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

To view the current Site Plan Review Committee schedule, go to the web site http://commissions.arlingtonva.us/planning-commission/sprc/
ITEM 1
Market Common Phase II (SP #339)
(RPC#s 18-010-015, -014, -010, -006, -005, -002; 18-009-001, -002, -003, -004, -005)

SPRC AGENDA: 1st Meeting – July 13, 2017
1) Introduction
   a) Presentation of Site Plan Proposal (Applicant)
   b) Overview of Site Plan Proposal (Staff)

2) Land Use & Zoning
   a) Relationship of site to GLUP, sector plans, etc.
   b) Relationship of project to existing zoning
      i) Requested rezoning
      ii) Requested density exclusions

3) Building Architecture
   a) Design Issues
      i) Building form (height, massing, tapering, setbacks)
      ii) Facade treatments, materials, fenestration
      iii) Roof line/penthouse form and materials
      iv) Street level activism/entrances & exits
      v) Accessibility
   b) Commercial/Retail Spaces
      i) Location, size, ceiling heights
      ii) Storefront designs and transparency
   c) Service Issues
      i) Utility equipment
      ii) Venting location and type
      iii) Location and visibility of loading and trash service
      iv) Exterior/rooftop lighting

SPRC Walking Tour: September 14, 2017
Walking Tour of Site

SPRC AGENDA: 2nd Meeting – September 14, 2017
4) Site Design and Characteristics
   a) Circulation and alley characteristics
   b) Allocation of uses on the site
   c) Relationship and orientation of proposed buildings to public space and other buildings
   d) Streetscape Improvements
   e) View vistas through site
   f) Visibility of site or buildings from significant neighboring perspectives
   g) Compliance with adopted planning documents
5) Transportation
   a) Infrastructure
      i) Mass transit facilities and access
      ii) Street systems (w/existing and proposed cross sections)
      iii) Vehicular and pedestrian routes
      iv) Bicycle routes and parking
   b) Traffic Demand Management Plan
   c) Automobile Parking
      i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
      ii) Access (curb cuts, driveway & drive aisle widths)
   d) Delivery Issues
      i) Drop offs
      ii) Loading docks
   e) Signage (parking, wayfinding, etc.)

SPRC AGENDA: 3rd Meeting – October 30, 2017

6) Open Space and Landscaping
   a) Orientation and use of open spaces
   b) Relationship to scenic vistas, natural features and/or adjacent public spaces
   c) Compliance with existing planning documents and policies
   d) Landscape plan

7) Community Benefits and Sustainability
   a) Public Art
   b) Affordable Housing
   c) Other

8) Construction Issues
   a) Phasing
   b) Vehicle staging, parking, and routing
   c) Community Liaison
Site Location: The subject site is identified as Block “A” of the Market Common Clarendon site plan, and is currently occupied by a vacant three-story office building and one-story retail space along Clarendon and Wilson Boulevard. The site is bounded by Wilson Boulevard and the former Walgreens building and the Thurgood Marshall Building to the north, North Edgewood Street and Whole Foods on Block “B” to the east, Clarendon Boulevard and Market Common Clarendon retail on Block “C” to the south, and to the west.

Applicant Information:

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johnl@bowmancg.com

Landscape Architect
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Jack Story

Traffic Engineer
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Michael Pinkoske
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LEED Consultant
Sustainable Building Partners
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Fairfax, VA 22031
Dan Wilcox

BACKGROUND: The Clarendon Market Common site plan (SP #339), was approved by the County Board on November 13, 1999, and included a GLUP Amendment, Rezoning, and Site Plan for the construction of 212,571 square feet of retail/commercial gross floor area, 300 apartment units, 87 townhouse units, and associated parking. The site plan has been amended several times since its original approval. The applicant, Regency Centers, proposes to rezone a portion of the property occupied by IOTA and the Engravers Building from “C-2” to “C-O-1.5” to be incorporated into Site Plan #339, and to amend Site Plan #339 to renovate an existing office building, including the addition of a fourth floor, outdoor terraces, creation of a ground level arcade along N. Edgewood Street, modification of building uses to allow retail in addition to office, and streetscape improvements.
The following provides additional information about the site and location:

**Site:** The site is located at 2700, 2800, and 2801 Clarendon Boulevard; 2700, 2732, 2830, 2832, and 2836 Wilson Boulevard; and 1303 N. Fillmore Street (RPC #18-010-015, -014, -010, -006, -005, -002; 18-009-001, -002, -003, -004, -005), located within the Clarendon Metro station area on the block generally bounded by Wilson Boulevard to the north, N. Edgewood Street to the east, Clarendon Boulevard to the south, and N. Fillmore Street to the west. The site is known primarily as the Clarendon Education Center within the Market Common Clarendon development, and defined by the following uses:

To the north: Walgreens Pharmacy (2825 Wilson Boulevard) and the Thurgood Marshall Building (2847 Wilson Boulevard) (currently used by Arlington Public Schools) zoned “C-2” and “C-3” respectively.

To the east: Whole Foods Market, SP #339 Block “B” (2700 Wilson Boulevard) zoned “C-O-1.5”.

To the west: Whitlow’s on Wilson (2854 Wilson Boulevard) and SP #362, The Market Place (2900 Wilson Boulevard) both zoned “C-3”.

To the south: Market Common Clarendon SP #339 Block “C” (1303 N. Fillmore Street) zoned “C-O-1.5”.

**Existing Zoning:** “C-O-1.5”, Commercial Office Building, Hotel and Apartment Districts and “C-2” Service Commercial – Community Business District

**Proposed Zoning:** “C-O-1.5”, Commercial Office Building, Hotel and Apartment Districts

**General Land Use Plan Designation:** “Low” Office-Apartment-Hotel (1.5 FAR)

**Neighborhood:** The site is located within the Clarendon Courthouse Civic Association (CCCA) and is adjacent to the Lyon Village Citizens’ Association. The Clarendon Park townhomes were developed as part of Market Common Block C, and represented by the Clarendon Park Homeowners Association.
Site Location

Existing Development: The site is occupied by the Clarendon Education Center building, which was originally a Sears Department store built in 1942, and formerly an Arlington County continuing education facility before being vacated by the last office tenant, GridPoint, Inc. The site also includes retail lining Clarendon Boulevard, as well as the addition of the IOTA Club and Café and Engravers Building retail spaces.

Proposed Development:

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Proposed</th>
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<tbody>
<tr>
<td>Site Area</td>
<td>65,158 sf</td>
<td>74,039 sf</td>
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<tr>
<td>Density</td>
<td>138,751 sf</td>
<td>166,564 sf</td>
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<tr>
<td>Office</td>
<td>118,273 sf</td>
<td>28,724 sf</td>
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<tr>
<td>Retail</td>
<td>20,478 sf</td>
<td>48,969 sf</td>
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<tr>
<td>Commercial Office or Retail</td>
<td></td>
<td>88,871 sf</td>
</tr>
<tr>
<td>Density Exclusions</td>
<td></td>
<td>534 sf (Bike Room)</td>
</tr>
<tr>
<td>Total: 773 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Site Elevation</td>
<td>247.99 ft</td>
<td>247.99 ft</td>
</tr>
<tr>
<td>Total Height AMSL</td>
<td>62.5 ft (approximately)</td>
<td>78 ft</td>
</tr>
<tr>
<td>Upper Roof AMSL</td>
<td>44.5 ft</td>
<td>60 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>305.47 ft</td>
</tr>
</tbody>
</table>
Market Common Clarendon Phase II (SP #339)

