

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: September 29, 2014
TIME: 7:00 – 10:00 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza, Rooms 109/110
Arlington, VA 22201

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

Item 1. 400 Army Navy Drive (SP #2) 7:00pm–8:25pm
(RPC# 35-002-001)
Scheduled to be heard no earlier than the November 2014 PC and CB meetings.
Aaron Shriber (CPHD Staff)

Item 2. Key Boulevard Apartments (SP #181) 8:30pm-9:55pm
(RPC# 16-014-002))
Scheduled to be heard no earlier than the November 2014 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, 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://commissions.arlingtonva.us/planning-commission/>

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

To view the current Site Plan Review Committee schedule, go to the web site
<http://commissions.arlingtonva.us/planning-commission/sprc/>

ITEM #1
400 Army Navy Drive (SP #2)
(RPC# 35-002-001)
Inta Malis, SPRC Chair

SPRC AGENDA: First Meeting—October 21, 2013

- 1) Informational Presentation
 - a) Overview of Site Plan Proposal (Staff)
 - b) Presentation of Site Plan Proposal (Applicant)

- 2) Land Use & Zoning
 - a) Relationship of site to GLUP, sector plans, etc.
 - i) Requested changes (if any)
 - ii) Justification for requested changes (if any)
 - b) Relationship of project to existing zoning
 - i) Special site designations (historic district, etc.)
 - ii) Requested bonus density, height, etc. (if any)
 - iii) Requested modification of use regulations (if any)

- 3) Site Design and Characteristics
 - a) Allocation of uses on the site
 - b) ~~Relationship and orientation of proposed buildings to public space and other buildings~~
(To be discussed at SPRC meeting #2)
 - c) Streetscape Improvements
 - d) View vistas through site
 - e) Visibility of site or buildings from significant neighboring perspectives
 - f) Historic status of any existing buildings on site
 - g) Compliance with adopted planning documents

SPRC AGENDA: Second Meeting—January 6, 2014

- 4) Relationship and orientation of proposed buildings to public space and other buildings
 - a) Staff Presentation
 - i) Overview of Crystal City Master Plan guidance
 - ii) Contextual overview of the surrounding built environment in relation to the applicant's proposal, including the adjacent streetcar maintenance and operations facility.
 - iii) Site constraints
- 5) Questions and Answers
- 6) SPRC Discussion

SPRC AGENDA: Third Meeting—April 24, 2014

- 7) Streetcar Operations and Maintenance Facility (Staff)
 - a) Staff presentation
 - i) Teardrop and Verizon parcels

- (1) Status of ownership
 - (2) Current use
 - (3) Proposed use
 - (4) Development parameters
 - (a) Restrictions
 - (b) Use
 - (c) Height
 - (d) Streetscape improvements
 - ii) Public review process
 - (1) Purpose
 - (2) Content
 - (3) Timing
- 8) Site Design and Characteristics (Applicant)
- a) Applicant presentation
 - i) Allocation of uses on the site
 - ii) Relationship and orientation of proposed buildings to public space and other buildings
 - iii) Streetscape Improvements
 - iv) View vistas through site
 - v) Visibility of site or buildings from significant neighboring perspectives
 - vi) Historic status of any existing buildings on site
 - vii) Compliance with adopted planning documents

SPRC AGENDA: Fourth Meeting—May 22, 2014

- 9) Streetcar Maintenance and Operations Facility
- a) Redevelopment Parameters (Staff)
 - b) SPRC Discussion
- 10) Site Design and Characteristics (continued from previous meeting)
- a) Applicant Presentation of Revisions (applicant)
 - i) Building orientation
 - ii) Building entrances
 - iii) Alley treatments
 - (1) East side of building
 - (2) West side of building
 - iv) Streetscapes
 - (1) Army Navy Drive
 - (2) 11th Street South
 - (3) West side of building
 - v) Loading activities and locations
- 11) Building Architecture (applicant)
- a) Design Issues
 - i) Building Form (height, massing, tapering, setbacks)
 - (1) Tower separation
 - ii) Façade treatments, materials, fenestration
 - iii) Roof line/penthouse form and materials
 - (1) Building mechanical systems and enclosures

