

**SITE PLAN REVIEW COMMITTEE  
MEETING AGENDA**

**DATE:** Thursday, May 10, 2012  
**TIME:** 7:00 – 10:00 p.m.  
**PLACE:** Navy League Building  
2300 Wilson Boulevard  
Arlington, VA 22201

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

**Item 1. 1900 Crystal Drive Rezoning, Site Plan Amendment (SP #56) and Site Plan (SP #421) 7:00pm–8:30pm**

(Crystal City Sector Plan Block J/K. RPC#s 34-026-037; 34-026-038; 34-026-040; 34-026-039; 34-026-040; 34-026-035)  
Planning Commission and County Board meetings to be determined.  
*Aaron Shriber (CPHD Staff)*

**Item 2. Bergmann's (SP #420) 8:30pm-10:00pm**

(RPC#s 15-002-005, -006, -007, 15-003-006, -007, -008, 15-005-001, -003 through -009)  
Scheduled to be heard no earlier than the July 2012 PC and CB meetings.  
*Peter Schulz (CPHD Staff)*

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

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

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the 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/CPHDPlanningApplicationsSitePlansMain.aspx](http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSitePlansMain.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**

**1900 Crystal Drive—Rezoning; Site Plan Amendment (SP #56); and Site Plan (SP #421)**

(RPC#s 34-026-037; 34-026-038; 34-026-040; 34-026-039; 34-026-040; 34-026-035)

Charles Monfort SPRC Chair

**SPRC AGENDA: First Meeting—February 21, 2012**

- 1) Informational Presentation
  - a) Overview of Site Plan Amendment, Rezoning and Site Plan Proposal (**Staff**)
  - b) Presentation of Site Plan Amendment, Rezoning and Site Plan Proposal (**Applicant**)
- 2) Land Use & Zoning
  - a) Relationship of project to existing zoning
    - i) Requested modification of use regulations

**SPRC AGENDA: Second Meeting—March 26, 2012**

- 3) Site Design and Characteristics
  - a) Allocation of uses on the site
  - b) Relationship and orientation of proposed building to public spaces and other buildings
  - c) View vistas through site
  - d) Visibility of site or building from significant neighboring perspectives
- 4) 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)

**SPRC AGENDA: Third Meeting—April 12, 2012**

- 5) 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
  - 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

**SPRC AGENDA: Fourth Meeting—May 10, 2012**

- 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) Community Benefits
  - a) Public Art
  - b) Affordable Housing
  - c) Underground Utilities
  - d) Other
- 8) Construction issues
  - i) Phasing
  - ii) Vehicle staging, parking, and routing
  - iii) Community Liaison

**Site Location:** The Crystal City Block Plan application addresses the 9.48 acre Block J/K as identified by the Crystal City Sector Plan. Block J/K is bounded on the north by 18<sup>th</sup> Street South, on the east by Crystal Drive, on the south by 20<sup>th</sup> Street South, and on the west by Jefferson Davis Highway. South Bell Street bisects the block from north to south. The site plan area is a 3.08 acre portion of Block J/K fronting on Crystal Drive.

**Applicant Information:**

**Applicant**  
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**BACKGROUND:** The applicant requests approval of the following actions:

- Crystal City Block Plan for Block J/K;
- Amendment to Site Plan #56 for purposes of removing land area from the site plan;
- Rezoning of 1.70 acres from the “C-O” zoning district to the “C-O-Crystal City” zoning district;
- Vacation of 834 square feet of public easement area;
- Site Plan #421 for the purpose of permitting the redevelopment of the Mall III building site with a 24-story office building and interim park.

The applicant has proposed a series of applications for the purpose of permitting the development of a 24-story office building with ground floor retail use. This proposal is the first site plan filed subsequent to the adoption of the Crystal City Sector Plan. In conformance with the provisions of the “C-O-Crystal City” zoning district, any site plan development proposal located on the east side of Jefferson Davis Highway (US Route 1) must include a Crystal City Block Plan (CCBP), which the applicant has filed for the subject block (Block J/K). The site plan amendment (SP #56) is necessary to remove the land area proposed to be redeveloped subject to the proposed site plan (SP #421). A concurrent rezoning is proposed to reclassify only the portion of proposed SP #421 that will be redeveloped with the office building; the area of the interim park will remain zoned “C-O.” Specifically, SP #421 proposes to demolish the Mall III office building (381,328 sf) and replace it with a 24-story building consisting of ground floor retail (10,119 sf) and either 727,120 square feet (Option 1) or 732,763 square feet (Option 2) of office space. The options are differentiated by additional office space on the 24<sup>th</sup> (penthouse) level. The building will be oriented parallel to Crystal Drive and will accommodate the construction of an interim park in the northeast corner of the block, which will remain until that area is subject to a future rezoning to the “C-O-Crystal City” zoning district and an amendment to SP #421 to allow for the redevelopment of that area. If approved, the proposed CCBP and site plan applications will result in the initial redevelopment activity implemented in accordance with the Crystal City Sector Plan.

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

Site: The Crystal City Block Plan (“CCBP”) proposal for Block J/K is a 9.48 acre block bounded on the north by 18<sup>th</sup> Street South, on the east by Crystal Drive, on the south by 20<sup>th</sup> Street South, and on the west by Jefferson Davis Highway. The Site Plan Amendment (SP #56) is a 6.41 acre portion of Block J/K and the Site Plan (SP #421) comprises the residual 3.08 acre portion of Block J/K. The site is surrounded by the following land uses:

- To the north: 18<sup>th</sup> Street South and the Crystal Square development (SP #90). The properties are designated “High” Office-Apartment-Hotel and are zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts and “M-2” Service Industrial Districts.
- To the east: Crystal Drive and the Crystal Park development (SP #167). The properties are designated “Low” Office-Apartment-Hotel and are zoned “C-O-1.5” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts.
- To the south: 20<sup>th</sup> Street South and the Crystal Plaza development (SP #11). The properties are zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts and “M-2” Service Industrial Districts.
- To the west: Jefferson Davis Highway and the Sheraton-Crystal City (SP #78) and the CEA office building. The properties are zoned “RA-H3.2” Multiple-Family Dwelling and Hotel Districts and “C-2” Service Commercial-Community Business Districts.

Existing Zoning: “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts.

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

General Land Use Plan Designation: “High” Office-Apartment-Hotel and “Crystal City Coordinated Redevelopment District” (Note 1).

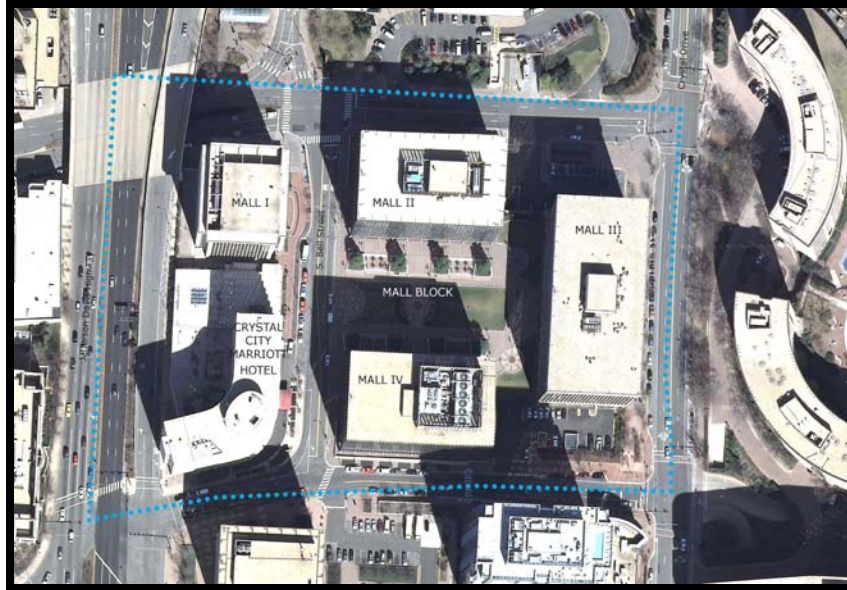
Neighborhood: The site is located within the Crystal City community.

