



## ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item  
Meeting of May 22, 2010**

**DATE:** May 19, 2010

- SUBJECTS:**
- A. GP-319-10-1 GENERAL LAND USE PLAN AMENDMENT from “Service Commercial” (Personal and business services. Generally one to four stories. Maximum 1.5 F.A.R. with special provisions within the Columbia Pike Special Revitalization District.) to “Medium” Office-Apartment-Hotel (up to 2.5 F.A.R. Office Density, up to 115 units/acre Apartment Density, up to 180 units/acre Hotel Density) for a property known as 1900 and 1916 Wilson Boulevard, generally located on the western part of the block in the area bounded by Wilson Boulevard, the proposed North Troy Street extension, Clarendon Boulevard and North Rhodes Street.
  - B. Z-2547-09-1 REZONING from “C-2” Service Commercial – Community Business Districts and “RA8-18” Apartment Dwelling Districts to “C-O-2.5” Commercial Office Building, Hotel and Apartments Districts; premises known as 1900 and 1916 Wilson Boulevard (RPC # 17-011-006, -007, -008, -017, -018, -019).
  - C. SP # 411 SITE PLAN to develop up to 201 dwelling units and up to 30,000 square feet commercial/retail, a comprehensive sign plan, and modifications of zoning ordinance requirements for exclusions from density for mechanical closets, residential storage below grade, and vertical shafts, and bonus density for LEED and other modifications necessary in order to achieve the proposed development; located at 1900 Wilson Boulevard and 1916 Wilson Boulevard (RPC # 17-011-006, -007, -008, -017, -018, -019).
  - D. Enactment of An Ordinance to Vacate a Portion of 17th Street North, Beginning at the Eastern Boundary of Lot 25B, Washington View and Running East Between the Southern Boundary of Part of Lot 14, Part of Lot 13, Part of Lot 12, Part of Lot 11 and Part of Lot 10, Washington View and the Northern Boundary of Lot 26, Lot 27, and a Portion of Lot 28,

County Manager: MB/GA

County Attorney: Cum SAM

Staff: Samia Byrd, DCPHD, Planning Division  
Matt Mattauszek, DCPHD, Planning Division  
Robert Gibson, DES, Transportation Division  
Linda Collier, DES, Real Estate Bureau

**38 A.-- E.**

Washington View, Adjacent to and Between RPC Nos. 17011006, 17011007, 17011008, 17011009, 17011017, 17011018 and 17011019, with Conditions; and

- E. Enactment of An Ordinance to Vacate a Portion of a 10 foot Sanitary Sewer Easement Running South to North Across the Northwest Corner of Lot 26, Washington View, RPC No. 17011008, with Conditions.

**Applicant:**

ZOM 1900 Wilson, L.P.

**By:**

Venable, LLP  
8010 Towers Crescent Drive, Ste 300  
Vienna, VA 22812

**C.M. RECOMMENDATION:**

Defer consideration of the subject requests to the June 12, 2010 County Board meeting.

**ISSUES:** A General Land Use Plan Amendment, Rezoning, Site Plan and Vacation request has been submitted for 1900 Wilson Boulevard. Several comments and questions were raised by the Planning Commission at its meeting of May 10, 2010 related to the affordable housing contribution, flexible units proposed on Clarendon Boulevard and building design and architecture that remain unresolved.

**SUMMARY:** A five-story, residential building with ground floor commercial space is proposed in the area “in between” the Courthouse and Rosslyn metro station areas. 1900 Wilson Boulevard is commonly referred to as the Hollywood Video site, and is located immediately between two (2) previously approved site plan projects, 2001 Clarendon Boulevard (Elm Street Development, SP #389) and National Science Teachers Association (NSTA, SP #382). The applicant has requested the site be rezoned from “C-2” and “RA8-18” to “C-O-2.5” and the General Land Use Plan designation amended from “Service Commercial” to “Medium” Office-Apartment-Hotel to construct up to 198 dwelling units and up to 24,639 square feet of retail, with a request for bonus density for LEED silver certification. Also associated with the site plan request is a request for the vacation of a portion of 17<sup>th</sup> Street North, totaling 7,939 square feet and a portion of a 10' Sanitary Sewer Easement, totaling 220 square feet.

The proposal was the subject of five (5) Site Plan Review Committee (SPRC) meetings convened between February and April 2010. At the conclusion of these meetings there was general support for the proposal by the SPRC. On May 6, 2010 the Transportation Commission voted unanimously to recommend that the County Board approve the project. The Planning Commission reviewed the proposal on May 10, 2010 and voted 9-to-2 to recommend that the County Board defer consideration of the subject request. Finally, on May 13, 2010, the Housing Commission recommended 7 to 0 to defer the project, commending the applicant on their willingness to explore the option of including on-site affordable housing units. The Planning

GP-319-10-1, Z-2547-09-1, SP #411 Enactment of Ordinances of Vacation  
1900 Wilson Boulevard Site Plan - 2 -  
PLA-5565

Commission identified the following issues during its meeting relevant to the subject requests:

- Lack of clarity on the affordable housing contribution for density above the GLUP, and a strong consensus that the contribution associated with the GLUP amendment, although planned, be in the form of units on-site or nearby in the Radnor Ft. Myer Heights Community.
- Concern regarding the proposed unit mix comprised primarily of one-bedroom units.
- Concern that the units proposed as flexible on eastern end of Clarendon Boulevard had not been well thought out with respect to their design, conversion, and implementation.
- Concern related to building design and architecture, specifically:
  - The design of the building's primary entrance at the corner of Clarendon Boulevard and the proposed N. Troy Street;
  - Treatment of the east façade of the building adjacent to the National Science Teacher Association (NSTA) building;
  - Request for better and more detailed drawings to better understand what is intended and what will actually be constructed for all facades; and
  - The use of a buff colored brick as opposed to precast or limestone at the base of the building.

In order to allow time to further develop and clarify details related to these issues and better convey and depict the concepts proposed, staff recommends that the County Board defer consideration of the subject requests to the June 12, 2010 County Board meeting.

**BACKGROUND:** A site plan is proposed for redevelopment of the site commonly referred to as the Hollywood Video site located in the area "in between" the Courthouse and Rosslyn metro station areas. The site plan includes demolition of existing one-story and three-story, brick commercial/office buildings and redevelopment of the site with a five (5)-story apartment building that would be comprised of up to 198 dwelling units and up to 24,639 square feet of ground floor commercial/retail. The proposal includes approximately seven (7) units on the ground floor of Clarendon Boulevard that would be designed as flexible space, to be built out as either commercial (retail or professional office) or residential loft units. A General Land Use Plan (GLUP) Amendment and rezoning are requested in order to achieve the proposed development program.

A land swap agreement is proposed between the County and the applicant that would result in the vacation of approximately 7,939 square feet of a portion of 17th Street North (an unconstructed paper street not designated as "street" on the Master Transportation Plan) by the County with the dedication of a portion of Clarendon Boulevard at approximately 8,233 square feet of area by the applicant. The applicant would also dedicate in fee to the County a small parcel of land immediately south of Clarendon Boulevard totaling approximately 2,763 square feet. The developer has committed to provide \$100,000 in landscape improvements, a bus shelter, and public art on the parcel as part of the proposed site plan. The developer would be granted a one-time density credit resulting in a total of two (2) units for the proposed site plan for the dedication of this parcel and off-site improvements. These dedications and vacations allow the applicant to consolidate parcels of land in order to provide for a contiguous site area on which to

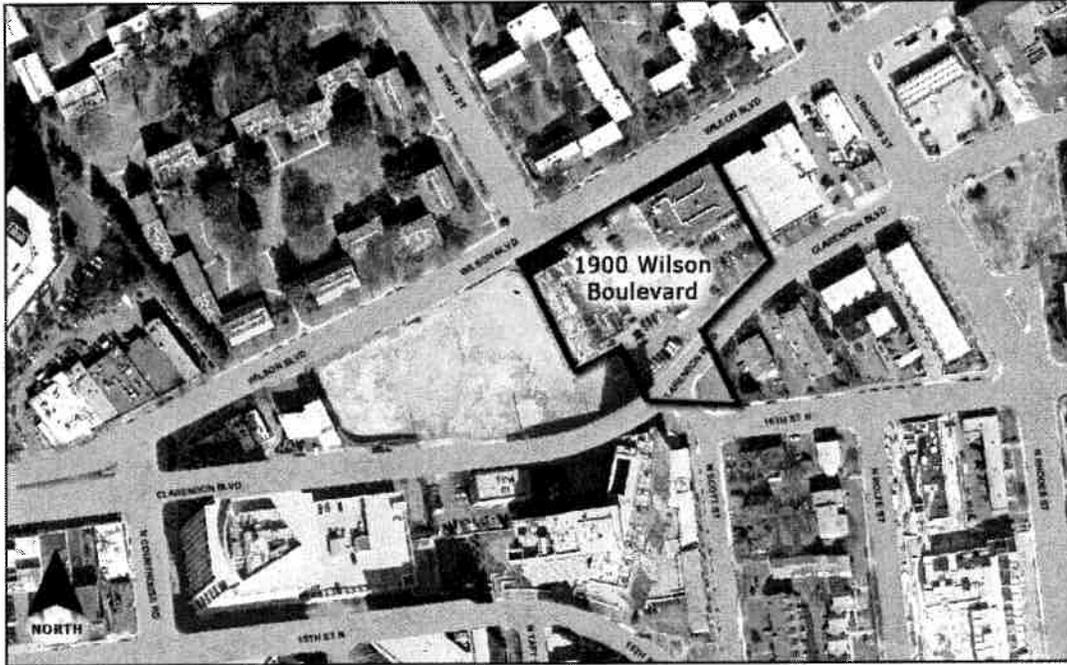
develop the project as proposed.

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

Site: The site is approximately 75,485 square feet (1.73 acres) and is located within the Courthouse Metro Station area in a block generally bound by Wilson Boulevard to the north, N. Rhodes Street to the east, Clarendon Boulevard to the south, and N. Courthouse Road to the west. The site incorporates a parcel of land (6,983 square feet) that is currently a surface parking lot and was previously associated with the National Science Teachers Association site plan #382 and recently acquired by the developer for the proposed site plan project. The site also includes area associated with 17<sup>th</sup> Street North (7,939 sq ft), an unconstructed paper street which is currently not designated as “street” on the Master Transportation Plan.

The site is currently developed with a one-story brick building housing Hollywood Video, and a three-story brick office building. Adjacent and surrounding land uses include:

- To the north: Across Wilson Boulevard, the two-story Colonial Village Condominiums, colonial style brick buildings listed on the National Register of Historic Places and the Arlington Local Historic District; zoned “RA6-15” and designated “Low-Medium” Residential on the GLUP.
- To the west: Immediately west of the site is SP #389, 2001 Clarendon Boulevard (Elm Street Development) approved in 2007 for redevelopment with a six (6)-story residential building and ground floor retail. It is zoned C-O-2.5 and designated as “Medium Office-Apartment-Hotel” on the GLUP. The site is currently vacant.
- To the east: Immediately east of the site is SP #382, the National Science Teachers Association (NSTA) office building at four (4) stories, a two (2) story commercial building (Il Radicchio), and a one-story commercial building (Rhodeside Grill). The site is zoned C-O-2.5 and designated as “Medium” Office-Apartment-Hotel on the GLUP.
- To the south: Across Clarendon Boulevard (south of the site) are the 15 story Odyssey Condominiums zoned “RA4.8” and designated “High-Medium” on the GLUP and the three-story Bromptons at Courthouse townhomes zoned “RA8-18” and designated “Medium” Residential on the GLUP.



Zoning: “C-2” Service Commercial – Community Business Districts (RPC# 17-011-017, -018), “RA8-18” Apartment Dwelling Districts (RPC# 17-011-008, 007, and -006), and “C-O-2.5” Commercial office Building, Hotel and Apartment Districts (RPC# 17-011-019). A rezoning has been requested for parcels currently zoned “C-2” and a portion of parcels north of Clarendon Boulevard zoned “RA-8-18” to “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts.

General Land Use Plan Designation: “Service Commercial” Personal and Business Services (Generally one to four stories, maximum 1.5 FAR with special provisions within the Columbia Pike Special Revitalization District) (RPC# 17-011-017, -018); “Medium” Residential (Up to 37 – 72 units per acre) (RPC# 17-011-008, 007, and -006), and “Medium” Office-Apartment-Hotel (up to 2.5 F.A.R. Office Density, up to 115 units/acre Apartment Density, up to 180 units/acre Hotel Density) (RPC# 17-011-019). The block where the subject site is located was originally designated “Neighborhood Shopping” in 1961 and was changed to “Service Commercial” (Personal and business services; generally one to three stories; maximum 1.0 FAR) in 1975. The last GLUP amendment occurred in 1990 where the designation was changed to “Service Commercial” (Personal and business services; generally one to four stories; maximum 1.5 FAR). The applicant requests a GLUP Amendment for the area of the subject site designated as “Service Commercial” to “Medium” Office-Apartment-Hotel.

Neighborhood: Radnor-Ft. Myer Heights Civic Association. The Colonial Village residential development is located across Wilson Boulevard from the site.

**Proposed Development:** A General Land Use Plan (GLUP) Amendment, rezoning and site plan are proposed as follows:

General Land Use Plan (GLUP) Amendment: It is proposed that the GLUP for the primary area of the site located north of Clarendon Boulevard and west of the NSTA surface parking lot parcel be amended from “Service Commercial” to “Medium” Office-Apartment-Hotel, which would permit density and uses that are detailed in the table below.

	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT <sup>1</sup>
<b>Existing GLUP</b>		
“Service Commercial” Site Area: 68,502	Personal and business services. Generally one to four stories, maximum 1.5 F.A.R. with special provisions within the Columbia Pike Special Revitalization district.	Commercial: 102,753 sq ft
<b>Proposed GLUP</b>		
“Medium” Office-Apartment-Hotel Site Area: 68,502	Up to 2.5 FAR (office), up to 115 units/acre (residential), up to 180 units/acres (hotel)	171,255 sq ft Office/Commercial, or 180 Residential Units, or 283 Hotel Rooms

Rezoning: The majority of the site is currently zoned “C-2” Service Commercial–Community Business District, with areas of the site zoned “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts, and “RA8-18” Apartment Dwelling Districts. The applicant is requesting a rezoning to “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts for the portions of the site currently zoned “C-2” and “RA8-18”. The proposed zoning district is consistent with the proposed “Medium” Office-Apartment-Hotel GLUP designation. The table below provides a comparison of by-right and site plan development potential for the existing and proposed zoning for the affected areas of the site.

	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT <sup>2</sup>
<b>Existing Zoning</b>		
“C-2” By-Right Site Area: 61,380.5 sq ft	Hotel Units: 600 sq ft/Unit	102 Units (72 DU/Ac)
	Other Uses: 1.5 FAR	92,070 sq ft
“RA8-18” By-Right Site Area: 7,121.5 sq ft	Apartment Houses/Town House Dwellings: 1,200 sq ft/Lot	5 Units/Townhouses (30 DU/Ac)
“RA8-18” Site Plan Site Area: 7,121.5 sq ft	Townhouse, Semi-Detached Dwelling Units, Existing One-Family Dwelling: 22 DU/Ac	3 Units
<b>Proposed Zoning</b>		
“C-O-2.5” By Right Site Area: 68,502 sq ft	Commercial: .60 FAR (20,000+ sq ft site)	41,012 sq ft
	One Family Dwellings: 6,000 sq ft/Lot	11 Dwellings (7 DU/Ac)
“C-O-2.5” Site Plan Site Area: 68,502 sq ft	Commercial/Office: 2.5 FAR	171,255 sq ft
	Residential: 115 DU/Ac	180 Units
	Hotel: 180 DU/Ac	283 Rooms

<sup>1</sup> Maximum development pertains only to the area of the site where the GLUP amendment is requested.

<sup>2</sup> Maximum development is based on areas of the site planned to be rezoned, this includes 17<sup>th</sup> street at 7,939 sq ft whose zoning is split between C-2 and RA8-18.

The following table sets forth the preliminary statistical summary for the proposed development.

	<b>Proposal</b>
<b>SITE AREA</b>	75,485 sq ft <sup>3</sup> (1.73 acres)
<b>Site Area Allocations</b>	
Residential	68,864 sq ft (1.58 acres)
Retail	6,621 sq ft (.15 acres)
<b>Density</b>	
Residential <sup>4</sup>	191 Units
Residential GFA	177,499 sq ft
Residential Density	120 DU/Ac
<b>“C-O-2.5” Max. Permitted Residential Units</b>	<b>181 units</b>
<b>“C-O-2.5” Max. Permitted Residential Density</b>	<b>115 DU/Ac</b>
<b>Max. Permitted Bonus Residential GFA – LEED (.20 FAR)</b>	<b>13,773 sq ft</b>
<b>Max. Permitted Bonus Residential Units – LEED</b>	<b>14 Units<sup>5</sup></b>
<b>Bonus Residential Density - Dedication of Public ROW</b>	<b>2 Units<sup>6</sup></b>
<b>Max Permitted Base + Bonus Residential Units</b>	<b>198 Units</b>
<b>Max. Permitted Base + Bonus Residential Density</b>	<b>125 DU/Ac</b>
Retail	17,545 sq ft
Retail Density	2.65 FAR
<b>“C-O-2.5” Max. Permitted GFA (Office-Commercial)</b>	<b>16,553 sq ft</b>
<b>“C-O-2.5” Max. Permitted FAR (Office-Commercial)</b>	<b>2.5 FAR</b>
<b>Max. Permitted Bonus Commercial GFA – LEED (.15 FAR)</b>	<b>992 sq ft</b>
<b>Max. Permitted Bonus Commercial – LEED</b>	<b>17,545 sq ft</b>
<b>Max. Permitted Bonus FAR</b>	<b>2.65 FAR</b>
<b>Building Height</b>	
Average Site Elevation	190.32 feet
Main Roof Elevation	254.25 feet
Main Roof Height	62.92 feet
Penthouse Roof Elevation	261.00 feet
Penthouse Height	70.64 feet
Number of Stories	5 Stories
<b>Rosslyn to Courthouse Urban Design Study Max. Bldg. Height</b>	<b>5 Stories</b>

<sup>3</sup> Site area is based on total area of the site for site plan development post-dedication and land swaps and also presumes GLUP Amendment and Rezoning in association with the site plan proposal.

<sup>4</sup> Up to .20 FAR in LEED bonus permitted for residential with Silver Certification based on the LEED Policy accepted by the County Board in April 2009, and up to .15 FAR in LEED bonus permitted for office with Silver Certification. To determine the amount of bonus density that would be permitted for this project for residential units, .20 FAR was applied to the site area allocated for residential. To then determine the number of additional units that the bonus GFA for residential would yield, an average unit size was determined and the additional GFA divided by this number. This resulting number of additional units was then added to the base number of units permitted and the total converted to units per acre.

<sup>5</sup> Based on average unit size of 929 sq ft

<sup>6</sup> Bonus residential density provided for dedication of “RA8-18” parcel.

<b>Parking</b>	
Residential	
Number of Spaces	194
Standard Spaces	162
Compact Spaces	22
Handicap Spaces	10
Parking Ratio	1 Sp/Unit
<b>Required Residential Space (typ. Site plan)</b>	<b>191 spaces</b>
<b>Required Residential Ratio (typ. Site Plan)</b>	<b>1 Sp/Unit</b>
Retail	
Number of Spaces <sup>7</sup>	44
Standard Spaces	41
Compact Spaces	0
Handicap Spaces	3
<b>Required Office-Commercial Parking Spaces (typ. Site Plan)</b>	<b>31</b>
<b>Required Office-Commercial Parking Ratio (typ. Site Plan)</b>	<b>1 Sp/580 sq ft</b>
<b>LEED</b>	
LEED for Homes –Midrise	54.5 Points (Certified – Silver)

**Density and Uses:** The proposed redevelopment of the site includes a mix of uses to include up to 198 dwelling units and up to 24,639 square feet of ground floor commercial. This includes 14 units in bonus density for LEED Silver certification and two (2) units for the dedication of a 2,763 square foot parcel zoned RA8-18 immediately adjacent to the site south of Clarendon on which the developer would construct and maintain \$100,000 worth of landscape improvements, along with a bus shelter, and on which public art would be located. The maximum number of residential units and commercial space would be determined based on the option of providing for units on the ground floor to be either residential lofts or commercial/retail.

**Site and Design:** The design of the subject site includes the extension of N. Troy Street running north-south through the block, which would create a western boundary for the site plan project. The five-story stick-frame residential building would be sited so that there would be building frontage on Clarendon Boulevard, N. Troy Street, and Wilson Boulevard. The building steps down from Clarendon and N. Troy Street, the highest point of the site at the western end, to the NSTA building at the eastern end. A building setback is proposed on Clarendon to align with the NSTA building.

The Wilson Boulevard frontage would be comprised of nearly 13,000 square feet of ground floor retail along the entire frontage. The Clarendon Boulevard frontage at the ground level would comprise a little less than 5,000 square feet of retail anchoring the corner of N. Troy Street and Clarendon Boulevard with the remainder of the frontage moving from west to east activated with either ground floor commercial or loft-style residential units. Retail proposed at the corner of Wilson and N. Troy would wrap around the N. Troy street frontage at the northern end. The N.

<sup>7</sup> Residential on Clarendon, 13 parking spaces would be allocated for guest parking; Commercial on Clarendon, 19 spaces would be designated for guest parking.

Troy Street would be comprised of entry points to the loading dock, a pick up and drop off, a building entrance. The southern end of the N. Troy Street moving toward Clarendon Boulevard would be activated with the building lobby and amenity space at the ground floor including a fitness center, with the primary building entrance proposed at the corner of N. Troy Street and Clarendon Boulevard. The two-story entrance would be carved out at the base to provide for a landscaped courtyard and the opportunity for outdoor café seating. Two (2) secondary entrances are proposed; one on Wilson Boulevard and another mid-block on N. Troy Street. Retail along Wilson Boulevard would include multiple entrances as would the units along Clarendon Boulevard regardless of use. Interior access is proposed from the garage directly into the ground floor retail.



1900 Wilson Blvd. - Street View - Clarendon Blvd.  
 Perspective Along Clarendon Boulevard

The building is proposed as a podium of concrete with wood construction four (4) floors above. The facades would be comprised primarily of red brick and masonry with fiber cement board trim. Railings with perforated screens are proposed for balconies along residential units and facades provide for metal vents, painted to match the color of the brick facades. The design of the ground floor retail/commercial would include floor to ceiling glass windows and doors with canopies, awnings and signs. The overall architecture is proposed as traditional on the Wilson Boulevard elevation to relate to Colonial Village and more modern on the Clarendon Boulevard elevation to relate to the high-rise Odyssey Condominiums. The façade on Wilson Boulevard would be broken up with the introduction of two (2) landscape courtyards running north south opening onto Wilson Boulevard at the second floor. The courtyards would be a private amenity for residents.



Prospective Along Wilson Boulevard

Loading is proposed along the future N. Troy Street extension to minimize curb cuts on Wilson and Clarendon Boulevards. Garage access is proposed to be shared with that of the NSTA property, east of the site. Two (2) levels of below grade parking would accommodate up to 249 parking spaces. The number of parking spaces proposed exceeds the total number of spaces required for the project. It is intended that parking spaces beyond the total required would be dedicated to retail use. Parking spaces for the flexible units are proposed at a ratio required for commercial use, which exceeds that required if the units would be residential. The applicant proposes standard streetscape improvements along all street frontages. Immediately south of the site, the applicant proposes to construct and maintain landscape improvements on a small parcel of land that is currently paved but otherwise unimproved. The landscape proposed would be further enhanced with public art which would be determined through the County's public art process.

**LEED Scorecard:** The applicant proposes that the development would be certified at "silver" under the U.S. Green Building Council's LEED for Homes Mid-Rise at 54.5 points (Condition 72). This includes committing to four (4) credits consistent with the current County Community Energy Plan. In addition, bonus density is requested with this certification. Under the current LEED policy, up to .20 FAR would be permitted for bonus density for a residential project and up to .15 permitted for office (commercial).

The subject site plan would be the first project reviewed and certified under the LEED for Homes Mid-Rise category. This category specifically covers residential projects between four (4) and six (6) stories. It makes minor changes to LEED for Homes so as to enable mid-rise buildings to pursue LEED for Homes certification. In general, differences between LEED for Homes Certification and LEED for Homes Midrise include: 1) Credits that reference codes or standards not applicable to mid-rise buildings; 2) Credits that have reduced or limited value in mid-rise buildings; and 3) Credits that were constructed with performance assumptions based on single-family or low-rise designs that are not applicable to mid-rise buildings. The Mid-rise category is essentially designed as an addendum to LEED for Homes, so most of the prerequisites and credits from LEED for Homes still apply; the total number of prerequisites, the total number of points within each credit category, and the total number of points overall have not changed.

**Affordable Housing:** For site plan proposals that request changes to the GLUP designation, the Affordable Dwelling Unit Ordinance (Section 36.H.6.i) states: “*Site plan applications that include an application to change the GLUP designation of the site may be subject to an affordable housing requirement in addition to the above ADU requirement. Such affordable housing requirements shall be addressed separately in the process of the County Board’s consideration of the approval of the site plan.*”

Due to the requested GLUP amendment, staff proposes that the increase in density over the existing GLUP in this project be calculated at \$15 per square foot, a level higher than the rates under the ordinance. Since this GLUP amendment is consistent with recommendations within an adopted plan, this proposed level is less than recent site plan projects that requested a GLUP change that was not consistent with recommendations within an adopted plan. Those projects were calculated at \$25-30 per square foot depending on location within or outside of the metrorail corridor.

Staff prefers the value of the increased density calculated at \$15 per square foot be provided as committed affordable units on-site. The number of units is determined by dividing the calculated value by \$150,000 per unit (the value of the subsidy for the ADUs at 60% Area Median Income (AMI) for 30 years. The calculation of the total increased density is still under discussion. However, it is expected to result in a small number of units. Because of the difficulty in managing and monitoring a small affordable program, the option of an off-site program or a cash contribution would also be offered.

For the density allowed under the existing GLUP, the developer has the option per Section 36.H.6.b of providing units or a cash contribution per the 2009 rates. While the calculation of density remains under discussion, it is expected that at a minimum, there would be a cash contribution of either \$346,418 or three (3) affordable housing units on-site, four (4) units off-site nearby or five (5) units off-site anywhere in the County. The developer would be required to indicate whether a cash contribution or units would be provided consistent with the above.

**Transportation:** The Master Transportation Plan classifies Wilson Boulevard and Clarendon Boulevard as Type A- Primary Retail Oriented Mixed Use Arterials. Wilson and Clarendon Boulevards operate as a one-way pair system with Wilson Boulevard operating in the westbound direction and Clarendon Boulevard operating in the eastbound direction. N. Troy Street is proposed to be constructed between Clarendon Boulevard and Wilson Boulevard on the eastern boundary of the subject site, and as part of the plan, it would be classified as an Urban Center Local Non-Arterial street.

