

**SITE PLAN REVIEW COMMITTEE  
MEETING AGENDA**

**DATE:** Monday, July 30, 2012  
**TIME:** 7:00 – 10:00 p.m.  
**PLACE:** Courthouse Plaza Room 311  
2100 Clarendon Boulevard  
Arlington, VA 22201

**SPRC STAFF COORDINATOR:** Samia Byrd, 703-228-3525

- |                |                                                                                                                                                                                                   |                       |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| <b>Item 1.</b> | <b>Colony House/ 1700 Lee Highway (SP #423)</b><br>RPC# 16-025-008<br>Planning Commission and County Board meetings no earlier than September 2012.<br><i>Elizabeth Kays (CPHD Staff)</i>         | <b>7:00 – 8:30pm</b>  |
| <b>Item 2.</b> | <b>1720 S. Eads Street Rezoning and Site Plan (SP #424)</b><br>(RPC# 35-011-001)<br>Planning Commission and County Board meetings no earlier than October 2012.<br><i>Samia Byrd (CPHD Staff)</i> | <b>8:30 – 10:00pm</b> |

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

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

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

For more information on the Arlington County Planning Commission, go to their web site  
<http://www.arlingtonva.us/Departments/Commissions/plancom/PlancomMain.aspx?InsLinkId=978>

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

To view the current Site Plan Review Committee schedule, go to the web site  
[http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site\\_plans/CPHDPlanningApplicationsSPRCSchedule.aspx](http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSPRCSchedule.aspx)

**ITEM 1**  
**Colony House/1700 Lee Highway -- SP #423**  
(RPC# 16-025-008)

**AGENDA: First Meeting— April 23, 2012**

- 1) Informational Presentation
  - a) Overview of Site Plan Proposal (Staff)
  - b) Presentation of Site Plan Proposal (Applicant)
  
- 2) Land Use & Zoning
  - a) Relationship of site to GLUP, sector plans, etc.
    - i) Requested changes
    - ii) Justification of requested changes
  - b) Relationship of project to existing zoning
    - i) Requested changes
    - ii) Requested bonus density
    - iii) Requested modification of use regulations

**Agenda: Second Meeting – May 21, 2012**

- 3) Informational Presentation
  - a) Staff
  - b) Transportation items and revisions since last SPRC meeting (Applicant)
  
- 4) Site Design and Characteristics
  - a) Allocation of uses on the site
  - b) Relationship and orientation of proposed buildings to public space and other buildings
  - c) Streetscape improvements
  - d) View vistas through site
  - e) Visibility of site or buildings from significant neighboring perspectives
  - f) Historic status of any existing buildings on site
  - g) Compliance with adopted planning documents
  
- 5) Transportation
  - a) Infrastructure
    - i) Mass transit facilities and access
    - ii) Street systems (w/existing and proposed cross sections)
    - iii) Vehicular and pedestrian routes
    - iv) Bicycle routes and parking
  - b) Traffic Demand Management Plan
  - c) Automobile Parking
    - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
    - ii) Access (curb cuts, driveway & drive aisle widths)
  - d) Delivery Issues

- i) Drop offs
- ii) Loading docks
- e) Signage (parking, wayfinding, etc.)

**Agenda: Third Meeting – July 2, 2012**

- 6) Informational Presentation
  - a) Building architecture and revisions since last SPRC meeting (Applicant)
- 7) Building Architecture
  - a) Design Issues
    - i) Building form (height, massing, tapering, setbacks)
    - ii) Facade treatments, materials, fenestration
    - iii) Roof line/penthouse form and materials
    - iv) Street level activism/entrances & exits
    - v) LEED Score
    - vi) Accessibility
    - vii) Historic Preservation
  - b) Retail Spaces
    - i) Location, size, ceiling heights
    - ii) Storefront designs and transparency
    - iii) Mix of tenants (small v. large, local v. national)
  - c) Service Issues
    - i) Utility equipment
    - ii) Venting location and type
    - iii) Location and visibility of loading and trash service
    - iv) Exterior/rooftop lighting
- 8) Open Space
  - a) Orientation and use of open spaces
  - b) Relationship to scenic vistas, natural features and/or adjacent public spaces
  - c) Compliance with existing planning documents and policies
  - d) Landscape plan (incl. tree preservation)

**Agenda: Fourth Meeting – July 30, 2012**

- 9) Informational Presentation
  - a) Revisions since last meeting SPRC meeting (Applicant)
- 10) SPRC Discussion of revisions and outstanding issues
- 11) Community Benefits
  - a) Public Art
  - b) Affordable Housing
  - c) Underground Utilities

- d) Historic Preservation
- e) Other

12) Construction Issues

- i) Phasing
- ii) Vehicle staging, parking, and routing
- iii) Community Liaison

**Site Location:** 1.23 acre site is in the Rosslyn station area and is generally bounded by Lee Highway to the north, N. Quinn Street to the east, multifamily residential buildings to the south, and the Scott Street Bridge to the west.

**Applicant Information:**

**Applicant**

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**BACKGROUND:**

The applicant is requesting a General Land Use Plan (GLUP) amendment, rezoning, and associated site plan for the former Colony House site. In 2011, the site was the subject of a Long Range Planning Commission (LRPC) Special Study in response to the applicant's development application. The LRPC process resulted in a recommendation to the County Board to authorize advertising consideration of a proposed GLUP change for the site from "Low-Medium" Residential (16-36 dwelling units/acre) to either "Low" Office-Apartment-Hotel (up to 1.5 FAR for office uses; up to 72 units/acre residential; and up to 110 units/acre hotel uses) or "Medium" Residential (37-72 units/acre). The County Board voted on December 10, 2011 to authorize such advertisement to be concurrent with the rezoning and site plan application.

The applicant is also requesting a rezoning from "C-2" to "C-O-1.5", which corresponds to the proposed "Low" Office-Apartment-Hotel GLUP designation.

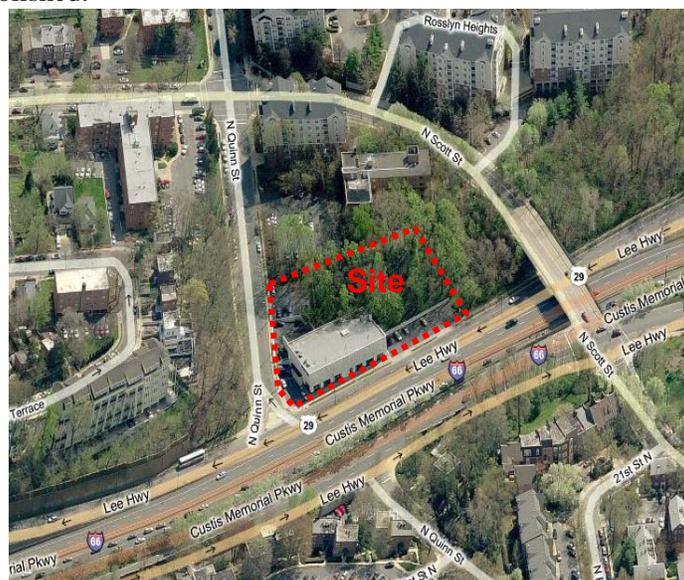
**The following provides additional information about the site and location:**