Penthouse
AMSL
62.5 ft (approximately)
78 ft
323.47 ft

<table>
<thead>
<tr>
<th>Parking</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>434</td>
<td>425</td>
</tr>
<tr>
<td>Ratio</td>
<td>1 space / 357 sf</td>
<td>1 space / 436 sf</td>
</tr>
</tbody>
</table>

| On-Site | 157 | 148 |
| Office  | 54  | 45  |
| Retail  | 103 | 103 |
| Off-Site| 277 | 277 |
| Office  | 277 | 277 |
| Retail  | 0   | 0   |

LEED Rating: Certified Silver

Adopted Plans and Policies:

**Density and Uses:** The applicant proposes to rezone a portion of the property occupied by IOTA and the Engraver’s Building from “C-2” to “C-O-1.5” to be incorporated into Site Plan #339; and amend Site Plan #339 to renovate and modify the existing 110,218 square foot Education Center building, including:

- Expanding the Education Center building envelope across the IOTA and Engravers Building properties
- Addition of a fourth floor and outdoor terraces
- Creation of a ground level arcade along N. Edgewood Street
- Modification of building uses to allow retail in addition to office
- Streetscape and plaza improvements
- Retail façade improvements along Clarendon Boulevard

Total additional density on the site would increase 27,813 square feet through proposed bonus density provisions. The site frontage along Wilson Boulevard and Edgewood Street is designated as a “Gold” street in the Arlington County Retail Plan (shown at right), which is planned for any type of retail use or retail equivalent as permitted by the Zoning Ordinance. The site frontage along Clarendon Boulevard is designated as a “Red” street, for which the predominate frontage of the buildings are planned for retail sales, food or entertainment establishments as permitted by the Zoning Ordinance.

**Site and Design:** The proposed fourth story addition is set back from the edge of the existing third floor with a private terrace, creating variation in building massing and mitigating any sense of height imposition while remaining consistent with the Sector Plan at a proposed building height of 60 feet. Improvements to the retail space occupied by Baja Fresh include
significant façade alterations and the creation of a roof terrace overlooking the public plaza at the corner of Clarendon Boulevard and Edgewood Street. The plaza would also be renovated with new hardscape materials, landscaping, outdoor seating, and with the grade being sloped for easy access to the elevated finished floor of the building and the proposed arcade along Edgewood Street. The arcade is proposed to mitigate the street dimension constraints with the existing building wall, creating opportunity to provide outdoor seating and retail frontage that is currently constrained by the finished floor height that is as much as 2.3’ higher than the sidewalk grade. A curb bump-out at the corner of Wilson Boulevard and Edgewood Street would improve pedestrian circulation and intersection safety, while provided much-needed sidewalk width for a small portion of Wilson Boulevard.

Clarendon Boulevard at Edgewood Street – view looking northwest
Edgewood Street Arcade – view looking west

Wilson Boulevard Original Proposal – view looking southeast
Wilson Boulevard Updated Proposal A – view looking southeast

Wilson Boulevard Updated Proposal B – view looking southeast
Corner Plaza at Clarendon Boulevard and N. Edgewood Street

Potential Rooftop Seating Area Above Plaza

Sustainable Design: The building is proposed to be designed to achieve a LEED Gold level of certification (LEED v4 for New Construction and Major Renovation).
Transportation: The site is located in the heart of Clarendon, and is bounded by Wilson Boulevard, North Edgewood Street, Clarendon Boulevard, and the western portion of Block A (not affected by this project). The Master Transportation Plan (MTP) classifies each of these streets, in the vicinity of the project, as retail-oriented streets:

- Wilson Boulevard: Type A – Primarily Retail-Oriented Mixed-Use arterial
- North Edgewood Street: Type A – Primarily Retail-Oriented Mixed-Use arterial
- Clarendon Boulevard: Type A – Primarily Retail-Oriented Mixed-Use arterial

Trip Generation: Wells and Associates, Inc. prepared a traffic impact analysis (TIA) dated March 1, 2017, assuming a development plan for the site that includes an additional 28,000 square feet of added density, including conversion of some ground floor uses from office to retail, and the construction of a fourth story to the existing three-story building. Upon completion of construction (estimated in 2019) the project is estimated to generate 24 fewer am peak hour trips, 92 additional pm peak hour trips, and 1,040 additional daily trips, compared to the existing development on the site.

