail stations are each located approximately one mile from the site.

Pedestrians, Bicycles and Non-Motorized Transport: There is a Capital Bikeshare station across the street from the site, with two additional stations two and three blocks away. Micro-mobility devices, such as electric scooters and e-bikes, are becoming another form of transportation utilized in this area to connect to the rest of the county.

The site is also adjacent to the Arlington Boulevard Trail, located adjacent to the Arlington Boulevard right-of-way. At this site, the trail runs immediately along the site's parking lot, separated from it by only a double yellow line. However, the trail is an important east-west bicycle and pedestrian connection. Looking east, the trail extends to Rosslyn, where bicyclists and pedestrians can merge with the Custis Trail, heading north on Lynn Street to the Francis Scott Key Memorial Bridge and Georgetown, or south to Fort Myer, merging with the Mount Vernon Trail to Iwo Jima and Arlington National Cemetery, and then branching off to Washington and the National Mall. The trail also connects westward to the Rosslyn-Ballston Corridor, and the more residential portions of Arlington County and nearby jurisdictions, as well as to Washington Boulevard.

Planning Recommendations: The Special GLUP Study document identifies several principles and recommendations regarding transportation for the site:

- Enhance multimodal access, connectivity and safety for pedestrians, bicyclists and transit users in and around the site through improvements to the Arlington Boulevard Trail, North Pershing Drive, including on-street bicycle and scooter mobility, North Wayne Street, the bus stop on Arlington Boulevard and all sidewalks and crossings within the study area.
- Enable planning and construction of the transportation infrastructure needed to effectively manage the flow of a high volume of multimodal transportation users on multiple routes through the North Pershing Drive and Arlington Boulevard intersection.
- All garage, service and loading should be provided within the site and all parking should be provided underground.
- Extending the protected bike lane, which is found further west on North Pershing Drive, all the way to Arlington Boulevard should be considered. Where feasible, raised physical



- barriers and landscaped areas should also be considered as a way to separate bicyclists and motorists.
- A fix-it station for bicyclists and a drinking fountain should be studied near the North Pershing Drive and Arlington Boulevard intersection, along with a micro-mobility hub.
  - Remove the current on-street bike lane on Wainwright Road and replace it with an appropriately designed and well-buffered 12' paved trail connection with 2' unpaved shoulders and a minimum 8' setback/tree buffer from Arlington Boulevard.
  - As Arlington Boulevard, the Arlington Boulevard Trail and Wainwright Road are located within right-of-way owned and regulated by the Virginia DOT, any work in these areas must be coordinated with this agency.

Proposed Streetscape: Arlington Boulevard: the applicant's proposal for Arlington Boulevard incorporates an enhanced Arlington Boulevard Trail, which would be flanked on either side by an allée of trees and set back further from the traffic of the roadway. The 4A bus stop along southbound Arlington Boulevard would include a concrete pad and a bench. The T-intersection corner of Arlington Boulevard and North Pershing Drive has been set aside for a micro-mobility hub, as envisioned in the Special GLUP Study. It is proposed to be reserved for scooter parking, as of this writing, with a possible drinking fountain.

Pershing Drive: a sidewalk of varying width, a minimum of 6 feet with a tree-planted strip of varying width would be included in the proposed Pershing Drive streetscape. The eastbound travelway would be revised to accommodate a protected eastbound bicycle lane in the curb lane. (No changes to the westbound bicycle lane are proposed at this time.) On-street parking would also be available on Pershing Drive. One access point to the site would be from Pershing Drive. No changes to the center median are proposed at this time.

North Wayne Street: sidewalks would be widened to 6' with a row of trees in a planting strip along the curb, and on-street parking adjacent to the curb. The second access to and from the site would be from North Wayne Street, with a turn onto Wainwright Road, which would be a shared street. Traffic would be discouraged from going further into the neighborhood along North Wayne Street.

Wainwright Road is proposed to be repurposed as a shared street, and an offshoot of the Arlington Boulevard Trail as well. It would be used for site access by vehicles and pedestrians, as well as for access to and from the primary trail and the surrounding neighborhood.

Circulation and Parking: Ideally, a vehicle would access the site via North Wayne Street, then head into underground parking from Wainwright Road. Egress from the site would then be through the site's underground garage up onto North Pershing Drive, where the driver would exit out, right only onto North Pershing Drive. Reducing turning conflicts into and out of the site and reducing left-turn movements into and out of the site should be encouraged in order to improve vehicular safety in the site vicinity.