Site: The 53,636 square-foot subject site is located in the Rosslyn station area on the southwest quadrant of the Lee Highway and N. Quinn Street intersection on the block generally bounded by Lee Highway to the north, N. Quinn Street to the east, and N. Scott Street to the south and west. The surrounding land uses are as follows:

- To the north: Across Lee Highway is Interstate 66, which is VDOT right-of-way. The right-of-way is zoned “S-3A” and designated “Public” on the GLUP.
- To the west: Scott Street Bridge and a vegetated area owned by the adjacent residential building. The property is zoned “RA8-18” and designated “Low-Medium” Residential on the GLUP.
- To the east: Across N. Quinn Street, The Crestmont apartment building which is located closer to the Key Blvd. intersection. The property is zoned “RA6-15” and is designated “Low-Medium” Residential on the GLUP.
- To the south: Immediately adjacent, Rosslyn Heights (formerly Summit Village) apartment building. The property is zoned “RA6-15” and is designated “Low-Medium” Residential on the GLUP.

- Zoning: “C-2” Service Commercial – Community Business Districts
- General Land Use Plan Designation: “Low-Medium” Residential (16-36 units/acre)
- Neighborhood: The site is located within the Colonial Village Civic Association and across from the North Rosslyn and North Highland Civic Associations.

**Existing Development:** The subject site is currently developed with the former Colony House furniture store, a one-story commercial building constructed by-right in c. 1957. Under the proposed site plan, the building would be demolished.



Aerial View of Site

Source: Bing Maps

**Development Potential:**

Site Area: 53,636 sq. ft.	Density Allowed/Typical Use	Maximum Development
Existing Zoning: “C-2” By-Right	One-Family Dwellings: 6,000 s.f./lot; or Hotel: 600 sf/unit; or Commercial: 1.5 FAR	8 one-family dwellings; 89 hotel units; 80,454 s.f. GFA
Proposed Zoning: “C-O-1.5” By-Right	One-family Dwellings: 6,000 s.f./lot; or Office uses only at 0.6 FAR	8 one-family dwellings; 32,181 s.f. FAR
Proposed Zoning: “C-O-1.5” Site Plan	Commercial/office/institutional: max 1.5 FAR; Apartments at max 72 units/acre; Hotel at 110 units/acre	80,454 s.f. 88 apartment units 135 hotel units

**Proposed Development:** The following table sets forth the preliminary statistical summary for the site plan.

<b>SITE AREA</b>	53,636 sq. ft.
<b>Site Area Allocations</b>	
Hotel	53,636 sq. ft.
<b>Density</b>	
Hotel Density	168 units
Base number of units	135 units
LEED Gold Bonus (up to 0.4 FAR)	33 units
<b>“C-O-1.5” Max. Permitted Density</b>	<b>110 hotel units/acre</b>
<b>Building Height</b>	
Average Site Elevation	117.15 feet
Main Roof Elevation	205 feet
Main Roof Height	87.5 feet
Penthouse Roof Elevation	223 feet
Penthouse Height	18 feet
Number of Stories	8 stories plus 2 parking levels
<b>“C-O-1.5” Max. Permitted Bldg. Height (Site Plan)</b>	<b>10 stories</b>
<b>Parking</b>	
Total Number of Spaces	101
Standard Spaces	84
Compact Spaces	13
Handicap Spaces	4
Hotel Parking Ratio	.60 sp/unit
<b>“C-O-1.5” Required Residential Parking Ratio</b>	<b>1 sp/unit (168 spaces)</b>
<b>LEED</b>	<b>Gold</b>
LEED Score	69

**Density and Uses:** The subject site is proposed to be rezoned from “C-2” to “C-O-1.5,” and the GLUP designation is proposed to be changed from “Low-Medium” Residential to “Low” Office-Apartment-Hotel. The “Low” Office-Apartment-Hotel GLUP designation recommends, and the “C-O-1.5” zoning district permits by site plan, retail/commercial/office development up to a 1.5 FAR; apartment dwellings at up to 72 units per acre; and hotel units up to 110 units per acre. Site area shall not be counted twice in allocating the permitted total density.

The proposed development includes an extended stay hotel with 168 hotel rooms and related amenities for guests on site. The hotel will have a mix of studio, one-bedroom suites, and two-bedroom suites. The “C-O-1.5” permits 110 hotel units per acre, which would allow 135 hotel rooms on this site. The applicant also requests bonus density of up to 0.4 FAR (33 hotel rooms) through the achievement of LEED Gold certification.

The following is a summary of the proposed density on the site:

Total Site Area	53,636 sq. ft. (1.231 acres)
Permitted Hotel Density	110 units/acre
Base number of units	135 units
LEED Bonus up to 0.4 FAR <sup>1</sup>	33 units
Total Hotel Units	168 units
<b>Effective Density</b>	<b>137 units/acre</b>

**Site and Design:** The applicant proposes to redevelop the site with an 8-story, 128,509 square-foot building located along the northern portion of the site on the Lee Highway frontage. The building will be 8 stories tall with an additional two levels of parking, with a total height of 87’-6” plus an 18’ penthouse. Due to the extreme topography of the site, which rises 20-50 feet in elevation from the northern to the southern property line, the two levels of parking are at grade and visible along Lee Highway and at the corner of N. Quinn Street.

The main entry to the hotel will be accessed from N. Quinn Street. The entry plaza will provide the primary pedestrian access, short and long-term parking, and loading/check-in for guests. Following the April 23, 2012 meeting, the applicant revised the pedestrian entry from N. Quinn Street to provide a more direct pedestrian path from the sidewalk into the main lobby. The two levels of parking will be accessed through a separate driveway directly from N. Quinn Street.

Following the April 23, 2012 SPRC meeting, the applicant revised the location of loading dock from Lee Highway to N. Quinn Street to address concerns regarding maneuvering on Lee Highway. The Lee Highway frontage will now contain the lower level of the parking garage and service areas for the building. The N. Quinn Street frontage is now proposed to include the loading dock, transformers (enclosed within the building),



View from N. Quinn Street and Lee Highway

<sup>1</sup> Units yielded are based on an average unit size of 525 sq. ft.

the entrance to the parking garage, a pedestrian entry to the building, and a vehicular entry plaza/porte cochere (three curb cuts total). Both street frontages are proposed to include a planted buffer adjacent to the majority of the building edge.

The guest amenity areas are primarily proposed on the ground floor, which is at grade with the entry plaza on N. Quinn Street and above the two levels of parking. Private, landscaped terraces are proposed at both the eastern and western sides of the ground floor.

The steep slope and several existing trees at the southwest corner of the site are proposed to be maintained, with a retaining wall proposed adjacent to this area.