The TIA analyzed nine (9) signalized and non-signalized intersections within close proximity to the site:

Intersections:
Wilson Boulevard and North Highland Street,
Wilson Boulevard and North Garfield Street,
Wilson Boulevard and North Fillmore Street,
Wilson Boulevard and North Edgewood Street,
Clarendon Boulevard and North Highland Street,
Clarendon Boulevard and North Garfield Street,
Clarendon Boulevard and North Fillmore Street,
Clarendon Boulevard and North Edgewood Street, and
North Fillmore Street/Block “A” garage entrance

Current conditions:
The eight (8) signalized study intersections currently operate at acceptable overall LOS “C” or better during both the am and pm peak hours. Each approach at the signalized intersections also operates at acceptable levels of service (LOS “D” or better) during peak. All of the approaches at the un-signalized intersection of N. Fillmore Street and the Block A parking garage currently operates at LOS “B” or better during peak periods.

Future conditions (with project):
According to the TIA, under future conditions with the redevelopment, all of the study intersections would continue to operate at acceptable overall LOS “D” or better during both the am and pm peak hours. Each approach at the signalized intersections would also continue to operate at acceptable levels of service during peak periods, with the exception of the
southbound left-thru movement at the N. Fillmore Street/Clarendon Boulevard intersection (consistent with 2019 future conditions without redevelopment) which would operate at LOS “F” during the pm peak hour. These delays could be mitigated with traffic signal timing adjustments and optimization. These results indicate that additional geometric improvements or lane widenings are not required.

Consistent with existing and future conditions without redevelopment, the un-signalized intersection of N. Fillmore Street and the Block A parking garage would continue to operate at acceptable levels of service during the am and pm peak hours. As noted above, peak hour queueing along N. Fillmore Street may temporally block the Block A garage exit during peak periods; however, these queues typically clear within one cycle of the adjacent traffic signals.

**Streets and Sidewalks:**
The table below provides a summary of the existing and proposed street cross-sections associated with the project:

<table>
<thead>
<tr>
<th></th>
<th>Existing Street</th>
<th>Existing Clear Sidewalk</th>
<th>Existing Total Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wilson Boulevard</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Street</td>
<td>45’</td>
<td>2.8’</td>
<td>6.8’</td>
</tr>
<tr>
<td>Proposed Street</td>
<td>45’</td>
<td>2.8’</td>
<td>6.8’</td>
</tr>
<tr>
<td><strong>North Edgewood Street</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Street</td>
<td>32’</td>
<td>4.3’</td>
<td>8.3’</td>
</tr>
<tr>
<td>Proposed Street</td>
<td>32’</td>
<td>4.3’</td>
<td>8.3’</td>
</tr>
<tr>
<td><strong>Clarendon Boulevard</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Street</td>
<td>47’</td>
<td>9’</td>
<td>15’</td>
</tr>
<tr>
<td>Proposed Street</td>
<td>47’</td>
<td>9’</td>
<td>15’</td>
</tr>
</tbody>
</table>

Wilson Boulevard: The project proposes maintaining the existing street width and street section adjacent to the site. Wilson Boulevard has an approximate 45-foot width with two westbound travel lanes, a westbound bicycle lane, and parking on both sides of the street. Under the project, that cross-section would be maintained. The existing clear sidewalk width on the project (south) side of this block of Wilson Boulevard is unacceptably narrow.

North Edgewood Street: The project proposes maintaining the existing street width. North Edgewood Street has one southbound and one northbound travel lane, and parking on both sides.