**Existing Development:** Block J/K currently contains the following uses:

<b>Building</b>	<b>Office</b>	<b>Retail</b>	<b>Hotel</b>	<b>Other</b>	<b>Total</b>
Mall I	210,429 sf				210,429 sf
Mall II	281,087 sf				281,087 sf
Mall III	381,328 sf				381,328 sf
Mall IV	271,304 sf				271,304 sf
Crystal City Marriott			217,128 sf		217,128 sf

Basement & Mechanical	41,279 sf	15,800 sf	29,000 sf	60,000 sf	146,079 sf
<b>TOTAL</b>	<b>1,185,427 sf</b>	<b>15,800 sf</b>	<b>246,128 sf</b>	<b>60,000 sf</b>	<b>1,507,355 sf</b>

*Information provided from the applicant's proposed Crystal City Block Plan (Block J/K)*



*Source: Crystal City Block Plan (Block J/K) applicant submission*

The existing Mall III building is situated parallel to Crystal Drive with surface parking on the north and south sides of the building that connect to an at-grade drive through lane that the building projects over top of. Though the primary pedestrian entrance to the building is provided from the Center Park portion of the block, streetscape improvements are provided along Crystal Drive, 18<sup>th</sup> Street South and 20<sup>th</sup> Street South that facilitate the movement of people past this block. Along Crystal Drive, the streetscape consists of an approximately 30-foot wide section with an approximately 10-foot wide clear walkway zone (an entrance to the Crystal City Underground and tree wells flanking the sidewalk disrupt this area); adjacent to 18<sup>th</sup> Street South, the streetscape consists of an approximately 35-foot wide section with an approximately 5-foot wide clear walkway zone (a raised garage ventilation shaft consumes a large portion of this area); and along 20<sup>th</sup> Street South, the streetscape contains an approximately 16-foot wide section with an approximately 10-foot wide clear walkway zone. Access to the surface parking, loading activities, refuse collection, and garage entrances are provided from curb cuts along 18<sup>th</sup> Street South and 20<sup>th</sup> Street South. The building's north elevation is oriented towards the block's Center Park area and a pocket park is provided in the southeast corner of the site near the intersection between Crystal Drive and 20<sup>th</sup> Street South.

A major feature of the block is the difference in the finished grade between Crystal Drive (elevation 36 feet) and South Clark Street (elevation 66 feet), with the Center Park area of the block between Crystal Drive and South Bell Street developed at an elevation of 53 feet. This grade differential defined the development of the block whereby the Center Park portion of the block was established at a finished grade of 53 feet with the lobbies of the Mall II, Mall III and Mall IV buildings oriented around this park, but that their respective opposite elevations dropped



down to the adjacent finished grade that increases from 36 feet along Crystal Drive up to 53 feet along South Bell Street. The resulting effect is that the Center Park area is approximately 17 feet above the finished grade of the proposed site plan area. The Mall II and Mall IV buildings present a much greater increase in grade, as is displayed by the retaining walls located at the back of the sidewalk along 18<sup>th</sup> Street South and 20<sup>th</sup> Street South.



*Mall II, III and IV buildings from Center Park*



*Mall III and Mall II building from across 18<sup>th</sup> Street South*



*Garage entry from 20<sup>th</sup> Street South with Center Park above*

**Development Potential:**

Site Plan Area <sup>1</sup> : 3.08 ac (133,956 sf)	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
<b>Existing Zoning</b>		
"C-O" By-Right	One-Family Dwellings: 6,000 sf/lot; or Office Use: .6 FAR	22 lots; or 80,373 sf
"C-O" Site Plan	Office, Commercial and Hotel: 3.8 FAR;	509,032 sf;

	or Multiple-Family Dwellings: 4.8 FAR	or 642,988 sf
<b>Proposed Zoning<sup>2</sup></b>		
“C-O-Crystal City” By-Right	Places of Worship; or Office Use: .6 FAR	12 lots; or 80,373 sf
“C-O-Crystal City” Site Plan	Office, Retail, Hotels and Multiple-Family: in accordance with the provisions of the Crystal City Sector Plan	In accordance with the provisions of the Crystal City Sector Plan

<sup>1</sup> The site area for Site Plan #421 consists of a 3.08 acre portion of Crystal City Block J/K.

<sup>2</sup> Though SP #421 contains 3.08 acres, only 1.7 acres of this area will be rezoned to the “C-O-Crystal City” zoning district. The remaining 1.38 acres that comprise SP #421 will remain zoned “C-O.”

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

	<b>Proposed</b>
<b>Site Area</b>	
Site Plan Amendment (SP #56)	279,282 sf (6.41 ac)
Rezoning	74,194 sf (1.70 ac)
Site Plan (SP #421)	133,956 sf (3.08 ac)
Public Easement Vacation Request	834 sf (.02 ac)
<b>Density<sup>1</sup></b>	
Site Plan Amendment (SP #56)	1,126,027 sf 4.03 FAR
Site Plan (SP #421)—Option 1	737,238 sf 5.50 FAR 9.94 FAR (effective)
Office	727,120 sf
Retail	10,119 sf
Site Plan (SP #421)—Option 2	742,881 sf 5.55 FAR 10.01 FAR (effective)
Office	732,763 sf
Retail	10,119 sf
“C-O-Crystal City” Max Permitted	Based upon Crystal City Sector Plan
<b>Average Site Elevation</b>	41.7 ft
<b>Height</b>	
Total Height	297.55 ft
AMSL	339.25 ft
Main Roof	274.13 ft
AMSL	315.83 ft
Penthouse	21.34 ft
AMSL	337.17 ft
Canopy	2.08 ft
AMSL	339.25 ft
<b>“C-O-Crystal City” Max Permitted</b>	300 ft
<b>Parking<sup>2</sup></b>	
<b>Office</b>	
Standard Spaces	496 spaces
Tandem Spaces	120 spaces
Compact Spaces	93 spaces
Van Pool Spaces	8 spaces

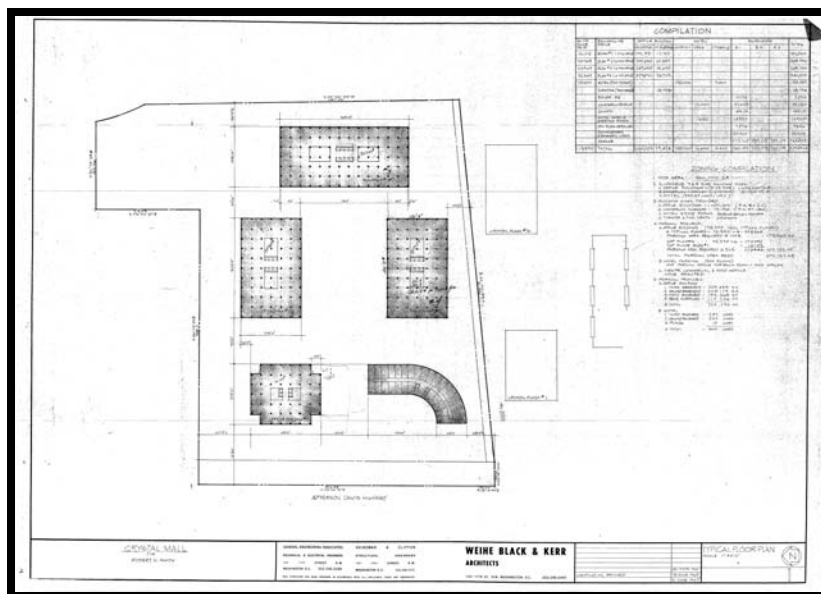


Accessible Spaces	12 spaces
Accessible Van Spaces	4 spaces
Parking Provided	613 spaces
Option 1	1 space/1,187 sf
Option 2	1 space/1,196 sf
Parking Provided (w/tandem)	733 spaces
Option 1	1 space/992 sf
Option 2	1 space/1,000 sf
Min. Office Required Parking Ratio	1 sp/1000 sf
Min. Office Required Parking Spaces	
Option 1	728 spaces
Option 2	733 spaces
<b>Retail</b>	
Standard Spaces	10 spaces
Compact Spaces	0 spaces
Accessible Spaces	0 spaces
Accessible Van Spaces	1 spaces
Parking Provided	11 spaces
Min. Retail Required Parking Ratio	1 sp/1000 sf
Min. Retail Required Parking Spaces	11 spaces
<b>Building Tower Coverage</b>	
Proposed	63.7%
Maximum Permitted	85%
<b>LEED</b>	Silver (v.2009 Core & Shell)

<sup>1</sup> Floor area ratio (FAR) calculation is based upon the proposed site plan area (133,956 sf). An effective FAR calculation has been provided for reference that is based upon the rezoning site area (74,194 sf) which does not include the area of the interim park.

