



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of September 26, 2009**

DATE: September 23, 2009

SUBJECT: SP #231 SITE PLAN AMENDMENT to allow an as-built below grade parking structure, including modification of use regulations for drive aisle widths and compact parking space ratio location and dimensions, and for modification of Condition #84 RE: bicycle storage facility for the Courthouse Plaza Hotel Site Plan located at 1401 North Adams Street (RPC: 18-005-042, -053).

Applicant:

Arlington Hotel Assoc., LLC,

By:

Martin D. Walsh, Attorney/Agent
Walsh, Colucci, Lubeley, Emrich & Walsh
2200 Clarendon Blvd., 13th Floor
Arlington, Virginia 22201

C. M. RECOMMENDATION:

Approve the site plan amendment request for an as-built below grade parking structure for the Courthouse Plaza Hotel Site Plan, including modification of use regulations for reduced drive aisle widths and compact parking space ratio, locations and dimensions, subject to all previous conditions of the hotel site plan with revisions to Conditions #39 and #82 as shown in this report.

ISSUES: This is a request to approve the as-built parking garage of the Courthouse Plaza Hotel Site Plan, including modification of use regulations, and no issues have been identified. The applicant and Vornado have reached agreement regarding the bicycle room at Courthouse Plaza. There is no recommended change to Condition #84.

SUMMARY: The applicant has requested approval of the as-built parking garage of the Courthouse Plaza Hotel Site Plan, which would be consistent with the attached revised Parking Management Plan, including modification of use regulations for substandard drive aisle widths in five (5) pinch point locations, one (1) substandard compact parking space with a width of 7'11", and provision of compact parking spaces in isolated locations within the garage. Staff supports the proposed amendment, including the proposed modifications, and recommends that

County Manager: _____

Staff: Freida Wray, CPHD Planning

PLA-5339

the as-built garage be approved. A number of changes were made to the approved garage layout to comply with code requirements and to address existing structural conditions in retrofitting hotel garage connections to the commercial garage.

- 1) Some standard parking spaces were converted to compact spaces in isolated locations within the garage, increasing the compact parking ratio from 12.4% to 14.6%. While the proposed compact parking ratio complies with the Zoning Ordinance standard, some of the spaces are not grouped together with other compact spaces as required by Section 33.A.7 of the Ordinance. Staff recommends that all compact parking spaces be visibly marked and labeled for “compact cars only”, as stipulated in the Ordinance.
- 2) Drive aisle widths were reduced in some locations, and in five locations the widths were reduced to below the Zoning Ordinance standard of 23 feet. In these pinch point locations, staff recommends in amended Condition #82 that signs be posted on the garage walls and/or columns warning approaching vehicles from both directions of the narrow drive aisle ahead.
- 3) The width of one compact parking space would be below the Zoning Ordinance requirement of 8 feet where a structural column projects one inch into the parking space. Beyond the 2-foot column the parking space is 8 feet wide. Staff recommends that Condition #39 be amended to allow the proposed modification.

BACKGROUND: The Courthouse Plaza Hotel Site Plan for a 10-story, 176-room, extended-stay Marriott Residence Inn hotel, and 9,500 square feet of ground floor retail, was approved by the County Board on February 25, 2006. In 2007, the site plan was amended to address the provision of and access to required ADA handicap parking in the hotel garage through creation of a new garage entrance and ramp on 14th Street and closing the existing residential garage entrance on 14th Street. The applicant has completed construction of the hotel and garage structures. During the site inspection for the Certificate for Partial Occupancy for the garage, the zoning inspector found a number of conditions in the garage which did not conform to the approved site plan or the Zoning Ordinance, including: 1) a revised garage layout; 2) substandard drive aisle widths; 3) substandard parking space dimensions; and 4) projection of pipes and other infrastructure into parking spaces. A request to administratively approve the as-built garage was denied by the Zoning Administrator. Temporary Certificates for Partial Occupancy were subsequently issued for the hotel garage and floors 1 through 9 of the hotel. The applicant has since corrected some of these issues by converting some standard parking spaces to compact spaces, removing parking space projections, and reconfiguring the parking space layout.