Clarendon Boulevard: Under the project, no changes to the cross-section of Clarendon Boulevard would be made. The street currently contains two eastbound travel lanes, a buffered eastbound bicycle lane, and parking on both sides.
On-street parking: There are approximately 31 metered on-street parking spaces adjacent to the site, five of which are on North Edgewood Street, eleven of which are on Wilson Boulevard, and fifteen of which are on Clarendon Boulevard. Two of these spaces (one on North Edgewood Street and one on Wilson Boulevard) are reserved for handicapped drivers. The applicant is proposing to retain on-street parking on each of these streets, but may reduce the number of spaces on Wilson Boulevard and on North Edgewood Street through the addition or extension of curb bulbs and curb nubs. All on-street parking spaces are controlled by multi-space parking meters and are not individually striped.

Loading and Parking: Loading would take place in an existing alleyway off of Wilson Boulevard, between the Engravers Building and Whitlow’s. Two WB-30 trucks could be accommodated in the bays; capacity for a 40’ garbage truck would also be accommodated.

There is existing parking for the site in the Block A garage that will not be affected by this project.

Transit: The site area is within walking distance (1,100 ft.) of the Clarendon Metrorail station, which is between Wilson Boulevard and Clarendon Boulevard just south of North Highland Street. The Metro orange and silver lines provide continuous all-day and weekend service to New Carrollton, MD and Largo, MD via downtown Washington (where connections to all other lines may be made); and westbound to Vienna, VA, and Wiehle Avenue in Reston via Tysons Corner. Approximately one train every four minutes serves the station during the peak periods, while midday off-peak service is approximately one train every eight minutes. (Late evening and
weekend service headways can be significantly longer.) Metrorail service at this station runs from approximately 5:18 am until 11:50 pm Monday through Thursday, 5:18 am until 1:20 am on Fridays, 7:18 am until 1:20 am on Saturdays, and 8:18 am until 11:20 pm on Sundays.

The site area is also served by several bus transit routes. Weekday Metrobus service (Route 38B) operates between Ballston and Farragut Square from approximately 5:20 am until approximately 2:30 am, along Wilson Boulevard (westbound) and Clarendon Boulevard (eastbound). Arlington County ART bus service (also along Wilson Boulevard and Clarendon Boulevard) operates three routes: Route 41 (Columbia Pike) operates from 5:30 am until 12:30 am; Route 62 (Lorcom Lane) from 6:30 am until 7:00 pm; and Route 77 (Shirlington) from approximately 6:00 am until 10:30 pm.

**Bicycling:** With a two-way pair of bicycle lanes on Wilson and Clarendon Boulevards, and two Capital Bikeshare stations within a few hundred feet of the site, the area is well served for bicycling. North Edgewood and North Fillmore Streets are considered to be low-volume neighborhood streets, and safe for cycling.

Bicycle storage is already provided within the existing Block A parking garage, for building employees. Approximately twenty (20) visitor spaces must be provided on or near the site, in order to meet the County’s standard for providing bicycle parking within site plan projects.

**Car Sharing:** Although there are no car-sharing spaces at the site, there are four Zipcar spaces in the vicinity: two on North Hudson Street and Wilson Boulevard near the Clarendon Metro station, and two in the parking garage at North Garfield Street and Wilson Boulevard.

**Transportation Demand Management (TDM):** The applicant has agreed to implement a Transportation Management Plan (TMP) to provide a program oriented towards decreasing single-occupancy vehicle (SOV) trips to and from the site. The draft TMP program includes the elements summarized below, among others:

- Designation of a transportation coordinator to oversee the TMP program.
- Contribute to Arlington County Commuter Services to support TMP activities.
- Provision of a SmarTrip® card (amount to be determined), or a one-year Capital Bikeshare membership, or a one-year car-share membership to each new office or retail employee, at initial occupancy.
- Display and distribute transit-related information.
- Reimburse the County for and participate in periodic transportation performance monitoring studies, to determine average vehicle occupancy and mode choice.
- Submission of an annual report to the County regarding TDM activities on the site.