<sup>2</sup> Includes 102 existing parking spaces that are located within the site plan area underneath the proposed interim park.

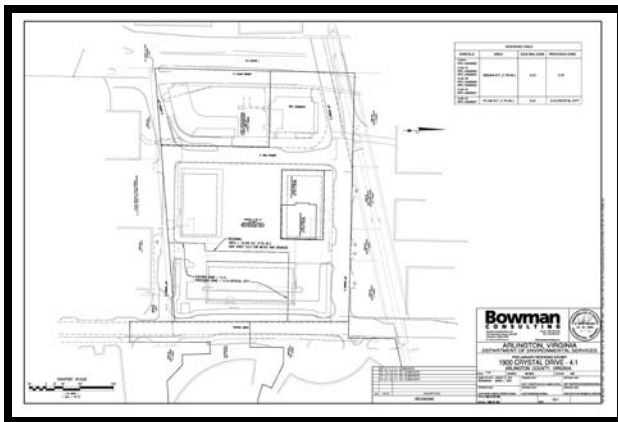
**Site Plan #56:** Block J/K is subject to SP #56, which was approved by the County Board on July 15, 1967 (Z-1882-67-1). The site plan was originally approved on a site area of 500,000 square feet with a site layout consisting of five office buildings, a motel, and a theater.



Source: Arlington County Zoning Division

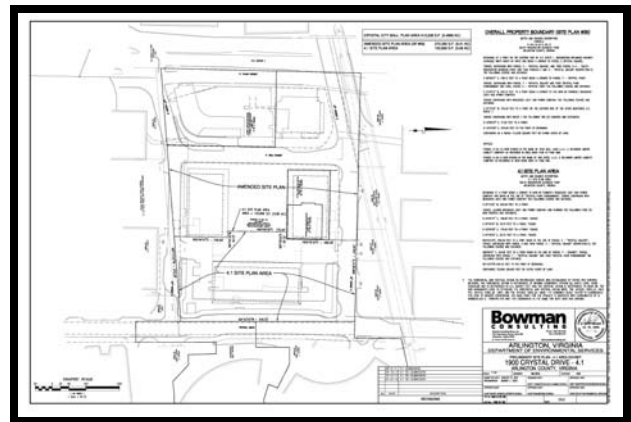
The site layout of SP #56 has remained the same, though the site area has been decreased and the amount of density has been increased throughout the years by way of site plan amendments approved by the County Board. As proposed with this amendment to SP #56, 133,956 square feet (3.08 acres) will be removed from the site area resulting in a site area of 279,282 square feet (6.41 acres). Though the resulting density of SP #56, as proposed (4.03 FAR) will exceed that permitted in the “C-O” zoning district (3.8 FAR), the amount of residual density is in conformance with that approved by the County Board through various site plan actions. Further, the removal of land area from SP #56 will not prohibit the remaining properties from complying with their applicable site plan approved conditions. In association with this site plan amendment request, the applicant should provide an as-built site plan that is a further refinement of the certified survey plat included in the site plan document for the purpose of providing a detailed catalogue of the uses remaining with SP #56. This document would be used by the County as the governing site plan over the residual parcels in SP #56 and would provide clarity for the building operators and County regarding the operation of these buildings according to the applicable conditions of approval.

**Density and Uses:** The entire J/K block is currently zoned “C-O” and is subject to Site Plan #56, which permitted the development of four office buildings, a hotel and a theater, as well as retail uses located within the portion of the Crystal City Underground that traverses the block. As proposed, the amendment to SP #56 seeks to remove land area from the site plan, resulting in a residual site area for SP #56 of 6.41 acres; no other changes aside from the removal of land area are associated with this site plan amendment request. To permit the redevelopment of the Mall III office building site, the applicant proposes to rezone 1.70 acres from the “C-O” zoning district to the “C-O-Crystal City” zoning district and to create a new site plan (SP #421) for this area that would be removed from SP #56. The areas of Block J/K subject to these rezoning, site plan amendment and site plan requests are as depicted below:



Source: Site Plan #421 applicant submission

**REZONING**



Source: Site Plan #421 applicant submission

**SITE PLAN AMENDMENT & SITE  
PLAN AREA**

The Crystal City Sector Plan provides recommendations for the redevelopment of whole blocks (primarily for those located on the east side of Jefferson Davis Highway) by prescribing certain form based parameters for redevelopment including, among others, height, tower coverage,

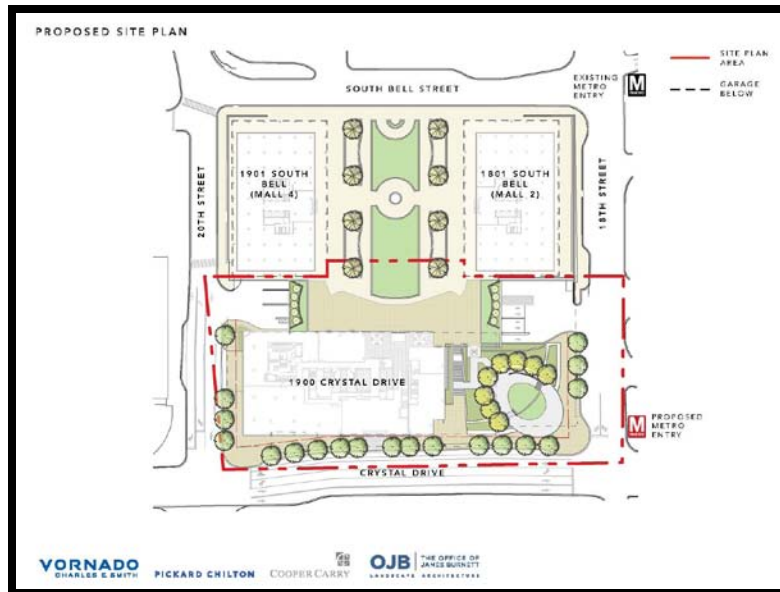
tower separation and bulk angle plane. A rezoning of a portion of the proposed site plan area (SP #421) is requested to reclassify 1.70 acres from the “C-O” zoning district to the “C-O-Crystal City” zoning district. As the site is located on the east side of Jefferson Davis Highway, a Crystal City Block Plan is required, which has been submitted by the applicant. Density is not limited in the “C-O-Crystal City” zoning district, though the actual amount of density permitted for each block through redevelopment efforts such as that proposed here, is limited by the form based parameters that affect how much building mass can be located on a block while meeting these form based requirements. As such, the applicant proposes the construction of a 24-story building (297 feet tall) consisting of 10,119 square feet of ground floor retail uses and 727,120 square feet (Option 1) or 732,763 square feet (Option 2) of office space. The amount of density and the uses of the building are in conformance with the Crystal City Sector Plan’s recommendations for this portion of the subject block (Block J/K).

**Site and Design:** Block J/K is fully developed with four office buildings, a hotel, a theater, retail uses located within the portion of the Crystal City Underground that traverses the block, and a park located between the Mall II, III and IV buildings. A common underground parking structure consisting of 1,887 parking spaces serves the uses on the block. As proposed, the applicant proposes to demolish the 122-foot tall 381,328 square foot Mall III building and associated underground parking spaces, and to redevelop this area with a 24-story office building with ground floor retail uses and an interim park in the northeast corner of the block. Associated parking spaces (744 spaces) will be provided in six levels of structured parking (five below grade levels and one level at grade), which is three more levels of parking than currently exists within this portion of the block.