The Department of Environmental Services (DES) collects regular traffic counts on Wilson and Clarendon Boulevards near the site. As shown below, the volume of traffic on both streets has fluctuated. All day directional traffic volumes for Wilson Boulevard (westbound direction) and Clarendon Boulevard (eastbound direction) in the vicinity of the site are detailed below.

**24-Hour Traffic Volumes**

<b>Street</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2006</b>	<b>2009</b>
Wilson Boulevard @ North Troy Street	12,950	11,448	12,359	10,826	11,588
Clarendon Boulevard @ North Rhodes Street	11,560	11,111	NA	12,400	10,144

Trip Generation: A Traffic Impact Analysis (TIA) submitted by the applicant, prepared by Wells and Associates and dated October 21, 2009, assessed the impacts of the proposed development on the adjacent street system. Assuming a 220 residential unit development with 19,120 square feet of commercial/retail the project is estimated to generate 87 a.m. and 191 p.m. peak hour vehicle trips, but relative to the existing vehicle trips at the site, the project is estimated to produce 29 new a.m. peak trips and 88 new p.m. peak trips (Note: TIA assumed a slightly higher build out to be conservative in assessing the site impacts).

Streets and Sidewalks: The applicant’s proposed streetscape sections are consistent with the adopted streetscape standards for the Rosslyn – Ballston Corridor and the *Rosslyn to Courthouse Urban Design Study*. Wilson Boulevard currently measures 43-feet from curb to curb, with a bike lane on the north side of the street and on-street parking on both sides of the street. Clarendon Boulevard’s width varies between 36-feet and 47-feet with a bike lane on the south side of the street and on-street parking is also provided on the south side of the street. Clarendon Boulevard is proposed to be reconstructed to provide a consistent 43-foot width. Both Clarendon and Wilson Boulevards are proposed to be striped to each provide two 8-foot wide parking lanes, a 6-foot wide bike lane, one 11-foot wide travel lane and one 10-foot wide travel lane. The proposed street section will provide a unified constant section from N. Courthouse Road to N. Rhodes Street. The project proposes to construct N. Troy Street consistent with the “ultimate” design for the street as approved with the 2001 Clarendon Boulevard site plan (SP #389), adjacent immediately west of the subject site. The table below summarizes the existing and proposed street and sidewalk details.

<b>Wilson Boulevard</b>		
<b>Existing Street</b>	<b>Existing Clear Sidewalk</b>	<b>Existing Total Sidewalk</b>
43-feet – two westbound travel lanes, a westbound bike lane, with on-street parking on both sides of the street.	<u>North side</u> – varies.	<u>North side</u> – 5-foot wide sidewalk.
	<u>South side</u> – varies.	<u>South side</u> – 5-foot wide sidewalk.
<b>Proposed Street</b>	<b>Proposed Clear Sidewalk</b>	<b>Proposed Total Sidewalk</b>
43-feet - one 11-foot travel lanes, one 10-foot travel lane, 8-foot parking lanes on the each side of the street and a 6-foot wide westbound bike lane.	<u>North side</u> – no change.	<u>North side</u> – 5-foot wide sidewalk.
	<u>South side</u> – minimum 10-foot wide sidewalk.	<u>South side</u> –minimum 16-foot wide sidewalk with 5'x12' tree pits with street trees.

<b>Clarendon Boulevard</b>		
<b>Existing Street</b>	<b>Existing Clear Sidewalk</b>	<b>Existing Total Sidewalk</b>
36-feet one 12-foot travel lanes (including curb and gutter), one 11-foot travel lane, a 6-foot parking lane on the south side of the street and a 7-foot wide westbound bike lane.	<u>North side</u> – varies.  <u>South side</u> – <i>West of 16<sup>th</sup> Street</i> - 4-foot wide sidewalk. <i>West of 16<sup>th</sup> Street</i> - minimum 10-foot wide sidewalk.	<u>North side</u> – 3.5-foot wide sidewalk.  <u>South side</u> – <i>West of 16<sup>th</sup> Street</i> - 6-foot wide sidewalk with 2-foot wide planning strip. <i>West of 16<sup>th</sup> Street</i> - minimum 16-foot wide sidewalk with 5'x12' tree pits with street trees.
<b>Proposed Street</b>	<b>Proposed Clear Sidewalk</b>	<b>Proposed Total Sidewalk</b>
43-feet - one 11-foot travel lanes, one 10-foot travel lane, 8-foot parking lanes on the each side of the street and a 6-foot wide westbound bike lane.	<u>North side</u> – 11-foot wide sidewalk.  <u>South side</u> – No Change.	<u>North side</u> – minimum 16-foot 8-inch wide sidewalk with 5'x12' tree pits with street trees.  <u>South side</u> – <i>West of 16<sup>th</sup> Street</i> - 6-foot wide sidewalk with 2-foot wide planning strip. <i>West of 16<sup>th</sup> Street</i> - minimum 16-foot wide sidewalk with 5'x12' tree pits with street trees.
<b>North Troy Street</b>		
<b>Proposed Street</b>	<b>Proposed Clear Sidewalk</b>	<b>Proposed Total Sidewalk</b>
Varies - 23-feet - two 10-foot wide travel lanes, with curb and gutter	<u>West side</u> – minimum 8-foot wide sidewalk.  <u>East side</u> – minimum 7-foot wide sidewalk.	<u>West side</u> – minimum 14-foot wide sidewalk with 5'x12' tree pits with street trees.  <u>East side</u> – minimum 13-foot to 14-foot wide sidewalk with 5'x12' tree pits with street trees.

The *Rosslyn to Courthouse Urban Design Study* indicates problems with pedestrian and vehicle circulation in the area between N. Courthouse Road and N. Rhodes Street due to the lack of north-south streets or pathways. The exceptionally long block lengths (1,050 and 1,170 feet, respectively) require motorists and pedestrians to travel out of their way in the wrong direction. Therefore, the planned N. Troy Street extension would break up the block and provide the needed north-south connection. This extension would also allow loading and garage access for the 2001 Clarendon Boulevard site and the proposed project (loading only), keeping curb cuts off Wilson and Clarendon Boulevards.

As part of the project, a portion of 17<sup>th</sup> Street North located between Wilson Boulevard and Clarendon Boulevard is proposed to be vacated. This section of 17<sup>th</sup> Street North is not currently used for vehicular access and the vacation would not negatively impact traffic operations in the area. The vacation however would allow for the consolidation of the properties between Clarendon and Wilson Boulevard which allows for the development of a continuous building wall along Clarendon Boulevard, at the back of sidewalk, with flex use space, that could be used as retail, commercial or residential space. This would improve the pedestrian experience and activation along this section of Clarendon Boulevard, consistent with the objectives of the

*Rosslyn to Courthouse Urban Design Study.*

Public Transit: The site is well supported by public transportation. The property is located approximately 0.25 miles from the Courthouse Metrorail Station, which is served by the Metrorail Orange Line and bus connections to other areas in Northern Virginia and the District of Columbia. There is an existing bus stop located at the south east corner of 16<sup>th</sup> Street North and Clarendon Boulevard, supporting bus service to the Rosslyn Metrorail Station in the eastbound direction. Bus service in the westbound direction from Rosslyn is available nearby on Wilson Boulevard with a bus stop located just west of the North Troy Street intersection. Metrobus Route 4 provides service between Seven Corners and the Rosslyn Metrorail Station. Metrobus Route 38 provides service between Ballston and Farragut Square in the District of Columbia. ART Bus 61 provides service between Courthouse and Rosslyn.

As part of the site plan, at the property being dedicated to the County on the southeast corner of North Clarendon Boulevard and 16<sup>th</sup> Street South, the applicant proposes to improve the existing bus stop to include a bus shelter.

Bicycle Access: The subject site has convenient access to the County's bike trail system. On-street bicycle lanes are signed adjacent to the site along Wilson and Clarendon Boulevards. The on-street bike lanes on Wilson and Clarendon Boulevards extend between Rosslyn and Clarendon and intersect near the site with on-street bike lanes on N. Rhodes Street. This provides connections to the Arlington Boulevard Trail to the south and the Key Boulevard Trail and Custis Parkway Trail to the north. The Custis Memorial Parkway Trail (I-66) and the Mount Vernon Trail are located approximately three-quarters of a mile to the north toward Lee Highway. Consistent with site plan development and the *Arlington Bicycle Transportation Plan*, the developer would also provide secure bicycle storage facilities for residents, visitors and guests to the site, for both residential and retail development.

The developer has agreed to meet the County's bicycle parking requirement (Condition #39) and proposes to provide approximately 70, Class I bicycle parking spaces in the garage for residents, along with on street visitor bike racks around the site.

Parking and Loading Access: Consistent with good urban planning practices, garage and loading access for the site would be located from a side street or a shared driveway reducing the number of curb cuts along the site's primary frontages (Clarendon Boulevard and Wilson Boulevard). A total of three (3) existing driveway curb cuts would be removed with the proposed site plan from Clarendon Boulevard and Wilson Boulevard.

Access to the parking garage is proposed to be located off of a shared driveway/alley with the NSTA site (SP #382), to the west of the project. The private driveway/alley with access from both Clarendon and Wilson Boulevards currently provides access to the existing NSTA underground parking garage. As part of the approved site plan conditions for the expansion of NSTA, condition #75 grants the County the right to close the existing Wilson Boulevard curb cut coinciding with the construction of N. Troy Street as provided below: (the project does not propose changes to the approved condition for SP #382).

SP #382: Condition #75

*Upon request of the County, the developer agrees to close the existing curb cut along Wilson Boulevard coinciding with the construction of the new North Troy Street extension. In addition, upon the closure of this curb cut, the developer may enclose approximately 1,000 square feet of space (“optional space”) located within the drive-through passage. The developer agrees to submit and obtain approval by the County Manager of an administrative change request for such a closure. Such a request shall indicate that the build out of the space is consistent with the drawings dated August 12, 2005 and June 10, 2008, and presented to the County Board and made part of the public record on November 16, 2005 and July 19, 2008. The developer agrees to rent this optional space to a retail tenant, secondary retail tenant, or that the space may be used as an exhibit or art gallery area, or a similar use as approved by the Zoning Administrator or his designee.*

In order to ensure that access to the proposed garage be maintained, the County requires, and the applicant agrees to receive and record, a private easement between the NSTA and the owner of the subject site plan. Since the garage opening is located on the 1900 Wilson Boulevard property line the Arlington County Chief Building Code Official requires input into the language and form of the private easement.

The project proposes to locate loading and refuse off of N. Troy Street. The proposed 29-foot wide loading dock will have two (2) loading bays, a 40-foot deep loading bay and a 30-foot deep combined loading and refuse bay. The 40-foot loading bay would allow larger trucks to completely pull into the loading dock without blocking the sidewalk along N. Troy Street.

Transportation Management Plan (TMP): Consistent with site plan development and the County’s adopted TDM Policy, staff recommends that the developer implement a TDM Plan to encourage reduced single occupancy vehicle (SOV) trips to and from the site. Staff recommends, and the applicant agrees, to implement the TDM strategies that are briefly summarized below:

- Provide a contribution for an off-site bus stop improvement.
- Provide a Transportation Kiosk in the residential lobby.
- Maintain an on-site business center for residents who wish to telecommute.
- Distribute transit information, including a new resident package, to include site-specific transit-related information.
- Provide a Parking Management Plan including include a schematic drawing depicting an area parking plan for all block faces abutting the site.
- Provide free SmarTrip cards for all new residents and employees.
- Designate a member of the building management team as Property Transportation Coordinator with responsibilities for completing and coordinating TDM Plan obligations.
- Provide a contribution toward a pre-paid carsharing program for residents and employees of the site.

- Conduct a transportation monitoring study of the site.

**Utilities:** Adequate water and sanitary sewer capacity is available to serve the proposed development. Approximately 225 feet of sanitary sewer line will be removed or abandoned along with corresponding manholes along the site's Wilson Boulevard frontage. To enhance the area's water service, the applicant has agreed to construct approximately 350-feet of new 8-inch water main to be located in N. Troy Street. The new water main would connect the existing 12-inch water main in Clarendon Boulevard and the existing 8-inch water main in Wilson Boulevard.

As part of the vacation of the portion of 17<sup>th</sup> Street North, the developer has agreed to relocate all existing public utilities located in the existing 17<sup>th</sup> Street North right-of-way. This includes an 8-inch sanitary sewer main and an 8-inch water main. These utilities would be relocated into Clarendon Boulevard without any disruption to existing service.

Consistent with site plan development and the Utility Undergrounding Plan, the developer agrees to contribute to the Utility Underground Fund in the amount of \$86,500. The developer also agrees to remove or relocate all existing aerial utility lines along the periphery of the site. The developer would be required to comply with the new Chesapeake Bay Preservation Ordinance and the Plan of Development requirements, including a Resource Protection Area Delineation (site is not located in an RPA), a Landscape Conservation Plan, a Storm Water Management Plan, and an Erosion and Sediment Control Plan.

## **DISCUSSION**

**Adopted Plans and Policies:** The proposed development is generally consistent with the adopted plans and policies governing the subject site as further detailed in the analysis below.

General Land Use Plan (GLUP) Amendment: The portion of the block where the subject site is located was originally designated "Neighborhood Shopping" in 1961 and was changed to "Service Commercial" (Personal and business services – Generally one to three stories; Maximum 1.0 FAR) in 1975. The next and most recent GLUP amendment occurred in 1990 where the designation was changed to "Service Commercial" (Personal and business services – Generally one to four stories; Maximum 1.5 FAR). The GLUP is the primary policy guide for the future development of the County. Since its original adoption in 1961, the GLUP has been updated and periodically amended to more clearly reflect the intended use for a particular area. The GLUP may be amended either as part of a long-term planning process for a designated area or as a result of an individual request for a specific change.

In 2008, the County Board adopted a "Policy Statement Regarding Consideration of General Land Use Plan Amendments Unanticipated by Previous Planning Efforts" (Attachment A). The policy statement stipulates "that a proposed GLUP amendment for any site not identified in a County Board adopted planning study as appropriate for such a GLUP amendment will not be considered until such a planning study or analysis has been completed and presented to the County Board." In this case, however, a planning study is not required because this site has been studied as part of the *Rosslyn to Courthouse Urban Design Study* (the *Study*) of 2003. Although GP-319-10-1, Z-2547-09-1, SP #411 Enactment of Ordinances of Vacation 1900 Wilson Boulevard Site Plan - 16 - PLA-5565

the *Study* did not propose specific densities, it was intended to provide a framework for future development. As such, the requested GLUP designation generally would allow for uses and form of development consistent with the plan's recommended vision for the subject site. The *Study* has also been used to guide development projects on two (2) other sites similarly situated between Wilson and Clarendon Boulevards where the County Board approved the same GLUP designation of "Medium" Office-Apartment-Hotel. Specifically, SP #389, Elm Street Development located immediately west of the site and SP #382, NSTA located immediately east of the site between Wilson and Clarendon Boulevards.

Proposed Rezoning: The proposed site plan is also inconsistent with the existing zoning designation of "C-2" and "RA8-18". It is proposed that the site be rezoned from "C-2" and "RA8-18" at the southern portions of the site (north of Clarendon Boulevard) to "C-O-2.5". The proposed "C-O-2.5" zoning district is compatible with the proposed GLUP designation of "Medium" Office-Apartment-Hotel. The "C-O-2.5" zoning district permits densities (maximum office and/or commercial floor area ratio of 2.5 to 1, a maximum of 115 apartment units per acre and a maximum of 180 hotel units per acre) and building forms which would be compatible with the recommendations of the *Rosslyn to Courthouse Urban Design Study* provided for the subject site. Such a rezoning is at the discretion of the County Board, within standards of good zoning practice. A rezoning may be granted when a proposal is consistent with the County's comprehensive plan, and when it promotes plans for the area and the health, safety and welfare of the community. The proposed "C-O-2.5" zoning is consistent with recent rezoning of properties to the east and west of this site and within the parameters of the *Rosslyn to Courthouse Urban Design Study* bounds.

In addition to the General Land Use Plan and Section 24 of the Zoning Ordinance, the following plans provide guidance relevant to the development of the subject site:

- *Courthouse Sector Plan and Addendum* (April 1981; November 13, 1993);
- *Rosslyn to Courthouse Urban Design Study* (March 15, 2003); and
- *Rosslyn-Ballston Corridor Retail Action Plan* (May 19, 2001).

The relevant guidance provided in these planning documents has evolved over time from general references in the *Courthouse Sector Plan* of 1981, to the *Courthouse Sector Plan and Addendum*, adopted in 1993 to the more prescriptive references in the *Rosslyn to Courthouse Urban Design Study*, adopted in 2003. Initially, references in the 1981 *Courthouse Sector Plan* provided that "any future proposals for redevelopment [in this block] should be considered in the context of established policy for Colonial Village and Fort Myer Heights and the policy of tapering density between the Court House and Rosslyn Station Areas". There are no references to a GLUP and zoning other than the site being identified as "Service Commercial" and "C-2" and "RA8-18". The *Courthouse Sector Plan Addendum* focused on the urban design of the Courthouse station area, and identified the subject site as a site with unscreened surface parking having poor edge treatments with overhead utilities and inadequate sidewalks. In the concept plan shown in the *Addendum*, the site is suggested in an area designated as "Medium Residential Mixed Use", and calling for build-to lines, pedestrian linkages and some open space, plaza or enhanced landscaping near such linkages. Further, shown as part of a larger key redevelopment site

(bounded by Clarendon Boulevard, North Quinn Street<sup>8</sup>, Wilson Boulevard and Courthouse Road), the *Addendum* stated that development should be located at the back of the sidewalk; buildings along Wilson Boulevard should be compatible in design and scale to Colonial Village; and heights and building mass should taper down from Clarendon Boulevard to Wilson Boulevard.

More relevant and prescriptive guidelines regarding development of the subject site is provided in the *Rosslyn to Courthouse Urban Design Study*. It was initiated in response to increased development pressures in and around the area, as well as to the WRIT-Rosslyn Site Plan (SP #357). The Study built upon past planning efforts seen with the *Courthouse Sector Plan and Addendum*. The Study provides a conceptual plan, urban design guidelines including “Guiding Principles” for the area and site-specific design guidelines for the subject site, referenced as the Troy/Hollywood Video site (Parcel 4). The study notes that the guidelines are designed to provide flexibility which can be interpreted in more detail through the site plan process and allow development to meet market demands in a manner consistent with the development goals of the County. The table below compares the proposed site plan to the guidelines identified for the site in the Study.

URBAN DESIGN RECOMMENDATIONS	SITE PLAN PROPOSAL
<ul style="list-style-type: none"> <li>Potential extension of N. Troy Street through the site to create a new pedestrian oriented plaza street.</li> </ul>	<ul style="list-style-type: none"> <li>The applicant has worked with the adjacent property owner to the west (2001 Clarendon Boulevard, SP #389) and with the County in jointly contributing to the construction of the proposed N. Troy Street extension.</li> <li>The function, location and design of the new N.Troy Street extension were established with the approval of SP #389 in 2007.</li> </ul>
<ul style="list-style-type: none"> <li>Mixed use development with retail/restaurant on ground floor and office/residential above.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed development contains 17,545 sq ft of committed ground floor retail and up to 191 residential units above.</li> <li>Ground floor retail would include provision for restaurant space at the corner of Clarendon and N. Troy as well as Wilson and N. Troy.</li> <li>Up to 7 units on the ground floor on Clarendon are proposed as flexible units to be used as residential lofts or commercial (retail and professional office).</li> </ul>
<ul style="list-style-type: none"> <li>Buildings no higher than 5 stories generally.</li> </ul>	<ul style="list-style-type: none"> <li>5-story residential building proposed.</li> </ul>
<ul style="list-style-type: none"> <li>Shared parking entrances with the adjacent site to the east on both Wilson and Clarendon Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>Parking entrance proposed to be shared with NSTA (adjacent immediately east of the subject site), accessible from Clarendon Boulevard.</li> </ul>
<ul style="list-style-type: none"> <li>Underground parking is recommended to support ground floor retail uses.</li> </ul>	<ul style="list-style-type: none"> <li>Two-levels of below grade parking proposed with spaces designated for retail;</li> <li>Ground floor retail would be directly accessible from the garage by way of an internal retail corridor leading to all retail bays.</li> </ul>

<sup>8</sup> North Quinn Street was the street described in the key redevelopment site however; the associated map indicates this as North Rhodes Street.  
 GP-319-10-1, Z-2547-09-1, SP #411 Enactment of Ordinances of Vacation  
 1900 Wilson Boulevard Site Plan - 18 -  
 PLA-5565

URBAN DESIGN RECOMMENDATIONS	SITE PLAN PROPOSAL
<ul style="list-style-type: none"> <li>Continued 16' wide min. sidewalk and enhanced pedestrian experience along Wilson and Clarendon Boulevards.</li> </ul>	<ul style="list-style-type: none"> <li>Sidewalks along Wilson and Clarendon Boulevards proposed at minimum 16 ft width.</li> <li>Streetscape proposed along all site frontages consistent with the R-B Corridor Streetscape Standards.</li> </ul>
<ul style="list-style-type: none"> <li>Bricks or materials with similar visual effect as prevailing materials for buildings and streetscapes.</li> </ul>	<ul style="list-style-type: none"> <li>Brick and masonry elements proposed as the predominant materials for the building.</li> <li>Design and materials on all frontages visually relate to surrounding buildings and streetscapes.</li> </ul>
<ul style="list-style-type: none"> <li>Continued ground floor retail/restaurants uses preferred, with pedestrian friendly building treatments, such as glass doors and windows, awnings and banners.</li> </ul>	<ul style="list-style-type: none"> <li>17,545 sq of committed retail with the potential for up to 24,639 square feet of ground floor retail proposed as continuous frontage along both Wilson and Clarendon Boulevards with the loft units as all commercial.</li> <li>Treatment of retail at the ground floor would include glass doors and windows, awnings and signs to enhance the pedestrian experience.</li> </ul>
<ul style="list-style-type: none"> <li>Maximize number of metered street parking spaces along Wilson and Clarendon Boulevards.</li> </ul>	<ul style="list-style-type: none"> <li>Metered, on-street parking spaces proposed on both Wilson and Clarendon Boulevards.</li> </ul>
<ul style="list-style-type: none"> <li>ADA and Green Building practice encouraged.</li> </ul>	<ul style="list-style-type: none"> <li>LEED Silver Certification proposed.</li> <li>All entrances would be ADA accessible; Electric eye or a power door opener for the main pedestrian entrances; Call boxes mounted and measured at the lowest given height under the ADA with hands-free remote capability; and entrances to the lobby from the 1st level of the parking garage proposed to have automatic door openers.</li> </ul>

Finally, the adopted Concept Plan for this site along with guiding principles/area-wide design guidelines found in the Study provide the following information relevant to the subject site:

- Continued building form from property line to property line without setback to form continued street walls and multiple small urban spaces/plazas.
  - The building setback proposed on Clarendon and Wilson Boulevards is consistent with the setback of the adjacent properties immediately east (SP# 389, Elm Street Development) and west (SP #382, NSTA) of the site.*
- Potential location of activity-based, pedestrian-oriented urban plaza, along the proposed new street extending N. Troy Street.
  - Function and design of N. Troy Street extension was established with the approval of the adjacent site plan project (SP #389, Elm Street Development), approved in 2007.*
- Focal point/Activity node on the N. Troy Street extension.
  - Function and design of N. Troy Street extension was established with the approval of the adjacent site plan project (SP #389, Elm Street Development), approved in 2007.*

- Building Stepback/significant horizontal treatment on the 2<sup>nd</sup> floor to create Architectural Dialogue with buildings across the street (shown on Wilson Boulevard).
  - *The building does not provide a continuous 2<sup>nd</sup> story step back. However, landscape courtyards recessed at an average of 36 feet are proposed at the 2<sup>nd</sup> floor on Wilson Boulevard to break up the massing of the building wall and create a dialogue with the Colonial Village residential developments across the street.*
- Special architectural treatment (shown on N. Troy Street at both Wilson and Clarendon Boulevards).
  - *The corners of N. Troy Street at the intersection of both Wilson and Clarendon Boulevards would be anchored with retail development that would include additional architectural treatment and enhancements.*
- Approximate height of 25 feet stepback (shown on Clarendon) for creating Architectural Dialogue with lower buildings across the street.
  - *While not a physical building step back, the setback of the building proposed on Clarendon and the proposed design and uses on the ground floor on Clarendon, including lofts units at up to 26 foot ceiling heights creates an appropriate means of relating to the townhouse developments across the street.*

**Retail Action Plan:** The Retail Action Plan identifies Wilson and Clarendon Boulevards for the majority of this site as shopping streets providing personal and business services. The proposed site plan is generally consistent with the Retail Action. Retail is proposed along the entire frontage of Wilson Boulevard. On Clarendon Boulevard, retail is proposed at the corner of Clarendon and N. Troy along with seven (7) units designed as flexible space stepping down east, which can accommodate either residential, retail or professional offices. Wilson Boulevard is the more activated and viable street to provide for a continuous frontage of retail that could be successful. The treatment of retail on the Clarendon Boulevard frontage is appropriate given that retail stepping east on Clarendon is less continuous along the street's frontage and there is a significant grade change heading east on the site. Therefore, providing for continuous retail along this frontage would be less viable. Proposing retail at the corner to anchor the project would provide synergy with retail approved for the Elm Street development at the corner of Clarendon Boulevard and N. Troy Street and retail at the Odyssey Condominium development immediately adjacent from that intersection. In addition, providing for the flexible use of space as either residential or retail stepping east on Clarendon, would provide a unique opportunity to continuously activate the street in this location and minimize the potential for unsuccessful, vacant retail.

**Urban Design Analysis:** The site design and architecture of the proposed development generally meet the guidelines set forth in the *Study*. The applicant has maintained retail on the ground floor along Wilson, and has introduced design elements to activate the streetscape along Clarendon Boulevard with flex spaces that can be used for either residential, retail or professional offices. The proposed development would enhance the pedestrian experience with wider sidewalks, street trees and building treatments and further allow for the completion of a new north-south street (N. Troy Street) which would enhance pedestrian and vehicular connectivity in

this area. Also consistent with the *Study*, the building would be five (5) stories in height.

The proposed building does not have a significant step back along Wilson Boulevard as recommended in the *Rosslyn to Courthouse Urban Design Study*. However, the study suggests that “flexibility in heights could be approved to accommodate affordable housing, community facilities, special design considerations and/or new streets” and the applicant has proposed two (2) landscaped courtyards which would serve to recess a portion of the Wilson Boulevard façade on average by 36 feet, from the public sidewalk in an effort to relieve some of the massing. The proposed design meets the intent of the study in providing a means to relate to the low-rise residential development across Wilson Boulevard. As proposed, the “E-Shape” design provides a unique and architecturally different means to achieve a visual step back and taper than was otherwise contemplated in the *Study* for a continuous building wall along Wilson Boulevard. This particular project also provides for an alley to the east of the property and a new extended portion of N. Troy Street to the west of the property. Further, the existing buildings across Clarendon Boulevard to the south are much taller than those of Colonial Village. With the existing buildings to the south, including the Odyssey at 17 stories and Courthouse Tower at 12 stories, the proposed building does provide a taper to Colonial Village when assessed at the block level. Therefore, with the provision of streets and the existing development patterns, a literal step back as recommended in the study may not be necessary.