The site plan amendment proposes a revised garage layout, including revised drive aisle widths that comply with the Zoning Ordinance standards, revised parking space layout and counts, and an increased compact parking ratio from 12.4% to 14.6%, which remains in compliance with the Zoning Ordinance. It also proposes modification of use regulations to permit substandard drive aisle widths in five (5) pinch point locations, one (1) substandard compact parking space with a width of 7’11”, and provision of compact parking spaces in isolated locations within the garage.

DISCUSSION: When the site plan was approved in 2006, it included a total of 180 parking spaces - 88 hotel parking spaces at a ratio of .5 space per room, and 92 public parking spaces, in two levels of underground parking structure. When it was amended in 2007, relocation of the garage ramp necessitated the creation of a partial P3 level, which allowed the site plan to maintain the approved 180 parking spaces and provide five (5) additional parking spaces, for a total of 185 spaces. The Parking Management Plan that was subsequently approved located hotel parking on the P1 (guests) and P3 (employees) levels, and commercial parking on the P2 level. The table below shows the mix of approved parking spaces. A total of 23, or 12.4%, of the spaces were approved for compact parking, which is below the maximum 15% permitted by the Zoning Ordinance.

Garage Level	Standard	Compact	Handicap	Total	Use
P1	58	14	3	75	Hotel
P2	85	9	3	97	Commercial
P3	13	0	0	13	Hotel
Total	156	23 (12.4%)	6	185	

The proposed site plan amendment would allow a revised garage layout with parking totaling 186 spaces, one space more than the 2007 approval. The conversion of some standard spaces to compact spaces to address certain garage issues have resulted in an increase in compact parking from 23 to 27 spaces, at a ratio of 14.6%. The table below shows the mix of proposed parking spaces: 90 parking spaces are allocated to the hotel (+2) and 95 spaces are allocated to the commercial parking (+3).

Garage Level	Standard	Compact	Handicap	Total	Use
P1	60	13	3	76	Hotel
P2	80	12	3	95	Commercial
P3	12	2	0	14	Hotel
Total	152	27 (14.6%)	6	185	

Staff recommends that the revised garage layout be approved, including locations on the P1 through P3 levels where the widths of the one-way drive aisle connections between the hotel and commercial parking have been relocated and/or reduced from the County Board approved plans. On the P1 and P2 levels the drive aisle connections were relocated south of the approved locations to improve garage circulation. On the P1 level the hotel drive aisle width was reduced from 24' to 19'8" to coincide with the placement of the parking booth located in the commercial parking area at the entrance to the hotel parking. On the P2 level the hotel drive aisle width was increased from 24' to 28'3" due primarily to the layout of parking spaces. On the P3 level there are two (2) one-way drive aisle connections to the commercial parking providing ingress to and egress from the hotel parking. The width of the north hotel drive aisle (ingress) was reduced from 26' to 19'8" due to the striping of an additional parking space. The width of the south hotel drive aisle (egress) was reduced by one inch from 17' to 16'11". The proposed one-way aisle widths conform to Section 33.A. 3 of the Zoning Ordinance, which requires 12 feet minimum aisle widths for one-way drive aisles that are adjacent to parallel parking.

Modification of Use Regulations: The applicant has requested modifications of use regulations to permit provision of compact parking spaces in isolated locations within the garage, one (1) substandard compact parking space with a width of 7' 11", and substandard drive aisle widths in five (5) pinch point locations.