Providing active ground floor uses, including adjacent to Center Park, is a major recommendation of the Crystal City Sector Plan as it is these uses that will contribute to the viability of the type of active urban environment that is envisioned for Crystal City. Because of the significant grade differential between Crystal Drive and the Center Park, the building has been designed with a two-story lobby on the eastern side of the building flanked by retail uses fronting on Crystal Drive and a lobby flanked by flexible retail/office uses on the western portion of the building adjacent to the existing, and future, Center Park area. Access to the underground garage, which will connect to the existing garage underneath the block and make use of 112 existing spaces in the northern portion of the site plan area, will be provided from 18<sup>th</sup> Street South and 20<sup>th</sup> Street South. The existing points of access to the garage will be maintained which will provide access to the existing and new levels of the garage. Access to the vanpool parking spaces on the G-1 level of the building is proposed by way of a new entrance from 20<sup>th</sup> Street South and a new exit from 18<sup>th</sup> Street South. All of the loading and refuse collection activities will occur within the building with access to this area provided from 20<sup>th</sup> Street South.

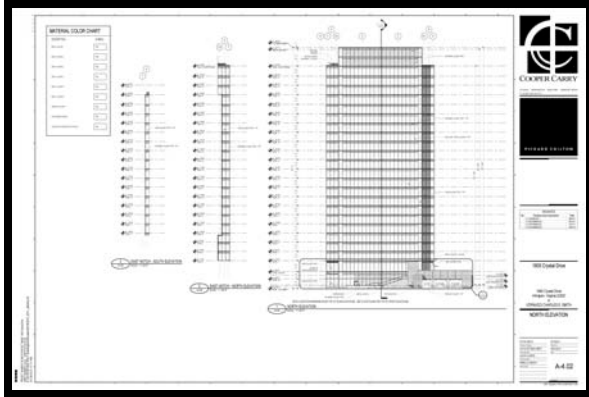
Streetscape improvements will be provided along the site plan area’s frontage on 18<sup>th</sup> Street South (minimum 16.5 feet wide with a minimum 6 foot wide clear walkway zone), Crystal Drive (minimum 15 feet wide with a minimum 6 foot wide clear walkway zone), and 20<sup>th</sup> Street South (minimum 18 feet wide with a minimum 6 foot wide clear walkway zone) including the provision of on-street parking on 18<sup>th</sup> Street South and Crystal Drive. A major aspect of this site plan proposal is the creation of a park in the northern portion of the site plan area that will be provided for an undetermined amount of time until a future building is approved for construction

in that area. The design of this park presents an opportunity for passive recreational uses and a passageway from Crystal Drive and 18<sup>th</sup> Street South into the Center Park area located internal to the block. Accessible pathways and a jump elevator are proposed to facilitate the movement of people through this area. The building has been designed to integrate with the existing Center Park in both its current configuration and as proposed once the Mall IV building is removed at some point in the future.

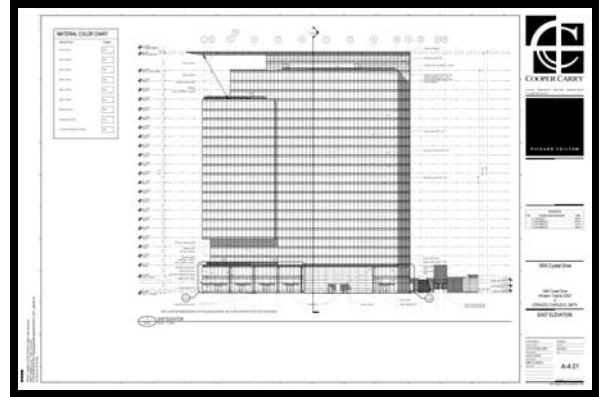


Source: Site Plan #421 applicant submission

The 24-story building (297 feet) has been designed with distinctive elements for the purpose of providing the appearance of base, tower and top elements. A glass curtain façade consisting of vision glass with spandrel glass headers will be employed, with metal panels and screens shielding the service related portions of the building at the ground floor. The uppermost level (24<sup>th</sup> floor) contains the penthouse and additional office space, which may be provided as proposed with Option 2. A metal canopy extending from the penthouse level will project from the roof in a southerly fashion with tie-back supports anchored above the 21<sup>st</sup> level of the building. It is this canopy, notched façade elements and terraces at levels 3, 21 and 24 that attempt to provide visual interest for this building that will clearly differentiate itself from the architecture of the other buildings on the subject block and elsewhere in Crystal City.



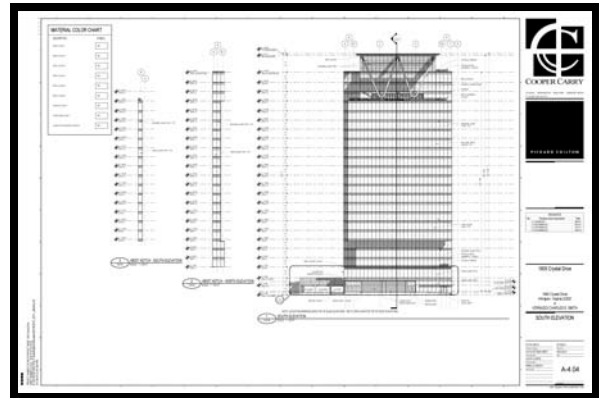
Source: Site Plan #421 applicant submission



Source: Site Plan #421 applicant submission



Source: Site Plan #421 applicant submission



Source: Site Plan #421 applicant submission

**Crystal City Sector Plan Design Guidelines:** Section 3.11 of the Crystal City Sector Plan provides Design Guidelines for use as reference in the redevelopment of Crystal City. These guidelines recommend that all new and substantially renovated buildings incorporate a design scheme that provides a distinct podium, middle and top. As defined by the Crystal City Sector Plan, the podium consists of the lower five to six stories of the building, while the remaining stories consist of the middle and top elements that comprise the building's tower. The middle consists of those stories above the podium, but excluding the top elements that are defined as the upper two to four stories. The Design Guidelines include the following categories:

**Maximum Allowable Height:** The Crystal City Sector Plan recommends that the combined height of the podium and tower for development of the subject site should not exceed 300 feet as measured per the requirements of the Zoning Ordinance. The Zoning Ordinance defines building height as the measurement of the vertical distance of the building from the average elevation of the site to the highest point of the roof surface. The average site elevation for the site plan area is 41.7 feet; therefore, no portion of the building can exceed an elevation of 341.7 feet. The proposed building is 297.55 feet, which is an elevation of 339.25 feet.

**Minimum Frontage Requirements:** The Crystal City Sector Plan recommends that the podium should engage the Recommended Build-to-Line (RBL) within zero to two feet for a minimum of 80% of the street frontage and that no portion of the building should be located greater than ten

feet from the RBL. The proposed building has an RBL on Crystal Drive and 20<sup>th</sup> Street South and engages the RBL for greater than 80% on both street frontages. A notch in the proposed building's northeast corner is recessed approximately 20 feet from the RBL, which is in excess of the ten foot setback suggested by this guideline.

Required Building Frontage: The Crystal City Sector Plan recommends that every building should have at least one podium frontage on an RBL for a minimum of 65 feet along the RBL. The proposed building has its podium fronting on an RBL on Crystal Drive and 20<sup>th</sup> Street South for greater than 65 linear feet on each street frontage.

Encroachment: The Crystal City Sector Plan recommends that no building should encroach within the public right-of-way or any open spaces, with the exception of building frontage elements such as awnings, canopies, bays, blade signage and other similar features. No portion of the proposed building encroaches into the public right-of-way or any open space.

Podium Height: The Crystal City Sector Plan recommends that the maximum height of any podium (first five to six floors of the building) should not exceed 65 feet. The first two floors of the proposed building comprise the podium, which is 30.3 feet in height.

Architectural Features Encroachment: The Crystal City Sector Plan recommends that buildings targeted for inclusion of architectural features may permit encroachments of up to four feet beyond the RBL for one-third of the building's frontage. The proposed building is not targeted for inclusion of architectural features.