**Modification of Use Regulations:** The applicant requests modifications to zoning ordinance requirements as described below in association with the proposed site plan application.

**LEED Bonus:** The current LEED bonus policy does not provide for a standard means to calculate bonus density for residential projects where density is determined on a unit per acre basis, but rather on density as Floor Area Ratio (FAR). Therefore a modification is requested to permit up to .20 FAR in LEED bonus for Silver level certification for residential and for the methodology to apply the current LEED bonus factor to the proposed development. Consistent with current practice, up to .20 FAR on the site area allocated for residential would result in an additional 13,773 square feet of gross floor area that could be added to the proposed building, and based on an average unit size proposed of 929 square feet, yield up to an additional 14 units. This bonus density provides for an overall development program that meets the County’s policy, and goals and objectives related to green building and sustainable design. The bonus density in terms of the amount of gross floor area and the number of units would be consistent with the County’s practice of providing for higher density development in and around Metro station areas and associated with other residential projects in the area, such as Rosslyn Commons (SP #412). Finally, the additional density would not inhibit development of a building scale and form on the site that would be consistent with the *Rosslyn to Courthouse Urban Design Study*. The bonus density appropriately distributed on the site would be acceptable to, and respectful of, the surrounding neighborhood and adjacent uses.

**Community Benefits:** The developer proposes the following community benefits in conjunction with the subject site plan request:

- Affordable Housing Contribution at \$15 per square foot for density above the GLUP and a contribution for density up to the GLUP consistent with the Ordinance;

- Utility Fund Contribution in the amount of \$86,500;
- \$75,000 contribution toward public art that would be located in conjunction with improvements of an open space parcel immediately south of Clarendon Boulevard;
- Coordination and construction of the extension of N. Troy Street dedicated in fee to the County;
- Contribution of up to \$125,000 for design and signalization improvements that would be installed at the intersection of N. Troy Street and Clarendon Boulevard or Wilson Boulevard; and
- Dedication in fee of 2,763 square feet of unimproved open space, to include the construction and maintenance of up to \$100,000 worth of landscape improvements.

**Community Process:** The proposed site plan was the subject of five (5) SPRC meetings convened on February 1, February 22, April 7, April 15 and April 26, 2010. During the community review process the primary issues that were discussed centered on land use and zoning, building design and architecture, site design and layout, and compliance with the *Roslyn to Courthouse Urban Design Study*, particularly with respect to the provision of a building step back and the placement and location of retail on primary street frontages. The project received general support from the SPRC and members who attended from Radnor Fort Myer Heights Civic Association and the Colonial Village Community as vocalized during the community review process.

Historic Affairs and Landmark Review Board: The project was presented as an information item to the HALRB on April 21, 2010. While the HALRB was generally in support of the project, the HALRB indicated a preference for use of a limestone or precast material at the base of the building instead of the light color brick material currently shown.

Transportation Commission Recommendation: The Transportation Commission voted at its May 6, 2010 meeting to unanimously (7-0) support the site plan, rezoning and GLUP amendment with five (5) recommendations related to the following:

- The site plan conditions should be updated to specify a minimum 10-foot wide clear sidewalk along both Clarendon Boulevard and Wilson Boulevard.
- The information regarding the project's community liaison should be provided to Colonial Village, the Radnor Fort Myer Heights Civic Association and Odyssey Condominium Association.
- The developer should provide lighting around the site at the start of construction even if they have taken no actions impacting the existing lighting around the site.
- The number of visitor bicycle parking spaces around the site should be increased requiring three (3) visitor bicycle parking spaces for every 50 residential units. In addition, visitor bicycle parking should be provided all along the site frontage not just within 50-feet of the main building entrance.

- The applicant should work to improve the façade of the blank wall located on the NSTA property line, possibly adding fake windows.

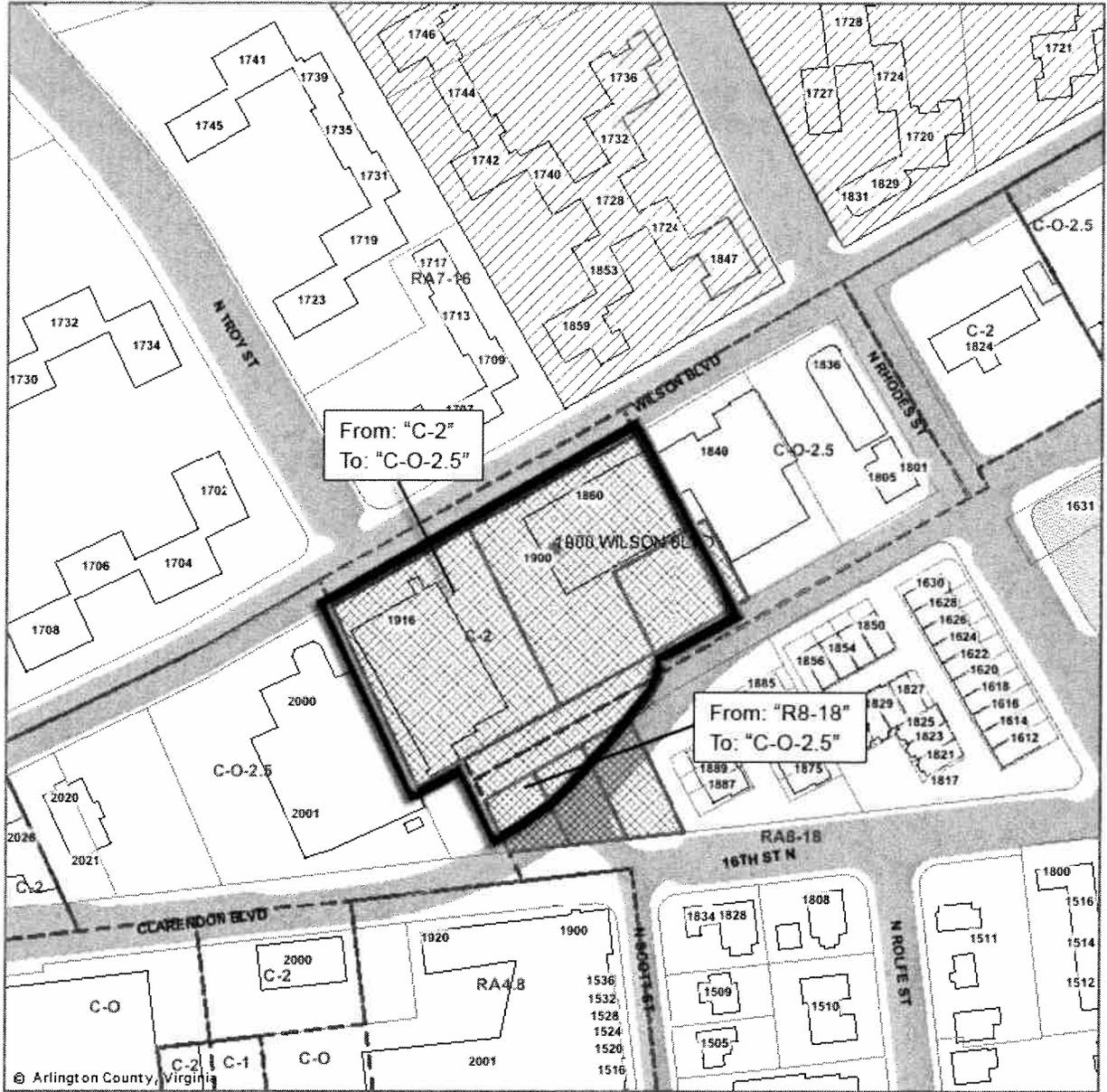
The applicant has agreed to each of the issues raised by the Transportation Commission.

Housing Commission Recommendation: At its meeting of May 13, 2010, the Housing Commission commended the developer for their willingness to explore the option of including on-site affordable housing units. The Commission recommended 7 to 0 to defer the project and indicated their strong preference to see on-site affordable units in the project.

Planning Commission Recommendation: At its meeting of May 10, 2010, the Planning Commission recommended 9 to 2, that the subject GLUP Amendment, rezoning and site plan request be deferred with the following issues identified:

- Affordable Housing contribution above the GLUP and a strong preference for units to be provided on-site or nearby;
- Concerns regarding the unit mix comprised primarily of small one-bedroom units;
- Design of the building's main entrance at the corner of N. Troy Street and Clarendon Boulevard;
- Design of the building façade on the east elevation adjacent to the NSTA property;
- Lack of details regarding materials and treatment of the façade on all building elevations; and
- Concern regarding flexible units on Clarendon Boulevard proposed as either commercial or residential loft units.

In order to allow time to develop more detailed information in response to the issues identified, the developer has agreed with staff to defer consideration of the subject GLUP Amendment, rezoning, site plan and request for vacations to the June 12, 2010 County Board meeting.

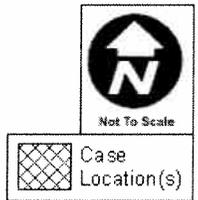


**SP#411**  
**1900 and 1916 Wilson Boulevard**  
**RPC: 17-001-006, -007, -008, -017, -018, and -019**

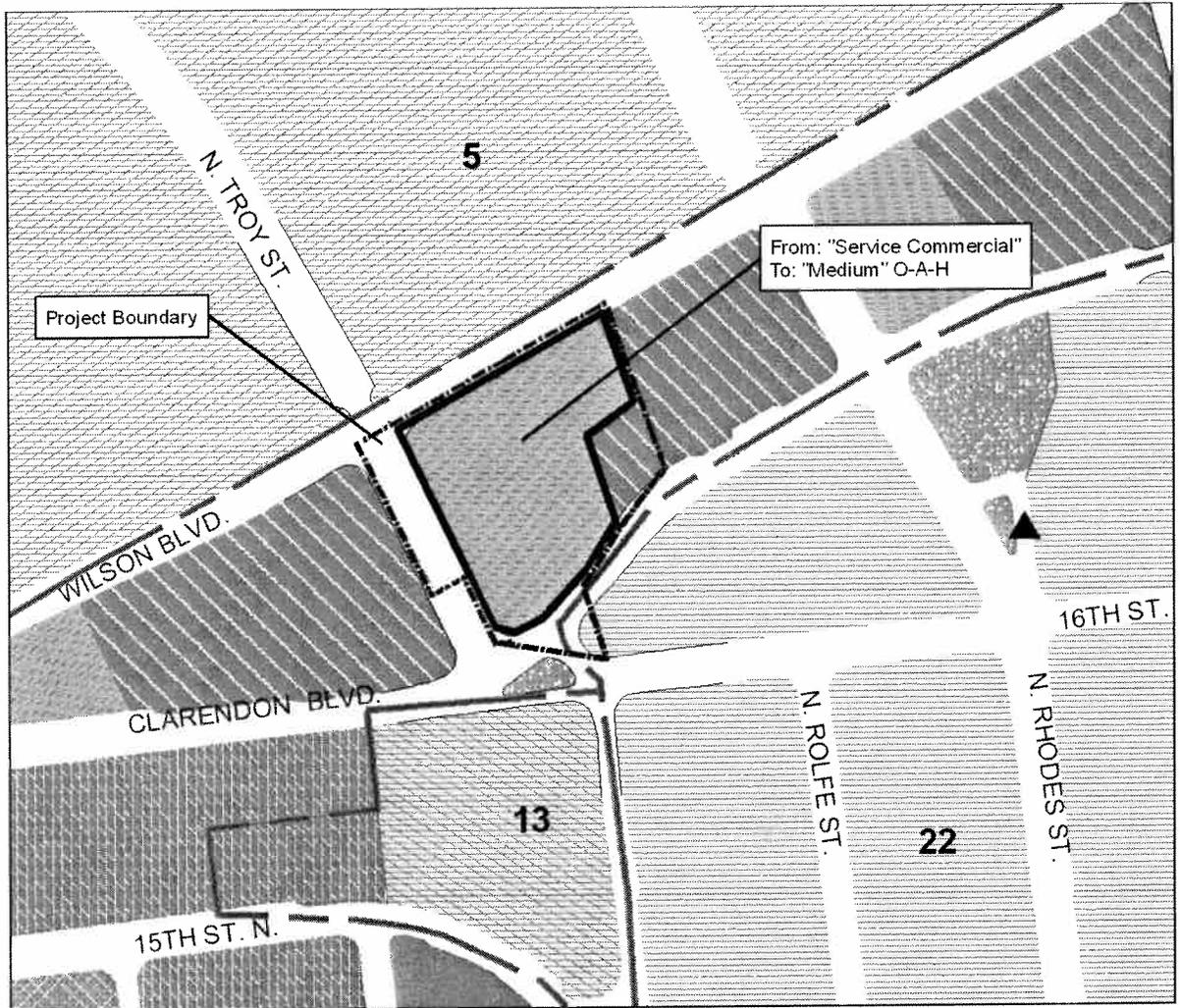
 Portions of site impacted by rezoning to "C-O-2.5"

Note: These maps are for property location assistance only.  
 They may not represent the latest survey and other information.

Department of Community Planning, Housing and Development



Planning Division



General Land Use Plan Amendment

GP-319-10-1

Legend			
Land Use Category			
<b>Residential</b>	<b>Commercial and Industrial</b>	<b>Mixed Use</b>	<b>Public and Semi-Public</b>
Low-Medium	Service Commercial	High-Medium	Public
Medium	General Commercial		Government and Community Facilities
High-Medium	<b>Office-Apartment-Hotel</b>		Open Space
High	Medium		
	High		

**Notes:**

5. This area was designated a "Coordinated Preservation and Redevelopment District" on 4/23/77.

13. These areas were designated a "Special Affordable Housing Protection District";  
The Odyssey on 11/20/01;

22. This area was designated the "Fort Myer Heights North Special District" on 4/16/06.

**ARLINGTON**  
VIRGINIA

Map prepared by Arlington County GIS Mapping Center  
This is not a legal document.  
Map © 2009 Arlington County, VA  
Printed: April 2009

## **PREVIOUS COUNTY BOARD ACTIONS**

- May 20, 1995      Approved U-2835-95-1 use permit for a comprehensive sign plan for Hollywood Video with a review in one year.
- May 11, 1996      Renewal of U-2835-95-1 use permit for a comprehensive sign plan for Hollywood Video with no further review.

# 1900 Wilson Boulevard

## Arlington, Virginia

### DEVELOPER

ZOM MID-ATLANTIC  
1530 WILSON BOULEVARD, SUITE 120  
ARLINGTON, VA 22209  
(703) 875-0570  
CONTACT: GRAHAM HATCHER

### ARCHITECT

TORRIT GALLAS & PARTNERS, INC.  
1300 SPRING STREET, SUITE 400  
SILVER SPRING, MD 20910  
(301) 588-4800  
CONTACT: MICHAEL PARKER

### CIVIL ENGINEER

BOWMAN CONSULTING GROUP LTD  
14020 THUNDERBOLT PLACE, SUITE 300  
CHANTILLY, VA 20151  
(703) 464-1000  
CONTACT: JOHN LUTOSTANSKI

### LANDSCAPE ARCHITECT

MAHAN RYKIEL ASSOCIATE INC.  
800 WYMAN PARK DRIVE, SUITE 100  
BALTIMORE, MD 21211  
(410) 235-6001  
CONTACT: RICHARD JONES

### ATTORNEY

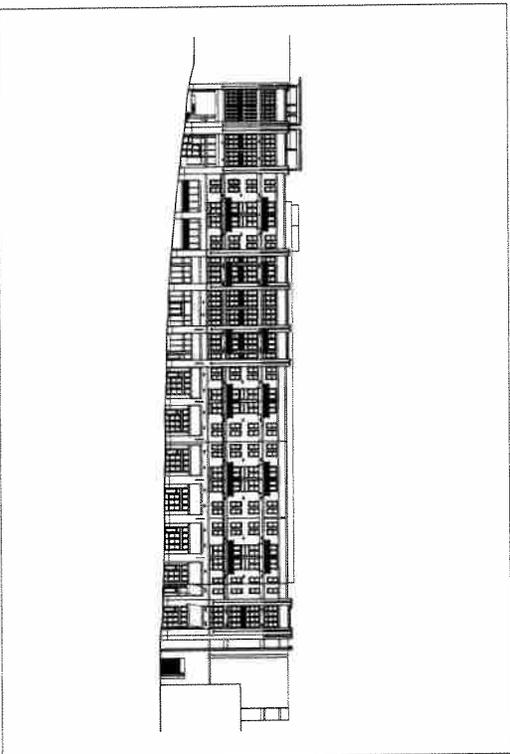
VENABLE LLP  
8010 TOWERS CRESCENT DR., SUITE 300  
VIENNA, VA 22182  
(703) 760-1689  
CONTACT: ERIKA BYRD

### LEED CONSULTANT

GREEN SHAPE LLC  
1001 CONNECTICUT AVENUE NW, SUITE 704  
WASHINGTON, DC 20036  
(202) 544-1400  
CONTACT: MICHAEL FREY

### TRAFFIC CONSULTANT

WELLS & ASSOCIATES INC  
1420 SPRING HILL ROAD, SUITE 600  
MCLEAN, VIRGINIA 22102  
(703) 917-6620  
CONTACT: ROBERT KOHLER



**4.1 REVISION SUBMISSION**  
April 23, 2010

### DRAWING INDEX

C1.0	CIVIL INFORMATION SHEET
C2.0	CERTIFIED SURVEY PLAT
C3.0	TREE PRESERVATION PLAN
C3.1	TREE PRESERVATION NOTES & DETAILS
C4.0	PRELIMINARY VACATION PLAT
C4.1	PRELIMINARY STREET VACATION PLAT
C4.2	PRELIMINARY CONSOLIDATION AND RESUBDIVISION PLAT
C4.3	PRELIMINARY REZONING PLAT
C4.4	PRELIMINARY PUBLIC EASEMENT EXHIBIT
C5.0	PLOT AND LOCATION PLAN
C6.0	STRIPING AND MARKING PLAN
C7.0	EXISTING STREET SECTIONS
C8.0	PROPOSED STREET SECTIONS
C9.0	STORMWATER MANAGEMENT PLAN
C10.0	SITE AERIAL PHOTOGRAPH
C11.0	CONTEXT PLAN
L1-101	SITE HARDSCAPE PLAN
L1-102	TRIANGLE OPEN SPACE
L1-201	SITE PLANTING PLAN
L1-301	TYPICAL DETAILS
L1-302	SITE SECTION
L2-201	COURTYARD PLANTING PLAN
L2-202	COURTYARD SECTIONS
A1	LOWER LEVEL OVERALL SITE PLAN - 1:40
A2	UPPER LEVEL OVERALL SITE PLAN - 1:40
A3	LOWER FIRST FLOOR PLAN - 1:25
A4	UPPER FIRST FLOOR PLAN - 1:25
A5	SECOND FLOOR PLAN
A6	TYPICAL FLOOR PLAN
A7	ROOF FLOOR PLAN
A8	FIRST FLOOR GARAGE PLAN
A9	SECOND FLOOR GARAGE PLAN
A10	SECOND FLOOR A GARAGE PLAN
A11	BUILDING SECTIONS
A12	BUILDING SECTIONS
A13	MAIN ELEVATIONS
A14	COURTYARD ELEVATIONS
A15	ENLARGED ELEVATIONS
A16	ENLARGED ELEVATIONS
A17	CONTEXTUAL INFORMATION
A18	TABULATION SHEET

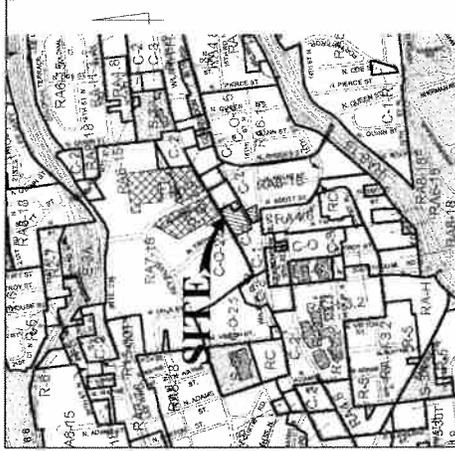
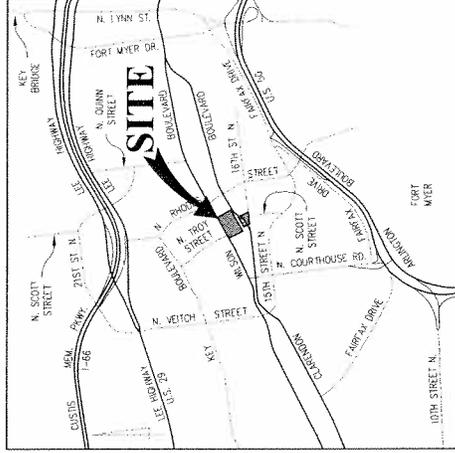
### 4.1 REVISION SUBMISSION

# 1900 WILSON BLVD

# ADMINISTRATIVE REGULATION 4.1 1900 WILSON BLVD ARLINGTON COUNTY, VIRGINIA

## CIVIL SHEET INDEX

- C1.0 CIVIL LEGEND SHEET
- C2.0 CERTIFIED SURVEY PLAT
- C3.0 TREE PRESERVATION PLAN
- C3.1 TREE PRESERVATION NOTES & DETAILS
- C4.0 PRELIMINARY VARIATION PLAT
- C4.1 PRELIMINARY VARIATION PLAT
- C4.2 PRELIMINARY VARIATION PLAT
- C4.3 PRELIMINARY CONSOLIDATION AND RESUBMISSION PLAT
- C4.4 PRELIMINARY REZONING PLAT
- C5.0 PRELIMINARY PUBLIC EASEMENT PLAN
- C6.0 LOT AND LOCATION PLAN
- C7.0 STRIPING AND MARKING PLAN
- C8.0 EXISTING STREET SECTIONS
- C8.1 PROPOSED STREET SECTIONS
- C8.2 STORMWATER MANAGEMENT PLAN
- C9.0 SITE AERIAL PHOTOGRAPH
- C10.0 CONTEXT PLAN



VICINITY MAP  
SCALE 1" = 600'

ZONING MAP  
SCALE 1" = 600'

**Bowman CONSULTING**  
2711 Eisenhower Avenue, Suite 302  
Arlington, Virginia 22204  
Tel: 703.808.8381  
www.bowmanconsulting.com

**ARLINGTON, VIRGINIA**  
DEPARTMENT OF ENVIRONMENTAL SERVICES

CIVIL LEGEND SHEET  
1900 WILSON BLVD  
ARLINGTON COUNTY, VIRGINIA

SCALE	AS SHOWN	REVISION	DATE	APPROVED DATE	APPROVED DATE
DATE PREPARED	APRIL 23, 2010	DATE	APRIL 23, 2010	DATE	APRIL 23, 2010
DATE	APRIL 23, 2010	DATE	APRIL 23, 2010	DATE	APRIL 23, 2010
DATE	APRIL 23, 2010	DATE	APRIL 23, 2010	DATE	APRIL 23, 2010
DATE	APRIL 23, 2010	DATE	APRIL 23, 2010	DATE	APRIL 23, 2010
DATE	APRIL 23, 2010	DATE	APRIL 23, 2010	DATE	APRIL 23, 2010
DATE	APRIL 23, 2010	DATE	APRIL 23, 2010	DATE	APRIL 23, 2010
DATE	APRIL 23, 2010	DATE	APRIL 23, 2010	DATE	APRIL 23, 2010
DATE	APRIL 23, 2010	DATE	APRIL 23, 2010	DATE	APRIL 23, 2010
DATE	APRIL 23, 2010	DATE	APRIL 23, 2010	DATE	APRIL 23, 2010

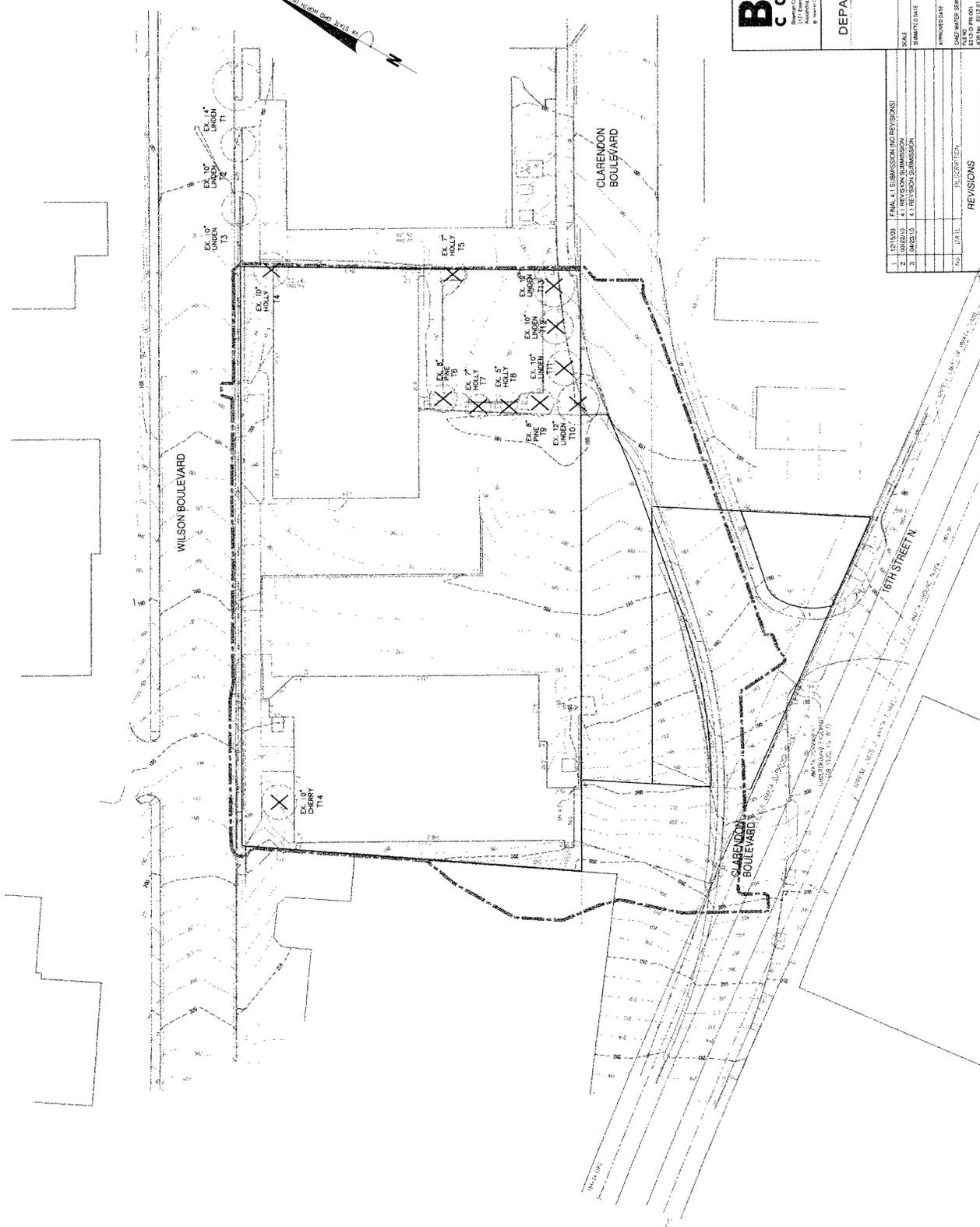
EXISTING	PROPOSED	DESCRIPTION
		ROAD CENTER
		INTERMEDIATE CONTOUR
		EDGE OF PAVEMENT
		CURB AND GUTTER
		TRANSITION FROM C&G-2 TO C&G-1
		PROPOSED HEADER CURB
		PROPERTY LINE
		DEPARTING PROPERTY LINE
		LOT LINE
		RIGHT-OF-WAY
		FLOOD PLAIN
		LIMITS OF DISTURBANCE
		TREE LINE
		FLOW LINE OF SWALE
		STREAM
		OVERLAND RELIEF PATHWAY
		FENCE LINE
		EASEMENT
		WATER LINE
		WATER VALVE
		WATER REDUCER
		SANITARY SEWER
		STORM SEWER
		CABLE TV
		ELECTRIC SERVICE
		TELEPHONE SERVICE
		GAS LINE
		OVERHEAD ELECTRIC
		UNDERGROUND ELECTRIC
		SPOT ELEVATION
		UTILITY POLE
		SIGN
		SANITARY SEWER DENUDER
		STORM DRAIN DENUDER
		WATER METER
		FIRE HYDRANT
		STREET LIGHT
		SINGLE FIRE DAY (NVA&C COUNTY)
		RECOMMENDED ROADWAY
		STREET TO BE CHANGED FROM NVA&C TO NVA&C
		HANDICAP RAMP (CSP-1)
		TREE
		BENCHMARK
		ASPHALT TRIM
		CONCRETE SIDEWALK
		BRICK SIDEWALK
		END WALLS
		END SECTIONS
		STOP SIGN
		STREET SIGN
		HANDICAP PARKING SPACE (NVA)
		RP RMP