Compact Parking Location: A modification of use regulations is proposed to allow several compact parking spaces on the P1 through P3 levels to be located in areas where they are not grouped together with other compact spaces, consistent with the revised Parking Management Plan. Section 33.A.7 of the Zoning Ordinance states: *The spaces shall be grouped together and visibly marked for "compact cars only"*. The applicant is requesting that the compact parking spaces be approved at the locations shown in the revised garage layout. The conversion of several standard parking spaces to compact spaces have helped to address certain code and Zoning Ordinance requirements, including increasing drive aisle widths at certain locations and addressing projections into standard spaces. Staff supports the proposed modification of use regulations for locations of compact parking spaces consistent with the revised garage layout, and recommends that it be approved. Staff further recommends, consistent with the Zoning Ordinance standard, that all compact parking spaces in the garage be clearly marked and labeled for "compact cars only".

Compact Parking Space Width: A modification of use regulations is proposed to permit a compact parking space width of 7' 11" for one (1) compact parking space (space #167) located on the P3 level. Section 33.A.3 of the Zoning Ordinance requires 8 feet stall widths for compact parking spaces. Compact space #167, which measures 7' 11" by 18 feet, is located at the end of the drive aisle between the garage wall and a structural column. The structural column projects one inch into the parking space, for a span of 2 feet. The balance of the space (16 feet) is 8 feet in width. Staff supports the proposed modification of use regulations for a reduced compact parking space width for space #167, and recommends that it be approved. Staff recommends that Condition #39 be amended to allow the modification.

Garage Drive Aisle Widths: A modification of use regulations is proposed to permit drive aisle widths less than 23 feet at five (5) pinch point locations on the P1 and P2 levels, with the provision of certain mitigation measures. Section 33.A.3 of the Zoning Ordinance requires 23 feet minimum aisle widths for one- and two-way drive aisles that are adjacent to 90° angle parking spaces. Staff supports the proposed modification of use regulations for reduced drive aisle widths at the five (5) locations, and recommends that it be approved as outlined below. Staff further recommends that Condition #82 be amended to require that signs be posted on the garage walls and/or columns warning approaching vehicles from both directions of the narrow drive aisle ahead.

- 1) Northwest area of P1 (Location #1): The portion of the drive aisle located between the landing for the main electrical room doorway and the structural column has a width of 21' 6". This pinch point was created by the construction of the minimum 44-inch doorway landing to meet code requirements.
- 2) Northwest area of P1 (Location #2): The portion of the drive aisle located adjacent to the landing that serves both the main electrical room's second doorway and the garage

staircase, and adjacent to the structural column opposite the landing, has a width of 19'10". This pinch point was created by the construction of the minimum 44-inch doorway/staircase landing to meet code requirements.

- 3) Northwest area of P1 (Location #3): The portion of the drive aisle located adjacent to the landing that serves both the main electrical room's second doorway and the garage staircase, and adjacent to compact parking space #39, has a width of 20'10" after conversion of space #39 from standard to compact parking. This pinch point was created by the construction of the minimum 44-inch doorway/staircase landing to meet code requirements.
- 4) Southwest area of P1 (Location #4): The portion of the drive aisle located adjacent to the landing for the garage staircase and the structural column has a width of 19'2". This pinch point was created by the construction of the minimum 44-inch staircase landing to meet code requirements. In addition, a portion of the garage wall projects into the vertical clearance above the staircase landing.
- 5) Southwest area of P2 (Location #5): The portion of the drive aisle located adjacent to the landing of the garage staircase and adjacent to compact parking space #118 and the structural column has a width of 20'11". This pinch point was created by the construction of the minimum 44-inch staircase landing to meet code requirements and the structural column that projects out into the landing.

Bicycle Storage Room: The County Board approved revised condition language to Condition #84 regarding the bicycle storage room at Courthouse Plaza in July. The applicant's application requested possible modifications to the condition language. Condition #84 is attached for reference purposes only. Since then, the applicant and Vornado have reached a final agreement regarding on-going maintenance costs and other matters associated with the room. The room located on the Vornado-controlled portion of the garage's G-1 level beneath the 2200 Clarendon Boulevard office building is nearly complete. There are no modifications proposed to Condition #84.