- (2) Building tops
- iv) Street level activism/entrances & exits
- v) Sustainable design
- vi) Accessibility
- b) Service Issues
 - i) Utility equipment
 - ii) Venting location and type
 - iii) Exterior/rooftop lighting
- c) SPRC Discussion

SPRC AGENDA: Fifth Meeting—September 29, 2014

- 12) Building Architecture (cont.)
 - a) Tower separation
 - b) Rooftop treatment
 - c) Façade venting
 - d) Image of building from vehicular approaches to Arlington County
- 13) Landscaping (cont.)
 - a) Rooftop treatment
- 14) Private drive-west side of site (cont.)
 - a) Loading conditions
 - b) Landscaping
 - c) Impacts on streetcar operations and maintenance facility
- 15) Construction issues
 - i) Phasing
 - ii) Vehicle staging, parking, and routing
 - iii) Community Liaison
- 16) Community Benefits
 - a) C-O-Crystal City analysis
- 17) Conclusion/Wrap-up

Site Location: 77,118 square-foot site (1.77 acres) located at the northwest corner of Crystal City, on the block generally bounded by 12th St. South to the south, Army Navy Drive to the North, Old South Eads St. to the west, and Army Navy Drive to the east.

Applicant Information:

Applicant

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BACKGROUND: A site plan amendment is proposed to redevelop the site of an existing, vacant office building located at 400 Army Navy Drive, which is also known as the “Paperclip Building”. The applicant, Arlington Apartments L/CAL LLC (“LCOR”), proposes to redevelop the site with a 20-story, multifamily residential building that has a common podium and two (2) towers that include 453 residential units.

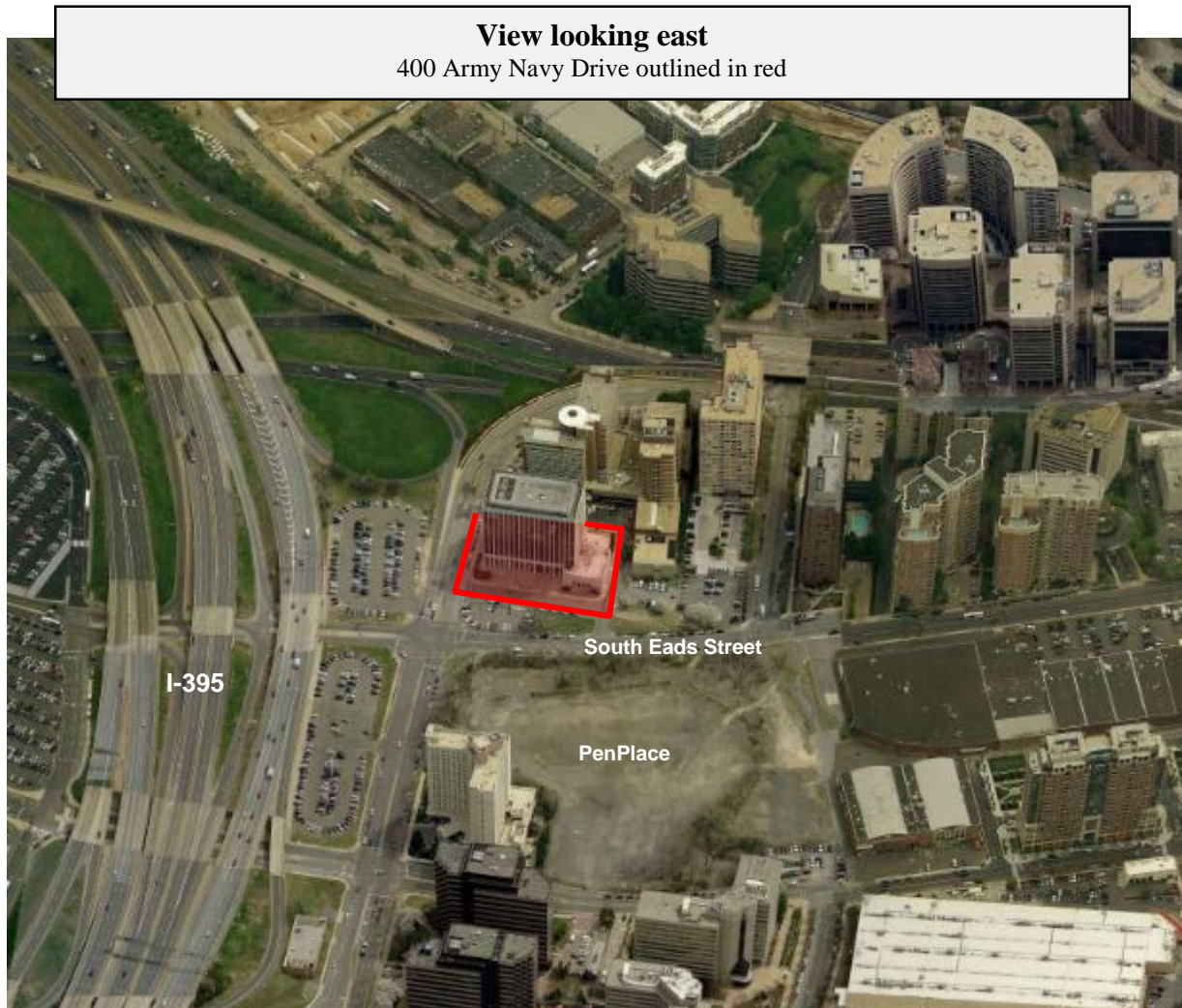
The proposed multifamily residential building is located within the boundaries of the Crystal City Sector Plan. A General Land Use Plan (GLUP) amendment is not required for this application; however, the applicant is requesting to rezone the subject parcel to “C-O Crystal City”. In association with the site plan amendment, the applicant is requesting the exclusion of density for above-ground ventilation shafts. In addition, bonus density is requested with a commitment by the applicant to certify the building at the LEED Gold (.4 FAR) and LEED EBOM (.10 FAR) levels consistent with the County’s Green Building Density Incentive Program.