NO.	DATE	DESCRIPTION	REVISIONS
1	04/23/10	FINAL 4.1 SUBMISSION AND REVISIONS	
2	04/23/10	4.1 REVISION SUBMISSION	
3	04/23/10	4.1 REVISION SUBMISSION	
4	04/23/10	4.1 REVISION SUBMISSION	
5	04/23/10	4.1 REVISION SUBMISSION	
6	04/23/10	4.1 REVISION SUBMISSION	
7	04/23/10	4.1 REVISION SUBMISSION	
8	04/23/10	4.1 REVISION SUBMISSION	
9	04/23/10	4.1 REVISION SUBMISSION	
10	04/23/10	4.1 REVISION SUBMISSION	



**LEGEND**

- EXISTING INVENTORY TREE TO BE PRESERVED
- EXISTING INVENTORY TREE TO BE REMOVED
- LIMITS OF DISTURBANCE
- CRITICAL ROOT ZONE



**Bowman CONSULTING**  
 Environmental Consulting Group, LLC  
 1111 E. Main Street, Suite 202  
 Arlington, VA 22202  
 Phone: 703.546.1140  
 Fax: 703.546.1171  
 www.bowmanconsulting.com

**ARLINGTON, VIRGINIA**  
 DEPARTMENT OF ENVIRONMENTAL SERVICES

TREE PRESERVATION PLAN  
 1900 WILSON BLVD.  
 ARLINGTON COUNTY, VIRGINIA

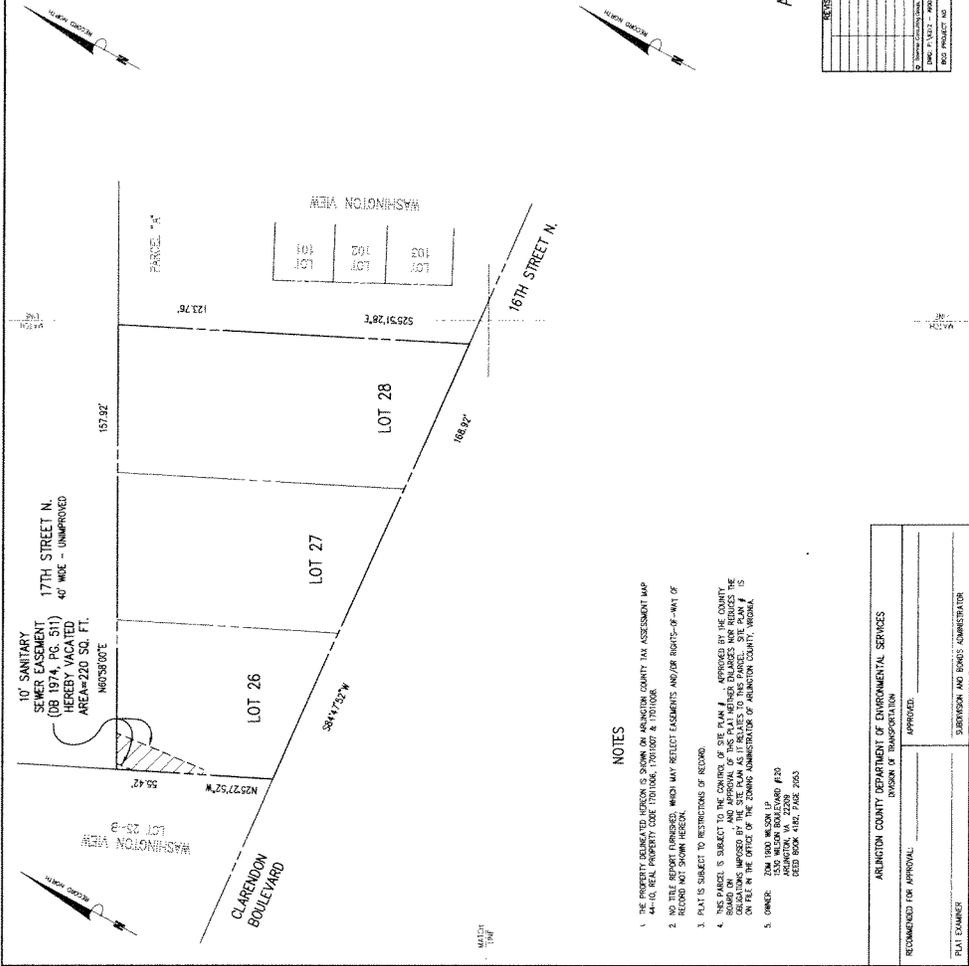
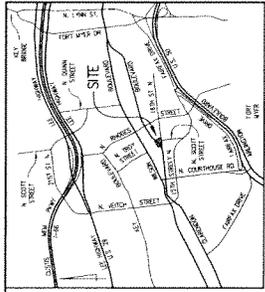
SCALE: 1" = 20' (CHECKED)  
 DESIGNED: [ ]  
 DRAWN: [ ]  
 APPROVED DATE: [ ]  
 SHEET NO. [ ] OF [ ]

CHECK WATER STREET ENGINEERING BUREAU  
 APPROVED DATE: [ ]  
 CHECK TRANSPORTATION PLANNING BUREAU  
 APPROVED DATE: [ ]  
 CHECK TRAFFIC ENGINEERING BUREAU  
 APPROVED DATE: [ ]  
 CHECK PUBLIC WORKS BUREAU  
 APPROVED DATE: [ ]

PROJECT: CS-0  
 SHEET: [ ]

REVISIONS	
1	1.2.13.10 FINAL A.I.S. SUBMISSION (NO REVISIONS)
2	1.01.12.10 A.I. REVISION SUBMISSION
3	1.04.12.10 A.I. REVISION SUBMISSION
4	01.12.11 01.15.11 01.15.11 01.15.11





**NOTES**

1. THE PROPERTY BOUNDARY LINES SHOWN ON ARLINGTON COUNTY TAX ASSESSMENT MAP 44-14, REAL PROPERTY CODE TYPING, 1/1/1997 & 1/1/2006.
2. NO TITLE REPORT FURNISHED, WHICH MAY REFLECT EASEMENTS AND/OR RIGHTS-OF-WAY OF RECORD NOT SHOWN HEREIN.
3. PLAT IS SUBJECT TO RESTRICTIONS OF RECORD.
4. THIS PARCEL IS SUBJECT TO THE CONTROL OF THE COUNTY OF ARLINGTON, VIRGINIA, AS IT RELATES TO THE ZONING REGULATIONS IMPOSED BY THE SITE PLAN AS IT RELATES TO THIS PARCEL. SITE PLAN # IS ON FILE IN THE OFFICE OF THE ZONING ADMINISTRATOR OF ARLINGTON COUNTY, VIRGINIA.
5. OWNER: 200 WILSON BLVD, #200 ARLINGTON, VA 22209 (SEE BOOK 452, PAGE 265)

PLAT  
SHOWING THE LOCATION OF AN  
EASEMENT FOR PUBLIC STREET AND UTILITIES PURPOSES  
AND A 10' SANITARY SEWER EASEMENT ON  
LOTS 26, 27 & 28  
WASHINGTON VIEW  
(SEE BOOK 44-4, PAGE 103)  
ARLINGTON COUNTY, VIRGINIA  
DATE: JUNE 6, 2008  
SCALE: 1" = 20'

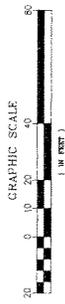
**Bowman CONSULTING**  
Bowman Consulting Group, LLC  
1900 Wilson Blvd., Suite 200  
Arlington, Virginia 22209  
Tel: 703.542.7800  
Fax: 703.542.7801  
www.bowmanconsulting.com

NO.	DATE	BY	CHK	DESCRIPTION
1	06/06/08	MM	MM	ISSUED FOR PERMIT
2	06/06/08	MM	MM	ISSUED FOR PERMIT
3	06/06/08	MM	MM	ISSUED FOR PERMIT
4	06/06/08	MM	MM	ISSUED FOR PERMIT
5	06/06/08	MM	MM	ISSUED FOR PERMIT
6	06/06/08	MM	MM	ISSUED FOR PERMIT
7	06/06/08	MM	MM	ISSUED FOR PERMIT
8	06/06/08	MM	MM	ISSUED FOR PERMIT
9	06/06/08	MM	MM	ISSUED FOR PERMIT
10	06/06/08	MM	MM	ISSUED FOR PERMIT

ARLINGTON COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES  
DIVISION OF TRANSPORTATION

RECOMMENDED FOR APPROVAL: \_\_\_\_\_ APPROVED: \_\_\_\_\_

PLAT EXAMINER: \_\_\_\_\_ SUPERVISOR AND BONDING ADMINISTRATOR: \_\_\_\_\_



**Bowman CONSULTING**  
Bowman Consulting Group, LLC  
1900 Wilson Blvd., Suite 200  
Arlington, Virginia 22209  
Tel: 703.542.7800  
Fax: 703.542.7801  
www.bowmanconsulting.com

ARLINGTON COUNTY, VIRGINIA  
DEPARTMENT OF ENVIRONMENTAL SERVICES

PRELIMINARY VACATION PLAT  
1900 WILSON BLVD.  
ARLINGTON COUNTY, VIRGINIA

SCALE: 1" = 20'  
SUBMITTED: APRIL 23, 2010

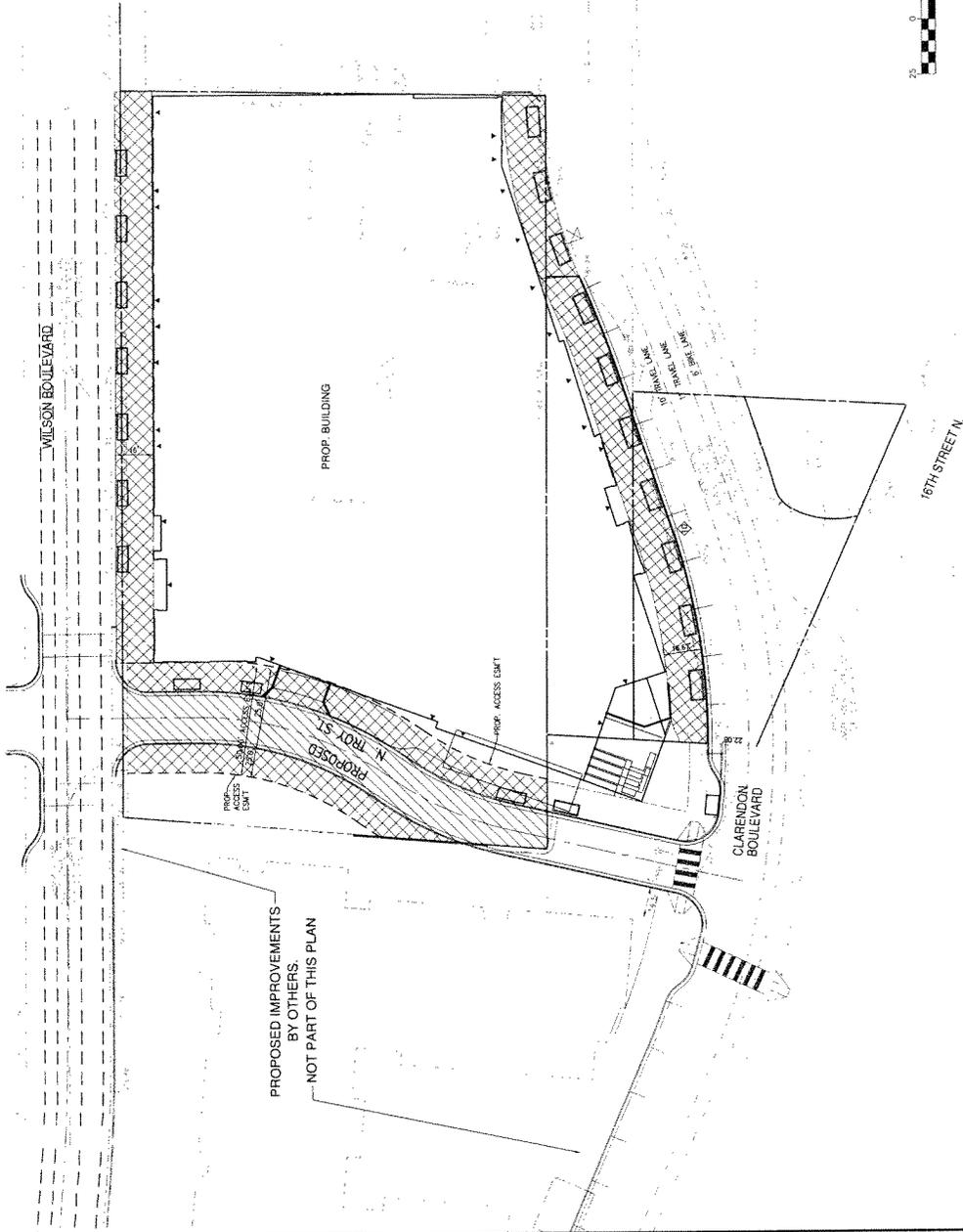
APPROVED DATE	APPROVED DATE	APPROVED DATE	APPROVED DATE
APPROVED DATE	APPROVED DATE	APPROVED DATE	APPROVED DATE
APPROVED DATE	APPROVED DATE	APPROVED DATE	APPROVED DATE
APPROVED DATE	APPROVED DATE	APPROVED DATE	APPROVED DATE

DATE: JUNE 6, 2008  
PROJECT: C-4.0  
SHEET: 252-21-1002









**LEGEND**

-  PRELIMINARY ROADWAY ACCESS EASEMENT = 4,756 S.F.
-  PRELIMINARY SIDEWALK ACCESS EASEMENT = 4,472 S.F.
-  PROP. TRCY STREET = 4,339 S.F.

**Bowman CONSULTING**  
 1100 WILSON BLVD. SUITE 100  
 ARLINGTON, VIRGINIA 22202  
 TEL: 703.888.8888  
 WWW.BOWMANCONSULTING.COM

**ARLINGTON, VIRGINIA**  
**DEPARTMENT OF ENVIRONMENTAL SERVICES**  
 PRELIMINARY PUBLIC ACCESS EASEMENTS  
 1900 WILSON BLVD.  
 ARLINGTON COUNTY, VIRGINIA

SCALE: 1" = 25'  
 SUBMITTED DATE: APRIL 23, 2013  
 APPROVED DATE: \_\_\_\_\_  
 PREPARED BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_

PROJECT NO.: \_\_\_\_\_  
 SHEET NO.: \_\_\_\_\_ OF \_\_\_\_\_  
 SHEET TITLE: \_\_\_\_\_

**REVISIONS**

NO.	DATE	DESCRIPTION
1	03/14/13	FINAL SUBMISSION (NO REVISIONS)
2	03/20/13	4.1 REVISION SUBMISSION
3	04/23/13	4.1 REVISION SUBMISSION

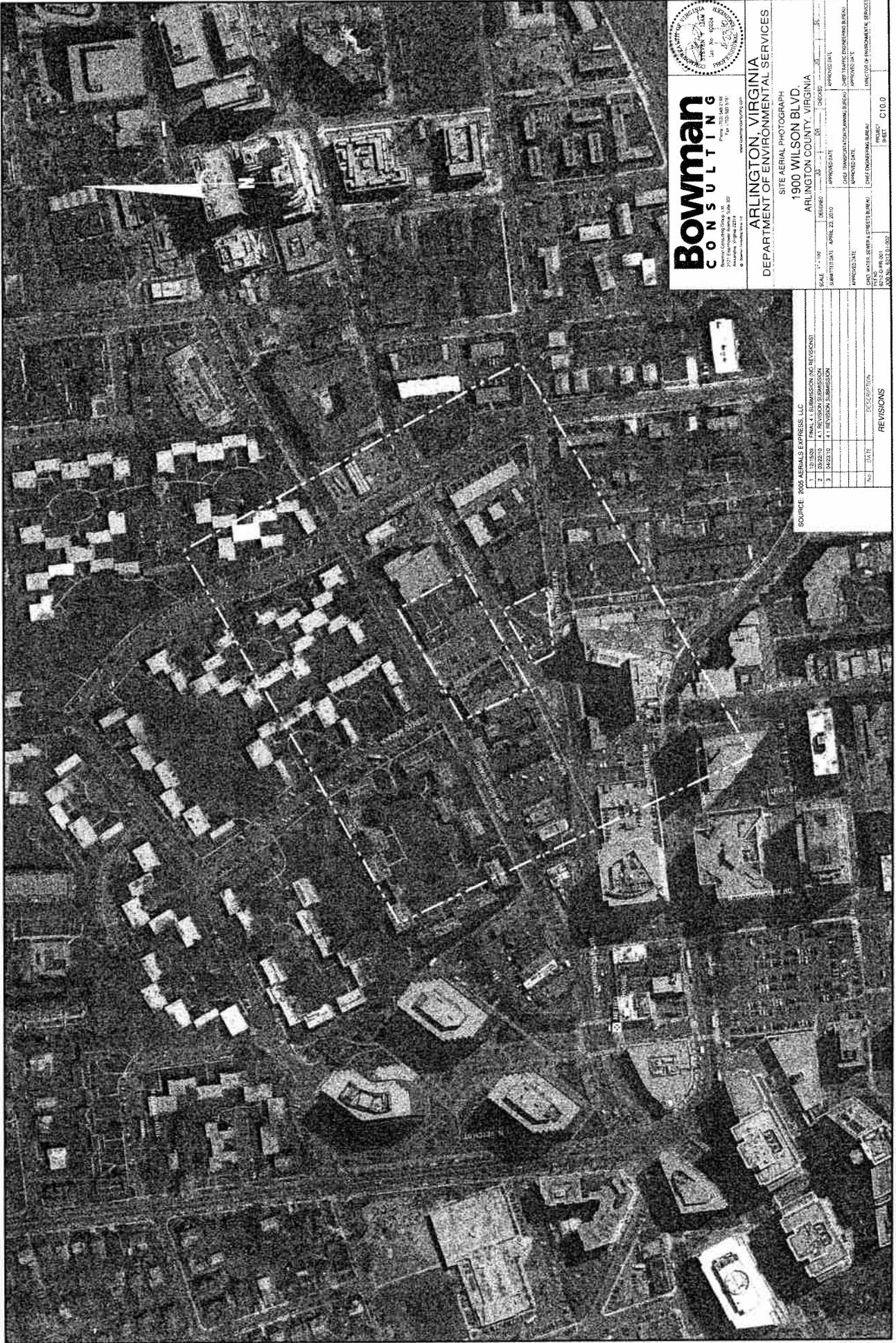












**Bowman  
CONSULTING**  
 2015 Eisenhower Avenue, Suite 300  
 Arlington, Virginia 22202  
 Phone: 703.528.9198  
 Fax: 703.528.9191  
 www.bowmanconsulting.com

**ARLINGTON, VIRGINIA**  
 DEPARTMENT OF ENVIRONMENTAL SERVICES

SITE AERIAL PHOTOGRAPH  
 1900 WILSON BLVD.  
 ARLINGTON COUNTY, VIRGINIA

SCALE	1" = 100'	DESIGNED	3/1/10	DRAWN	3/1/10
SUBMITTED DATE	APRIL 23, 2010	APPROVED DATE		APPROVED BY	
APPROVED DATE		APPROVED BY		APPROVED BY	
APPROVED DATE		APPROVED BY		APPROVED BY	
APPROVED DATE		APPROVED BY		APPROVED BY	

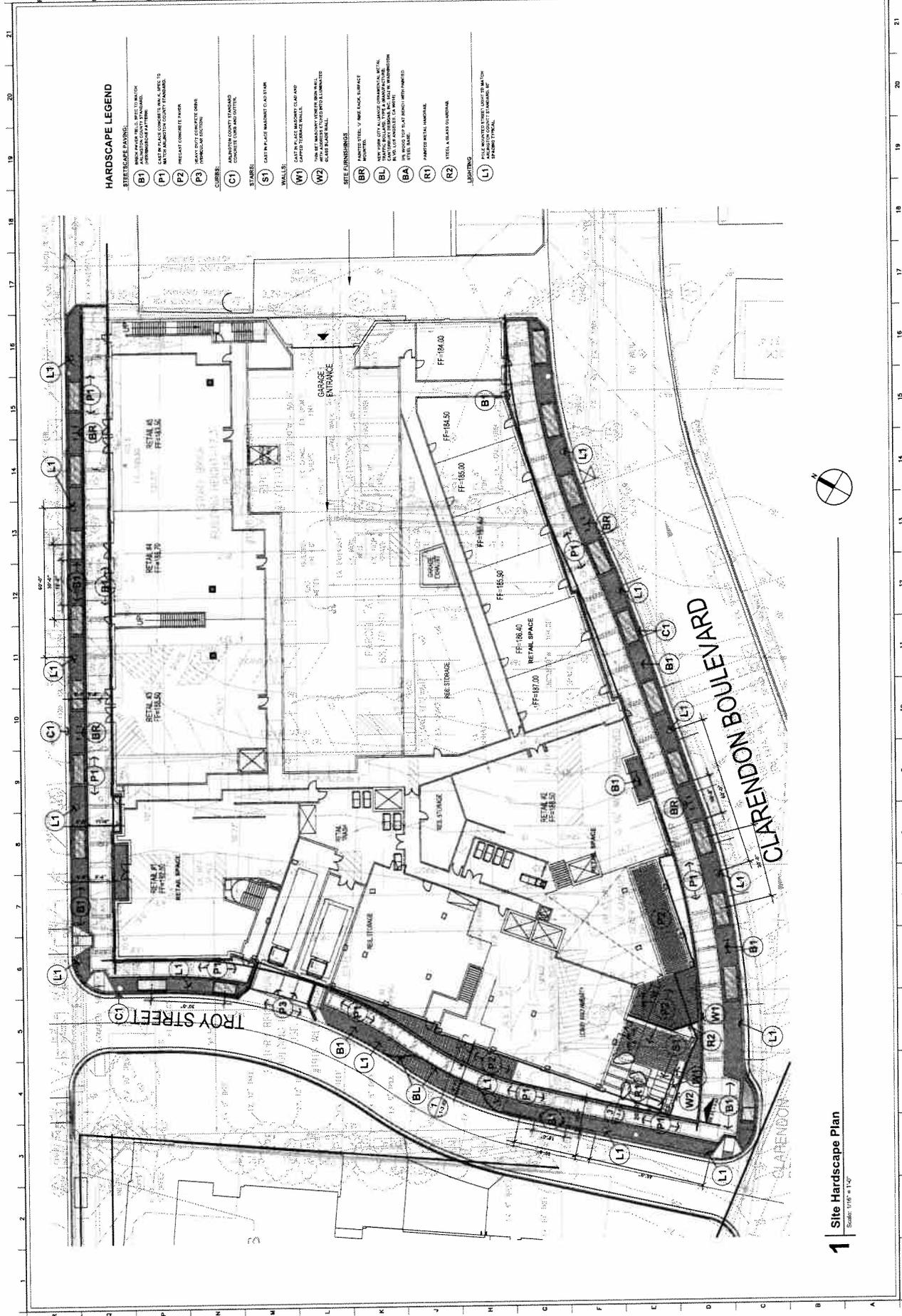
SOURCE: 2004 AERIALS EXPRESS, LLC

No.	Date	Description
1	1/10/10	FINAL 4.0 SUBMISSION AND REVISIONS
2	2/23/10	4.1 REVISION SUBMISSION
3	3/4/10	4.1 REVISION SUBMISSION
4	3/11/10	4.1 REVISION SUBMISSION
5	3/11/10	4.1 REVISION SUBMISSION