CONCLUSION: Staff supports the proposed site plan amendment for an as-built below grade parking structure for the Courthouse Plaza Hotel. The as-built garage would be consistent with the attached revised Parking Management Plan, which includes a revised garage layout containing a 14.6% compact parking ratio, and proposed modifications for provision of compact parking spaces in isolated locations within the garage, one (1) substandard compact parking space with a width of 7'11", and drive aisle widths below the required 23 feet at five (5) pinch point locations. Conditions #39 and #82 are proposed to be amended to allow the modification for the substandard compact parking space, and to require posting of warning signs about the narrow drive aisles, respectively. Therefore, staff recommends that the site plan amendment be approved, subject to all previous conditions of the hotel site plan, but with revisions to Conditions #39 and #82 as shown below. No change is proposed to Condition #84.

39. The developer agrees to ensure that all parking spaces comply with the requirements of Section 33 of the Zoning Ordinance.—U, unless otherwise approved by the County Board.

~~7.~~The number of compact spaces may not exceed the Zoning Ordinance requirement of 15 percent, unless otherwise approved by the County Board. The developer shall submit drawings showing that these requirements are met, and shall obtain approval by the Zoning Administrator before the issuance of the Footing to Grade Structure Permit.

82. The developer agrees to submit to the Zoning Administrator a parking and loading management plan which outlines the route for deliveries to the hotel, retail and restaurant uses via the extended internal delivery connections accessed from North Veitch Street; and how parking for hotel guests, employees, visitors and the public will be provided, where the parking will be located, and how hotel guests, employees, visitors and the public will be directed to the parking spaces. The plan shall also identify how approaching vehicles will be warned of the narrow drive aisles at the five pinch point locations on the P1 and P2 levels and provide information on the warning signs that shall be posted in the garage, including where the signs will be posted, the messages that will be on the signs, and labeling the locations of the signs on the plan. Delivery and loading activities for the hotel, retail and restaurant uses shall utilize only the existing loading dock entrance on North Veitch Street. Use of the new garage entrance on 14th Street for delivery and loading activities shall be prohibited. The new garage entry on 14th Street shall be operated to allow ingress for solely hotel parking, and egress for the hotel and all other uses. The hotel may also utilize the other garage entries, including the Clarendon Boulevard and North Veitch Street entrances for ingress and egress. Signage shall be installed to direct vehicles to the hotel and monthly and hourly parking entries and spaces, and to note where handicap access parking is available. Furthermore, the garage doors shall be kept closed at all times during the non-peak hotel/commercial hours between 10:00 am and 4:00 pm, and between 7:00 pm and 7:00 am, except when in use for entering and exiting vehicles. The developer agrees to install mechanisms to trigger the garage doors to open when vehicles enter and exit the garage, as well as signage informing drivers of the vehicle-activated doors. During the peak hours from 7:00 am to 10:00 am, and from 4:00 pm to 7:00 pm, the garage doors may remain open. The plan shall also include, pursuant to Condition #48 above, information on taxi passenger loading and unloading; accessible paratransit pick-up, drop-off, handicapped access, and passenger waiting areas; loading zones for short-term deliveries; bus stops; and on- and off-street parking for hotel guests, employees, visitors and the public. Finally, the plan shall include strategies for advertising, electronically and in printed materials, the preferred route to the hotel, via Courthouse Road from Arlington Boulevard, for drop-off and pick-up of hotel guests, employees and visitors. The parking and loading management plan shall be submitted to the Zoning Administrator, and reviewed and approved by the County Manager, prior to the issuance of the first Certificate of Occupancy for the hotel building.