Podium Separation Requirement: The Crystal City Sector Plan recommends that buildings provide a minimum podium separation of 40 feet, except when podiums are separated by an alley or other vehicular way where a 25 foot separation can be provided. The proposed building's podium is located approximately 70 feet from the Mall II and IV buildings. The future building to be located in the northeast quadrant of the block will need to be situated at least 40 feet from the proposed building's podium, which can be accomplished without impacting the jump-elevator or staircase that is proposed with the interim park.

Base Frontage: The Crystal City Sector Plan recommends that the ground floor of the podium base should be distinguished from other stories of the building by providing a pedestrian friendly quality with a greater floor-to-ceiling height than other floors. Because of the grade differential between Crystal Drive and the Center Park portion of the block, the building has been designed with a podium that engages the sidewalk along Crystal Drive and the Center Park portion of the block. On the east façade, the podium presents itself as a two-story element (21 foot floor-to-floor height) with a lobby and retail entrances from Crystal Drive. The second level of the podium (14 foot floor-to-floor height) is oriented towards the Center Park portion of the block with lobby and flexible retail/office use entrances from this area.

Top of the Podium: The Crystal City Sector Plan recommends that the top of the podium should have a horizontal architectural unity to differentiate this portion of the building from the tower. The proposed building proposes recessed building terraces and a metal canopy above the second



floor to separate the podium from the tower. Though the canopy is provided around the entirety of the building, the recessed portion between the podium and tower are only present in the southern half of the proposed building's podium.

Location of Parking in Podiums: The Crystal City Sector Plan recommends that any parking provided within the podium should be screened with active building liners and that garage entry doors should not exceed 25 feet in width. Vanpool parking is proposed within the first floor of the building, though this area is located in the western portion of the proposed building beneath the second floor and the Center Park portion of the block and will not be visible from public view. The existing garage entrances on the north and south sides of the block will be utilized and an additional point of access will be provided to access the vanpool spaces in the first floor of the proposed building. Loading and refuse areas will be accessed from the south side of the building. The doors for each of the three garage doors on the north and south sides of the block will be approximately fifteen feet wide while the two service areas (loading and refuse collection) will each be 25 feet wide.

Tower Separation: The Crystal City Sector Plan recommends that towers maintain a minimum separation of 60 feet. The proposed building's tower will be located approximately 70 feet from the Mall II and Mall IV buildings. The future building to be provided in the northeast quadrant of the site will need to situate its tower 60 feet from the proposed building's tower, which can be accomplished without impacting the jump elevator or staircase to the Central Park portion of the block that is proposed with the interim park.

Tower Coverage: The Crystal City Sector Plan recommends that tower coverage (the percentage of tower coverage as measured above the fifth floor) for the proposed site plan area not exceed 85%. The proposed tower coverage for the site plan is 63.7%.

Forming Towers: The Crystal City Sector Plan recommends that tower massing for each building be designed to permit light, air and views to penetrate into and through each block. To accomplish this, the Sector Plan recommends that commercial office floor plates above the podium not exceed 35,000 square feet up to 250 feet of height and not exceed 30,000 square feet above 250 feet of height. The proposed building has floor plates of varied sizes, but none of the floors below 250 feet in height exceeds 33,576 square feet and no floor above 250 feet exceeds 27,443 square feet.

Building Tops: The Crystal City Sector Plan recommends that each building's top (upper two to four floors of the tower) provide a distinctive treatment to differentiate this portion of the building from its other parts. The proposed building's top (floors 21-24) is differentiated from the rest of the building by providing stepbacks in the southern half of the top above the 20<sup>th</sup> and 23<sup>rd</sup> floors, incorporation of spandrel glass panels for the entirety of the 24<sup>th</sup> floor, provision of a terrace above the 21<sup>st</sup> floor, and through the inclusion of a building canopy that rises 2.08 feet from the north side of the building to the south side.

Mechanical Penthouse: The Crystal City Sector Plan recommends that all penthouse structures should be setback from the edge of the roof at a distance no less than the height of the wall and

should include an enhanced façade treatment. The proposed building's penthouse (24<sup>th</sup> floor) is setback from the lower floor on the east, south and west elevations. This penthouse includes both mechanical equipment as well as the option for occupiable office space. As the penthouse is a component of the building's top, it will be skinned in a manner to differentiate itself from the rest of the building, but not in a way that is uncharacteristic with the overall architectural theme of the building.

**LEED:** The applicant has designed the building to achieve LEED Silver certification (v. 2009—Core and Shell).

**Transportation:** The site is located within the Central Business District of Crystal City, which is well served by local and regional transportation networks.

The Department of Environmental Services (DES) collected daily traffic count data for a number of locations proximate to the site.

<b>Historic Daily Traffic Volumes</b>		<b>2005</b>	<b>2007</b>	<b>2009</b>
<b>20th St. S.</b>	between Jeff Davis Hwy & Crystal Dr	-	4,650	4,850
<b>Crystal Dr.</b>	between 20th St. and 23rd St.	9,400	9,050	8,650
<b>Crystal Dr.</b>	between 18th St. and 20th St.	-	11,200	9,850

Street Network

The project site is located on the eastern side of block “K” within the Crystal City Sector Plan (Crystal City Sector Plan). Block “K” is bounded by South Ball Street to the west, 18<sup>th</sup> Street South to the north, Crystal Drive to the east and 20<sup>th</sup> Street South to the south. The Crystal City Sector Plan classifies Crystal Drive, 18<sup>th</sup> Street South and 20<sup>th</sup> Street South as Type A (Retail-Oriented Mixed-Use Arterial) streets. South Ball Street is classified as a Type B (Urban Mixed-Use Arterial) street. While Crystal Drive 18<sup>th</sup> Street South and 20<sup>th</sup> Street South are all classified as Type A arterial streets, the Crystal City Sector Plan proposes different cross sections for each street. The table below summarizes the proposed street cross sections for the street adjacent to the project.

<b>Street</b>	<b>Typology</b>	<b>Curb-to-Curb Width</b>	<b>Number of Travel Lanes</b>	<b>Transit Lane</b>	<b>On-Street Parking</b>	<b>Bike Lane</b>
<b>Crystal Dr.</b>	Type A	59 feet	3	NB	SB	SB
<b>18th St. S.</b>	Type A	75 feet	4	Center WB	EB	EB/WB
<b>20th St. S.</b>	Type A	61 feet	4	None	None	EB/WB

*Crystal Drive:*

The project proposes reconstructing the curb between 20<sup>th</sup> Street South and 18<sup>th</sup> Street South to provide a curb-to-curb width of 59 feet. The initial proposal for this improvement, as depicted in 4.1 site plan materials, conflicted with the recommendations of the Crystal City Sector Plan as it would require the road to shift eastward onto adjacent property. The applicant has revised the site plan materials to accommodate the full 59 foot section of Crystal Dive by shifting the road

westward onto the subject property; thereby alleviating impacts on adjacent properties and existing mature vegetation.

*18<sup>th</sup> Street South:*

The project proposes to reconstruct 18<sup>th</sup> Street South to provide an interim width of 55 feet. The interim cross section would provide 2 travel lanes in each direction and on-street parking adjacent to the project on the south side of the street between the sidewalk and the eastbound travel lane. To achieve the ultimate 75-foot curb-to-curb width proposed in the Crystal City Sector Plan, the northern curb would have to be moved approximately 20 feet, providing the proposed westbound transit lane and room for the proposed bike lanes. Staff is evaluating the location of the southern curb proposed by the project to ensure it is consistent with the Crystal City Sector Plan. If the southern curb location set by this project is in the wrong location, it could have an impact on the Metro Market Square park/open space proposed for Block G-2.

*20<sup>th</sup> Street South:*

The project proposes to reconstruct 20<sup>th</sup> Street South to provide a width of 54.5 feet along the site's frontage. The cross section would provide 2 travel lanes in each direction and on-street parking along the south side of the street. Given the proposed garage and loading entrance which would take up over 50% of the block frontage, the project does not propose on-street parking on the northern side of the street, rather the area that would have been used for on-street parking (5.5 feet) has been incorporated into the streetscape. This maintains a building location along 20<sup>th</sup> Street South that is consistent with the Crystal City Sector Plan while reallocating some of the area for on-street parking for sidewalk area.