The building's architecture has been revised several times in response to comments made at the May 21, 2012 and July 2, 2012 SPRC meetings. As proposed, the base of the building, which includes the two parking levels and lobby level, would be composed of a neutral-toned precast concrete, brick, and stone. At the exposed parking levels fronting on Lee Highway, the applicant proposes to utilize an aluminum frame with mesh infill to screen the parking. Above the base, the building would primarily be composed of a light red brick with aluminum windows. The long façade is broken up at portions of the building with vertical elements of precast concrete, large, loft-style windows and texturized acrylic accents. These vertical elements tie into the top of the building which utilizes a similar façade treatment. Above the base, the building also has a variety of set backs which break up the façade and define the corners of the building. The entrance to the building on the south wall is marked by a rounded façade and a porte cochere.

The applicant has proposed signage above 40 feet as part of the development proposal. Since the July 2, 2012 SPRC meeting, the location of the signage was changed from the brick façade on the east and west portions of the building to a horizontal stone banding at the top of the sixth floor of the building. The sign proposal is tentative at this point of the review and will be revised as needed based on the sign ordinance update which was adopted by the County Board on July 24, 2012.

**LEED:** The applicant proposes that the building will be certified as LEED Gold. The applicant requests bonus density of up to 0.4 FAR for a total bonus of 33 hotel rooms. Staff is currently evaluating the LEED Gold proposal.

**TRANSPORTATION:** 1700 Lee Highway is located in the southwest quadrant of Lee Highway and N. Quinn Street. Lee Highway (U.S. 29) is a six-lane divided highway; its eastbound and westbound portions in the vicinity of the site are separated by Interstate 66 and its barrier walls. In the immediate vicinity of the site, Lee Highway is one-way in the eastbound direction, and parallel to I-66. (Access to westbound Lee Highway is attainable via N. Scott Street, which crosses over Lee Highway and I-66.) N. Quinn and other streets in the site area are two-directional. The *Master Transportation Plan* (MTP) classifies both N. Quinn Street and Lee Highway adjacent to the site as a Type B – Primarily Urban Mixed-Use arterial.

**Trip Generation:** Gorove/Slade Associates prepared a traffic impact analysis (TIA) dated January 31, 2012, assuming a redevelopment plan for the site including a 168-unit extended-stay hotel. Relative to the existing vehicle trips at the site, the project is estimated to produce 38 new a.m. peak trips and 40 new p.m. peak trips.

The TIA analyzed five relevant signalized and unsignalized intersections within close proximity of the site:

- Lee Highway (US 29) and North Rhodes Street/I-66 ramp
- Lee Highway (US 29) and North Quinn Street

- Lee Highway (US 29) and North Nash Street
- North Quinn Street and Key Boulevard and North Scott Street
- North Quinn Street and Wilson Boulevard

Four of the five intersections currently operate with acceptable levels of service, as do the turn movements at those intersections. However, the southbound left turn movement at the intersection of Lee Highway and North Rhodes Street/I-66 ramp operates at level of service “F” during the a.m. peak period.

In 2014 (the operational year of the proposed project), without the proposed development, the intersection levels of service for the five intersections studied are projected to operate similarly to today, with the southbound left turn movement at the intersection of Lee Highway and North Rhodes Street/I-66 ramp continuing to operate at an unacceptable level of service “F”. The TIA shows that the marginal increase in traffic at the studied intersections would not add additional delay when compared to the 2014 no-build scenario, and is not proposing any remediation of this condition.

Streets and Sidewalks: The applicant is proposing improvements to sidewalks in the vicinity of the project, widening them to current County standards, or beyond.

Lee Highway: Eastbound Lee Highway is a 36’ right-of-way comprised of three travel lanes of 11.6’, 12’, and 12.7’. A grass strip separates Lee Highway from a 6’ sidewalk in the project vicinity.

The project proposes no changes to the Lee Highway section, but it does propose improved sidewalk features: a 10’ shared-use (bicycle and pedestrian) sidewalk, separated from Lee Highway by a 7’ planting strip, which would include street trees, ground cover and perennial plantings as proposed.

North Quinn Street: The roadway is approximately 45 feet wide from curb to curb. There is a 23.2’ lane southbound (uphill), including an 8’ parking lane (above the 120’ grade) and a 5’ bicycle lane. There is a 22.4’ northbound (downhill) lane, including a 7’ parking lane and a 5’ bicycle lane. The effective travel lane width is 10.2’ feet southbound (18.2’ below the 120’ grade) and 10.4’ northbound. These lanes gain width near the intersection with Lee Highway, as the parking and bicycle lanes disappear from N. Quinn, and wide curb radii encircle the turn movement here. There are now 4’ sidewalks on both sides of North Quinn Street.

The project proposes maintaining the North Quinn Street section, but improving the sidewalk width on the project site (west side of Quinn). The proposed sidewalks would be widened to 6’, with 5’ x12’ tree pits placed adjacent to the curb.

The applicant proposes locating all vehicle access for the site from North Quinn Street, with three curb cuts for garage entry/exit, loading access, and driveway/porte-cochere entry/exit. The number and frequency of curb cuts could result in an interrupted walking experience for the pedestrian, and also presents more opportunities for pedestrian-vehicle conflicts than might exist with fewer curb cuts.

At the May 21, 2012 SPRC meeting, several members noted that the sidewalks on the west side of N. Quinn Street which extend from the site to the intersection with N. Scott Street are in narrow and would not encourage guests to walk from the hotel. Staff and the applicant are exploring options for widening these sidewalks to improve the pedestrian experience.

Lee Highway and North Quinn Street intersection: This intersection is configured as a “T”, with North Quinn Street dead-ending at Lee Highway. North Quinn Street widens at the approach to the intersection, with a center island or “pork chop” providing vehicle channelization and a pedestrian refuge. The current configuration provides generous curb radii, allowing free turns from North Quinn Street onto Lee Highway, or vice versa. On the east side of the intersection, an acceleration lane is also provided to allow turning vehicles from North Quinn Street to gain speed upon entering Lee Highway.

The free turning movements encouraged by the generous curb radii, acceleration lane, and other design aspects of this intersection present difficult conditions for pedestrians, which must be mitigated. Staff is working with the applicant to determine necessary improvements to the intersection.

Parking and Loading: Parking and loading schemes have been revised by the applicant since the SPRC meeting of May 21, 2012.

Parking: As revised, the proposed development would include parking spaces for 92 cars in a two-level garage beneath the hotel, fronting Lee Highway (the lower level of the garage would be at grade at the Lee Highway elevation). Entry and egress for the parking garage would be provided from North Quinn Street. Additional parking for nine (9) cars would be provided at the driveway/porte-cochere entry plaza, also entered from North Quinn Street. 13 percent (13%) of the 101 parking spaces would be compact spaces.

The applicant proposes a parking ratio of 0.6 parking spaces per room for this hotel, a 40% reduction from the zoning ordinance requirement of one space per room. The reduced parking is an issue of concern for staff, and must be mitigated, either through the provision of additional parking spaces, transportation demand management programs, or a combination thereof. The applicant has provided a report with parking usage information for similar hotels in the region which is provided as an attachment for the meeting agenda on the SPRC website. Of these, staff considers Virginian Suites to be the most similar to the proposed extended stay hotel.