**DISCUSSION:** The applicant proposes to amend Site Plan #339 to renovate an existing office building, including the addition of a fourth floor, outdoor terraces, creation of a ground level arcade along N. Edgewood Street, modification of building uses to allow retail in addition to
office, and streetscape improvements. The applicant proposes rezoning property occupied by IOTA and the Engravers Building from “C-2” to “C-O-1.5” to be incorporated into the site plan area. The following analysis is provided:

**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 most specific):

- General Land Use Plan (GLUP)
- Historic Preservation Master Plan
- Phase I Historic Resources Inventory (HRI)
- “C-O-1.5” Zoning District Regulations
- Clarendon Sector Plan

**GLUP:** The site is designated “Low” Office-Apartment-Hotel (1.5 FAR) in the GLUP. The site is located within the “Special Coordinated Mixed-Use District” under GLUP Note 3, a designation established for larger sites where redevelopment may result in significant changes within a Metro Station Area.” The “C-O-1.5” zoning district designation is consistent with the GLUP.

**Historic Preservation Master Plan:** The 2006 Master Plan calls for the creation of a Historic Resource Inventory (HRI) ranking system to “objectively categorize the level of historic significance for the County’s surveyed historic resources.” The Phase I Historic Resources Inventory (HRI) was approved by the County Board in 2011, and identifies the “Unnamed Commercial Building” at 2836 Wilson Boulevard as an “Essential” commercial building resource. The Essential ranking category represents the “County’s top priorities for preservation that include the most significant, best preserved, and key resources that best define Arlington history.” The Phase I HRI goals and policy objectives call for collaboration with Essential property owners to “preserve the buildings’ historical and material integrity to the maximum extent possible,” and require all development proposals affecting Essential properties to be reviewed by the Historical Affairs and Landmark Review Board (HALRB).

**Zoning:** The existing zoning is “C-O-1.5”, Commercial Office Building, Hotel and Apartment Districts for the existing site plan area, and “C-2” Service Commercial – Community Business District for the lots occupied by the Engravers and IOTA buildings. The developer proposes to rezone the “C-2” parcels to “C-O-1.5” and incorporate them into the site plan area. “C-O-1.5” permits office and commercial uses at a density of 1.5 FAR, with a maximum height of eight stories for office buildings and ten stories for multiple family or hotel buildings (on sites of less than 20 acres in area).

**Clarendon Sector Plan:** The Clarendon Sector Plan was adopted in 2006, and provides detailed guidance for development in the Clarendon station area. The plan envisions the Clarendon area as an “urban village,” while “building on its historical commercial focus”. The site is in the
“East End” district of Clarendon, and the Sector Plan provides the following guidance for the subject site area, defined as Block 35:

- Maximum density of up to 1.5 FAR with additional density possible with provision of community benefits
- Use mix with residential, commercial, hotel, or mixed use for the block
- Maximum building height of 60 feet
- The Sector Plan calls for “redevelopment with storefronts on Wilson, Clarendon and Edgewood” for Block A and Block B of Market Common, and notes “if redevelopment is undertaken for the Clarendon Education Center block, adding ground-floor retail with multiple building entrances and widening walkways along Edgewood Street and Wilson Boulevard is preferred.”
- The Sector Plan identifies 20-foot sidewalks on both Clarendon and Wilson Boulevard, noting that on Wilson Boulevard “in instances where building preservation is desired, sidewalk widths may be reduced to between approximately 10’ and 14’ to achieve that objective, so long as at least 6’ of sidewalk clear width is maintained exclusive of tree pits and street furniture.”
- Public space plazas are identified at the intersection of Clarendon Boulevard and N. Edgewood Street, including the existing corner plaza on the site, the existing plaza at Market Common Clarendon (Block C), and a proposed plaza on the corner of the Whole Foods Market site (Block B). The Sector Plan notes “these spaces are envisioned as extensions of the public street space and offer places for relaxation, socializing, and people watching”
- Building façade preservation at 2836 Wilson Boulevard (A & R Engravers), where “additions and alterations to these buildings are possible” and where “a clear separation between the existing structures and any new buildings is desired.” Façade preservation is intended to “generally preserve the first 10 feet of depth from the front building wall and any new construction would be set back from the building wall by this same amount”