The following provides additional information about the site and location:

Site: The subject site is located at the northwest corner of Crystal City and adjacent to Pentagon City on the block generally bounded by 12th St. South to the south, Army Navy Drive to the North, Old South Eads St. to the west, and Army Navy Drive to the east. The site is approximately 77,118 square-foot site (1.77 acres) and is surrounded by the following land uses:

- To the north: Army Navy Drive; Pentagon parking lots and I-395.
- To the east: Double Tree by Hilton (SP #82), 13-story hotel designated “High” Office Apartment Hotel and Crystal City Coordinated Redevelopment District on the GLUP and zoned “C-O”.
- To the south: Verizon building (SP #244), 1 story telephone building designated “High” Office Apartment Hotel and Crystal City Coordinated Redevelopment District on the GLUP and zoned RA-H-3.2

To the west: Old Eads St. South; “Teardrop Parcel” designated “High” Office Apartment Hotel and Crystal City Coordinated Redevelopment District on the GLUP and zoned “C-O-2.5”.



Existing Zoning: “C-O” Commercial Office Building, Hotel and Apartment District.

General Land Use Plan Designation: “High” Office Apartment Hotel (Up to 3.8 FAR Office, up to 4.8 FAR Apartment, and 3.8 FAR Hotel) and Crystal City Coordinated Redevelopment District.

Neighborhood: The site is located within the boundaries of the Crystal City Sector Plan and is represented by the Crystal City Civic Association.

Existing Development: The site is currently developed with a ten-story, 235,445 square-foot office building. Also known as the “Paperclip Building”, the site plan (SP #2) was approved in 1961 for an office building, which was constructed in 1964. An administrative change request for interior and exterior changes was approved in 1984 increasing the building to its current size. The building was acquired by the present owner in 2012 and is currently vacant.

Development Potential:

Site Plan Area: 77,118 sq. ft. (1.77 ac)	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
Existing Zoning		
“C-O” By-Right	Single Family Dwellings (6,000 sf/lot); or Other Uses (0.60 FAR)	12 dwellings; or 46,270 sf
“C-O” Site Plan	Office/Commercial (3.8 FAR); or Apartment (4.8 FAR); or Hotel (3.8 FAR)	293,048 sf; or 370,166 sf; or 293,048 sf
Proposed Zoning		
“C-O-Crystal City” By-Right	Places of Worship; or Office Use: 0.60 FAR	46,270 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