REVISIONS

C10.0  
SHEET





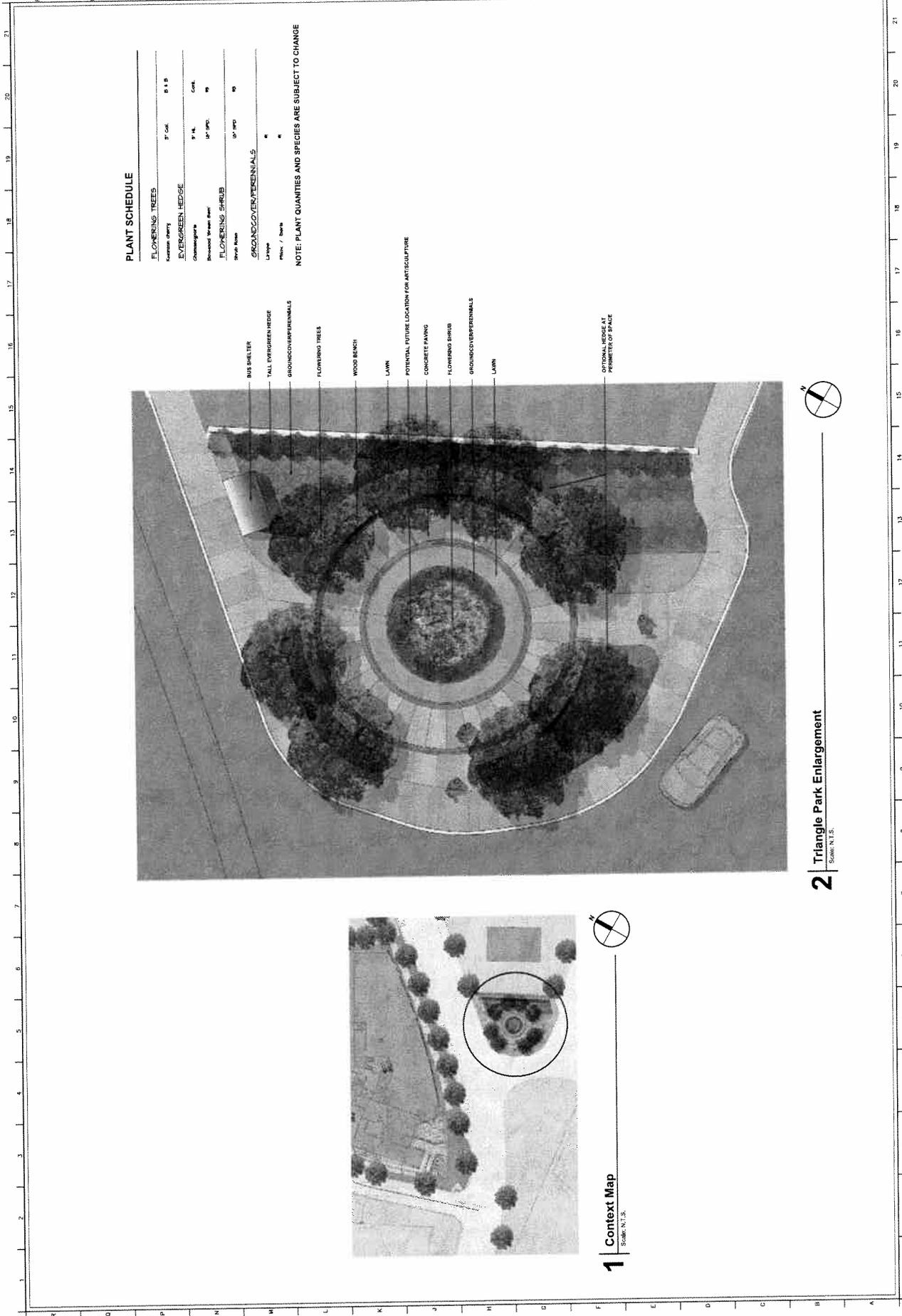
**HARDSCAPE LEGEND**

- REFERENCE SYMBOLS:**
- (B1) POLISHED CONCRETE SLAB ON GRADE WITH POLISHED CONCRETE FINISH
  - (B2) POLISHED CONCRETE SLAB ON GRADE WITH POLISHED CONCRETE FINISH
  - (BA) POLISHED CONCRETE SLAB ON GRADE WITH POLISHED CONCRETE FINISH
  - (R1) POLISHED CONCRETE SLAB ON GRADE WITH POLISHED CONCRETE FINISH
  - (R2) POLISHED CONCRETE SLAB ON GRADE WITH POLISHED CONCRETE FINISH
- STAIRS:**
- (S1) CAST IN PLACE MASS CONCRETE AS STAIR
- WALLS:**
- (W1) 8" CMU WALL WITH 1/2" GYPSUM BOARD AND Gypsum BOARD FINISH
  - (W2) 8" CMU WALL WITH 1/2" GYPSUM BOARD AND Gypsum BOARD FINISH
- SITE FURNISHINGS:**
- (BR) PAINTED STEEL, 4" HIG BENCH SURFACE MOUNTED
  - (B1) NEW YORK CITY ALUMINUM COMMERCIAL METAL PANEL WITH 1/4" GYPSUM BOARD AND Gypsum BOARD FINISH
  - (B2) NEW YORK CITY ALUMINUM COMMERCIAL METAL PANEL WITH 1/4" GYPSUM BOARD AND Gypsum BOARD FINISH
  - (BA) NEW YORK CITY ALUMINUM COMMERCIAL METAL PANEL WITH 1/4" GYPSUM BOARD AND Gypsum BOARD FINISH
  - (R1) PAINTED METAL IMPACTOR
  - (R2) STEEL AS BENCH SURFACE
- LIGHTING:**
- (L1) POLY CARTRIDGE STREET LIGHT TO BE MOUNTED ON 10' TALL MAST WITH 150W LED LIGHTS



**1** Site Hardscape Plan  
 Scale: 1/8" = 1'-0"

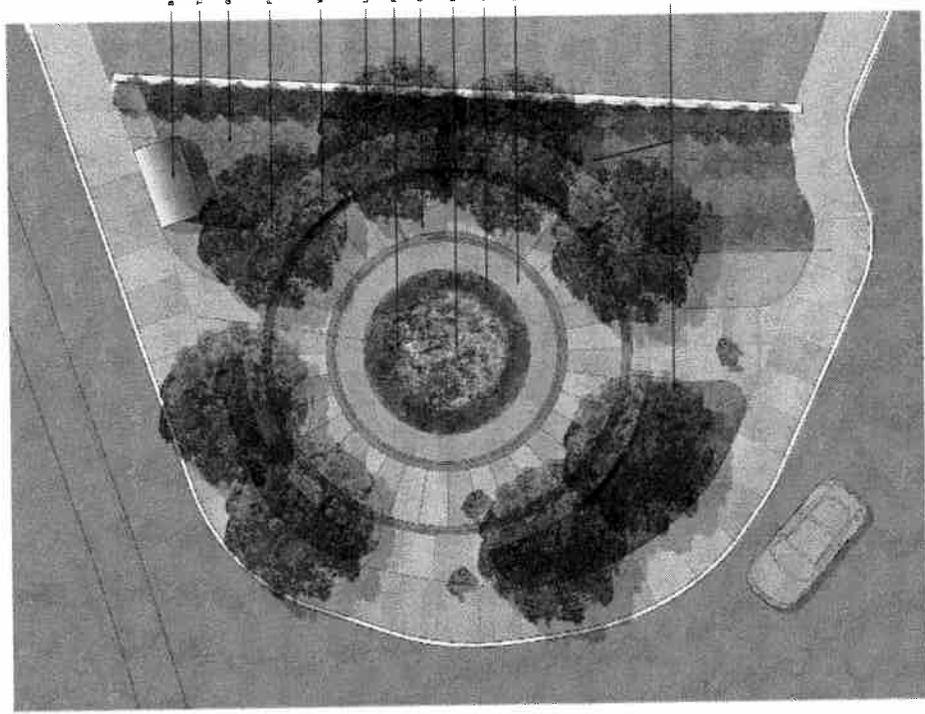
DATE	08/20/13
PROJECT	1900 WILSON BLVD
CLIENT	TRINITY CAPITAL
DESIGNER	MAITIAN RYKIEL
SCALE	AS SHOWN
DATE	08/20/13
PROJECT	1900 WILSON BLVD
CLIENT	TRINITY CAPITAL
DESIGNER	MAITIAN RYKIEL
SCALE	AS SHOWN



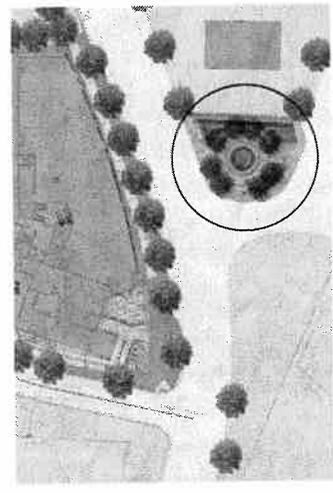
**PLANT SCHEDULE**

<b>FLOWERING TREES</b>			
Kawakawa Cherry	2' Oak	0.4	0
<b>EVERGREEN HEDGE</b>			
Chamaecyparis	3' H	0.1	0
Blueberry Yew	4' H	0.1	0
<b>FLOWERING SHRUB</b>			
Shrub Rose	4' H	0.1	0
<b>GROUNDCOVER/PERENNIALS</b>			
Lupine	"	"	"
Phlox	"	"	"

NOTE: PLANT QUANTITIES AND SPECIES ARE SUBJECT TO CHANGE

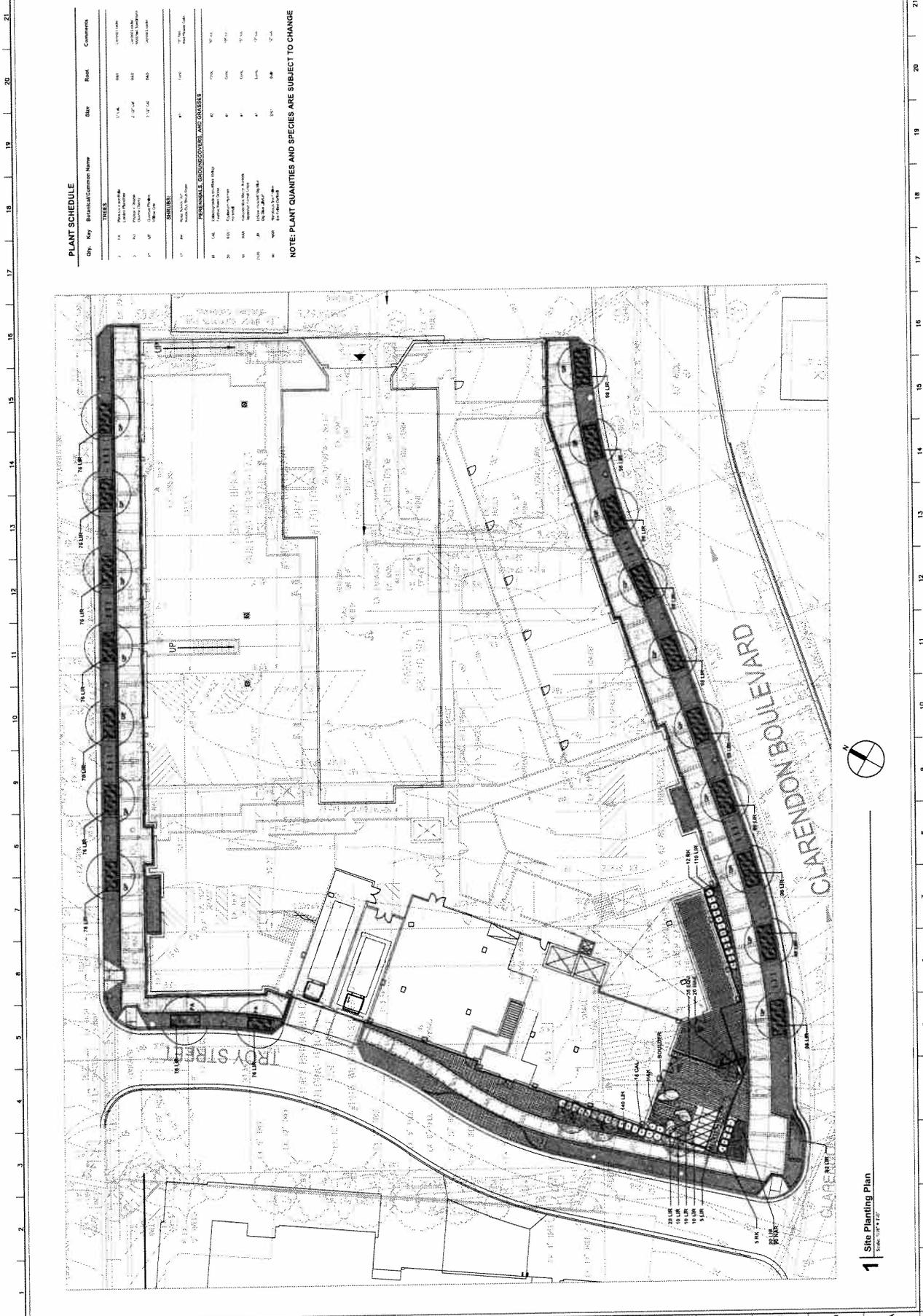


**2** Triangle Park Enlargement  
Scale: N.T.S.



**1** Context Map  
Scale: N.T.S.

PROJECT NO.	08306
DATE	07/23/14
SCALE	AS SHOWN
DRAWN BY	SKC/CHS
CHECKED BY	SKC/CHS
DATE	07/23/14
PROJECT NAME	1900 WILSON BOULEVARD
CLIENT	CLARENDON BOWLING CENTER
LOCATION	1900 WILSON BOULEVARD, ARLINGTON, VA
DATE	07/23/14
SCALE	AS SHOWN
DRAWN BY	SKC/CHS
CHECKED BY	SKC/CHS
DATE	07/23/14



**PLANT SCHEDULE**

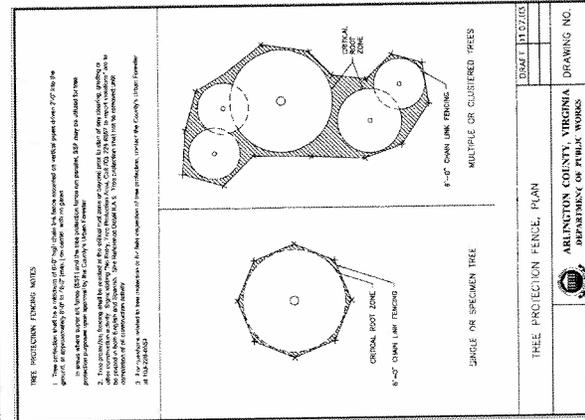
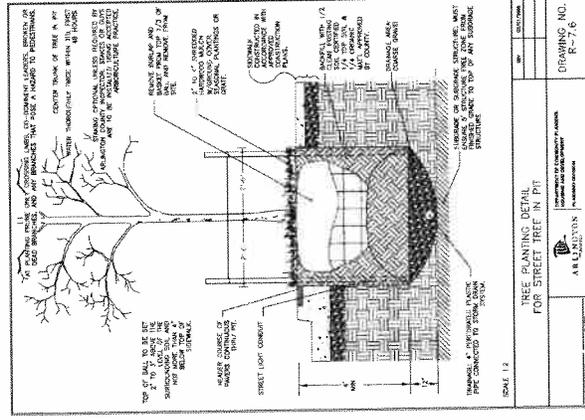
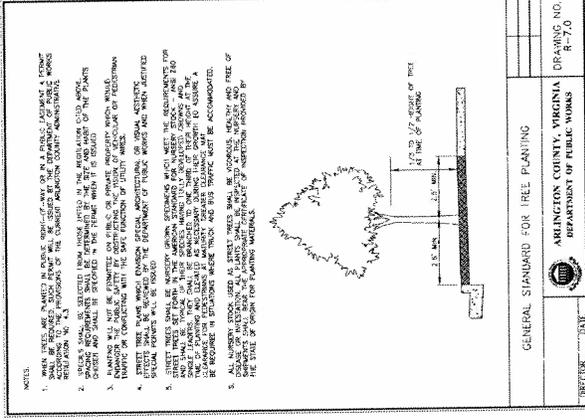
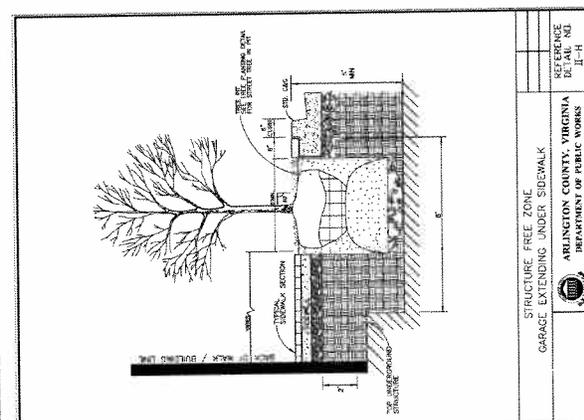
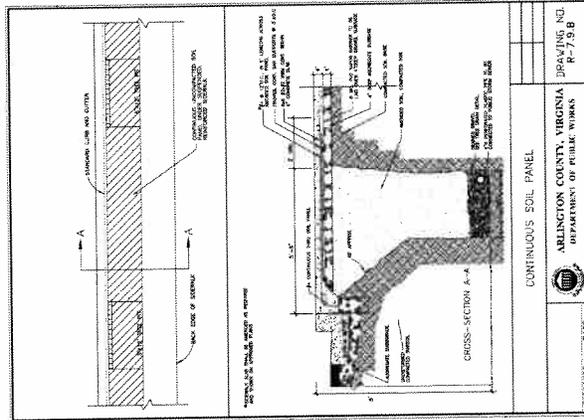
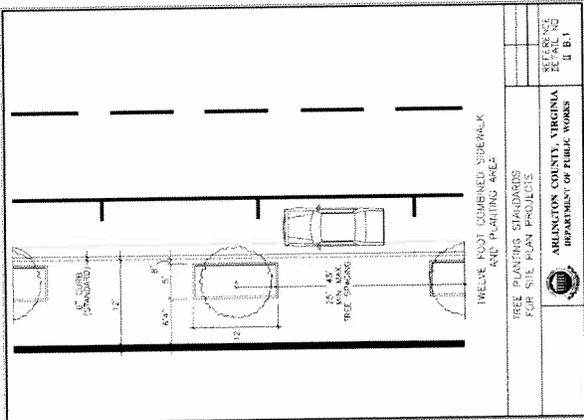
Qty	Key	Botanical Common Name	Size	Root	Comments
<b>TREES</b>					
7	1A	Prunella americana	12" x 6"	BAR	100% 10' x 10'
2	1B	Prunella americana	12" x 6"	BAR	100% 10' x 10'
1	1C	Prunella americana	12" x 6"	BAR	100% 10' x 10'
1	1D	Prunella americana	12" x 6"	BAR	100% 10' x 10'
<b>SHRUBS</b>					
1	2A	Prunella americana	4"	BAR	100% 10' x 10'
<b>PERENNIALS, GROUNDCOVERS, AND GRASSES</b>					
1	3A	Prunella americana	4"	BAR	100% 10' x 10'
1	3B	Prunella americana	4"	BAR	100% 10' x 10'
1	3C	Prunella americana	4"	BAR	100% 10' x 10'
1	3D	Prunella americana	4"	BAR	100% 10' x 10'
1	3E	Prunella americana	4"	BAR	100% 10' x 10'
1	3F	Prunella americana	4"	BAR	100% 10' x 10'
1	3G	Prunella americana	4"	BAR	100% 10' x 10'
1	3H	Prunella americana	4"	BAR	100% 10' x 10'
1	3I	Prunella americana	4"	BAR	100% 10' x 10'
1	3J	Prunella americana	4"	BAR	100% 10' x 10'
1	3K	Prunella americana	4"	BAR	100% 10' x 10'
1	3L	Prunella americana	4"	BAR	100% 10' x 10'
1	3M	Prunella americana	4"	BAR	100% 10' x 10'
1	3N	Prunella americana	4"	BAR	100% 10' x 10'
1	3O	Prunella americana	4"	BAR	100% 10' x 10'
1	3P	Prunella americana	4"	BAR	100% 10' x 10'
1	3Q	Prunella americana	4"	BAR	100% 10' x 10'
1	3R	Prunella americana	4"	BAR	100% 10' x 10'
1	3S	Prunella americana	4"	BAR	100% 10' x 10'
1	3T	Prunella americana	4"	BAR	100% 10' x 10'
1	3U	Prunella americana	4"	BAR	100% 10' x 10'
1	3V	Prunella americana	4"	BAR	100% 10' x 10'
1	3W	Prunella americana	4"	BAR	100% 10' x 10'
1	3X	Prunella americana	4"	BAR	100% 10' x 10'
1	3Y	Prunella americana	4"	BAR	100% 10' x 10'
1	3Z	Prunella americana	4"	BAR	100% 10' x 10'

NOTE: PLANT QUANTITIES AND SPECIES ARE SUBJECT TO CHANGE



1 Site Planting Plan  
Scale: 1/8" = 1'-0"

21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

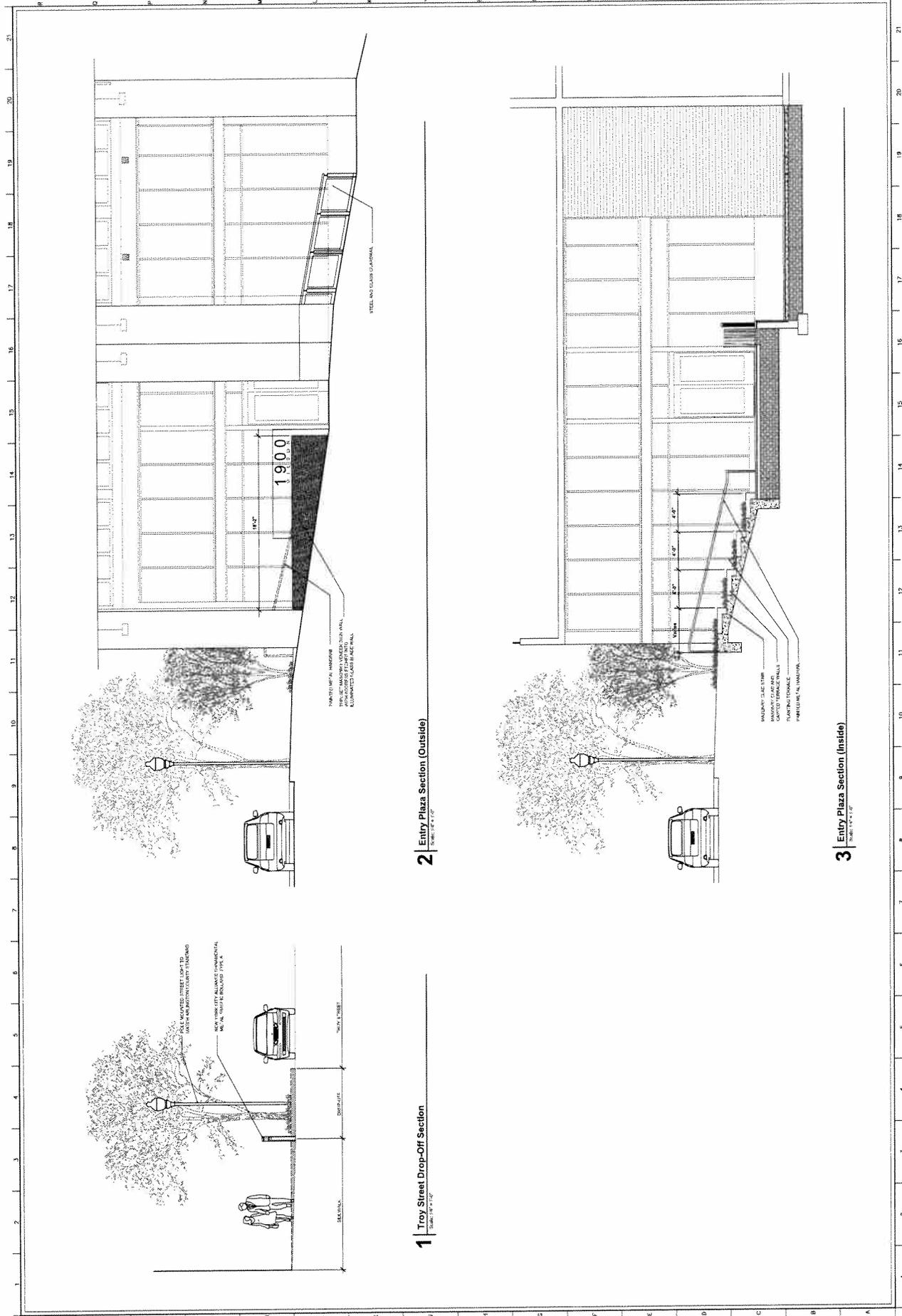


- NOTES:
1. TREE PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  2. SPECIES SHALL BE SELECTION FROM THE LISTED IN THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  3. PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  4. PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  5. PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.

- NOTES:
1. TREE PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  2. SPECIES SHALL BE SELECTION FROM THE LISTED IN THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  3. PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  4. PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  5. PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.

- NOTES:
1. TREE PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  2. SPECIES SHALL BE SELECTION FROM THE LISTED IN THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  3. PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  4. PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.
  5. PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH THE ARLINGTON COUNTY TREE PLANTING REGULATIONS, AS AMENDED.