84. Bicycle storage facility. The developer agrees to finalize an agreement with the owner of the lot upon which the bicycle storage facility is to be located (hereinafter collectively, "Office Owner"), whereby the Office Owner agrees to: 1) permit the developer to construct and equip, as set forth in this condition, a new bicycle storage facility in the Office Owner-controlled garage initially in the location shown in Attachment A to the County Manager's report ("Garage Location"); 2) maintain such bicycle storage facility

(as it may be relocated or reconfigured from time to time); and 3) make such bicycle storage facility (as it may be relocated or reconfigured from time to time) available for use, at no user charge, by occupants and tenants of the office buildings of Courthouse Plaza during such times as the Office Owner-controlled garage is available to the occupants and tenants of the office buildings of Courthouse Plaza, except during times of periodic maintenance and construction and subject to such reasonable rules and regulations as may be established by the Office Owner from time to time; before issuance of the Certificate for Partial Occupancy that allows occupancy of any space on the P1 level of the hotel parking garage. The agreement shall provide that after the initial construction of the bicycle storage facility in the Garage Location according to the Plan, the Office Owner and its affiliates shall have the right from time to time, in their discretion and at their sole cost and expense, to relocate the bicycle storage facility to another portion of the Courthouse Plaza parking garage owned by the Office Owner and its affiliates or to reconfigure the bicycle storage facility (including changing the capacity thereof) in accordance with actual user needs as determined by the Office Owner and its affiliates. Office Owner and its affiliates shall replace vehicle parking spaces that may be displaced by the relocation or reconfiguration of the bicycle storage facility. Neither the Site Plan (as amended) nor the agreement referred to in this Condition shall be deemed to require any approval by the County in connection with any such relocation or reconfiguration.

As depicted in the attached Bike Room plan dated May 4, 2009 (“Plan”), the developer agrees, at its expense, to construct a bicycle storage facility that will accommodate the secure storage of 50 bicycles, including an enclosure in the Garage Location. The developer agrees to pay the costs of construction of the bicycle storage facility, installation of gates and other security features, including a card-reader (the specifications of which shall be determined by the Office Owner), bicycle racks to accommodate 50 bicycles and sufficient space to accommodate 50 clothing lockers, as depicted in the Plan. The developer agrees that construction of the bicycle storage facility and installation of all elements and equipment shall be completed in accordance with the Plan prior to the issuance of any Certificate for Partial Occupancy that allows occupancy of any space on the 10th floor of the hotel.

The developer agrees that the County shall have the option, at its expense, to install clothing lockers in the initial bicycle storage facility at the time it is constructed or at a later time consistent with the Plan. Upon completion of construction of the bicycle storage facility, all elements of the facility, including gates and other security features, bicycle racks, clothing lockers, and other equipment, shall be maintained by the owner of the real property upon which it is located, consistent with the final agreement between developer and Office Owner, and subject to the terms of this condition.

As part of construction of the new bicycle storage facility, as depicted in the Plan, the developer agrees to stripe two (2) new parking spaces in the area where the existing egress parking ramp will be demolished and a new wall constructed, as required in subparagraph “a” above, consistent with the attached P1 Level plan. The two (2) new

parking spaces shall be striped prior to the issuance of any Certificate for Partial Occupancy that allows occupancy of any space on the 10th floor of the hotel.

April 6, 1991	Deferred a site plan amendment request (SP #231) for a conversion of 3,500 square feet of first floor retail space to office use at 2250 Clarendon Boulevard to the June 4, 1991 County Board meeting.
June 4, 1991	Deferred a site plan amendment request (SP #231) for a conversion of 3,500 square feet of first floor retail space to office use at 2250 Clarendon Boulevard to the July 13, 1991 County Board meeting.
July 13, 1991	Deferred a site plan amendment (SP #231) for a conversion of 3,500 square feet of first floor retail space to office use at 2250 Clarendon Boulevard to the August 10, 1991 County Board meeting.
August 10, 1991	Accepted withdrawal of a site plan amendment (SP #231) for a conversion of 3,500 square feet of first floor retail space to office use at 2250 Clarendon Boulevard.
February 8, 1992	Approved a site plan amendment (SP #231) for a conversion of 2,625 square feet of area designated for community meeting space to retail use.
July 11, 1992	Deferred a site plan amendment (SP #231) for a special exception to amend Conditions #42, 43, and 44, to increase the ratio of compact car parking spaces to the August 8, 1992 County Board meeting.
August 8, 1992	Deferred a site plan amendment (SP #231) for a special exception to amend Conditions #42, 43, and 44, to increase the ratio of compact car parking spaces to the September 12, 1992 County Board meeting.
September 12, 1992	Deferred a site plan amendment (SP #231) for a special exception to amend Conditions #42, 43, and 44, to increase the ratio of compact car parking spaces to the November 14, 1992 County Board meeting.

