

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Thursday, September 20, 2012
TIME: 7:00 – 10:00 p.m.
PLACE: Courthouse Plaza Rm. 311
2100 Clarendon Boulevard
Arlington, VA 22201

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

- Item 1. Bergmann's (SP #420) 7:00pm–8:30pm**
(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 October 2012 PC and CB meetings.
Peter Schulz (CPHD Staff)
- Item 2. 220 20th Street (SP #11) 8:30 pm—10 pm**
(RPC# 34-020-268)
Not to be heard by the PC or CB
Aaron Shriber (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, 10th Floor, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library's Virginia Room, 1015 N. Quincy St., (703) 228-5990.

For more information on the Arlington County Planning Commission, go to their web site
<http://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

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

ITEM 1

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

AGENDA: Fourth Meeting—June 18, 2012

- 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

AGENDA: Fifth Meeting

9) Presentation of revised plan

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 21st Street N. on the North. Located in the North Highlands Civic Association area.

Applicant Information:

Applicant

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Traffic Engineer

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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-20th 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 20th 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 21st 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 20th Century single-family detached dwellings.

Development Potential:

Site Area:	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
“C-2” By-Right ¹	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 ²

¹ Using only the site area currently in each zoning district.

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

"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 ³	One-Family Dwellings: 6,000 s.f./lot; or Office uses only at 0.60 FAR	12 one-family dwellings 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:

	Proposed (As of May 3, 2012)
Site Area	1.86 acres (81,143 s.f.)
Density⁴	
Residential Density	202 units
Base number of units	133 units
LEED Gold Bonus (.40 g.f.a.)	units
Affordable Housing Bonus	units
Commercial (Office/Retail)	13,446 14,297 s.f.
Retail GFA ⁵	14,297 s.f.
"C-O-1.5" Max. Permitted Commercial	1.5 FAR
"C-O-1.5" Max. Permitted Residential	72/units acre
Height	127.5 ft
Building A (residential tower)	
Main Roof	107 ft
Penthouse Height	11 ft
Stories	10
"C-O-1.5" Max. Permitted Height - Residential	10 stories
Building B (retail/parking/townhouses)	
Main Roof	41'
Penthouse Height	N/A
Stories	3
Average Site Elevation	191' 2" (east building) 202' 5" (west building)
Parking	223
Residential	
Standard Spaces	
Compact Spaces	

³ "C-O-1.5" calculations are over the entire site area.

⁴ See discussion of density below.

⁵ Applicant requests density exemption for all g.f.a. of retail.

Tandem Spaces	N/A
Parking Ratio	1 sp/1 unit
Min. Residential Required Parking Ratio	1 sp/1 unit
Min. Residential Required Parking Spaces	202
Retail	
Standard Spaces	35
Compact Spaces	0
Tandem Spaces	N/A
Parking Ratio	1/408 s.f. g.f.a.
Min. Retail Required Parking Ratio	1/580 s.f. g.f.a.
Min. Retail Required Parking Spaces	25
Other	
Handicap Spaces	TBD
Handicap Van Spaces	TBD
Loading spaces proposed	2
Loading spaces required	3
LEED Score Residential	Gold
LEED Score Commercial	Gold
Coverage	
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.

The applicant has requested an exemption from density for the grocer. Staff believes a better transition to the neighborhood to the west, and a better presence on Lee Highway could be achieved by adding at least one (1) more story onto the retail building. Since the applicant has maximized the bonus density available (for instance, the affordable housing bonus provision has been used in order to mask much of the above-ground parking garage), staff has reexamined the use of the Grocery Store Policy to exempt the grocer’s density. Staff supports the applicant’s request to exempt the grocer’s density in order to facilitate an improved design.

The applicant currently proposes an approximately 13,257 square feet of gross floor area for retail, devoted solely to the applicant’s proposed specialty grocer. The applicant is also now proposing 202 dwelling units, 165 in an apartment tower in the east block, 17 stacked flats wrapping parking garage along Veitch and 21st Streets along the west block, and one (1) level of 16 units above the grocer, facing Lee Highway.