Further the applicant has analyzed how much parking could be provided with managed parking should there be demand for additional spaces on site. An additional 18 spaces could be provided in tandem, bringing the total spaces provided to 119 (.70 ratio). This would require a modification of Section 33 of the Zoning Ordinance to permit tandem spaces. Staff is evaluating whether managed parking is necessary as part to the overall transportation demand management program.

Service and Loading: The loading dock for the project was relocated and significantly revised since the April 23 SPRC meeting. As revised, loading is proposed to be provided off of North Quinn Street, approximately 40' from the North Quinn Street/Lee Highway intersection. Service and delivery trucks and vans would back into the loading dock from North Quinn Street.

Transit: Though the study area is reasonably well served by transit, there are several obstacles to accessibility, including the distance from the nearest Metro stations, site location at the base of a steep (10% grade) hill, and nearby bus service in one direction only, because of the configuration of Lee Highway's east- and westbound lanes.

The site is located approximately 2,500 feet (walking distance) from the Rosslyn Metro station (blue and orange lines), and is 3,000 feet downhill from Court House Metro (orange line). Both stations are approximately a ten-minute walk from the site. Within a short walk (0.2 miles) along Lee Highway is the Metrobus stop for routes 3A, 3B, 3E, and 3Y eastbound. 3A, 3B, and 3E buses serve Rosslyn Metro station, and 3Y is a peak-period, peak-direction bus to Farragut Square (skipping Rosslyn). The stop for westbound buses is at some distance, with a walk over the Scott Street Bridge to the other side of I-66 and Lee Highway required.

Numerous other buses, including Metrobus, Arlington Transit (ART), the DC Circulator, and Loudoun County Transit are available along Wilson Boulevard, Clarendon Boulevard, and the two Metro stations.

Bicycling: Though Lee Highway itself has no bicycle facilities, the Custis Trail is located immediately adjacent to it (north of the westbound lanes). North Quinn Street has striped bicycle lanes, as do Key Boulevard and North Scott Street. A Capital Bikeshare station is located at Key Boulevard and North Quinn Street, a block from the site. A wide variety of on-street bicycle facilities is available in the Court House and Rosslyn station areas, including six additional Bikeshare stations.

## DISCUSSION

**Modification of Use Regulations:** The applicant requests the following modifications to Zoning Ordinance requirements:

- Reduction of the required hotel parking ratio from 1 space/unit to 0.6 spaces/unit;
- Up to 0.4 FAR (33 units) bonus density for LEED Gold Certification; and
- Reduction of the required 40' building setback.

**Adopted Plans and Policies:** Section 23A (the “C-O-1.5” regulations) of the Zoning Ordinance, the Rosslyn Transit Station Area Study (1977), the Rosslyn Transit Station Area Plan Addendum (1992), the *General Land Use Plan*, as well as the Long Range Planning Committee (LRPC) special study of this site set forth guidance for the redevelopment of the subject site.

General Land Use Plan and Zoning: The subject site is proposed to be rezoned from “C-2” to “C-O-1.5;” the GLUP designation is proposed to be changed from “Low-Medium” Residential to “Low” Office-Apartment-Hotel.

Relevant Plans: The site is located in the Rosslyn Station Area and is governed by both the [Rosslyn Transit Station Area Study](#) (1977) and [Rosslyn Transit Station Area Plan Addendum](#) (1992). However, due to the remote location of the site away from the central station area, the plans offer limited guidance for the site. The Rosslyn Transit Station Area Study recommended maintaining the “Low-Medium” Residential GLUP designation for this site and rezoning it from “C-2” to “RA8-18.” The Addendum called for this area to remain residential. Since the applicant for the subject site requested a change in the land use designation from the existing plans, the County initiated the LRPC special study to develop guidance for the site in 2011.

Colony House Special General Land Use Plan Study: A special GLUP study was conducted in 2011 to evaluate a proposed GLUP amendment request for this site. The LRPC process resulted in a recommendation to the County Board to authorize advertising consideration of a proposed GLUP change for the site from “Low-Medium” Residential (16-36 dwelling units/acre) to either “Low” Office-Apartment-Hotel (up to 1.5 FAR for office uses; up to 72 units/acre residential; and up to 110 units/acre hotel uses) or “Medium” Residential (37-72 units/acre). The County Board voted on December 10, 2011 to authorize such advertisement to be concurrent with the rezoning and site plan application.

A brief summary of staff recommendations from the LRPC process follows below. For more detailed information, please see the County Board report and memorandum on the Colony House Special GLUP Study included on the SPRC website in the materials for the April 23, 2012 meeting.

- As a result of its analysis, staff concurred with the general input of the Planning Commission, the LRPC, the North Rosslyn Civic Association and Rosslyn Renaissance received through study that either “Low” Office-Apartment-Hotel or “Medium” Residential are within realm of consideration and should be advertised for consideration, subject to an appropriate site plan.
- A GLUP category such as “Low” Office-Apartment-Hotel could be in the realm of consideration, subject to an appropriate site plan, for several reasons. With the appropriate uses, heights, tapering and transitions, which can be addressed through the site plan process, “Low” Office-Apartment-Hotel and the associated C-O-1.5 zoning district could allow for flexibility in redeveloping the site with a mix of uses, including apartment, office or hotel development with or without retail. “Low” Office-Apartment-Hotel could provide for an appropriate form of development at this location that is compatible with surrounding development. Given the site’s

location along Lee Highway and Interstate 66 and its extreme topography, additional height could be accommodated on this site in relation to surrounding sites to make redevelopment through the site plan process more likely. By-right development under the current C-2 zoning is a distinct possibility should other options not be provided, as this site could be used for a large format retail establishment. Staff heard through the process that there is interest in allowing for hotel or multifamily residential development on this site, as it is located on a major arterial and interstate and such uses could be viable in a busy, noisy location of this nature. A GLUP designation of “Low” Office-Apartment-Hotel would also be consistent with and in keeping with good planning principles that encourage smart growth and sustainable, walkable development close to Metrorail corridors.

**Preliminary Issues:** The following preliminary issues were identified by staff and by SPRC members at previous SPRC meetings. The proposal has been revised in response to these issues, and updated drawings are included in the materials for the July 30, 2012 SPRC meeting.

#### Site Design and Characteristics

- Street activation/pedestrian experience
- Delineation of the “front” of the building and pedestrian entrances
- ~~Relationship of the building to adjacent sites~~
- ~~Amount of paving in entry plaza~~
- ~~Transformer location~~

#### Transportation

- ~~Loading access from Lee Highway~~
- ~~Site access/signage for pedestrians and vehicles~~
- Parking ratio modification
- ~~Coordination with VDOT on Lee Highway Improvements~~
- ~~Pedestrian/vehicular conflicts~~
- Lee Highway and N. Quinn Street intersection improvements
- Sidewalk improvements off-site on N. Quinn Street

#### Building Architecture

- Architecture should define this building as a “gateway” to Arlington
- Differentiation of the façade in order to break up the length on Lee Highway
- ~~Façade does not reflect interior uses/“front” of building~~
- Integration of the base with the upper portions of the building; the heavy, horizontal design of the base places too much emphasis on the garage
- Materials on the upper stories and penthouse (textured acrylic; EIFS)
- Consistency in façade details, including cornice, window, and corner design
- Size and location of penthouse
- Design of the curved façade and porte cochere at the main entry
- Building signage and conformance with sign ordinance update