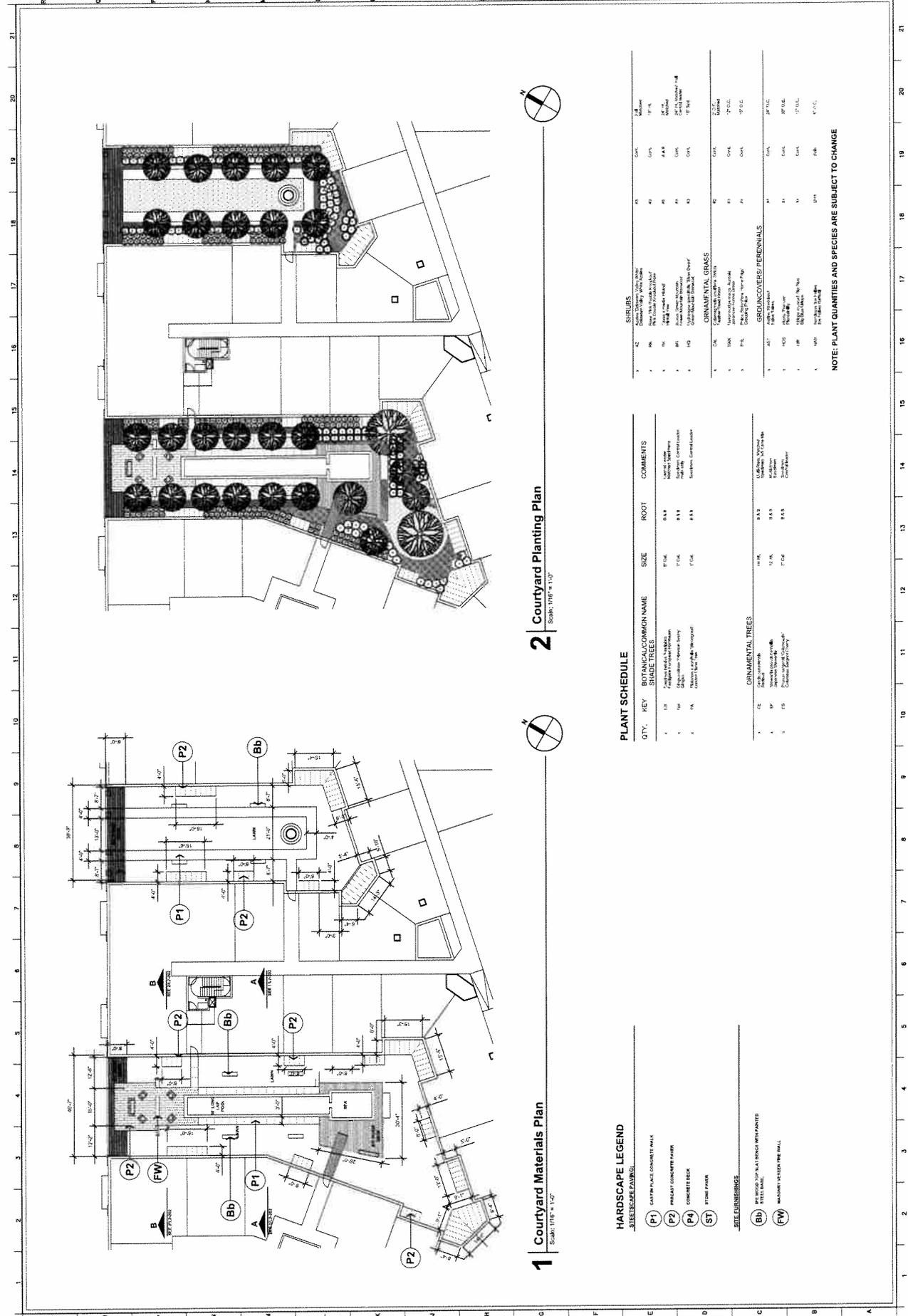
21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1



1 | Troy Street Drop-Off Section  
Scale: 1/8" = 1'-0"

2 | Entry Plaza Section (Outside)  
Scale: 1/8" = 1'-0"

3 | Entry Plaza Section (Inside)  
Scale: 1/8" = 1'-0"



**1** Courtyard Materials Plan  
Scale: 1/16" = 1'-0"

**2** Courtyard Planting Plan  
Scale: 1/16" = 1'-0"

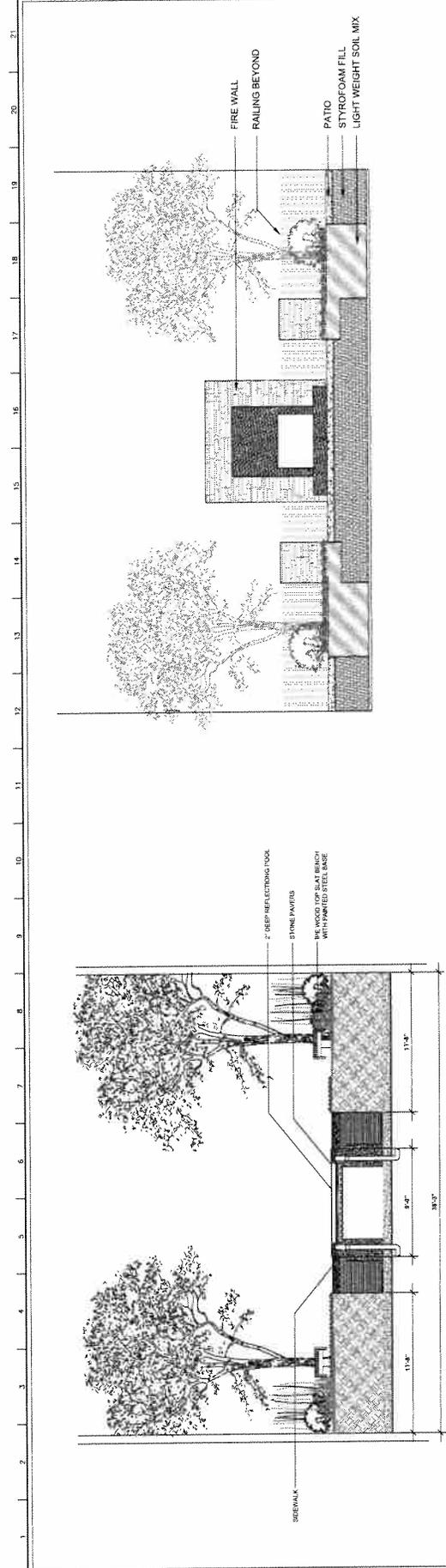
**HARDSCAPE LEGEND**

- STREETSCAPE PAVING
- P1 CAST IN PLACE CONCRETE WALK
- P2 PRECAST CONCRETE PAVES
- P3 CONCRETE DECK
- P4 STONE PAVES
- SITE FURNISHINGS
- B1 BRICK PAVING
- B2 BRICK PAVING
- B3 BRICK PAVING
- B4 BRICK PAVING
- B5 BRICK PAVING
- B6 BRICK PAVING
- B7 BRICK PAVING
- B8 BRICK PAVING
- B9 BRICK PAVING
- B10 BRICK PAVING
- B11 BRICK PAVING
- B12 BRICK PAVING
- B13 BRICK PAVING
- B14 BRICK PAVING
- B15 BRICK PAVING
- B16 BRICK PAVING
- B17 BRICK PAVING
- B18 BRICK PAVING
- B19 BRICK PAVING
- B20 BRICK PAVING
- B21 BRICK PAVING
- B22 BRICK PAVING
- B23 BRICK PAVING
- B24 BRICK PAVING
- B25 BRICK PAVING
- B26 BRICK PAVING
- B27 BRICK PAVING
- B28 BRICK PAVING
- B29 BRICK PAVING
- B30 BRICK PAVING
- B31 BRICK PAVING
- B32 BRICK PAVING
- B33 BRICK PAVING
- B34 BRICK PAVING
- B35 BRICK PAVING
- B36 BRICK PAVING
- B37 BRICK PAVING
- B38 BRICK PAVING
- B39 BRICK PAVING
- B40 BRICK PAVING
- B41 BRICK PAVING
- B42 BRICK PAVING
- B43 BRICK PAVING
- B44 BRICK PAVING
- B45 BRICK PAVING
- B46 BRICK PAVING
- B47 BRICK PAVING
- B48 BRICK PAVING
- B49 BRICK PAVING
- B50 BRICK PAVING
- B51 BRICK PAVING
- B52 BRICK PAVING
- B53 BRICK PAVING
- B54 BRICK PAVING
- B55 BRICK PAVING
- B56 BRICK PAVING
- B57 BRICK PAVING
- B58 BRICK PAVING
- B59 BRICK PAVING
- B60 BRICK PAVING
- B61 BRICK PAVING
- B62 BRICK PAVING
- B63 BRICK PAVING
- B64 BRICK PAVING
- B65 BRICK PAVING
- B66 BRICK PAVING
- B67 BRICK PAVING
- B68 BRICK PAVING
- B69 BRICK PAVING
- B70 BRICK PAVING
- B71 BRICK PAVING
- B72 BRICK PAVING
- B73 BRICK PAVING
- B74 BRICK PAVING
- B75 BRICK PAVING
- B76 BRICK PAVING
- B77 BRICK PAVING
- B78 BRICK PAVING
- B79 BRICK PAVING
- B80 BRICK PAVING
- B81 BRICK PAVING
- B82 BRICK PAVING
- B83 BRICK PAVING
- B84 BRICK PAVING
- B85 BRICK PAVING
- B86 BRICK PAVING
- B87 BRICK PAVING
- B88 BRICK PAVING
- B89 BRICK PAVING
- B90 BRICK PAVING
- B91 BRICK PAVING
- B92 BRICK PAVING
- B93 BRICK PAVING
- B94 BRICK PAVING
- B95 BRICK PAVING
- B96 BRICK PAVING
- B97 BRICK PAVING
- B98 BRICK PAVING
- B99 BRICK PAVING
- B100 BRICK PAVING

**PLANT SCHEDULE**

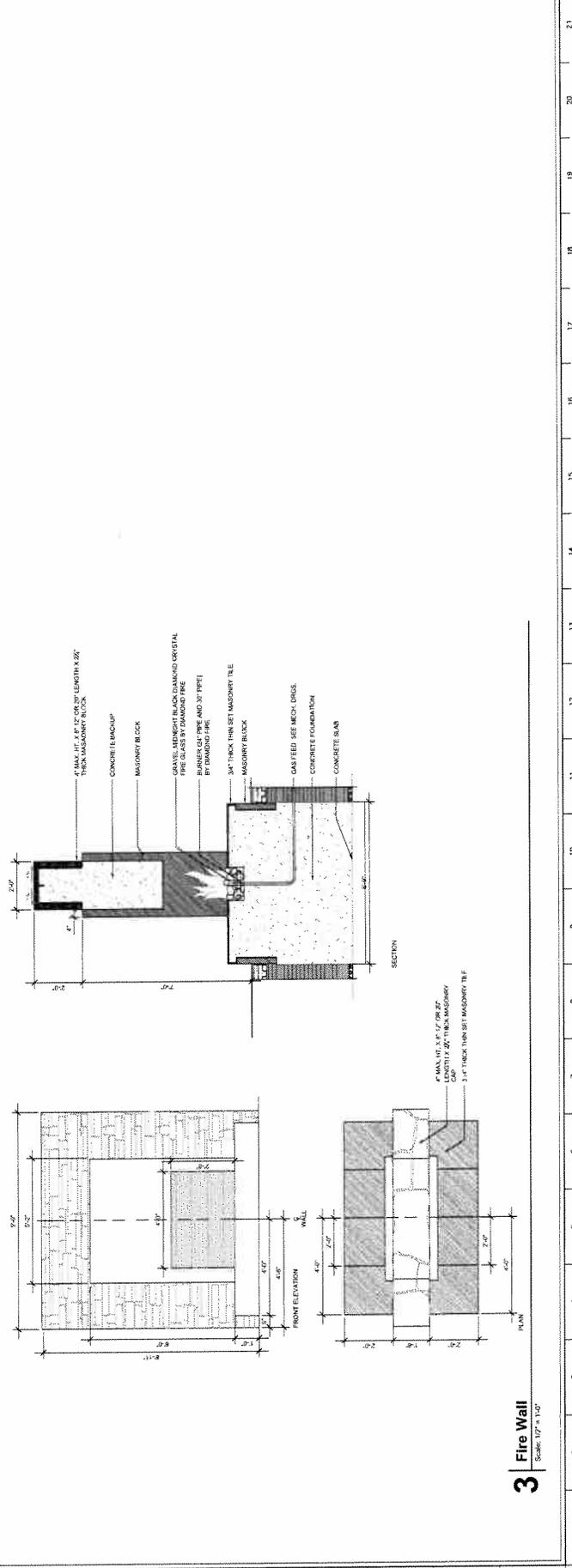
QTY.	KEY	BOTANICAL COMMON NAME	SIZE	ROOT	COMMENTS
1	S1	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S2	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S3	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S4	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S5	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S6	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S7	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S8	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S9	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S10	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S11	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S12	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S13	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S14	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S15	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S16	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S17	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S18	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S19	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S20	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S21	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S22	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S23	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S24	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S25	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S26	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S27	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S28	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S29	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S30	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S31	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S32	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S33	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S34	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S35	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S36	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S37	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S38	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S39	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S40	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S41	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S42	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S43	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S44	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S45	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S46	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S47	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S48	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S49	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S50	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S51	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S52	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S53	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S54	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S55	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S56	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S57	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S58	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S59	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S60	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S61	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S62	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S63	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S64	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S65	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S66	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S67	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S68	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S69	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S70	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S71	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S72	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S73	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S74	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S75	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S76	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S77	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S78	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S79	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S80	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S81	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S82	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S83	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S84	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S85	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S86	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S87	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S88	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S89	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S90	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S91	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S92	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S93	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S94	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S95	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S96	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S97	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S98	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S99	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden
1	S100	Japanese Red Cedar	12" x 12"	S 1.1	Vertical Garden

NOTE: PLANT QUANTITIES AND SPECIES ARE SUBJECT TO CHANGE

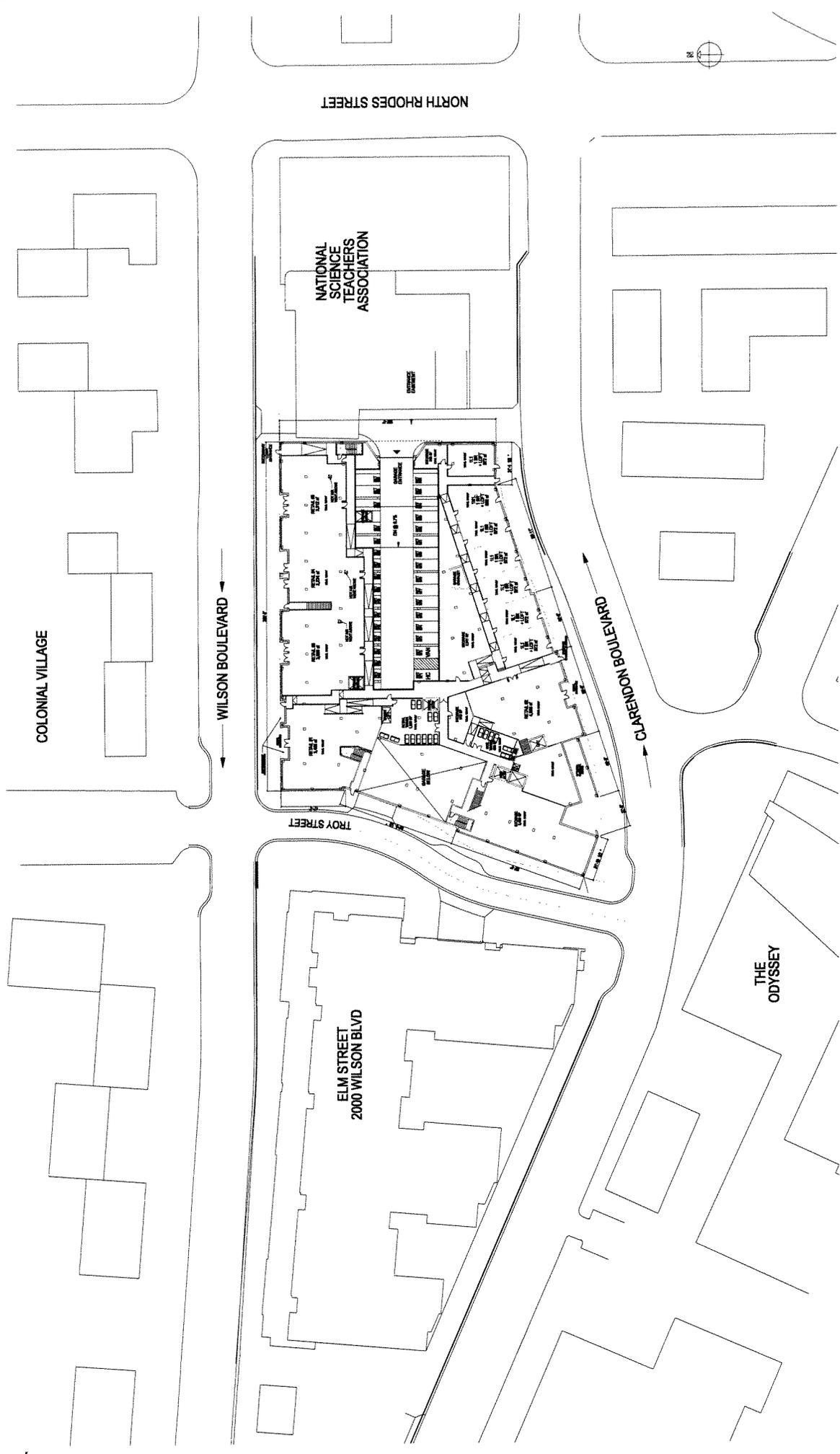


**1 East Courtyard Section A-A**  
Scale: 1/4" = 1'-0"

**2 East Courtyard Section B-B**  
Scale: 1/4" = 1'-0"



**3 Fire Wall**  
Scale: 1/4" = 1'-0"



APRIL 23, 2010

LOWER GROUND FLOOR PLAN IN CONTEXT A-1

4.1 REVISION SUBMISSION

# 1900 WILSON BLVD

© 2008 Torti Gallas and Partners, Inc. | 1300 Spring Street, 4th Floor, Silver Spring, Maryland 20910 301.588.4800

**ZOM MID-ATLANTIC**  
**TORTI GALLAS AND PARTNERS, INC.**

COLONIAL VILLAGE

WILSON BOULEVARD

NORTH RHODES STREET

NATIONAL SCIENCE TEACHERS ASSOCIATION

TROY STREET

ELM STREET  
2000 WILSON BLVD

CLAYTON BOULEVARD

THE ODYSSEY

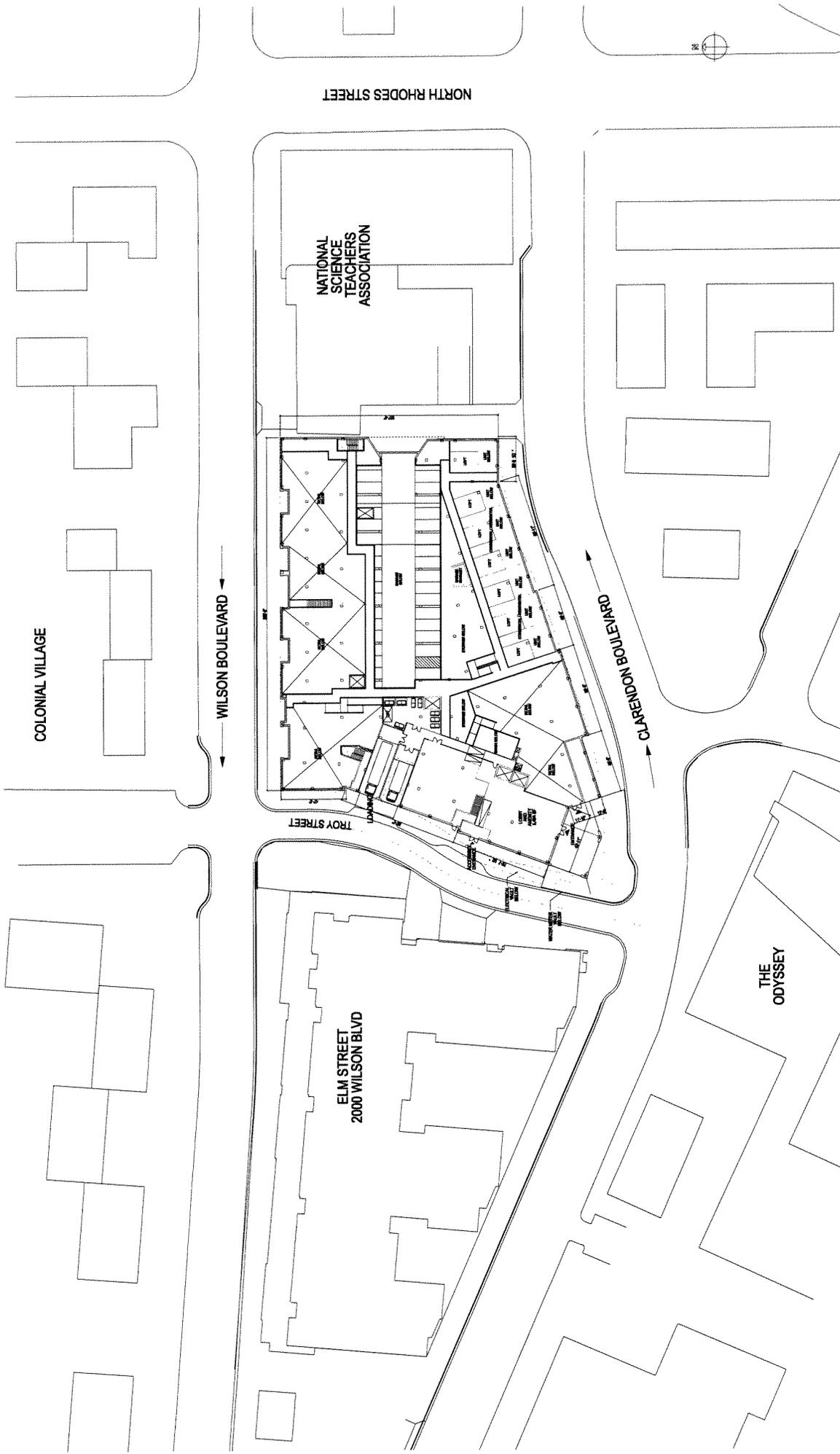


4.1 REVISION SUBMISSION

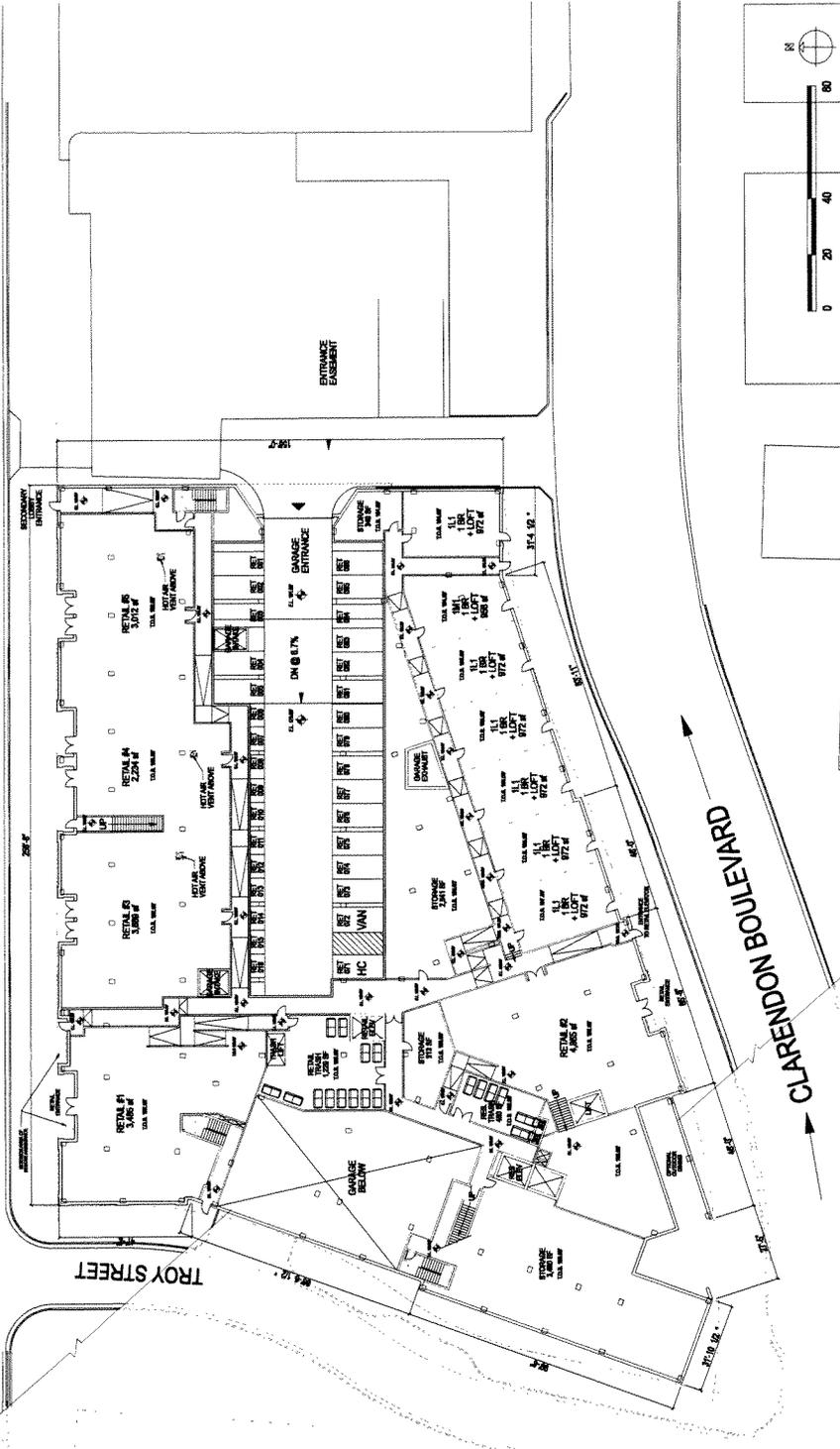
© 2008 Torti Gallas and Partners, Inc. | 1300 Spring Street, 4th Floor, Silver Spring, Maryland 20910 301.588.4800

ZOM MID-ATLANTIC  
TORTI GALLAS AND PARTNERS, INC.