Site and Design: Since the last SPRC, changes to the design have occurred. The applicant has added a story of 16 one-level apartments on top of the grocery store facing Lee Highway. 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, townhouses and apartments (Building A), and an all residential building (Building B). The two (2) buildings will not be

connected physically. 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 13,257 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 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, a level of parking below the retail space will be above grade. The applicant is proposing to conceal this with window boxes. As the grade lowers, at the ground level there will be either a residential unit at the corner of Lee and Uhle Street, or a small retail unit such as a dry-cleaning drop off with.

Behind the retail portion of the site, the top level of parking will be completely above ground, surrounded by a two-story row of stacked flats along Veitch Street and two stories of stacked flats on the Uhle Street frontage. All residential units will have direct entrances from the street. The residential units are proposed to be brick-faced, with a traditional look.

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

Building B

The East Building is a 10-story⁶ 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 21st 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 and a swimming pool.

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

⁶ 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.

LEED: It is proposed that the entire project will achieve Gold certification through the US Green Building Council's LEED program.

Transportation: The Master Transportation Plan (MTP) classifies Lee Highway as a Type-D Primarily Garden Apartments and Townhouse Neighborhoods Arterial. N. Veitch Street, N. Uhle Street, 21st Street N. and 20th 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.

Street Name	Classification	Travel Lanes	Bike Access	On-street Parking	Pedestrian Way (MTP)
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 th Street N.	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip
21 st 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 91 am peak hour vehicle-trips and 259 pm peak hour vehicle-trips and 1753 daily trips.

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 21st 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 20th 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 21st Street N., approximately 3 to 4 feet on 20th Street N., and vary from 7 to 8 feet on N. Uhle Street. The plan proposes 12 to 20- foot wide sidewalks around the entire perimeter of the retail building (West Building) and a new 15- foot wide streetscape (10 foot sidewalk, five foot planting strip) 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 20th Street N. for construction of the new residential building. Staff is also recommending sidewalk improvements on 21st Street N. at the residential portion of the site up to the VDOT bridge abutment.

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. 20th Street N. and N. 21st Street.

The plan proposes rooftop parking and an underground parking garage on the retail portion of the site to accommodate approximately 242 parking spaces for both the residential and retail uses. The total parking spaces include 202 residential spaces and 40 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 one space per 330 s.f. of retail. However, the applicant is proposing to reserve approximately nine (9) parking spaces officially allocated to the residential uses to be reserved for the exclusive use of the grocer from 9 a.m. to 9 p.m. seven (7) days a week. This would effectively reduce residential parking to one (1) space for every .95 units. Staff is still evaluating if this is appropriate based on the proposed uses on site.

Public Transit: The site is served by the ART Bus 61, Metro Bus 3A, 3B, 3Y and 15L. The ART Bus line travels directly to the Courthouse Metro Station from the site. 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 21st Street N. and N. Veitch Street and will remain. There is an existing Capital Bikeshare station across from the site on 21st Street North.

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).
- Bonus residential density of .40 FAR for residential LEED Gold certification
- Bonus residential density of 25% (the maximum permissible under Sect. 36.H.7.a) of the units for on-site committed affordable housing.
- Modification of the residential site plan parking standard from 1 space per unit to .95 space per unit.

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:

Building Design & Architecture

- Above ground transformers on east side. Need architectural detail how it will be treated.
- Treatment of Lee/Uhle corner if the unit is residential.