#### **SPRC Neighborhood Members for this Site Plan:**

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**Interested Parties:**

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**Planning Commissioner Chairing This Item:**

Suzanne Klein	<a href="mailto:Sklein@verizon.net">Sklein@verizon.net</a>
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**Staff Members:**

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**ITEM 2**  
**1720 S. Eads Street—Rezoning; and Site Plan (SP #424)**  
(RPC# 35-011-001)  
Rosemary Ciotti, SPRC Chair

**SPRC AGENDA: First Meeting—June 25, 2012**

- 1) Informational Presentation
  - a) Overview of Site Plan Proposal (Staff)
  - b) Presentation of Site Plan Proposal (Applicant)
  
- 2) Land Use & Zoning
  - a) Relationship of site to GLUP, sector plans, etc.
    - i) Requested changes (if any)
    - ii) Justification for requested changes (if any)
  - b) Relationship of project to existing zoning
    - i) Special site designations (historic district, etc.)
    - ii) Requested bonus density, height, etc. (if any)
    - iii) Requested modification of use regulations (if any)
  
- 3) Site Design and Characteristics
  - a) Allocation of uses on the site
  - b) Relationship and orientation of proposed buildings to public space and other buildings
  - c) Streetscape Improvements
  - d) View vistas through site
  - e) Visibility of site or buildings from significant neighboring perspectives
  - f) Historic status of any existing buildings on site
  - g) Compliance with adopted planning documents
  
- 4) Building Architecture
  - a) Design Issues
    - i) Building form (height, massing, tapering, setbacks)
    - ii) Facade treatments, materials, fenestration
    - iii) Roof line/penthouse form and materials
    - iv) Street level activism/entrances & exits
    - v) LEED/Earthcraft/Green Home Choice Score
    - vi) Accessibility
    - vii) Historic Preservation (if applicable)
  - b) Retail Spaces (if applicable)
    - i) Location, size, ceiling heights
    - ii) Storefront designs and transparency
    - iii) Mix of tenants (small v. large, local v. national)
  - c) Service Issues
    - i) Utility equipment
    - ii) Venting location and type

- iii) Location and visibility of loading and trash service
- iv) Exterior/rooftop lighting

**Second Meeting – July 30, 2012:**

- 5) Revision and response to comments – architecture and streetscape
  - a) Applicant presentation
  - b) SPRC response
- 6) Transportation
  - a) Infrastructure
    - i) Mass transit facilities and access
    - ii) Street systems (w/existing and proposed cross sections)
    - iii) Vehicular and pedestrian routes
    - iv) Bicycle routes and parking
  - b) Traffic Demand Management Plan
  - c) Automobile Parking
    - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
    - ii) Access (curb cuts, driveway & drive aisle widths)
  - d) Delivery Issues
    - i) Drop offs
    - ii) Loading docks
  - e) Signage (parking, wayfinding, etc.)
- 7) Open Space
  - a) Orientation and use of open spaces
  - b) Relationship to scenic vistas, natural features and/or adjacent public spaces
  - c) Compliance with existing planning documents and policies
  - d) Landscape plan (incl. tree preservation)
- 8) Community Benefits
  - a) Public Art
  - b) Affordable Housing
  - c) Underground Utilities
  - d) Historic Preservation
  - e) Other
- 9) Construction issues
  - i) Phasing
  - ii) Vehicle staging, parking, and routing
  - iii) Community Liaison

**Site Location:** 34,147 square foot site (.784 acres) located on the west side of Crystal City in the Crystal City Sector Plan area, on the block generally bounded by 15<sup>th</sup> Street South to the north, S. Eads

Street to the east, 18<sup>th</sup> Street South to the south, and S. Fern Street to the west.

**Applicant Information:**

**Applicant**

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**BACKGROUND:** A site plan is proposed for the site of the Crystal City Post Office on the west side of Jefferson Davis Highway in the Crystal City Planning and Metro Station Area. The applicant further requests to rezone the site from its current zoning designation of “C-M” Limited Industrial Districts to “C-O-Crystal City” Commercial Office Building, Retail, Hotel and Multiple Family Dwelling Districts. Upon rezoning of the site, the applicant proposes that it would be redeveloped with an 11-story, 203-unit residential building. There is neither a General Land Use Plan (GLUP) amendment nor any vacations requested in association with the site plan.

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

Site: The Post Office site is located on the west side of Jefferson Davis Highway in Crystal City on the block generally bounded by 15<sup>th</sup> Street South to the north, S. Eads Street to the east, 18<sup>th</sup> Street South to the south and S. Fern Street to the west. The site is approximately 34,147 square feet (.784 acres) and is surrounded by the following land uses:

To the north: 12-story multifamily residential, Crystal Towers North and four (4)-story Lofts, 590 @ Crystal Towers (SP #13) designated “High-Medium” Residential and zoned “RA-4.8”. Across 15<sup>th</sup> Street South is the multi-phased, multiple building, Metropolitan Park residential development (PDSP-SP#105).

- To the east: S. Eads Street; 15-story Marriott Hotel and Expansion, and the 17-story Gateway Place Apartments (SP #144) designated “High” Residential and zoned “RA-H-3.2.”
- To the south: 18<sup>th</sup> Street South; Crystal Towers South multifamily development (SP #13) designated “Medium” Residential and zoned “RA 6-15”.
- To the west: 12-story multifamily residential, Crystal Towers North and four (4)-story Lofts 590 @ Crystal Towers (SP #13) designated “High-Medium” Residential and zoned “RA-4.8”. Across S. Fern Street, Dominion Virginia Power station; Claridge House residential development zoned “C-O-2.5” and designated “Medium” Residential on the GLUP.

Existing Zoning: “C-M” Limited Industrial Districts.

Proposed Zoning: “C-O-Crystal City” Commercial Office Building, Retail, Hotel and Multiple-Family Dwelling Districts.

General Land Use Plan Designation: “High-Medium” Residential (Up to 3.24 FAR Residential). Crystal City Coordinated Redevelopment District.

Neighborhood: The site is located within the boundaries of the Aurora Highlands Civic Association.



**Existing Development:** The site is currently developed with a one-story, 8,632 square foot by-right structure, which was previously a U.S. Postal Service, post office building. The site is also comprised of 12 surface parking spaces.

**Development Potential:**

<b>Site Plan Area:</b> 34,147 sq ft	<b>DENSITY ALLOWED/TYPICAL USE</b>	<b>MAXIMUM DEVELOPMENT</b>
<b>Existing Zoning</b>		
"CM" By-Right	Areas for light manufacturing, wholesale businesses and distribution centers and other uses inappropriate to residential or service business areas; Uses Permitted in "C-2".	1.5 FAR: 51,221 sq ft GFA
<b>Proposed Zoning</b>		
"C-O-Crystal City" By-Right	Offices, Business and Professional; Uses customarily incidental to permitted uses and accessory buildings; and Churches and Other Places of Worship.	0.60 FAR: 20,488 sq ft GFA
"C-O-Crystal City" Site Plan	By-Right Permitted Uses; Office uses, not otherwise permitted; Retail; Hotels; and Multiple-Family Residential. Doctors and Physicians offices, medical clinics, dentist clinics, and veterinary Clinics. Post-secondary education	3.24 FAR Base Density: 110,636 sq ft Residential GFA. Additional density permitted by County Board Approval when furthering goals of plans and policies for the area.