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

	Proposed
Site Area^{1 2}	77,118 sq. ft. (1.77 Ac)
Density	
Residential GFA ³	491,826 sq. ft. (453 Units)
Residential Density (DU/Acre)	275 DU/Acre
Residential Density (FAR)	6.38 FAR
“C-O Crystal City” Max. Permitted Residential Density⁴	4.8 FAR
Height	
Average Site Elevation	36.75 ft.
Residential Building	20 Stories
Main Roof Elevation	236.75 ft.
Main Roof Height	200 ft.
Penthouse Roof Elevation	259.75 ft.
Penthouse Roof Height	223 ft.
Penthouse Height	23 ft.
“C-O Crystal City” Max. Permitted Residential Height	200 ft.
Parking	
Residential Building Parking Spaces Provided ⁴	453
Standard	354
Compact	89 (19.87%)

¹ Site area is inclusive of 5,269 sf attributed to the vacation of Old S. Eads St. (separate application)

² A portion of the site includes 9,202 square feet of Army Navy Drive right-of-way, which will be dedicated by the Applicant with this site plan.

³ Includes 2,988 sf of building ventilation shafts that the Applicant has requested to be excluded from the building’s gross floor area calculation.

⁴ Density above 4.8 FAR is permitted up to the maximum allowable height with the provision of community benefits

⁴ Tandem parking spaces are not included in the parking calculation as the applicant has not requested a Zoning Ordinance modification to allow these 9 parking spaces to be considered in the calculation.

Handicap	9
Tandem ⁴	9
Residential Parking Ratio	1 sp/unit
Residential Parking Spaces Required	478
“C-O Crystal City” Required Residential Parking Ratio	1 1/8 space per unit for the first 200 units 1 space per unit for each additional unit
LEED	Gold Certification Level and EBOM
Residential Building – LEED (NC)	60 Points

Density and Uses: The site’s current zoning of “C-O” permits by site plan, office buildings, commercial uses including retail and service commercial uses, hotels and apartment buildings. The site’s GLUP designation is “High” Office Apartment Hotel and provides for the development of up to 4.8 FAR for apartments and 3.8 FAR for hotel and office. The site is also part of the Crystal City Coordinated Redevelopment District. Properties within this district are permitted to redevelop according to the recommendations of the Crystal City Sector Plan, which requires a rezoning to the “C-O Crystal City” zoning district. Per Section 7.16.5 of the Zoning Ordinance, increases in density over the base amount (4.8 FAR for the subject site) may be permitted in the “C-O-Crystal City” zoning district with a site plan application according to the following parameters:

where the project ameliorates the impact of those densities or other increases, and provides features or amenities identified in the Crystal City Sector Plan and other plans and policies established for the area by the County Board, including without limitation site design incorporating co-location of land uses, adherence to recommended build-to lines, compliance with bulk-plane angles to provide adequate sunlight to parks, tower separation and tower coverage goals for adequate light and relief, environmentally sustainable and energy-efficient building design, transportation and transit facilities, parks and other open space amenities, and creation of affordable housing. The amount of additional density granted shall be based on the extent to which the project meets the plans or provides such benefits, and does so within the building form parameters established in this §7.16.5.

Density for the project, and the amount of bonus density requested that must be earned by meeting the criteria as stated above, is described in the following table:

Site Area	Site Plan Proposal	Base Density Allowed per CC Sector Plan (4.8 FAR)	Bonus Density Requested
77,118 sq. ft.	491,826 sq. ft.	370,166 sq. ft.	121,660 sq. ft.

Site and Design: The applicant proposes one building that includes two (2) towers that share a common, 2-story podium. The building would include a series of five (5) terraces, including one (1) terrace on the top of each tower. The 20-story building is proposed to front Army Navy Drive to the north and Old South Eads St. to the west. The primary entrance is located on the west side of the building. Two (2) additional lobbies are included on the north and south sides of the building. A leasing facility is proposed at the northwest corner of the building and thirteen ground floor residential units, which are accessed at street level, are proposed on the north, west and south sides of the building. Access to parking and loading are located on the east side of the building in a shared alley with the Doubletree Hotel. The proposed parking configuration

includes three (3) levels of below grade parking and two (2) levels of parking above grade. Above grade parking is wrapped and disguised by the building on all sides except for the east alley side.