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

**Density Exclusions:** The applicant is requesting that 773 square feet of gross floor area be excluded from density calculations, including 534 square feet for a basement level bike room and 239 square feet for a first floor loading dock service corridor.

**Bonus Density:** The applicant requests 29,467 square feet of bonus density, justified by LEED Gold Certification of the building and for façade preservation of the Engravers Building at 2836 Wilson Boulevard.

**Green Building Density Incentive Program:** Arlington County’s Green Building Density Incentive Policy for Site Plans contains bonus density provisions for site plan projects that meet the objectives of the County’s green building program. Per Section 15.5.7 of the Zoning Ordinance,
the County Board may permit bonus density for provisions made for open space and other environmental amenities. The applicant is proposing to commit to a certification of LEED Gold. The applicant is therefore requesting, consistent with the County’s policy, bonus density of the maximum of 0.40 FAR for the project. Total LEED bonus density equals 24,154 square feet.

**Building Façade Preservation:** The Clarendon Sector Plan identifies the Engravers Building at 2836 Wilson Boulevard for façade preservation, intended to generally preserve the first 10 feet of depth from the front building wall, with any new construction set back and exclusive of the 10-foot area. In exchange for preservation, the Sector Plan recommends an increase in density equal up to 500% of the existing building’s square footage that is preserved. The Historic Preservation Master Plan, adopted concurrently with the Sector Plan in December 2006, recommended creating of a Historic Resources Inventory (HRI) which was completed in October 2011 and identified 2836 Wilson Boulevard as an “essential” property for façade level preservation. Essential properties are considered “top priorities for preservation that include the most significant, best preserved, and key resources that best define Arlington history”. The proposal includes façade preservation with a 10-foot step back for new construction above the building, and also includes preservation of the façade wall along the alley access drive from Wilson Boulevard, with a total bonus density of 5,313 square feet.

**Preliminary Issues:** Some issues have been identified within the proposal, which are detailed below.

**Streetscape Width on Wilson Boulevard**
The sidewalk along Wilson Boulevard is not consistent with the Sector Plan, nor does it meet minimum County guidelines for no less than six feet of pedestrian clear width. At the narrowest point, clear width between the building wall and the tree planter box is approximately 2.6 feet, while the typical clear width for the block is between 3.4 feet and 3.8 feet. This condition existed prior to approval of site plan #339, which incorporated the Sears Department Store building footprint that limits the potential sidewalk width on this block. Design options should be explored to improve this condition.
The developer has worked with staff to develop ways to improve the sidewalk condition, and has provided an alternative streetscape design that displaces some on-street parking spaces by bumping out tree pits and curb alignment to provide a seven-foot clear sidewalk width for the impacted portion of the block. This alignment would bring the streetscape more in line with the Clarendon Sector Plan goals, which calls for a minimum six-foot clear sidewalk width on all streetscapes to accommodate building preservation or café space. The seven-foot parking lane would accommodate four on-street parking spaces, down from eleven spaces currently available.

**Alternative Wilson Boulevard Streetscape Design**

**Level of Historic Preservation**

With the site’s designation as an “essential” HRI property, Historic Preservation staff has questioned whether the proposal needs a greater degree of preservation or building step back along the alley façade wall, illustrated below. The proposal is currently under review by the
HALRB and the HALRB Design Review Committee, with discussion on alternative designs expected on November 1, 2017.
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