**Proposed Development:** The following table sets forth the preliminary statistical summary for the proposed site plan:

	<b>Proposed</b>
<b>Site Area</b>	34,147 sq ft (.784 Acres)
<b>Density</b>	
Residential GFA	205,207 sf (203 Units)
Bonus Density – LEED NC Silver (.25 FAR)	8,537 sf
Bonus Density – LEED EB (.10 FAR)	3,415 sf
Residential Density	6.01 FAR
<b>"C-O-Crystal City" Max. Permitted Site Plan Density</b>	<b>3.24 FAR</b>
<b>Height</b>	
Average Site Elevation	45.07 ft
Main Roof Elevation	155.00 ft
Main Roof Height	109.93 ft
Penthouse Roof Elevation	174.00 ft
Penthouse Roof Height	128.93 ft
Penthouse Height	19.00 ft
<b>"C-O-Crystal City" Max. Permitted Height <sup>1</sup></b>	<b>110.00 ft</b>
<b>Parking</b>	
Standard Spaces	166
Compact Spaces	11
Handicap Spaces	3
Van Spaces	1
Residential Parking Spaces	181
Residential Parking Ratio	.89 Spaces Per Unit
<b>"C-O-Crystal City" Max. Permitted Spaces</b>	<b>228</b>

<sup>1</sup> Does not include penthouse or parapet walls consistent with the Zoning Ordinance provisions. This site is not shown as being recommended for architectural features in the Crystal City Sector Plan.

<b>“C-O-Crystal City” Max. Permitted Ratio for Multifamily Residential<sup>2</sup></b>	<b>1.125 Sp/Unit 1<sup>st</sup> 200 Units + 1 Sp/Unit each addl Unit</b>
<b>Building Tower Coverage</b>	25.8%
<b>“C-O-Crystal City” Max. Permitted</b>	<b>65%</b>
<b>LEED</b>	50 Points – LEED Silver

**Density and Uses:** The applicant requests to rezone the site from “CM” Limited Industrial Districts to “C-O-Crystal City” Commercial Office Building, Retail, Hotel and Multiple-Family Dwelling Districts. The rezoning would then allow for redevelopment of the site with an 11-story, 203-unit, multifamily residential building. The proposed density is 6.04 FAR. The site’s current designation on the General Land Use Plan (GLUP) is “High-Medium” Residential and within the boundaries of the Crystal City Coordinated Redevelopment District. This GLUP designation permits up to 3.24 FAR residential. The CCSP indicates this site as one for potential redevelopment with residential use. The base density map provides a base density of 3.24 FAR for the subject site and a use of residential only. The proposed density and use is therefore generally consistent with the site’s GLUP designation and proposed zoning district as recommended in the CCSP.

Further, the applicant requests approximately 2.80 FAR in bonus density. The “C-O-Crystal City” zoning district in accordance with the CCSP provides that the County Board may approve additional density above the base density shown in the GLUP within the maximum building height limits in return for extraordinary community benefits as identified in the CCSP.

**Site and Design:** The subject site is located on the southeast quadrant of the block bounded by 15<sup>th</sup> Street to the north, S. Eads Street to the east, 18<sup>th</sup> Street South to the south and S. Fern Street to the west. The applicant proposes a rectangular shaped building with frontage on both 18<sup>th</sup> Street South and S. Eads Street. The 18<sup>th</sup> Street frontage would represent the primary front of the building with the main entrance located on the façade. Also located on the 18<sup>th</sup> Street South frontage would be access to loading and the building’s three and one-half level, below grade parking garage, which is proposed at the western most end of the building.



Neighborhood Perspective Looking North West: Corner of 18<sup>th</sup> Street South and S. Eads Street

<sup>2</sup> Crystal City Sector Plan recommends a range for parking ratio of between 1 and 1.125 spaces per residential dwelling unit.

In addition to the building's loading and garage access points, the applicant proposes additional ground floor uses on the 18<sup>th</sup> Street frontage to comprise the building's lobby, with the leasing office immediately adjacent moving west to east and wrapping the corner turning north onto S. Eads Street. Continuing north on the site along S. Eads Street, the applicant proposes four (4) ground floor residential units. Ground floor uses north on the site would be comprised of additional residential units, a fitness center, and a private landscaped courtyard. It is proposed that access from the lobby would lead through the building to the landscaped courtyard. The buildings western ground floor uses would include residential units as well as the loading and service and trash area accessed from 18<sup>th</sup> Street South. The applicant proposes on floors two (2) through 11 a mix of residential units ranging from studios to two-bedrooms. The roof is designed for outdoor use with a pool, and landscaped terraces.



Ground Floor Plan



Roof Plan

The building’s architecture is modern in style. The nearly 22’ façade marking the podium of the building would be comprised of a beige architectural precise masonry material. This distinguishes the first three (3) floors of the building from the tower. The façade of the building’s tower would be comprised primarily of two varying colors of red brick. To break the massing of the façade along 18<sup>th</sup> Street South and S. Eads Street, the applicant provides for a recessed vertical element from the podium to the tower in the middle of the facades. The building’s top is identified or capped by a metal canopy/shading device. To accentuate the nearly all brick façade of the building, the applicant proposes a vertical glass and metal element at the corner of 18<sup>th</sup> Street South and S. Eads Street.



The applicant proposes that the site’s landscaping would be comprised of a continuous planting strip on the S. Eads Street frontage and the site’s western boundary adjacent to Crystal Towers. The 18<sup>th</sup> Street South frontage provides for tree pits and bicycle racks.

**LEED:** The applicant has submitted a LEED Scorecard version 2009 for New Construction and Major Renovation. The applicant currently proposes to certify at LEED Silver and 50 points.

**Transportation:** The Master Transportation Plan (MTP) and the Crystal City Sector Plan classify both South Eads Street and 18<sup>th</sup> Street South as Type B – Primarily Urban Mixed-Use Arterials. Following is additional detail on the street typology as indicated in the MTP:

Street Name	Classification	Travel Lanes	Bike Accommodations	Restrict/Limit Driveway Access?	On-Street Parking	Pedestrian Way
Eads Street &	Arterial	2+ Turning (one-way)	Bike Lane/Shared Lane	Yes	High	6 – 12 foot Sidewalk 6 ft.

18 <sup>th</sup> St. South		4 + Turning (two-way)				Furniture Zone or Tree Pits
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The Crystal City Sector Plan (CCSP) provides additional recommendations in the way of streetscape and sidewalk widths. The CCSP calls for an 18' – 22' sidewalk, with a minimum six (6) foot clear zone on both Eads Street and 18<sup>th</sup> Street South in front of the subject site. In addition, the CCSP states that tree pit landscaping is preferred and that a continuous landscape strip is not permitted.