The building's contemporary design comprises gray, tan and red brick on the podium and portions of each tower. A glass wall system and aluminum trim comprise the remainder of each tower. The penthouse on the south tower is comprised of a metal screen system and the penthouse on the north tower is enclosed with brick. A concrete slab canopy that covers the rooftop terrace is also shown on the north tower. The proposed streetscape includes sidewalks, street trees (including tree pits) and lighting on the north, west and south sides of the building.

LEED: The applicant proposes that the building will be certified under the U.S. Green Building Council's LEED program at the Silver level rating. Bonus density consistent with the County's Green Building Density Incentive Program is requested for .4 FAR for LEED Gold and .10 for LEED EBOM.

Transportation: The project site is located in Crystal City, specifically, on the block bound by Army Navy Drive to the north, Old South Eads St. to the west, 11th St. South to the south and an existing alley to the east. This site is easily accessible by multiple modes of transportation to allow for flexibility in transportation. The site is well served by transit with ART and Metrobus stops less than a block away and a Metrorail station four (4) blocks away. There is also easy access to Interstate 395 (I-395) and Route 1 for vehicular traffic and a Capital Bikeshare station within two (2) blocks for cyclists.

Streets: The Master Transportation Plan (MTP) identifies South Eads Street and Army Navy Drive as a Type B-Urban Mixed-Use Arterial. Old South Eads St. and 11th St. South are not shown on the MTP, as they were deleted with the adoption of the Crystal City Sector Plan for the purpose of normalizing this block and providing for consolidated redevelopment sites. At this location, Army Navy Drive is a four (4) lane road with a median in the middle and on street parking on the south side in front of the project site. Old South Eads St. is a two (2) lane road with on street parking on the west side that is one block in length, from Army Navy Drive to 11th St. South 11th St. South is a two (2) lane road with no parking on either side that serves a small surface parking lot and service and loading areas for a hotel located adjacent to the site, to the east, and then continues under the hotel and terminates at Army Navy Drive. The alley on the east side provides additional access to the project site and hotel with parking on the east side adjacent to the hotel. The access provided for the hotel by 11th St. South and the alley are mainly for loading and back of house operations, not frequented by hotel guests. The initial submission of the site plan proposed to maintain the current configuration and number of travel lanes for all streets, which would not be consistent with the recommendations of the MTP and Crystal City Sector Plan. The applicant's revised layout proposes to maintain the existing street network but with the vacation of Old South Eads St. and the creation of an alley on the west side of the parcel. The current proposal will require an amendment to the MTP to reintroduce 11th St. South which is essential to maintain access to properties located on the south side of this road.

Trip Generation: A Traffic Impact Analysis (TIA) was submitted by the applicant, prepared by Gorove/Slade, dated June 11, 2013. The analysis assesses the impact of the development on the

adjacent street network and took into account additional traffic generated by approved unbuilt projects within the study area and their associated transportation network improvements. The proposed PenPlace development west of the site was recently approved by the County Board and is not included as future development for this analysis. The analysis concludes that approximately 90 AM peak hour trips and 106 PM peak hour trips will be generated by this site. According to the analysis, this is approximately 77 fewer AM peak hour trips and 44 fewer PM peak hour trips than the office use that was previously on the site, which is currently unoccupied. All intersection movements within the study area will continue to operate at LOS D or better under future conditions with the proposed development and transportation network improvements except the southbound left turn lane from Army Navy Drive to 12th St. South, which will operate at a LOS F during the AM and PM peak hours. The analysis did assume a modification to the signal operation at the intersection of S. Eads St. and 12th St. South to allow permitted left turns for eastbound and westbound left turns at 12th St. South and South Eads St. to account for the completion of 12th St. South.

Sidewalk and Pedestrian Circulation: The project site currently has sidewalks along all sides except the alley on the east side of the building. As originally proposed, the streetscapes on the north, south and west side of the building would have a total width of 17.5' – 18' with a 3' wide zone adjacent to the curb, 5' width for street trees, 6' clear sidewalk width, and a 4' wide zone for planters and stoops from the ground floor units adjacent to the building. Recent revisions to the building design will result in a revision to the streetscapes, by way of a reduction in the shy zone as a result of expanding the building's base.