*Streetscape and Sidewalks*

The Crystal City Sector Plan identifies appropriate streetscape cross sections for each sidewalk within Crystal City. The Crystal Drive and 18<sup>th</sup> Street frontage of the project are identified as 15 to 18 feet – commercial/mixed sections. The 15 to 18 foot section provides a minimum 6-foot street tree and furniture zone and a 6-foot minimum clear sidewalk with additional room for a café/shy zone. For 20<sup>th</sup> Street South the Crystal City Sector Plan proposes an 18 to 22 foot – commercial/mixed section. The 18 to 22 foot section provides a minimum 6-foot street tree and furniture zone and a 6-foot minimum clear sidewalk with additional room for a wider café/shy zone

*Transit Access*

The project site is currently well served by transit, and with planned transit improvements, the area will be accessible by transit to a wider area than at the present time. The site is within a few hundred feet of both the Crystal City Metro station and the Crystal City VRE station. The Crystal City Metro station is served by the Blue and Yellow lines and has an average weekday entry/exit volume of 29,400 passengers. The VRE station is served by the Manassas and Fredericksburg lines, with 30 minute headways during peak periods.

In addition to train service, the area is well served by bus lines. The Metrobus 9S, 10A and E, and 16H routes stop within a short walk of the site. The area is also served by routes operated by Omniride and Fairfax Connector, providing regional transit services to the area.

In addition, the Crystal City Sector Plan proposes high frequency transit along Crystal Drive with the construction of the Crystal City/Potomac Yard transitway, with a stop just north of the site at 18<sup>th</sup> Street South. The transitway is proposed to provide service between the Braddock Road Metro station (in Alexandria) and the Pentagon City Metro station. The proposed Columbia Pike Streetcar will link with the transitway in Pentagon City.

### Bicycle Access

The site is well served by on-street and shared bike lanes with connections to the area's regional trail network. To further support cycling, Crystal City and Pentagon City were Arlington's first neighborhoods with Capital Bikeshare stations providing access to the bike share network. The Crystal City area currently has 10 Capital Bikeshare stations accessible to the public.

The project proposes providing 12 on-street bicycle parking spaces and 144 bicycle parking spaces in the garage supporting employees and visitors.

## **DISCUSSION**

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

- Exclusion of below grade uses from density calculation.
- Permit tandem spaces to be included in the parking requirement.

**Issues:** The first meeting of the SPRC was conducted as a joint meeting with the LRPC. The first half of this meeting focused on the accompanying block plan application and the remainder of the meeting addressed the first two items of the SPRC agenda (application presentations and land use/zoning issues). The second meeting of the SPRC focused its discussion on site design and characteristics as well as open space designs. The third SPRC meeting focused on the proposed building's architectural design. The fourth (current) SPRC meeting will begin with a presentation by the applicant responding to the architectural comments from the third meeting, which will be followed by a discussion of transportation and construction issues. The following issues have been identified by staff for further analysis and discussion:

### Site Design

- ~~Building separation (podium and tower) regarding future building in northeast quadrant of block~~
- ~~Interim park design~~

### Building Design

- Building massing
- Building podium design
- Building tower design
- Building top design
- Rooftop lighting

- Service areas adjacent to 18<sup>th</sup> Street South and 20<sup>th</sup> Street South
- Flexible retail space adjacent to Center Park
- Retail space adjacent to Crystal Drive
- Lobby designs
- Sustainable building design

### Transportation

- ~~Crystal Drive section~~
- Tandem parking spaces

### **SPRC Neighborhood Members:**

Christer Ahl	Crystal Park Condominium	<a href="mailto:christer.ahl@comcast.net">christer.ahl@comcast.net</a>
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### **Interested Parties:**

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

Charles Monfort		<a href="mailto:cmonfort@comcast.net">cmonfort@comcast.net</a>
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### **Staff Members:**

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**ITEM 2**

**2145 Lee Highway—Bergmann's (SP #420)**

(RPC#s 15-002-005, -006, -007, 15-003-006, -007, -008, 15-005-001, -003 through -009)

**AGENDA: First Meeting—February 13, 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 for requested changes
  - b) Relationship of project to existing zoning
    - i) Special site designations (historic district, etc.)
    - ii) Requested bonus density, height, etc., and justification.
    - iii) Requested modification of use regulations and justification
- 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

**AGENDA: Second Meeting—April 19, 2012**

- c) Relationship to VDOT property
  - d) Streetscape Improvements
  - e) View vistas through site
  - f) Visibility of site or buildings from significant neighboring perspectives
  - g) Historic status of any existing buildings on site
  - h) Compliance with adopted planning documents
- 4) Building Architecture
    - a) Design Issues
      - i) Building form (height, massing, tapering, setbacks)
      - ii) Facade treatments, materials, fenestration
      - iii)

**AGENDA: Third Meeting—May 10, 2012**

- iv) Roof line/penthouse form and materials
  - v) Street level activism/entrances & exits
  - vi) LEED/Earthcraft/Green Home Choice Score
  - vii) Accessibility
- b) Retail Spaces
    - i) Grocer
    - ii) Location, size, ceiling heights



- iii) Storefront designs and transparency
- iv) 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, esp for residential
  - iv) Exterior/rooftop lighting
- 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) Location & access to residential parking
    - iii) Access (curb cuts, driveway & drive aisle widths)
  - d) Delivery Issues
    - i) Drop offs
    - ii) Loading docks
  - e) Signage (parking, wayfinding, etc.)
- 6) 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 & impact of clearing on VDOT land)
- 7) Community Benefits
  - a) Public Art
  - b) Affordable Housing
  - c) Underground Utilities
  - d) Other
- 8) Construction issues
  - i) Phasing
  - ii) Vehicle staging, parking, and routing
  - iii) Community Liaison
  - iv)

**Site Location:** 1.86 acres (81,143 s.f.) on the North side of Lee Highway between I-66 right-of-way on the East, North Veitch Street on the West and 21<sup>st</sup> Street N. on the North. Located in the North Highlands Civic Association area.

## Applicant Information:

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**BACKGROUND:** The applicant is requesting a General Land Use Plan amendment, rezoning, and associated site plan for the former Bergmann's Dry Cleaning plant site, as well as for a parcel across North Uhle Street with several early-20<sup>th</sup> Century dwellings also owned by Bergmann's. 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 "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). The County Board voted on September 17, 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" and "R-5" to "C-O-1.5", which corresponds to the proposed "Low" Office-Apartment-Hotel GLUP designation. Furthermore, the applicant is also requesting vacation of a dead-end segment of 20<sup>th</sup> Street North east of North Uhle Street.

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

Site: The 1.86-acre site (81,143 square feet) is located on two (2) blocks bounded on the north by 21<sup>st</sup> Street North, I-66 right-of-way on the east, Lee Highway on the south, and North Veitch Street on the west. The site is surrounded by the following land uses:

- To the north: Across 21st Street North is McCoy Park, a county park zoned “R-5” and “R-6”. The property is designated “Public” on the General Land Use Plan (GLUP).
- To the east: I-66 right-of-way controlled by VDOT zoned “S-3A” and designated “Public” on the GLUP. In the right-of-way immediately adjacent to the site is the Custis Bicycle Trail.
- To the south: Lee Highway, the Inglewood Cooperative Apartments and townhouses zoned “RA8-18”, and a child care center zoned “RA7-16” (SP#161) all designated on the GLUP “Low-Medium” Residential (16-36 units/acre).
- To the west: North Veitch Street, Potomac Place Townhouses zoned “RA8-18”, and single family houses zoned “R-5”, all designated on the GLUP “Low-Medium” Residential (16-36 units/acre).

**Zoning:** “C-2” Service Commercial-Community Business Districts and “R-5” One-Family, Restricted Two-Family Dwelling Districts.

**General Land Use Plan Designation:** “Low-Medium” Residential (16-36 units/acre).

**Neighborhood:** The site is located within the North Highlands Civic Association area and across Lee Highway from the Lyon Village Civic Association area.