SPRC Neighborhood Members:

Anita Machar	North Highlands Civic Association	nhcapres@yahoo.com
Ponnappa Paleyanda	North Highlands Civic Association	nhcapres@yahoo.com
H.K. Park	Lyon Village Citizens Association	Hkpark100@hotmail.com
Dubravka Maric	Potomac Place HOA	dubie@hotmail.com
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Kevin Haley	Colonial Village III	kevin.haley@gmail.doc.gov

Interested Parties:

Mary McCutcheon	NCAC Representative	mmccutch@gmu.edu
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Planning Commissioner Chairing This Item:

Charles Monfort		charles.monfort@martin-blanck.com
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Staff Members:

Peter Schulz	CPHD—Planning	(703) 228-0067	pschulz@arlingtonva.us
Dolores Kinney	DES—Transportation	(703) 228-0777	dkinney@arlingtonva.us

ITEM 2

220 20th Street (SP #11)
RPC# 34-020-268

BACKGROUND: On December 14, 2010, the County Board approved an amendment to SP #11 for the purpose of permitting modifications associated with a previous site plan amendment to SP #11 (approved September 16, 2006) that allowed for the repurposing of an existing office building located at 220 20th Street South as a residential building. In association with the reconfiguration of this building as a residential structure, the applicant committed to the removal of the pedestrian bridge adjacent to the building that crosses Crystal Drive. Specifically, Condition #76 states:

The developer agrees to implement all recommendations of the upcoming Crystal City planning process with regard to the pedestrian bridge across Crystal Drive. If the County Board approves or adopts a plan with a recommendation to remove the pedestrian bridge, the developer agrees to remove it and reconstruct the areas where the bridge attaches to buildings or structures at both ends of the bridge span. If the County Board approves or adopts a plan with a recommendation to retain the bridge, the developer agrees to implement all recommended improvements. By September 28, 2012, or concurrent with a site plan amendment for redevelopment of any existing office building in Site Plan #11, whichever is sooner, the developer agrees to present design drawings that show a detailed plan for carrying out the work agreed to in this condition to the Site Plan Review Committee for review and comment. Design drawings for retention and improvement of the bridge shall include bringing the bridge into full compliance with the Americans with Disabilities Act (ADA) for an accessible route. The developer agrees to submit design drawings for removal or improvement of the pedestrian bridge to, and obtain the approval of, the County Manager prior to the start of any work on the bridge. The developer further agrees to complete implementation of the approved design drawings prior to issuance of the first Certificate of Occupancy for redevelopment of Crystal Plaza 3 or within 18 months of issuance of a demolition permit for redevelopment of any other building in Site Plan #11, but no later than September 28, 2014, except that implementation of the approved design drawings within the Crystal Park site plan may be completed no later than September 28, 2015. The developer agrees that it has accepted responsibility to begin construction to implement the approved design drawings in time to meet the completion deadlines above.

The developer may replace the existing landscaping under the bridge on the west side of Crystal Drive with pavers to match the existing pavers on a temporary basis, until removal of the pedestrian bridge. Design drawings for removal of the bridge shall include new landscaping appropriate for the new streetscape in that location, to include a street tree if feasible.

In conformance with this condition, the applicant (Vornado/Charles E. Smith) has submitted materials to staff regarding the redesign of portions of the Crystal Drive streetscape associated with the removal of this grade-separated pedestrian bridge. Additionally, this condition requires the applicant to present plans for this removal, and associated improvements, to the SPRC for

review and comment prior to September 28, 2012, which has been satisfied. Following this SPRC meeting, the applicant will submit an Administrative Change to seek an amendment to the approved final landscape plans that will be impacted by this improvement. Any comments provided by the SPRC at this meeting can be incorporated into the review of the future Administrative Change application. Further, this proposal is not required to be reviewed by the full Planning Commission or County Board prior to implementation.

Proposal: The plans submitted by the applicant propose the removal of the pedestrian bridge crossing Crystal Drive. As this bridge connects to 2011 Crystal Drive on the east side of Crystal Drive and the 220 20th Street South loading area on the west side of Crystal Drive, these areas of the buildings will be reconfigured to accommodate the removal of this bridge. Additional streetscape improvements are proposed as is a new screen wall for the loading area on the east side of Crystal Drive. Further, a new at-grade entrance to the Crystal City Underground will be provided on the east side of Crystal Drive along with a staircase and elevator that will accommodate access from Crystal Drive to the elevated plaza located behind the 220 20th Street South building.