The Crystal City Sector Plan calls for an 18' – 22' wide sidewalk with a minimum 6' clear sidewalk and 6' tree pit/furniture zone along Army Navy Drive. The streetscape elements will be evaluated for their ability to accommodate safe passage of pedestrians around the site and provide acceptable buffer treatments to the parcels to the south and west, which are proposed to be redeveloped with public uses in association with operations of the planned streetcar line.

Parking and Loading: The project proposes to have 453 parking spaces (1 sp/unit) with three levels below grade and two levels above grade hidden behind residential liner units. The proposed compact parking ratio is 19.87%. The access to the parking and loading area is proposed from the alley on the east side with two entry/exit locations and a loading area adjacent to each access point. The proposed project requests Zoning Ordinance modifications related to the provision of parking at a rate less than required (478 spaces) and for an increase in the compact parking ratio greater than permitted (15%).

Public Transit: The site is conveniently located with two (2) Metrorail Stations, Pentagon and Pentagon City, within ½ mile, and a third station, Crystal City, within ¾ of a mile. There are four (4) bus stops within a block of the site that are served by numerous Metrobus lines with the closest stop served by 14 routes. The Fairfax Connector and Loudoun County Transit stop at the intersection of Army Navy Drive and S. Eads St., but run only during rush hour in the peak direction of traffic. The Virginia Railway Express (VRE) is also ¾ of a mile from the site. The Pentagon Metrorail Station is a major hub of bus traffic and is served by 74 bus routes from WMATA, ART, DASH, Fairfax Connector, Loudoun County Transit, and the Potomac and Rappahannock Transportation Commission. Some of these bus routes run only during rush hour

in the peak direction of traffic with the Pentagon Metro being the starting/ending point and may be of limited service to the residents.

Transportation Network Improvements: There are two transportation network infrastructure improvements proposed adjacent to the site that will affect the proposed street sections adjacent to the site, a dedicated cycle track along Army Navy Drive, and the proposed Columbia Pike and Crystal City streetcar line. As part of Arlington County's continuing efforts to expand bicycling facilities, Army Navy Drive is planned to be reconfigured to provide a cycle track along the south side of the street. The proposed cycle track is currently planned to run along Army Navy Drive from South Joyce St. to 12th St. South While in the early stages of design, the current plan has a 10' wide cycle track adjacent to the existing/proposed curb, a 6' buffer area, and four (4) travel lanes (two (2) in each direction, with a median). This would require the removal of the existing on street parking along Army Navy Drive.

The streetcar is proposed to provide transit capacity along Columbia Pike from the Fairfax County line to Pentagon City and continue south through Crystal City to Four Mile Run at the City of Alexandria line. As part of the streetcar operations, a storage and operations & maintenance facility are required and currently proposed to be located adjacent to the proposed site to the west as shown in the Alternatives Analysis and Environmental Assessment (AA/EA) dated May 2012. On July 24, 2012, the County Board approved the Streetcar Build Alternative, as defined in the AA/EA dated May 2012 as the Locally Preferred Alternative (LPA) in this location. Subsequently, on July 13, 2013, the County Board approved the Columbia Pike Streetcar Agreement that establishes a process for the completion of the next phase of environmental planning and conceptual design. Specifically, the AA/EA proposed a storage facility to the west of the project site in the area bounded by Army Navy Drive to the north, South Eads St. to the west, 11th St. South to the south and Old South Eads St. to the east (the Teardrop parcel), and an operations & maintenance facility to the southwest of the project site in the area bounded by 11th St. South to the north, S. Eads St. to the west, 12th St. S. to the south, and the existing Verizon building to the east.

The storage facility is proposed to be 20' – 30' tall for streetcar storage. The operations & maintenance facility is proposed to be 40 – 50' tall and utilized for routine maintenance, crew base for operators, and operations and administration space. The future design of the streetcar storage and maintenance areas are proposed to be fully enclosed and designed to be harmonious with the surrounding area. Currently, the area of the proposed facility is a combination of grass and surface parking areas. 11th St. South is proposed to remain as currently shown, but Old South Eads St. is proposed to be vacated and replaced with a 20' wide alley.

DISCUSSION

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

- Bonus density for LEED Gold residential (.4 FAR) and LEED EBOM (.10 FAR);
- Density above the base density provided for by the GLUP and Crystal City Sector Plan of 4.8 FAR.