1900 WILSON BLVD

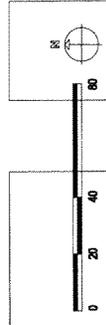


WILSON BOULEVARD

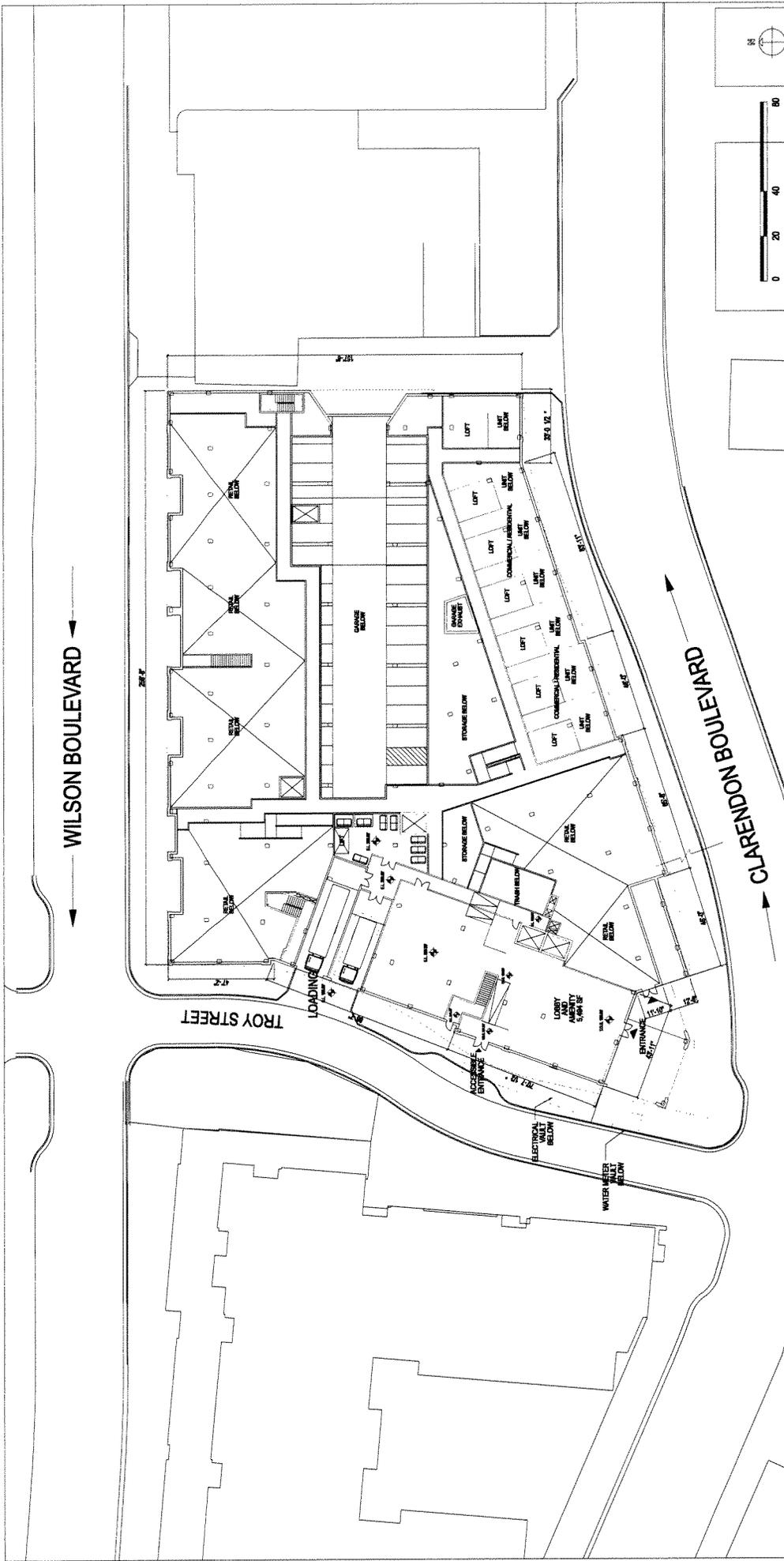


TROY STREET

CLARENCE BOULEVARD



4.1 REVISION SUBMISSION

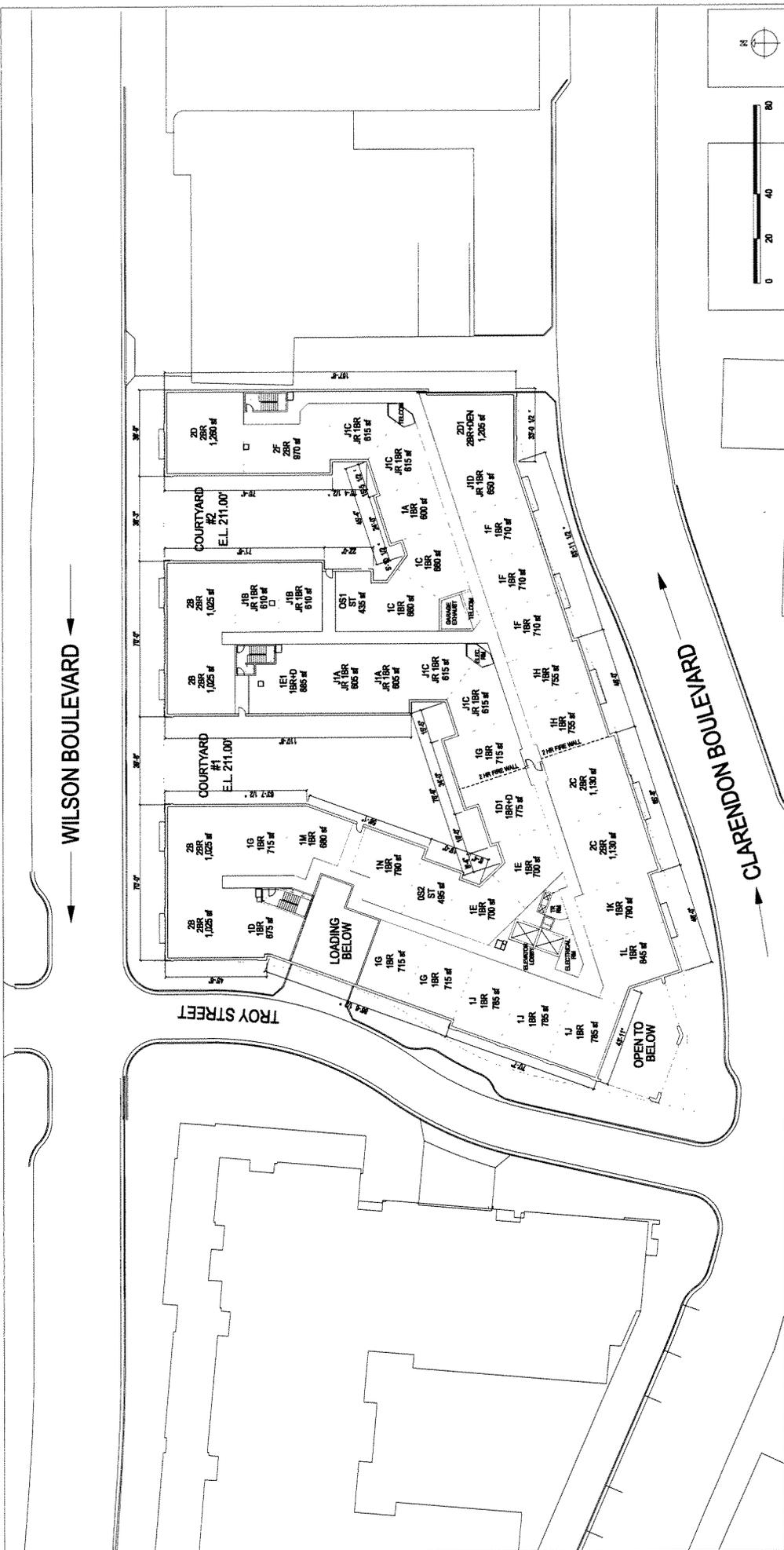


APRIL 23, 2010  
 UPPER FIRST FLOOR PLAN A-4  
 1900 WILSON BLVD

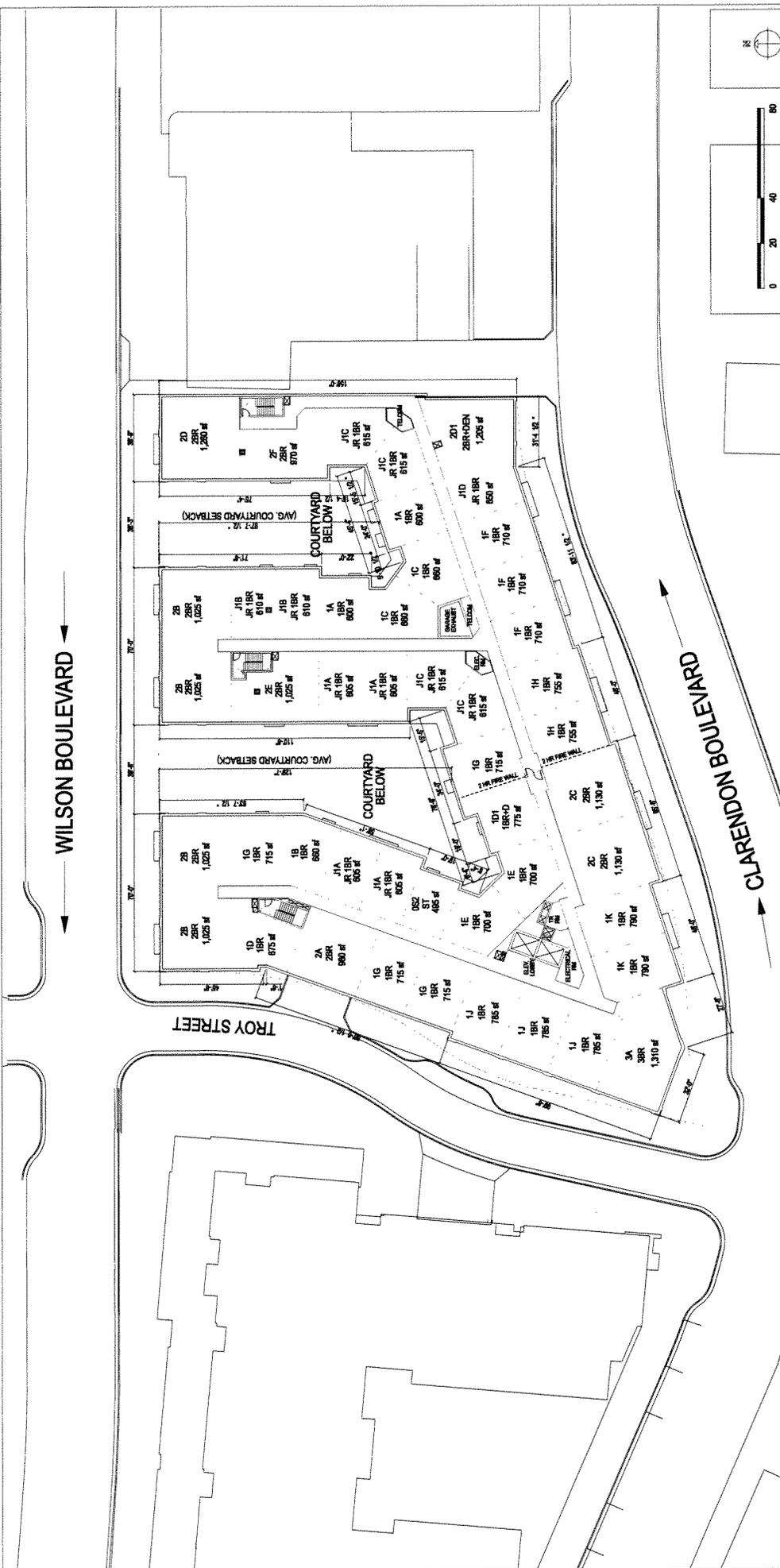
4.1 REVISION SUBMISSION

© 2008 Torti Gallas and Partners, Inc. | 1300 Spring Street, 4th Floor, Silver Spring, Maryland 20910 301.588.4800

**ZOM MID-ATLANTIC**  
 TORTI GALLAS AND PARTNERS, INC.



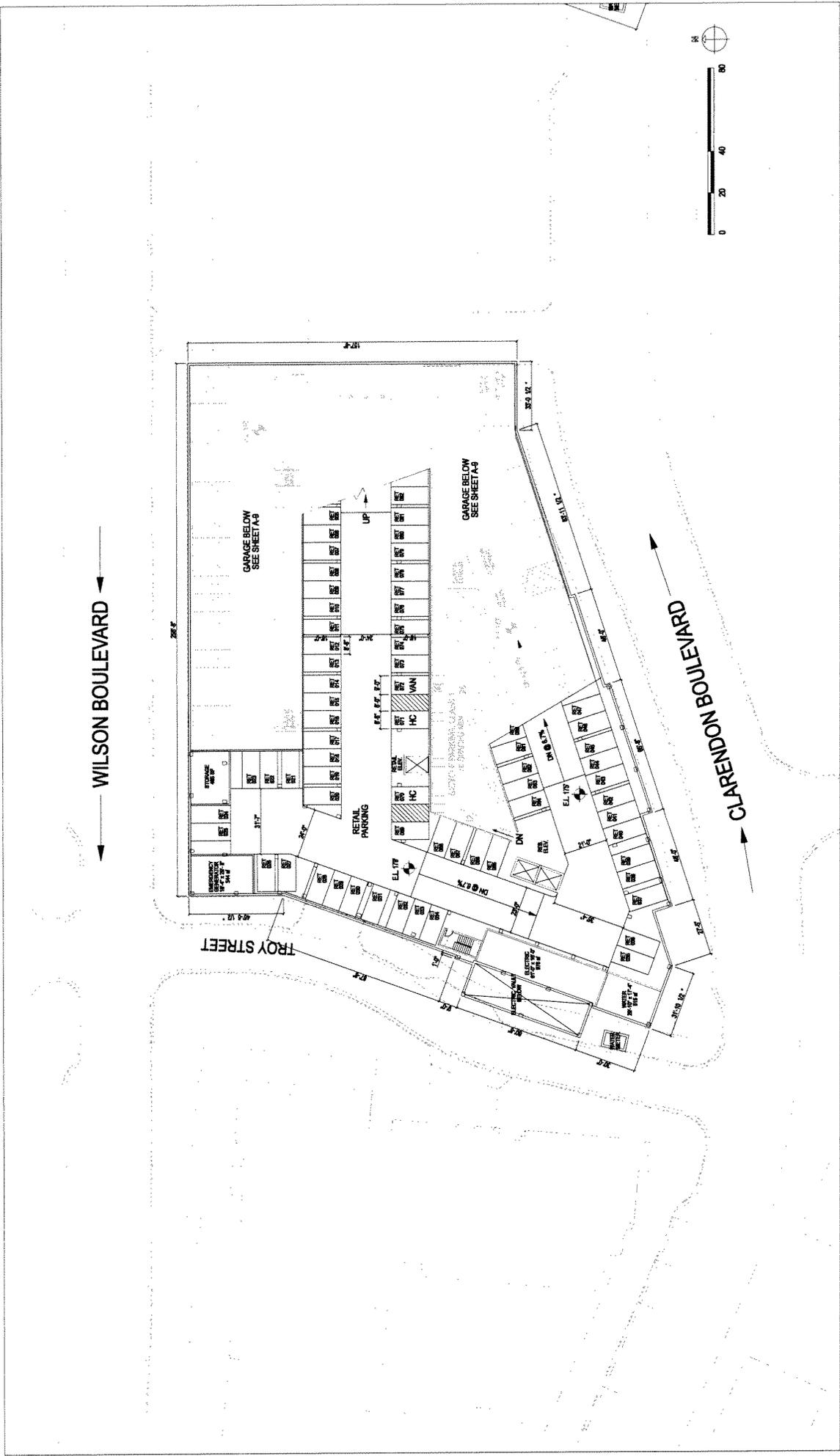
4.1 REVISION SUBMISSION



4.1 REVISION SUBMISSION

1900 WILSON BLVD





← WILSON BOULEVARD →

← CLARENDON BOULEVARD →

GARAGE BELOW  
SEE SHEET A-8

GARAGE BELOW  
SEE SHEET A-9

RETAIL  
PARKING

STREET

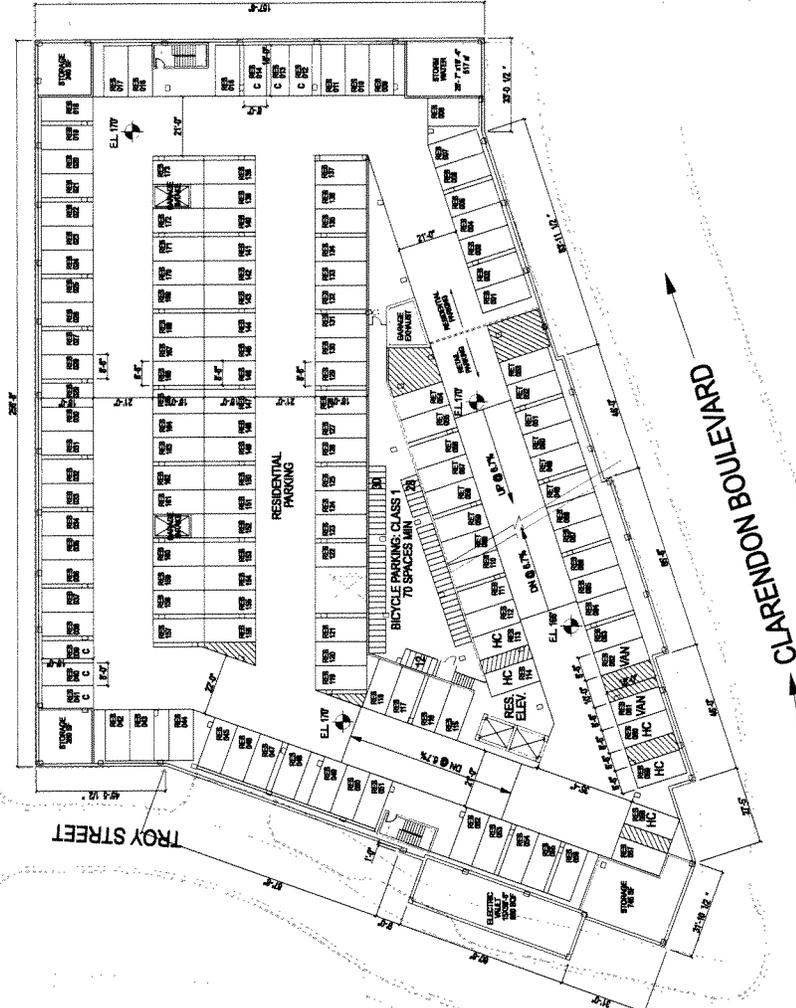
APRIL 23, 2010  
GARAGE LEVEL 1 FLOOR PLAN A-8  
1900 WILSON BLVD

4.1 REVISION SUBMISSION

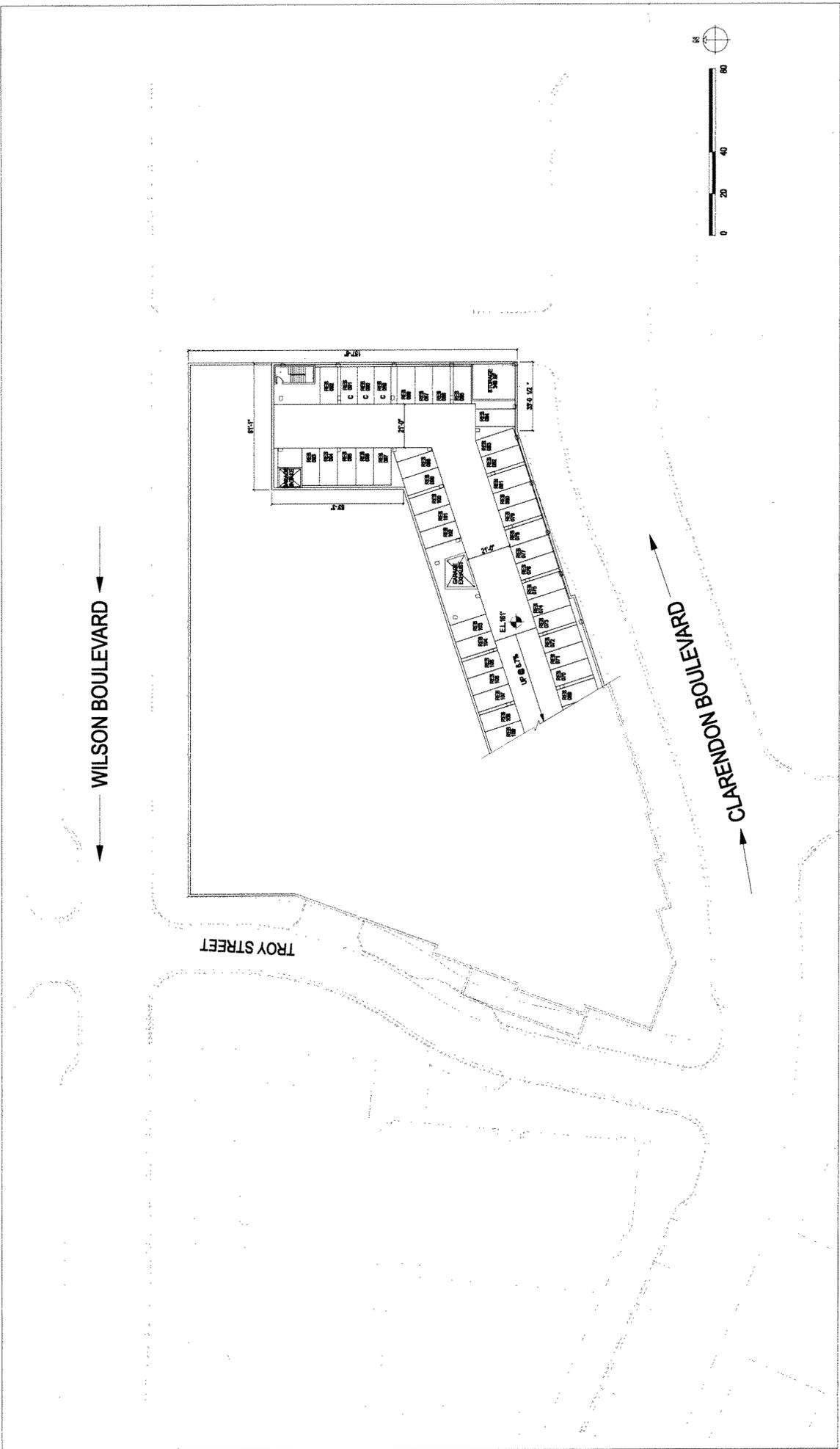
© 2008 Torti Gallas and Partners, Inc. | 1300 Spring Street, 4th Floor, Silver Spring, Maryland 20910 301.588.4800

ZOM MID-ATLANTIC  
TORTI GALLAS AND PARTNERS, INC.

← WILSON BOULEVARD →



4.1 REVISION SUBMISSION

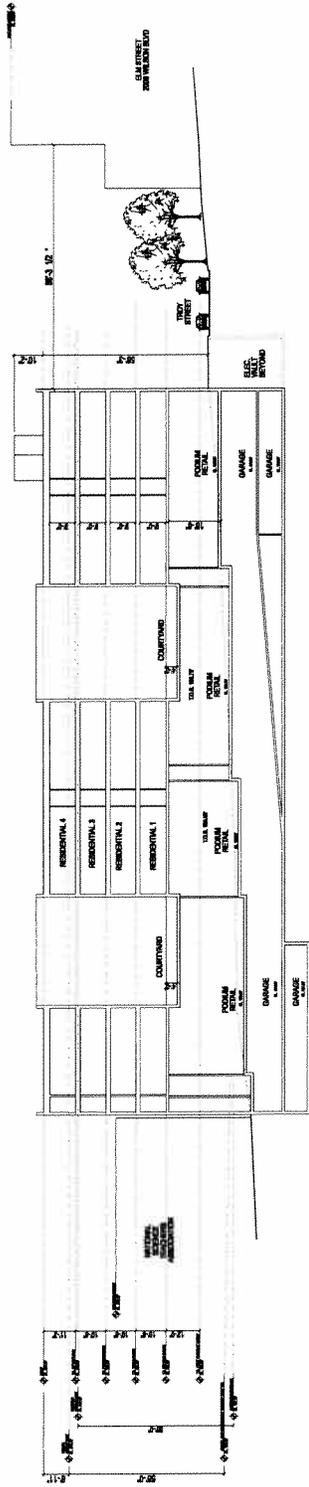


APRIL 23, 2010  
 GARAGE LEVEL 2A FLOOR PLAN A-10  
 1900 WILSON BLVD

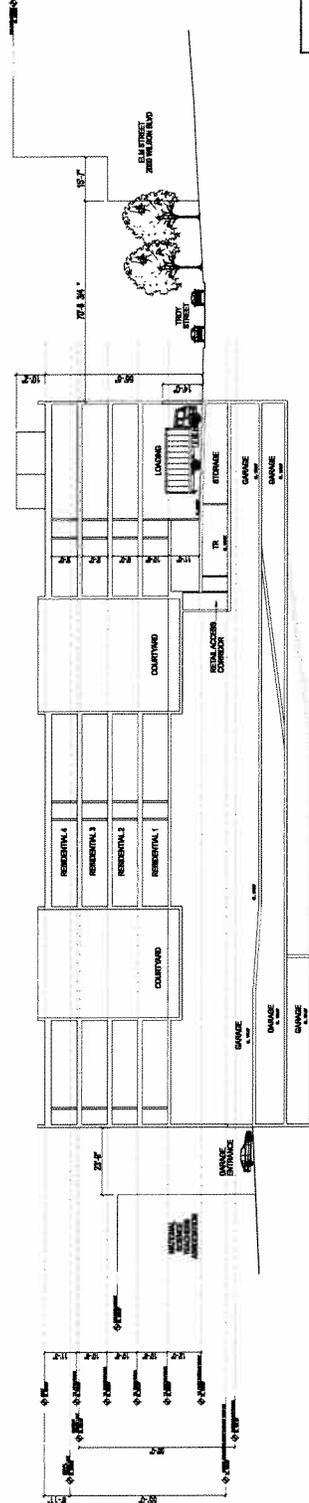
4.1 REVISION SUBMISSION

© 2008 Torti Gallas and Partners, Inc. | 1300 Spring Street, 4th Floor, Silver Spring, Maryland 20910 301.588.4800

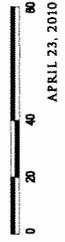
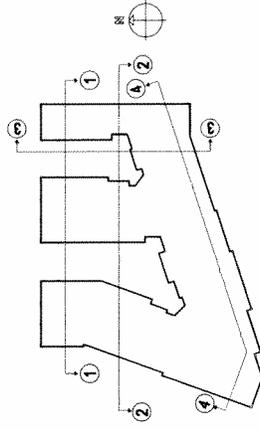
**ZOM MID-ATLANTIC**  
 TORTI GALLAS AND PARTNERS, INC.



1 SECTION #1  
SECTION ALONG WILSON BLVD



2 SECTION #2  
SECTION THROUGH GARAGE



BUILDING SECTIONS A-11

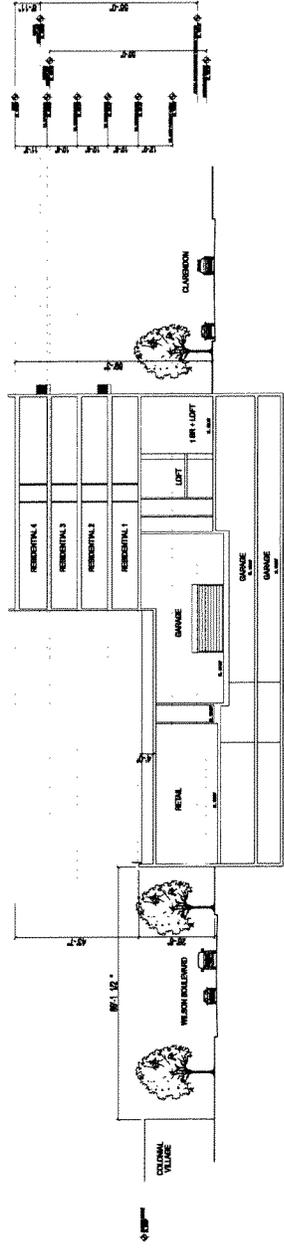
1900 WILSON BLVD

4.1 REVISION SUBMISSION

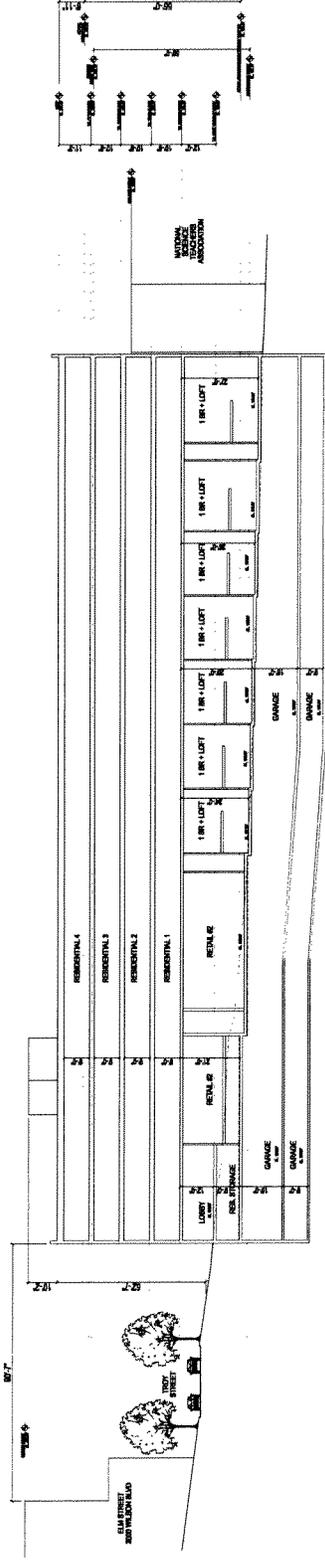
© 2008 Torti Gallas and Partners, Inc. | 1300 Spring Street, 4th Floor, Silver Spring, Maryland 20910 301.588.4800

ZOM MID-ATLANTIC  
TORTI GALLAS AND PARTNERS, INC.