According to the consultant's report, this project would have 251 residential dwelling units, with 201 spaces reserved for those units (parking ratio of 0.8, which is somewhat high, but

within guidelines, and particularly for a building that is not inside the Metro corridor). (N.B. The residential parking ratio may change slightly when visitor parking is accounted for.) Also 2,900 square feet of retail is proposed with 6 retail parking spaces (1 space per 483 sq. ft).

Trip Generation and Traffic Analysis: A traffic consultant was engaged to perform a traffic analysis of the proposed development for the site. The consultant assumed the following mode share for the residential development:

- Auto: 58%,
- Transit: 35%,
- Bicycle: 2%,
- Walk: 5%

Based upon the proposed project's scope, the above mode share assumptions, and using traffic growth based upon the Highway Capacity Manual, assuming no 'pipeline' projects surrounding the site (other than County-sponsored capital roadway improvements), the consultant identified no impacts on traffic at the study intersections as a result of the proposed development.

**Adopted Plans and Policies:** The following regulations, plans, and guiding documents are applicable to development on this site (in order of most general guidance to the most specific):

- General Land Use Plan (GLUP);
- Zoning Ordinance (ACZO); and
- The *Pershing Drive Special General Land Use Plan Study*.

General Land Use Plan (GLUP): The GLUP designation is currently "Low-Medium Residential" and "Service Commercial". The developer applied in 2019 for a change in the GLUP to "Low" Office-Apartment-Hotel. In June 2021, after the Special GLUP Study recounted above, the County Board approved a "request to advertise" the GLUP change to be reviewed by the Board at a future meeting concurrently with a future site plan application. The "Low" Office-Apartment-Hotel designation permits office and retail/commercial densities at up to 1.5 FAR, multiple-family residential uses at up to 72 dwelling units per acre, and hotel uses at up to 110 hotel units per acre.

Zoning: The site is currently zoned "C-2" (Service Commercial-Community Business District ) and "RA6-15" (Multiple-family Dwelling District). The developer has applied for a rezoning to "C-O-1.5" Mixed-Use District, which is the equivalent Zoning district to the proposed "Low" Office-Apartment-Hotel GLUP designation.

[Pershing Drive Special General Land Use Plan Study:](#) The Special Land Use Study ("Study") provides detailed guidance on nearly all aspects of any potential site plan application for the site. The Study developed "Guiding Principles" and "Key Recommendations" by which any potential site plan at this location is to be analyzed.



**Land Use and Use Mix:** The Study recommends residential, hotel, or office development, and with “retail or retail equivalent space on the ground floor along North Pershing Drive, with a potential corner architectural transition onto Arlington Boulevard.”

**Building Heights, Placement, Form and Design:** Through “stepbacks, height and architectural design serve to reinforce a high-quality mixed-use environment and neighborhood gateway to Lyon Park and Clarendon from Arlington Boulevard.” The development should also “[T]ransition to the neighborhood through changes in building design, building height and scale, tapering, architectural treatments, building use, landscaping and/or screening.”

The Study goes on to give detailed height and setback guidance:

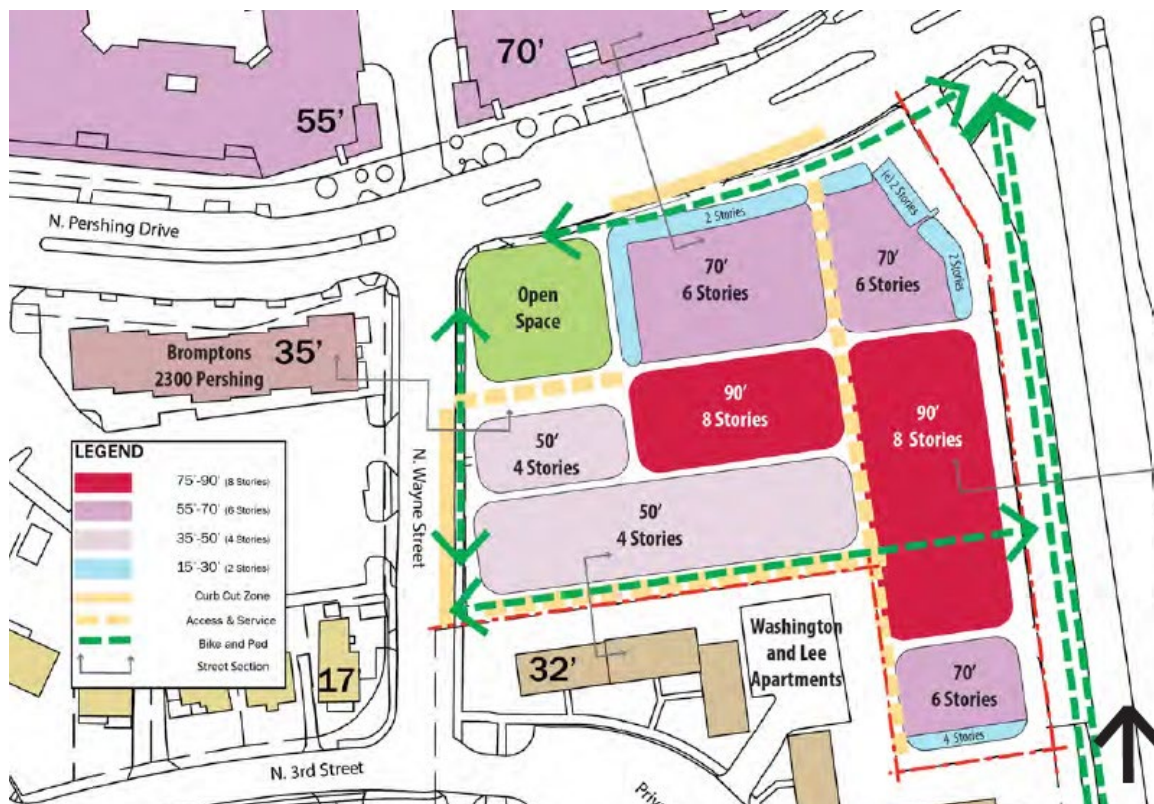


Figure 8-- From Study, Page 54.

**Multimodal Transportation, Connectivity, Circulation and Parking:**

- Enhance multimodal access, connectivity and safety for pedestrians, bicyclists and transit users in and around the site through improvements to the Arlington Boulevard Trail, North Pershing Drive, including on-street bicycle and scooter mobility, North Wayne Street, the bus stop on Arlington Boulevard and all sidewalks and crossings within the Study Area.
- Enable planning and construction of the transportation infrastructure needed to effectively manage the flow of a high volume of multimodal transportation users on multiple routes through the North Pershing Drive and Arlington Boulevard intersection.
- All garage, service and loading should be provided within the

site and all parking should be provided underground.

Public Spaces, Biophilia, and Sustainability:

- Provide a publicly accessible, casual-use open space at the corner of North Pershing Drive and North Wayne Street.
- Transform existing Wainwright Road into a greenway and a natural focal point entry to the urban corridor along this portion of the Inner Loop trail system. Reduce traffic noise through buffering and activate this linear space by incorporating biophilic elements, such as native plantings, expanding tree canopy, signage and pedestrian- and bicyclist-friendly site furnishings and amenities and strategic landscape buffering solutions in the form of trees or
- Prioritize the greening of this site by expanding the tree canopy and considering the addition of living nature walls and eco-solar or green roofs and other sustainable design features on roofs and balconies or in interior courtyards and other spaces that can accommodate such elements and/or improved landscaping.
- Emphasize the addition of native trees, shrubs and other plantings, including pollinator-friendly plantings, in and around the site, considering noise buffering and safety when siting new plantings.
- Use creative stormwater management techniques throughout the site.

Historic Preservation and Placemaking:

- Celebrate the Mid-Century Modern architecture of the Arva Motel in the design of any new buildings and preserve the Mid-Century Modern triangular sign, the two-story lobby, and to the extent possible, building materials and/or ornamentation.
- Promote attractive and engaging development that complements the historic architectural character of the Washington and Lee and Sheffield Court garden apartments, which are both listed on the Historic Resources Inventory and are contributing structures in the Lyon Park National Register Historic District, as well as the National Historic Landmark, Joint Base Fort Myer-Henderson Hall.

Affordable Housing:

- Any GLUP amendment enacted to achieve the recommendations of this study will be subject to an affordable housing requirement in addition to the base site plan affordability requirement. This additional affordability would be achieved through on-site affordable units equivalent to 20% of the difference in floor area between the maximum density under the existing GLUP designation and the projects proposed density under the new GLUP designation.

**Modification of Use Regulations:** The applicant requests the County Board modify the following use regulations (subject to change throughout the review process):

Additional Density: The applicant is requesting additional density, some of which they propose to earn by achieving LEED Gold,, and others through Zoning Ordinance Section 15.5.9.

Required Parking Ratio: The applicant requests a modification to the required parking ratio from 1

and one-eighth parking spaces per unit to .8 parking spaces per unit.

Compact Parking: The Zoning Ordinance limits the percentage of residential compact parking spaces to 15% of the total. The developer is requesting slightly over 16%.

### **Applicant Information:**

#### **Applicant**

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**SPRC Neighborhood Members**

SPRC Chair: Tenley Peterson

Lyon Park Citizens Association: TBD