November 14, 1992	Deferred a site plan amendment (SP #231) for a special exception to amend Conditions #42, 43, and 44, to increase the ratio of compact car parking spaces to the December 12, 1992 County Board meeting.
December 12, 1992	Deferred a site plan amendment (SP #231) for a special exception to amend Conditions #42, 43, and 44, to increase the ratio of compact car parking spaces to the February 6, 1993 County Board meeting.
February 6, 1993	Approved a site plan amendment (SP #231) for a special exception to amend Conditions #42, 43, and 44, to increase the ratio of compact car parking spaces, subject to all previous conditions, revised Conditions #9, 42, and 44, and a new Condition 58.
August 14, 1993	Approved a site plan amendment (SP #231) for live entertainment (Capitol Grille) from 7:00 p.m. to 11:00 p.m. on Thursdays, (Capitol Grille) 2300 Clarendon Boulevard, from 9:00 p.m. to 1:00 a.m. on Fridays and Saturdays, and from 10:00 a.m. to 2:00 p.m., and 7:00 p.m. to 10:00 p.m. on Sundays, subject to conditions and an administrative review in one (1) year.
September 11, 1993	Approved a site plan amendment (SP #231) to permit a dentist office (2250 Courthouse Plaza) on the plaza level in designated retail space, subject to all previous conditions and an additional condition.
February 4, 1995	Deferred a site plan amendment (SP #231) to March 4, 1995 to extend the term of decorative building banners and approve an alternative design depicting seasonal themes. (2100 - 2400 Clarendon Blvd.)
March 4, 1995	Approved a site plan amendment (SP #231) to extend the term of decorative banners and approve an alternative design depicting seasonal themes (2100 - 2400 Clarendon Blvd.) for a period of five (5) years, subject to all previous conditions and amended Conditions #51 and 53.
January 20, 1996	Approved site plan amendment (SP #231) to convert 4,290 square feet of retail space under 2250

Clarendon Boulevard to secondary retail and medical office and law office uses for the parcels of real property known as 2100 through 2400 Clarendon Boulevard, for a period of five (5) years until January 2001.

April 12, 1997

Approved a site plan amendment (SP #231) to permit construction and operation of a temporary metered parking lot (175 spaces) subject to conditions.

September 6, 1997

Authorized advertising of following related matters: Rezoning Z-2440-97-5 from "C-3" General Commercial Districts, to "C-O" Commercial Office Building, Hotel and Multiple-Family Dwelling Districts, at 1400 North Uhle Street (the "Court Square West Building").

Site Plan Amendment SP #231 to permit an office/retail building of approximately 280,000 square feet of gross floor area (g.f.a.) with an associated underground parking structure in the 1400 block of North Courthouse Road.

December 13, 1997

Approved vacation of the portions of North Uhle Street, from North Veitch Street to North 14th Street, subject to the retention of a pedestrian access easement and agreed that the approved site plan amendment will include a museum for exhibit space on the significance of Freedman s Village to Arlington County s history.

March 14, 1998

Deferred Site Plan Amendment SP #231 (Z-2280-85-4) to adjust the parking to eliminate the requirement for the provision of 92 additional spaces at 2100 through 2400 Clarendon Boulevard to May 16, 1998.