Transportation Analysis: Trip Generation: A Traffic Impact Analysis (TIA) was submitted by the applicant, prepared by Wells + Associates, Inc., and dated March 8, 2012. The analysis assessed the impact of the development on the adjacent street network. The proposed residential development would generate 62 AM peak hour and 77 PM peak hour net new trips. The intersections in the study would continue to operate at acceptable levels of service with these additional trips.

Streets: South Eads Street, bordering the east end of the subject site, is a four (4) lane, undivided, minor arterial. On-street parking is currently provided on both sides of South Eads Street at the subject site. The southern side of the site is bordered by 18<sup>th</sup> Street South, a four (4) lane, median-divided, principal arterial with on-street parking. There is also a bike lane on the north side of 18<sup>th</sup> Street South.

Sidewalks and Pedestrian Circulation: There are existing sidewalks on both South Eads Street and 18<sup>th</sup> Street South. Upgraded sidewalks and full streetscape would be provided on the streets as part of the proposed development.

Parking and Loading: Proposed parking would be provided via an underground parking garage, with parking and loading access off of 18<sup>th</sup> Street South, consistent with the preferred locations of parking and loading called for in the Crystal City Sector Plan. The parking garage is proposed to be 3 ½ levels with a total of 181 parking spaces. The proposed residential parking ratio is 0.89 parking spaces per dwelling unit which is less than that permitted in the Zoning Ordinance (thus requiring a modification). The Zoning Ordinance provides for a parking ratio at 1.125 parking spaces per dwelling unit for the first 200 dwelling units and 1 parking space per dwelling unit thereafter. The CCSP recommends a parking ratio at a range of 1 to 1.125 parking spaces per dwelling unit for multifamily residential. Staff requested the applicant provide a justification, and propose mitigation, for the proposed parking modification.

The site is approximately one (1) block west of the Crystal City Metro Station (approximately 500 – 600 feet), with service to the Blue and Yellow lines. A bus stop on the Eads Street side of the subject site includes service to Metrobus routes 9A, 9C, 10A, 13B, 13F, and 13G, as well as the Fairfax Connector, which services Crystal City and the Pentagon.

## DISCUSSION

**Modification of Use Regulations:** The following modifications to Zoning Ordinance requirements are requested with the subject site plan proposal:

- Density above the base density provided for by the GLUP and Crystal City Sector Plan of 3.24 FAR.
- Exclude from gross floor area approximately 1,320 square feet associated with mechanical shafts venting vertically through the building to the roof.
- Reduce the number loading docks from the Zoning Ordinance required two (2) down to one (1).
- Reduced parking ratio from the Zoning Ordinance required parking at 1.125 space per unit for the first 200 dwelling unit and 1 space for each additional dwelling unit to .89 spaces per residential dwelling unit.

**Adopted Plans and Policies:** Redevelopment of the 1720 S. Eads site is guided by [Section 25.C “C-O-Crystal City”](#) district classification of the Zoning Ordinance and the [Crystal City Sector Plan](#) adopted by the County Board on September 28, 2010. Additional plans that provide recommendations relevant to development of the site include the [Aurora Highlands Neighborhood Conservation Plan Update 2008](#). Below is a summary of relevant recommendations and where appropriate, preliminary analysis of the site plan proposal within the context of these various plans and policy documents.

Aurora Highlands Neighborhood Conservation Plan Update 2008: The site is located on a block that comprises the eastern most edge of the Aurora Highlands Civic Association Boundary. Relevant specific recommendations of the Plan applicable to the site include the following:

- *Land Use and Zoning* – Conserve the single-family neighborhood, with appropriate transition from high-density buildings to single-family residential given the extensive development existing and proposed in Pentagon City and Crystal City, at the neighborhood’s fringe.

Specific recommendations provided for development on S. Eads Street, north of 23<sup>rd</sup> Street South include:

- In order to soften the appearance of this very broad street and to encourage traffic to move at speeds closer to the speed limit, the county should add a planted median along Eads Street between 15<sup>th</sup> and 23<sup>rd</sup> Streets.
- In order to preserve the residential character, new construction on the east side of Eads should taper down from the Crystal City high-rise building heights. From 23<sup>rd</sup> to 15<sup>th</sup> Street, heights and facades along Eads that face the neighborhood should step down to prevent “wall” effect.
- New construction on Eads should include adequate parking and first-floor retail. The building facades should be pedestrian-friendly and not turn their backs to Eads Street.

- Sidewalks should be pedestrian-friendly, with broad sidewalk widths, streetlights, and landscaping.

Finally, the Plan recognizes the proposed redevelopment of the site with a high-rise residential building and the loss of the community’s post office and provides the following recommendation:

- The County should work with all public and private sectors to retain a full-time retail post office with parking at this or an adjoining site.

Arlington County Zoning Ordinance Section 25C.E: Below is a summary of the district regulations for development by site plan on site’s proposed “C-O-Crystal City” zoning.

	<b>Zoning District Regulations – Site Plans</b>	<b>1720 S. Eads Proposal</b>
Uses Permitted	<ul style="list-style-type: none"> <li>• Uses permitted in 25C.A (by-right)</li> <li>• Office, if not otherwise permitted</li> <li>• Multiple Family Dwellings</li> <li>• Hotels</li> <li>• Retail</li> <li>• Doctors and Physicians offices, Medical, Dental, and Veterinary clinics</li> <li>• Post-secondary Education</li> </ul>	Multiple Family Dwellings
Density Regulations	<ul style="list-style-type: none"> <li>• Density Base Map 25C.1: 3.24 FAR (Residential Only)</li> </ul>	6.01 FAR Residential <sup>3</sup> <i>3.24 FAR Base Density</i> <i>2.77 FAR Bonus Density</i>
Area Requirements	<ul style="list-style-type: none"> <li>• None</li> </ul>	None
Use Mix Regulations	<ul style="list-style-type: none"> <li>• Land Use Map 25C.2: Residential, Hotel Uses</li> </ul>	Residential Use
Height Regulations	<ul style="list-style-type: none"> <li>• Building Heights Map 25C.3: 110 Feet excluding penthouse</li> <li>• Zoning Ordinance Section 31.B.2.a.: 23 Feet Max. Penthouse Height Above the Height</li> </ul>	110 feet, Main Roof Height 19 Feet, Penthouse Height
Bulk Plan Angle Requirements	<ul style="list-style-type: none"> <li>• Bulk Plane Angle Map 25C.5: NA for Site</li> </ul>	None
Building Tower Separation and Coverage Requirements	<ul style="list-style-type: none"> <li>• Min. horizontal separation of 60 ft between building towers above the fifth floor</li> <li>• 65% Max. Building Tower Coverage on Block</li> </ul>	97.4 ft + Building Tower Separation 24.8% Building Tower Coverage
Streetscape	<ul style="list-style-type: none"> <li>• Streetscapes with curb, gutter, sidewalk, street light, street furniture, street lights, landscaping, etc. in accordance with CCSP and other County Board established policies: 18’ – 22’ Commercial/Mixed</li> </ul>	18’ – 23’ Streetscape: 18 <sup>th</sup> Street South  24’ wide Streetscape: S. Eads Street
Parking	1.125 spaces per residential dwelling unit the first 200 units plus an additional 1 space per residential dwelling unit for each space thereafter <ul style="list-style-type: none"> <li>• 228 spaces</li> </ul>	.89 spaces per residential dwelling unit (181 spaces)

<sup>3</sup> Additional density above the base is permitted at the discretion of the County Board where it is found that it furthers the goals, policies and recommendations in the Crystal City Sector Plan and other County Board plans and policies established for the area. Amount of density or other bonuses based on extent to which project meets the plans or provides such benefits and can be accommodated within the other established building form parameters.