**Existing Development:** The west site is currently developed with the former Bergmann’s Dry Cleaning plant. The east site is currently developed with five (5) early 20<sup>th</sup> Century single-family detached dwellings.

**Development Potential:**

Site Area:	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
“C-2” By-Right <sup>1</sup>	One-Family Dwellings: 6,000 s.f./lot; or Hotel: 600 sf/unit; or Commercial: 1.5 FAR	9 One-Family Dwellings; 91 Hotel Units; 82,765 s.f. g.f.a.
“R-5” By-right	One-Family Dwellings: 5,000 s.f./lot	4 one-family dwellings minimum <sup>2</sup>
“C-2” Unified Commercial/Mixed Use Development (Use Permit)	Mixed Use: 2.0 FAR; or Commercial only: 1.5 FAR	110,354 s.f. g.f.a. 82,765 s.f. g.f.a.
“C-O-1.5” By right <sup>3</sup>	One-Family Dwellings: 6,000 s.f./lot; or	12 one-family dwellings

<sup>1</sup> Using only the site area currently in each zoning district.

<sup>2</sup> More than four one-family dwellings could be built depending on the number of legal lots created before 1950.

<sup>3</sup> “C-O-1.5” calculations are over the entire site area.

	Office uses only at 0.60 FAR	46,363 s.f. g.f.a.
"C-O-1.5" Site Plan	Mixed uses: commercial/office/institutional at max 1.5 FAR, Apartments at max 72 units/acre, Hotel at 110 units/acre.	115,909 s.f. g.f.a. commercial/office/institutional; or 127 apartment units; or 194 hotel units

**Proposed Development:** The applicant's proposal has evolved since the original submittal due to comments by staff and SPRC, and now includes the provision of on-site committed affordable housing and the associated bonus density. The following table sets forth the preliminary statistical summary for the proposed site plan:

	<b>Proposed (As of May 3, 2012)</b>
<b>Site Area</b>	1.86 acres (81,143 s.f.)
<b>Density<sup>4</sup></b>	
<b>Residential Density</b>	<del>484</del> 188 units
Base number of units	units
LEED Gold Bonus (.40 g.f.a.)	units
<b>Commercial (Office/Retail)</b>	<del>13,446</del> 14,297 s.f.
Retail GFA <sup>5</sup>	14,297 s.f.
<b>"C-O-1.5" Max. Permitted Commercial</b>	1.5 FAR
<b>"C-O-1.5" Max. Permitted Residential</b>	72/units acre
<b>Height</b>	151 ft
<b>Building A (residential tower)</b>	
Main Roof	107 ft
Penthouse Height	11 ft
Stories	10
<b>"C-O-1.5" Max. Permitted Height - Residential</b>	10 stories
<b>Building B (retail/parking/townhouses)</b>	
Main Roof	27' 1"
Penthouse Height	N/A
Stories	3
<b>Average Site Elevation</b>	191' 2" (residential building)
<b>Parking</b>	<b>223</b>
<b>Residential</b>	
Standard Spaces	188
Compact Spaces	
Tandem Spaces	N/A
Parking Ratio	1 sp/1 unit
Min. Residential Required Parking Ratio	1 sp/1 unit
Min. Residential Required Parking Spaces	188
<b>Retail</b>	
Standard Spaces	35
Compact Spaces	0
Tandem Spaces	N/A
Parking Ratio	1/408 s.f. g.f.a.

<sup>4</sup> See discussion of density below.

<sup>5</sup> Applicant requests density exemption for all g.f.a. of retail.

Min. Retail Required Parking Ratio	1/580 s.f. g.f.a.
Min. Retail Required Parking Spaces	25
<b>Other</b>	
Handicap Spaces	TBD
Handicap Van Spaces	TBD
<b>Loading spaces proposed</b>	2
<b>Loading spaces required</b>	3
<b>LEED Score Residential</b>	Gold
<b>LEED Score Commercial</b>	Gold
<b>Coverage</b>	
Building B (Retail/Parking/Townhouses)	88%
Building A (residential)	63%

**Density and Uses:** The subject site is proposed to be rezoned from “C-2” and “R-5” to “C-O-1.5;” the applicant proposes to change the GLUP from “Low-Medium” Residential to “Low” Apartment-Hotel-Office. The “Low” Apartment-Office-Hotel GLUP designation recommends, and the “C-O-1.5” zoning district permits (by special exception), retail/commercial/office development up to a 1.5 FAR; apartment dwellings at an up to 72 units per acre; and hotel units up 110 units/acre. Site area shall not be counted twice in allocating the permitted total density.

While in original submittals the applicant was proposing to exempt the proposed grocery store from density calculations (giving the applicant more dwelling units than they would otherwise have and effectively making the grocery store “bonus” density), the applicant has been working with staff to provide on-site affordable housing and the associated bonus density for the provision of affordable units in order to render the situation moot.

The applicant currently proposes an approximately 14,000 gross floor area for retail, devoted solely to the applicant’s proposed specialty grocer. The applicant is also now proposing 181 dwelling units, 166 in an apartment tower in the east block, and 15 stacked flats wrapping the west block.

**Site and Design:** Since the last SPRC, changes to the design have occurred. The applicant has added a second story of one-level dwellings to the townhouse units on Veitch Street, creating two stories of stacked flats. The applicant also has added an enclosed off-street loading and trash space to the residential tower. The applicant proposes to redevelop the site with two (2) separate buildings, divided by North Uhle Street, a County street: a building with retail, parking garage, and townhouses (Building A), and an all residential building (Building B). The two (2) buildings will be unconnected in any way. Parking will exclusively be in Building A (the retail building). The parking garage will be partially above ground, and will have two (2) entrances: One (1) entrance on North Uhle Street and the other off of North Veitch Street, between the intersection of Lee Highway with 20th Street North. One (1) loading space will accessed from North Uhle Street. There is no parking in Building B.

**Building A**

Building A will consist of approximately 14,000 square feet of retail space oriented to Lee Highway and North Veitch Street, and three (3) levels of parking, some of which will be at or

above ground level. The retail space will occupy one (1) floor and occupies the south half of the lot.

The proposed grocery store will have entrances from the corner of Lee and Veitch and from the top level of the parking garage. The retail building will have brick detail. The applicant shows a place for rooftop mechanical equipment, but not how it will be screened. The retail building will appear as a one story building at the corner of Veitch Street and Lee Highway, but as the grade along Lee Highway lowers, two levels of parking below the retail space will be above grade. The applicant is proposing to conceal the parking with display windows on the second level; however a part of the lowest level of exposed garage (at the Uhle Street corner) appears to be blank wall.

Behind the retail portion of the site, the top level of parking will be completely above ground, however now masked by a row of now two-story stacked flats along Veitch Street, and six (6) two-level townhouse units surrounding the parking on Uhle Street. The Townhouses will have direct entrances from the street. The townhouses are also proposed to be brick-faced, with a traditional look.

The streetscape surrounding the Building A will consist of street trees, new street lights, and improved sidewalks around the perimeter of the site.

### Building B

The East Building is a 10-story<sup>6</sup> all-residential tower located on the east side of Uhle Street. It is not connected to Building A. The site is surrounded on three (3) sides by VDOT right-of-way, leftover from the I-66 project. This accounts for the building's deep setback from 21<sup>st</sup> Street and Lee Highway. The south half of the building fronts upon the back of the (proposed) Uhle Street sidewalk. The north half of the building will be set back approximately 18 feet behind a planted area and private terrace.

The building presents a mostly-glass façade, with vertical concrete columns painted white. Dwelling units will have balconies with sliding doors. The mechanical penthouse enclosure will be stucco painted white with metal cornices. In the penthouse will be enclosed activity and exercise rooms, a swimming pool and dog run.

The site's streetscape will consist of street trees, new street lights, new sidewalks, and a relocated and upgraded Custis Trail.

**LEED:** It is proposed that both buildings will achieve Gold certification through the US Green Building Council's LEED program. Staff is recommending Green Home Choice for the townhouse component of the development.

Transportation: The Master Transportation Plan (MTP) classifies Lee Highway as a Type-D Primarily Garden Apartments and Townhouse Neighborhoods Arterial. N. Veitch Street, N.