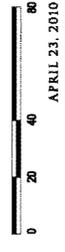




1 SECTION #3  
SECTION THROUGH COURTYARD



2 SECTION #4  
SECTION ALONG CLARENCON



APRIL 23, 2010

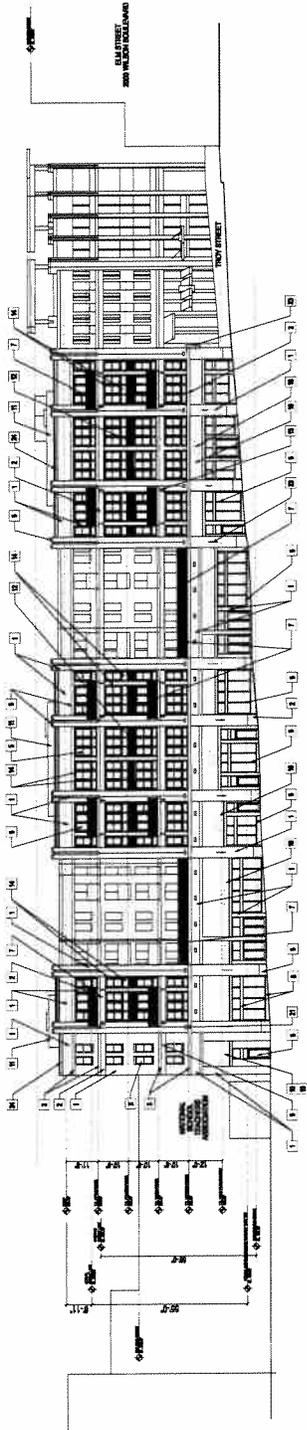
BUILDING SECTIONS A-12

4.1 REVISION SUBMISSION

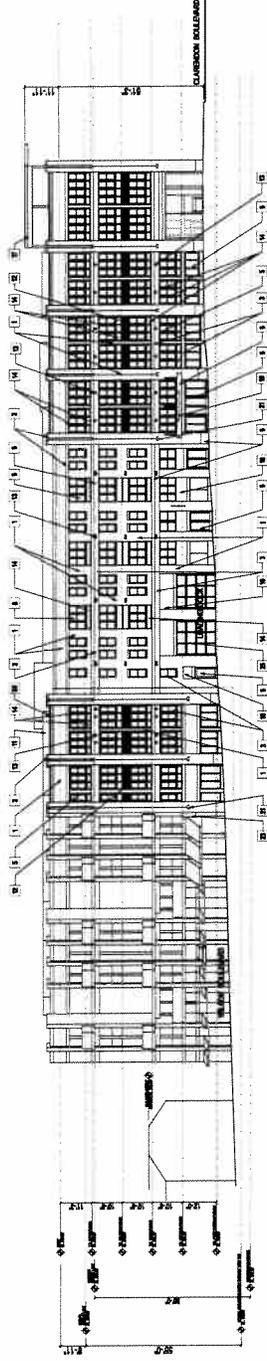
© 2008 Torti Gallas and Partners, Inc. | 1300 Spring Street, 4th Floor, Silver Spring, Maryland 20910 301.588.4800

ZOM MID-ATLANTIC  
TORTI GALLAS AND PARTNERS, INC.

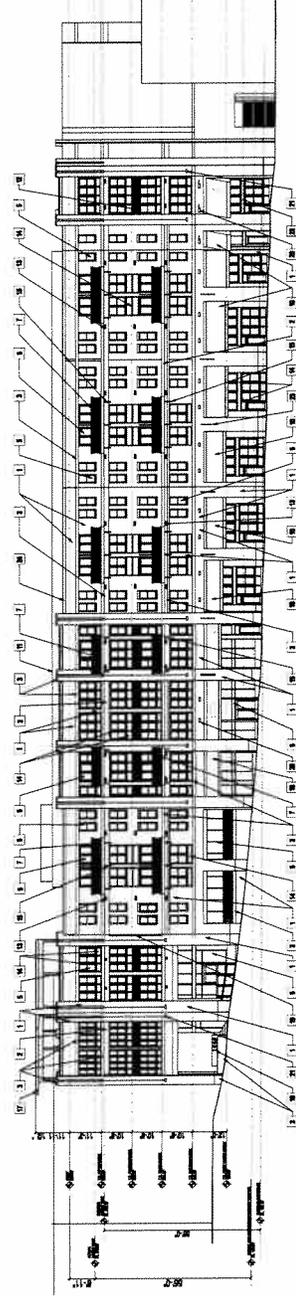
1900 WILSON BLVD



1 WILSON BOULEVARD ELEVATION



2 TROY STREET ELEVATION



3 CLARENDON BOULEVARD ELEVATION

**MATERIALS LEGEND**

1	MASONRY #1
2	MASONRY #2
3	MASONRY #3
4	MASONRY #4
5	PRE-FINISHED ALUMINUM WINDOW
6	PRE-FINISHED ALUMINUM DOOR
7	PRE-FINISHED ALUMINUM PANEL
8	PRE-FINISHED ALUMINUM EXTENSION SYSTEM
9	ALUMINUM CHAIR
10	FRISCO BRASS
11	METAL LATH
12	METAL LATH
13	DRYER VENT / BRICK VENT
14	PIERCE CONCRETE BOARD / TRIM
15	METAL BRACKET
16	COMPLICATED METAL SHEET
17	METAL TRUSS
18	METAL ANCHOR BRIDGE
19	ALUMINUM BRIDGE
20	BRIDGE
21	ROLL UP METAL DOOR
22	METAL CLADDING
23	METAL CLADDING
24	ROLL UP GLASS DOOR



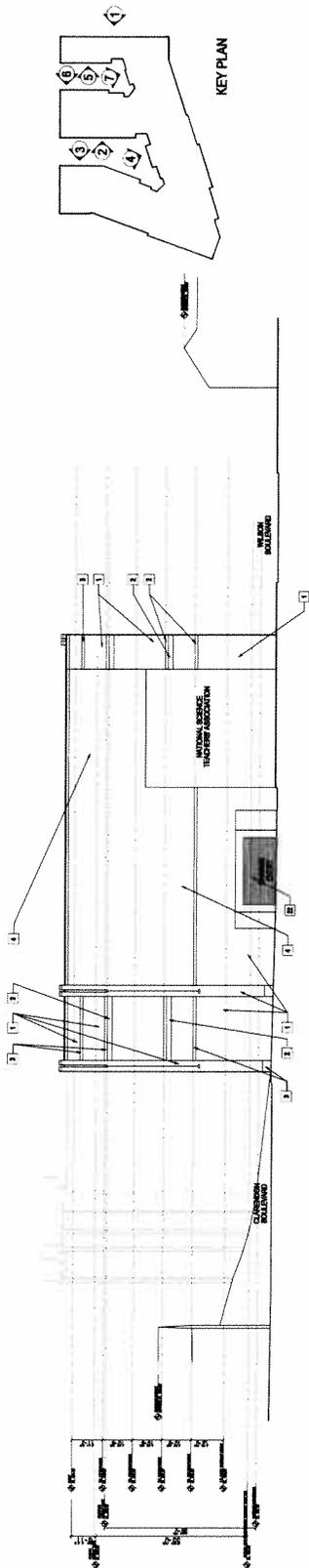
ELEVATIONS A-13  
1900 WILSON BLVD

4.1 REVISION SUBMISSION

© 2008 Torti Gallas and Partners, Inc. | 1300 Spring Street, 4th Floor, Silver Spring, Maryland 20910 301.588.4800

ZOM MID-ATLANTIC  
TORTI GALLAS AND PARTNERS, INC.

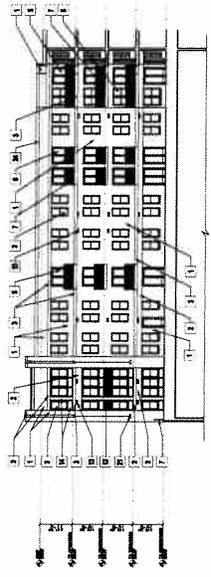




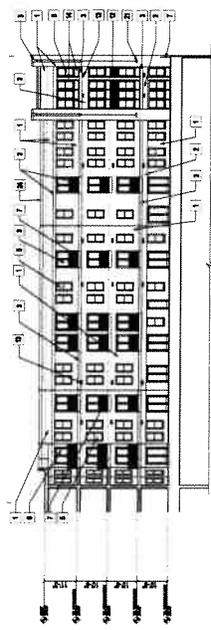
**MATERIALS LEGEND**

1	INDUMENT #1
2	INDUMENT #2
3	INDUMENT #3
4	INDUMENT #4
5	PRE-FINISHED ALUMINUM WINDOW
6	PRE-FINISHED ALUMINUM DOOR
7	PRE-FINISHED ALUMINUM PANEL
8	PRE-FINISHED ALUMINUM STORAGE SYSTEM
9	ALUMINUM CORNER
10	FABRIC PANELS
11	METAL BLADE BRACKET
12	COVER GLAZING SYSTEM
13	FRAME CURTAIN BOARD (FRAM)
14	METAL WINDOW
15	CONCRETE/STEEL SHEET
16	METAL SHELL
17	METAL BRASS FINISH
18	ALUMINUM BRASS
19	GLASS SYSTEM
20	ROOFING
21	ROLL UP METAL DOOR
22	METAL BLADE BRASS
23	METAL CORNER
24	ROLL UP PLAIN DOOR

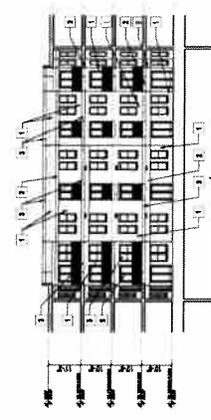
1 EAST ELEVATION



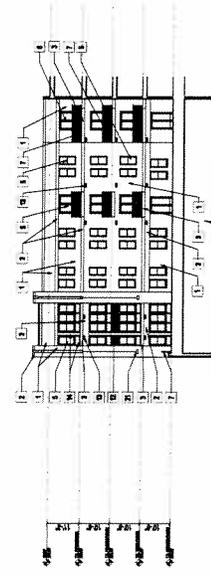
2 COURTYARD 1 EAST ELEVATION



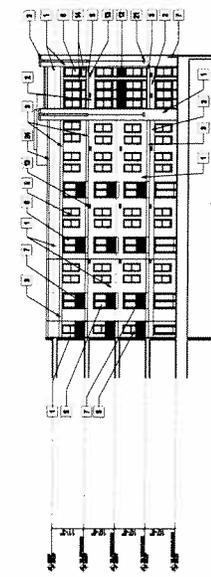
3 COURTYARD 1 WEST ELEVATION



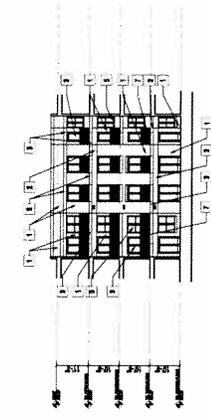
4 COURTYARD 1 SOUTH ELEVATION



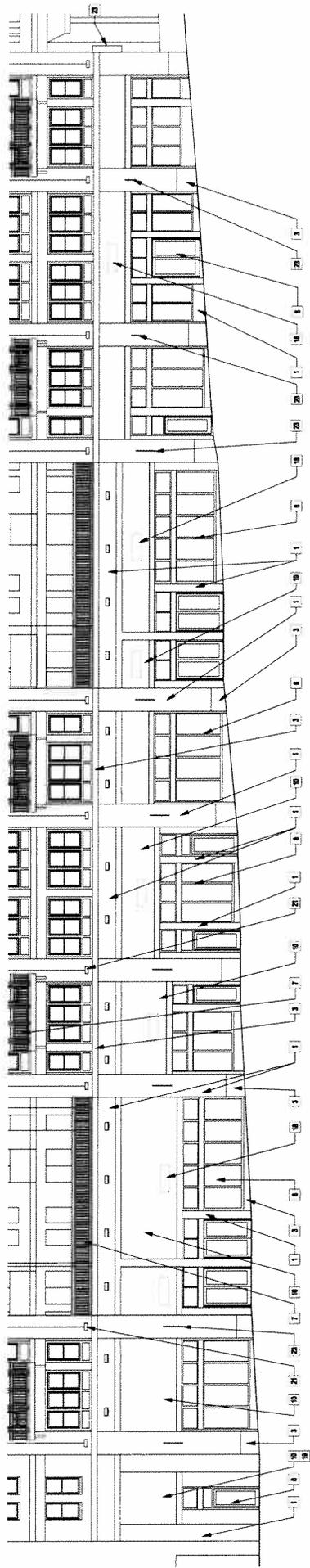
5 COURTYARD 2 EAST ELEVATION



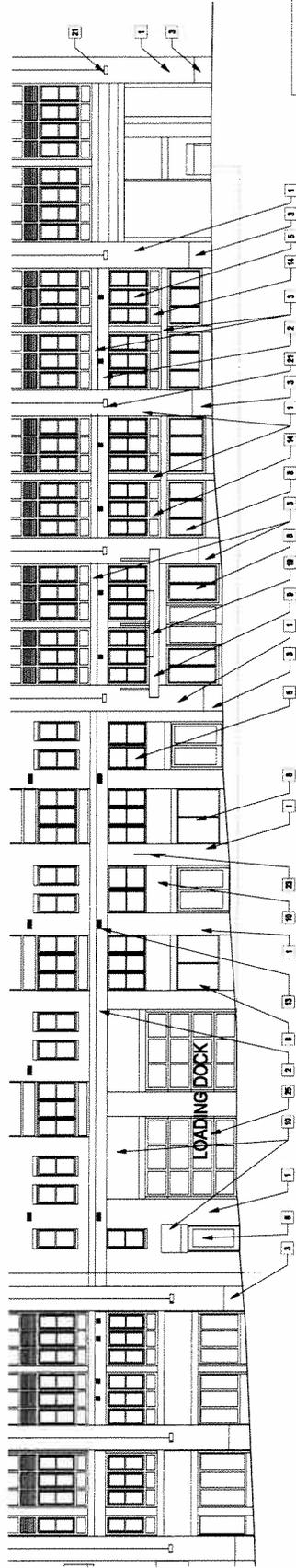
6 COURTYARD 2 WEST ELEVATION



7 COURTYARD 2 SOUTH ELEVATION



1 WILSON STREET FRONTAGE - ENLARGED ELEVATION



2 TROY STREET FRONTAGE - ENLARGED ELEVATION

**MATERIALS LEGEND**

- 1 UNFINISHED CONCRETE
- 2 UNFINISHED CONCRETE
- 3 UNFINISHED CONCRETE
- 4 UNFINISHED CONCRETE
- 5 UNFINISHED CONCRETE
- 6 UNFINISHED CONCRETE
- 7 UNFINISHED CONCRETE
- 8 UNFINISHED CONCRETE
- 9 UNFINISHED CONCRETE
- 10 UNFINISHED CONCRETE
- 11 UNFINISHED CONCRETE
- 12 UNFINISHED CONCRETE
- 13 UNFINISHED CONCRETE
- 14 UNFINISHED CONCRETE
- 15 UNFINISHED CONCRETE
- 16 UNFINISHED CONCRETE
- 17 UNFINISHED CONCRETE
- 18 UNFINISHED CONCRETE
- 19 UNFINISHED CONCRETE
- 20 UNFINISHED CONCRETE
- 21 UNFINISHED CONCRETE
- 22 UNFINISHED CONCRETE
- 23 UNFINISHED CONCRETE
- 24 UNFINISHED CONCRETE
- 25 UNFINISHED CONCRETE

APRIL 23, 2010  
 ENLARGED ELEVATIONS A-15

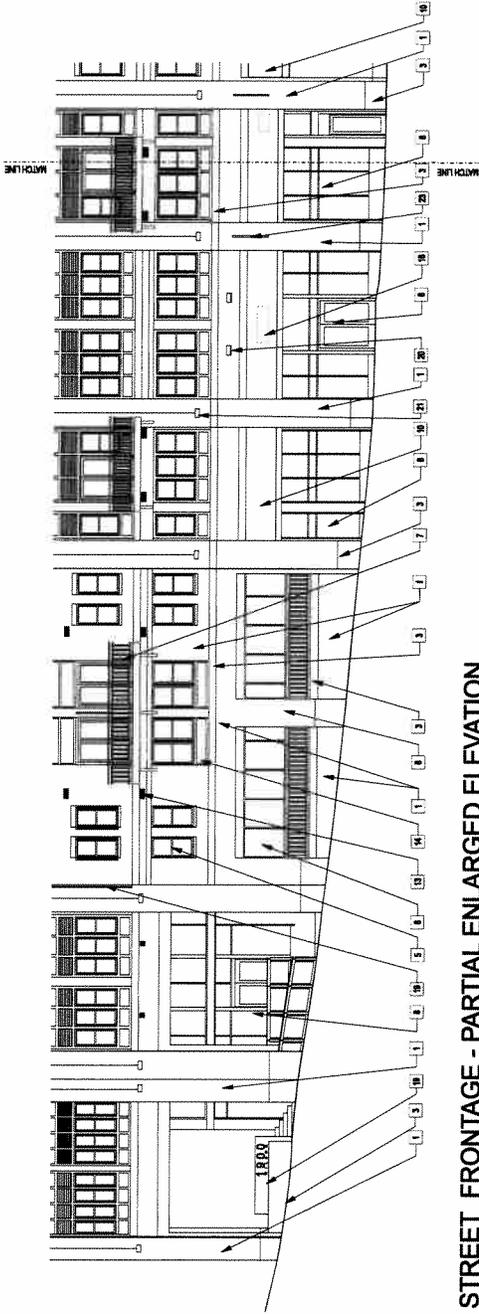
1900 WILSON BLVD

4.1 REVISION SUBMISSION

© 2008 Torti Gallas and Partners, Inc. | 1300 Spring Street, 4th Floor, Silver Spring, Maryland 20910 301.588.4800

ZOM MID-ATLANTIC  
 TORTI GALLAS AND PARTNERS, INC.





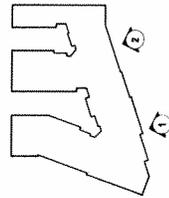
1 CLARENDON STREET FRONTAGE - PARTIAL ENLARGED ELEVATION

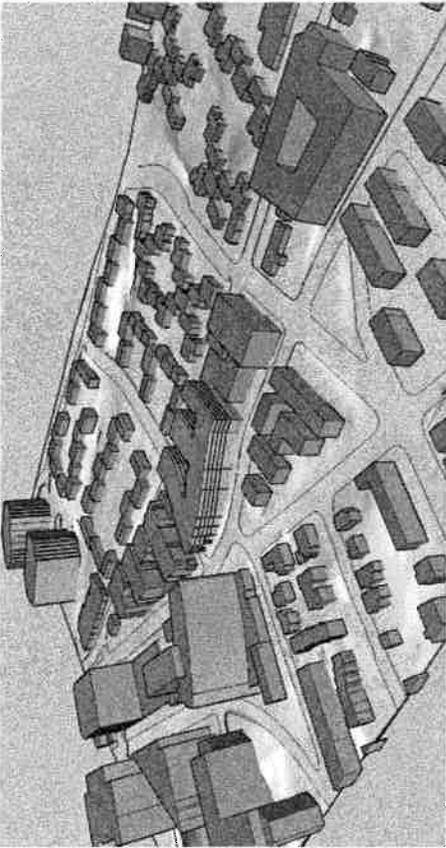


2 CLARENDON STREET FRONTAGE - PARTIAL ENLARGED ELEVATION

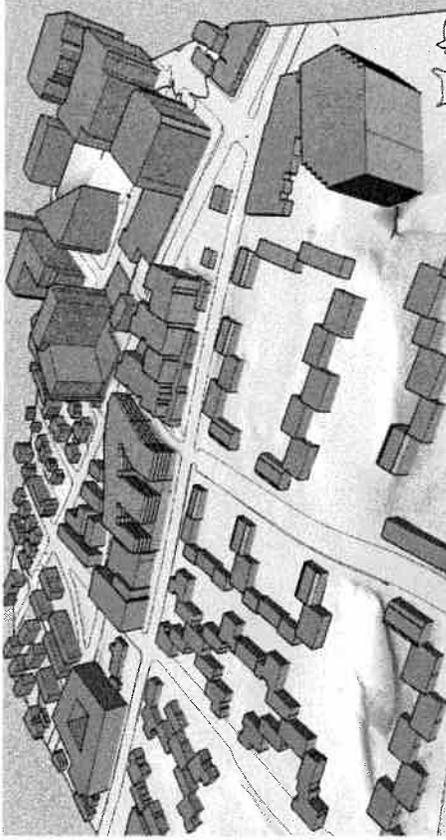
**MATERIALS LEGEND**

1	WOODEN DECK
2	WOODEN FLOOR
3	WOODEN WALL
4	WOODEN CEILING
5	WOODEN ROOF
6	WOODEN TRUSS
7	WOODEN JOIST
8	WOODEN RAFTER
9	WOODEN BRACE
10	WOODEN STUD
11	WOODEN BATTEN
12	WOODEN SILL
13	WOODEN CASE
14	WOODEN LINEN
15	WOODEN TRIM
16	WOODEN FINISH
17	WOODEN STAIR
18	WOODEN RAMP
19	WOODEN BALCONY
20	WOODEN FENCE
21	WOODEN GATE
22	WOODEN DOOR
23	WOODEN WINDOW
24	WOODEN SHUTTER
25	WOODEN BLIND
26	WOODEN LANTERN
27	WOODEN SIGN
28	WOODEN LETTER
29	WOODEN MARK
30	WOODEN SYMBOL
31	WOODEN CHARACTER
32	WOODEN PUNCTUATION
33	WOODEN SPACE
34	WOODEN TAB
35	WOODEN BRACKET
36	WOODEN CORNER
37	WOODEN END
38	WOODEN POINT
39	WOODEN LINE
40	WOODEN CURVE
41	WOODEN ANGLE
42	WOODEN ARC
43	WOODEN SPHERE
44	WOODEN CYLINDER
45	WOODEN CONE
46	WOODEN PYRAMID
47	WOODEN PRISM
48	WOODEN CUBE
49	WOODEN RECTANGLE
50	WOODEN SQUARE
51	WOODEN TRIANGLE
52	WOODEN QUADRANGLE
53	WOODEN PENTAGON
54	WOODEN HEXAGON
55	WOODEN SEPTAGON
56	WOODEN OCTAGON
57	WOODEN NONAGON
58	WOODEN DECAGON
59	WOODEN UNDECAGON
60	WOODEN DODECAGON

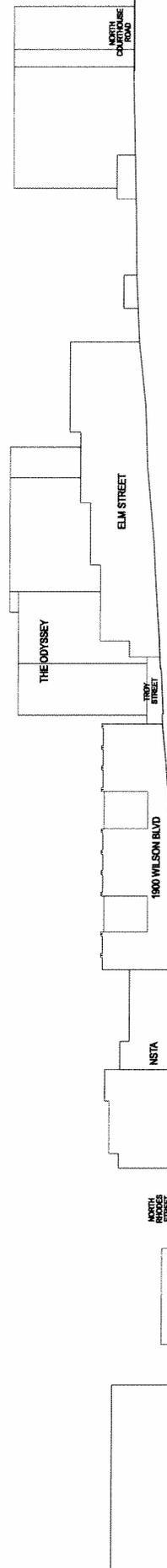




VIEW LOOKING NORTH WEST

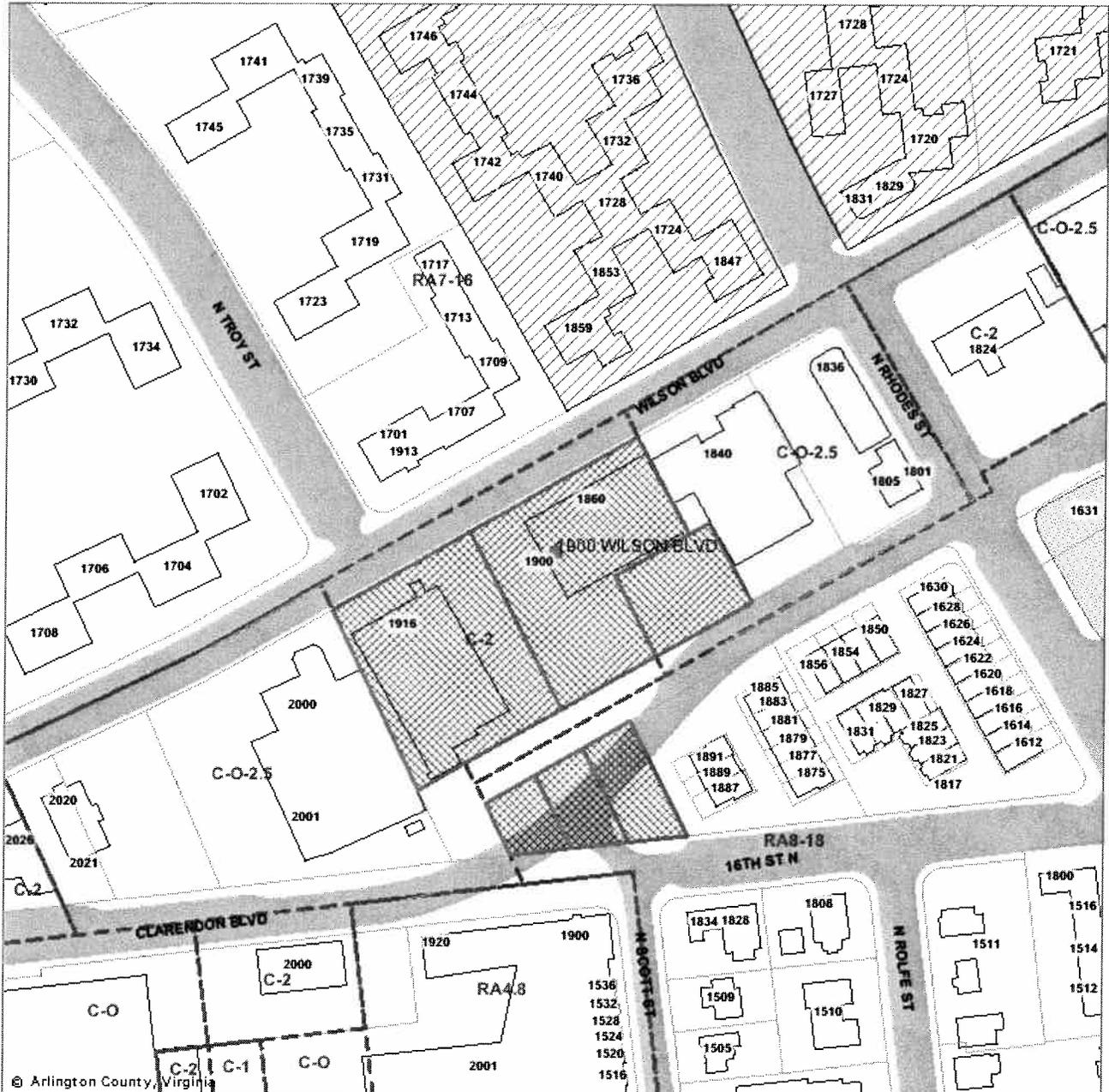


VIEW LOOKING SOUTH EAST



WILSON BOULEVARD STREET ELEVATION



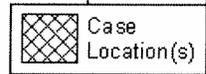


**SP#411**  
**1900 and 1916 Wilson Boulevard**  
**RPC: 17-001-006, -007, -008, -017, -018, and -019**

Note: These maps are for property location assistance only.  
 They may not represent the latest survey and other information.



Not To Scale



Department of Community Planning, Housing and Development

Planning Division