	<b>Zoning District Regulations – Site Plans</b>	<b>1720 S. Eads Proposal</b>
Transportation Demand Management	As required by Administrative Regulation 4.1 to demonstrate reduced vehicle trips and increased use of other transportation options in justification of reduced parking on the site	To Be Determined
Crystal City Block Plans	Site Plan Applications Located East of Jefferson Davis Highway <ul style="list-style-type: none"> <li>• NA for Site</li> </ul>	None

Crystal City Sector Plan (CCSP): The site is identified in the CCSP as Block E. As many of the recommendations of the CCSP related to land use and zoning have been codified in the zoning district regulations for the proposed zoning of the site, the table below will enumerate some additional relevant recommendations provided in the Plan on Density and the Built Form and Design Guidelines.

<b>CCSP Element</b>	<b>Recommendation</b>
Density & Building Form: Retail Frontage	<ul style="list-style-type: none"> <li>• Block frontages on the site do not require retail, although it is permitted</li> </ul>
Land Use & Use Mix: Services and Loading	<ul style="list-style-type: none"> <li>• Loading, service and garage entrances located on 18<sup>th</sup> Street South</li> </ul>
Building Massing: Podium	<ul style="list-style-type: none"> <li>• Define and reinforce quality of the public realm</li> <li>• Engage RBL 0 to two (2) feet for a minimum of 80% of the street frontage</li> <li>• Built no more than 10 feet behind RBL</li> <li>• At least one frontage on RBL for minimum of 65 feet along the RBL</li> <li>• No encroachments within Right-of-Way or open space exceeding greater than 6 feet into the RBL</li> <li>• 65 ft Max. Podium Height</li> <li>• Min. 40 ft Podium Separation</li> <li>• Pedestrian friendly ground floor podium base</li> <li>• Horizontal architectural unity of top podium.</li> </ul>
Building Massing: Towers	<ul style="list-style-type: none"> <li>• Min. 60 ft separation</li> <li>• Not exceed 65% tower coverage requirements</li> <li>• Mass allows light, air, and views through block</li> <li>• Max. 40,000 sq ft floor plate for Residential tower</li> <li>• Distinct building tops upper two to four floors</li> <li>• Mechanical penthouse setback from roof edge no less than wall height</li> </ul>
Building Setback Profiles	<ul style="list-style-type: none"> <li>• Podiums engage build-to lines</li> <li>• Ground level spaces not set back from build-to lines and meet back of sidewalk</li> <li>• Towers employ multiple or single setbacks as appropriate</li> <li>• Tops designed to achieve distinctive profile</li> <li>• Mechanical integrated with overall building design</li> <li>• Some sculpting</li> </ul>
Architectural Features	<ul style="list-style-type: none"> <li>• Not applicable for subject site</li> </ul>

CCSP Element	Recommendation
Building Frontage – Residential	<ul style="list-style-type: none"> <li>• Street frontage more passive and quiet in character of residential neighborhood where no retail</li> <li>• Lobby entrances front on streets</li> <li>• Opportunities for ground floor units with separate entrances</li> <li>• Lobby entrances at grade and 12’ min. clear height</li> <li>• Ground floor elevated min. 24” above exterior grade along RBL</li> <li>• Limited building frontage elements encroaching max. 6’ into the RBL</li> <li>• Handicap ramps internal to building</li> <li>• Landscape permitted between pedestrian clear zone and building face</li> </ul>
Public Sidewalk Frontage	<ul style="list-style-type: none"> <li>• 6 ft. min clear sidewalk width</li> <li>• 6 ft. min and 7 ft. max. street and furniture zone</li> <li>• Residential shy zone only on residential frontages intended as landscape buffer between building face and sidewalk clear zone</li> <li>• Concrete pavers</li> <li>• 5’ x 12’ min. tree pit</li> <li>• Tree grates permitted</li> <li>• Tree pit landscaping preferred</li> <li>• Continuous planting strip not permitted</li> </ul>

**Issues:** The first meeting was held on June 25, 2012. At the conclusion of the meeting, the primary issues were: 1) how additional density above that permitted would be earned, 2) building architecture, and 3) streetscape. The applicant has proposed revisions to the building’s architecture and has modified the streetscape including the provision of an additional tree on each 18<sup>th</sup> Street South and S. Eads Street frontages. In response to comments at the first meeting and preliminary issues identified, the following issues continue to be evaluated:

Land Use & Zoning

- ~~Extraordinary community benefits to be determined for~~ Achieving the proposed density above the base density of 3.24 FAR.

Site Design & Layout

- Site design and façade treatment of garage and loading doors should be enhanced to provide for a pedestrian friendly environment along 18th Street South.
- Consider units at ground floor having front entrances to add interest and activation to the ground floor.
- Consider ground floor uses and whether or not rearranging them such that the fitness center is located adjacent to the leasing center on S. Eads Street would provide for a better means to activate the street.

Building Design & Architecture

- Vents shown on facades should be eliminated.
- Architecture at the corner of 18th and S. Eads should provide for the prominence of this corner in order to create a strong sense of space and place.
- Mechanical penthouse should be minimized and designed to integrate with the façade and treatment of the overall design of the building.

- Lack of consistency in treatment of façades; Materials of building top and base not carried through on each facade.
- Understatement of all façade elevations except the 18<sup>th</sup> Street façade.
- Balconies – conflict with tree canopy; eyesores.

#### Landscape, Streetscape, and Open Space

- Overall landscaping and streetscape should provide for an enhanced pedestrian experience along both frontages of 18th Street and Eads Street.
- Reduce spacing between trees to provide for at least one additional tree on the site's frontages.
- Provide reasonably sized landscape/shy zone between the building and the pedestrian pathway along S. Eads Street to provide better privacy for ground floor residential units and improve the pedestrian experience along this frontage. An alternative could be to relocate the fitness center along this frontage to address the issue of privacy.
- ~~Prepare and provide a landscape plan that better illustrates what is proposed, and in particular the purpose of the 7.5 foot tall fence.~~

#### Transportation

- 1.125 spaces per unit for the first 200 units and 1 space per unit thereafter for additional spaces is the required parking per the Zoning Ordinance in C-O-Crystal City. The Crystal City Sector Plan recommends a range from 1 to 1.125 spaces per units. An appropriate justification is needed for the requested ratio of .89 spaces per unit.
- Consistency of streetscape with recommendations of the Sector Plan.

#### **SPRC Neighborhood Members:**

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#### **Interested Parties:**

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#### **Planning Commissioner Chairing This Item:**

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