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<sup>6</sup> The building is considered 10 stories due to more than 50% of the basement being under the average site elevation, and penthouses with amenities are not considered stories by the terms of the "C-O-1.5" regulations in Sec. 23A.D.



Uhle Street, 21<sup>st</sup> Street N. and 20<sup>th</sup> Street N. are classified as Neighborhood Non-Arterial Streets. Twentieth Street N. is proposed to be vacated as part of this site plan. The following chart describes the street typology as indicated the in MTP.

<b>Street Name</b>	<b>Classification</b>	<b>Travel Lanes</b>	<b>Bike Access</b>	<b>On-street Parking</b>	<b>Pedestrian Way (MTP)</b>
Lee Highway	Arterial	2 to 4 + Turning	Bike Lane	Yes	6-8 ft. s/w 5-6 ft. Green Strip w/ Breaks
N. Veitch Street	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip
N. Uhle Street	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip
20 <sup>th</sup> Street N.	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip
21 <sup>st</sup> Street N.	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip

Transportation Analysis:

Trip Generation: A Traffic Impact Analysis (TIA) submitted by the applicant, prepared by Wells & Associates, dated September 2011, assessed the impact of the development on the adjacent street network. The analysis estimates that currently vehicular traffic around the site is 1,781 am peak hour trips and 1,403 pm peak hour trips on Lee Highway; 205 am peak hour trips and 215 pm peak hour trips on N. Veitch Street and 10 am peak hour trips and 6 pm peak hour trips on N. Uhle Street. The proposed development will generate 134 am peak hour vehicle-trips and 443 pm peak hour vehicle-trips. Approximately 22 am peak hour trips and 96 pm peak hour trips (approximately 5% of the total AM and PM trips) would be existing retail trips from the surrounding network and not considered additional traffic. The applicant proposes a traffic signal at the intersection of N. Veitch Street, 20<sup>th</sup> Road N. and 21<sup>st</sup> Street N. which is a single intersection. The TIA has since been updated to reflect the applicant's proposed reduction in retail space and increase in residential unit numbers, and the impact is minimal.

Streets: Regional access to the site is by George Washington Memorial Parkway, I-66, Arlington Boulevard and Lee Highway. The local streets abutting the site are described above in the MTP Chart. Lee Highway is an east-west gateway under the purview of the Virginia Department of Transportation (VDOT), through Arlington with three (3) westbound lanes and one (1) left turn lane at the signalized intersection with N. Veitch Street and three (3) eastbound lanes, one (1) left turn lane and one (1) right turn lane at the intersection of N. Veitch Street. The westbound leg of

Lee Highway in front of the site is approximately fifty (50) feet wide. The eastbound leg is approximately 35 feet wide. N. Veitch Street and N. Uhle Street provide the north-south access between Lee Highway and 21<sup>st</sup> Street N. N. Veitch Street varies in width and is approximately 35 feet from face-of-curb to face-of-curb. Twenty-first Street N. and N. Uhle Street are approximately 27 and 30 feet in width respectively, from face-of-curb to face-of-curb, and 20<sup>th</sup> Street N. which is approximately 23 feet wide, dead-ends into N. Uhle to the west and provides the east west connection from the homes on the east side of N. Uhle Street. The pavement on the east end of 20th Street ends at a wooded area. On the east side of the wooded area is the Custis Trail. Twentieth Street is proposed to be vacated for the construction of the residential building.

Sidewalks and Pedestrian Circulation: The sidewalks around the site are currently 10 feet in width on Lee Highway, 8 feet on N. Veitch Street and 21<sup>st</sup> Street N., approximately 3 to 4 feet on 20<sup>th</sup> Street N., and vary from 7 to 8 feet on N. Uhle Street. The plan proposes 15 to 20- foot wide sidewalks around the entire perimeter of the retail building (West Building) and a new 17- foot wide sidewalk on Lee Highway on the east side of N. Uhle Street in front of the residential building (East Building). The plan proposes the vacation of 20<sup>th</sup> Street N. for construction of the new residential building. Staff is also recommending sidewalk improvements on Lee Highway and 21<sup>st</sup> Street N. at the residential portion of the site.

Parking and Loading: On-site parking is currently provided by a surface parking lot on the west side of N. Uhle Street to serve the former cleaners. On-street parking is available on N. Veitch Street, N. Uhle Street, N. 20<sup>th</sup> Street N. and N. 21<sup>st</sup> Street.

The plan proposes rooftop parking and an underground parking garage on the retail portion of the site to accommodate approximately 223 parking spaces for both the residential and retail uses. The total parking spaces include 188 residential spaces and 35 retail spaces. For site plans, the parking ratio for multifamily dwellings is 1 space per unit. The minimum site plan ratio for retail parking is 1 space per 580 s. f. The plan proposes parking ratios of 1 space per unit for residential parking and approximately 1 per 408 s.f. for retail parking.

Public Transit: The site is served by the ART Bus 61, Metro Bus 3A, 3B, 3Y and 15L. The Courthouse Metro Station is approximately 1,975 feet from the site.

Bicycle Access: The site is adjacent to the Custis Trail located east of the site. The Custis Trail currently intersects with Lee Highway in a "Y" configuration. Staff recommends realigning the connection for better, safer access. A bike access is also along 21<sup>st</sup> Street N. and N. Veitch Street and will remain.

Utilities: Adequate water and sanitary sewer capacity will be available to serve the proposed development. Aerial utilities will comply with County requirements.

## **DISCUSSION**

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

- Reduce the required loading spaces from three (3) to two (2).
- Exempt all retail g.f.a. from density calculations.
- Bonus residential density of .40 FAR for LEED Gold certification, and bonus commercial density of .35 FAR.

**Approved Policies and Plans:** Section 23A (the “C-O-1.5” regulations) of the Zoning Ordinance and 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. A summary of staff recommendations from the LRPC process follows:

- A GLUP amendment to a designation such as “Low” Office-Apartment-Hotel could be appropriate 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 the type of mixed-use project with ground floor retail and the possibility of residential uses that the community and some members of the LRPC recommended for this site. Such a combination of GLUP and zoning for a site of this size, separated as it is from other nearby sites by an interstate, a major arterial and North Veitch Street, could provide for potential placemaking and the development of a neighborhood-oriented center which would allow the residents of this area to access neighborhood-serving retail on foot or by bicycle. Staff’s economic development analysis concluded that some retail uses, which could include a grocery store or neighborhood-serving retail, could be viable in this location. A GLUP designation of this nature would also be consistent with and in keeping with good planning principles that encourage smart growth and sustainable, walkable development close to Metrorail corridors.
- There were concerns about the associated heights. In terms of additional guidance, one (1) commissioner indicated that he could support heights of up to eight (8) stories on this site; however the other commissioners did not provide specific feedback regarding what heights may be most appropriate for the site. The commissioners did indicate that building height, transitions and tapering are concerns that should be carefully addressed through the site plan review process.

It should be noted that the LRPC process did not endorse a particular development scenario, rather the outcome for the process was on establishing an appropriate potential use mix and density, not on analyzing design or a particular development proposal. Any specific development proposal was meant to be analyzed through the site plan process in accordance with the recommendations of the LRPC, as well as principles of good planning and good design.

**Issues:** The following preliminary issues have been identified with the applicant’s site plan request:

### Land Use & Zoning

- Density—applicant exempts specialty grocery store from density calculations.

### Site Design & Characteristics

- Garage and loading access in one building—no parking/loading inside residential building.

### Building Design & Architecture

- Garage partially above ground, but concealed.
- Transitioning from short retail building to tall residential building.
- ~~One-story townhouses on Veitch Street—not much Arlington experience with one-story townhouses that weren't stacked flats.~~
- Need more detail on Lee Highway frontage treatment and the nature of the windows. Possible display space?
- ~~Corner townhouse unit at Lee and Uhle can be mistaken for grocery entrance.~~
- Blank wall at Lee/Uhle corner

### Transportation

- ~~Location of residential loading space~~
- ~~Uhle Street profile/sidewalk widths.~~

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#### **Interested Parties:**

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

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