May 16, 1998

Deferred Site Plan Amendment SP #231 (Z-2280-85-4) for adjustment of parking to eliminate requirement for provision of 92 additional spaces at 2100 through 2400 Clarendon Boulevard to July 11, 1998.

July 16, 1998

Approved site plan amendment (SP #231) for construction of a full-service hotel consisting of 17

	stories with associated parking for the parcel of real property known as the 2300 block of Clarendon Boulevard subject to all previous conditions, including the previously approved parking ratio of 0.7 spaces per unit, and to amended conditions number 18, 19, and 45, and new conditions number 1 through 12 which relate only to the hotel.
September 26, 1998	Deferred to no specific date Site Plan Amendment (SP #231) for the final design of the exterior façade of the building and the public plaza in the 1400 block of North Court House Road.
June 30, 2001	Approved extension of the term of Site Plan Amendment SP #231 for the Courthouse Plaza hotel for another four months (October 2001).
January 27, 2001	Continued site plan amendment (SP #231) to convert 4,290 square feet of retail space under 2250 Clarendon Boulevard to secondary retail and medical office and law office uses for the parcels of real property known as 2100 through 2400 Clarendon Boulevard, subject to all previous conditions, with a review in two (2) years (January 2003).
March 13, 2003	Continued site plan amendment (SP #231) to convert retail space under 2250 Clarendon Boulevard to secondary retail and medical office and law office, subject to all previous conditions, with a review in two (2) years (March 2005).
November 15, 2003	Deferred a site plan amendment (SP #231) for a flea market at 1400 North Court House Road to January 10, 2004.
January 10, 2004	Deferred site plan amendment (SP #231) for a flea market at 1400 North Courthouse Road to March 13, 2004.
March 13, 2004	Deferred site plan amendment (SP #231) for a flea market at 1400 North Courthouse Road to the April 24, 2004 County Board meeting.
April 24, 2004	Approved site plan amendment (SP #231) for the operation of an open-air flea market on Sundays on

the public parking lot located between 14th and 15th Streets North in the Courthouse Metro Station area, subject to conditions with an administrative review following the issuance of the Certificate of Occupancy in approximately three (3) months (September 2004) review by the County Board in one year (April 2005).

March 12, 2005

Renewed site plan amendment (SP #231) to convert 4,290 square feet of retail space under 2250 Clarendon Boulevard to secondary retail and medical office and law office uses for the parcels of real property known as 2100 through 2400 Clarendon Boulevard with a review in three (3) years. (March 2006).

April 16, 2005

Approved site plan amendment (SP #231) for live entertainment and dancing (The Music Box), with administrative review in three (3) months (July 2005) and County Board review in one (1) year (April 2006).

December 14, 2005

Deferred a major site plan amendment (SP #231) for hotel development for one month to January 21, 2006.

January 21, 2006

Deferred a major site plan amendment (SP #231) for hotel development for one month to February 25, 2006.

February 25, 2006

Approved a major site plan amendment (SP #231) for a 176-room extended-stay hotel, 5,510 square feet of restaurant space and 3,945 square feet of retail/food service space.

March 18, 2008

Deferred a site plan review (SP #231) for conversion of retail space (dentist office) to the April 10, 2008 County Board meeting.

April 19, 2008

Renewed the retail conversion to dentist office (SP #231), subject to all previous conditions and new conditions, not to extend beyond December 2014, with an administrative review in 5 years (January 2013).

December 13, 2008	Approved a site plan amendment (SP #231) for a comprehensive sign plan for the hotel, subject to conditions.
April 25, 2009	Deferred a site plan amendment (SP #231) to revise Condition #84 to modify the timing and requirements for the garage closure and bicycle storage facility to June 13, 2009.
June 13, 2009	Deferred a site plan amendment (SP #231) to revise Condition #84 to modify the timing and requirements for the garage closure and bicycle storage facility to July 11, 2009.
July 14, 2009	Approved a site plan amendment (SP #231) to revise Condition #84 to modify the timing and requirements for the garage closure and bicycle storage facility.