- Exclude from density calculations, 2,988 square feet of gross floor area associated with above ground vents/shafts (including garage intake and exhaust).
- Reduction in the parking requirement to 1 space/unit.
- Increase in the compact parking ratio to 19.87%.

Adopted Plans and Policies: In addition to regulations provided in the Zoning Ordinance for “C-O Crystal City” site plan development, the Crystal City Sector Plan provides guidance for redevelopment of the subject site. The plan provides general guidance related to the building envelope and urban design. Allowable base density specified in the Zoning Ordinance is 4.8 FAR. Additional density up to a total building height of 200 feet (excluding penthouses) may be achieved with the provision of community benefits.

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 200 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 36.75 feet; therefore, no portion of the building can exceed an elevation of 236.75 feet. The proposed building is 200 feet, which is an elevation of 236.75 feet. This maximum allowable height does not include the penthouse structure, which may be constructed at a maximum height of 23 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 Army Navy Drive and engages the RBL for greater than 80% on this street frontages.

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 Army Navy Drive for greater than 65 linear feet on this 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. The portion of the site that extends into the Army Navy Drive right-of-way will be dedicated to the County.

Podium Height: The Crystal City Sector Plan recommends that the maximum height of any podium should not exceed 65 feet. The first three (3) floors of the proposed building comprise the podium, which is approximately 33 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 podium bases should maintain a minimum separation of 40 feet from all other adjacent buildings, except when the separation is for an alley or other road where the separation may be 25 feet. The proposed building is located on a site surrounded by two roads (Army Navy Drive and 11th St. S.) and two alleys and maintains a minimum separation of greater than 25 feet from adjacent buildings.

Base Frontage: The Crystal City Sector Plan recommends that the ground floor of the podium base should be distinguished with a pedestrian appearance containing a visual effect that its height is greater than the floors above. The architectural ornamentation of the podium is differentiated from the tower with common elements that make multiple levels appear as one with a height greater than the floors located in the tower portion of the building.

Top of the Podium: The Crystal City Sector Plan recommends that the top of the podium should be distinguished from the tower through the uses of horizontal building elements at the upper most floor of the podium. The tower of the building projects beyond the face of the podium in certain areas of the building and contains a horizontal ornamental element that provides a visual break between the podium and tower.

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. Two (2) levels of above grade parking are proposed, though the parking area will be screened from view on the north, south and west sides of the building. Parking, loading and refuse collection will occur on the east side of the building off of an existing alley and will not be visible from public streets or open spaces. The doors for each of the two (2) garage doors on the east side of the building will be approximately 22 feet wide while the two service areas (loading and refuse collection) will be 15 and 25 feet wide.

Tower Separation: the Crystal City Sector Plan recommends that towers maintain a minimum separation of 60 feet above the podium base from all adjacent towers. The narrowest point between the towers is approximately 60 feet.

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 75%. The proposed tower coverage for the site plan is 58%.

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 15,500 square feet. There are no floors above 200 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, which has been accomplished through setbacks and material differentiation.

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 penthouse wall and should include an enhanced façade treatment. Both towers have penthouse structures of approximately 23 feet in height. Neither tower's penthouse structure is set back a minimum of 23 feet from all edges of the roof.

Building Setback Profiles: The Crystal City Sector Plan recommends that buildings be sculpted in order to provide interest to the public realm. Strategies to achieve this can be accomplished through treatments of the building's materials, colors, textures and other physical treatment, though the principal method recommended is through the use of setbacks. Two types of setback approaches are recommended, multiple and single. The purpose of setbacks is to differentiate the building's elements (base, tower, and top) through physical movements of the building, which when coupled with creative uses of materials, colors, and textures results in attractive and interesting buildings, which is a primary goal of improving Crystal City's built environment and public realm. The proposed building incorporates variation in the façade's treatment, as well as through minor setbacks above the podium and cantilevered portions of the tower.

Issues: The following are preliminary issues identified by staff:

Land Use and Zoning

- The base density for the subject proposal is 4.8 FAR. The applicant proposes a density of 6.38 FAR, which is allowable since it falls within the 200-foot height limit specified in the Crystal City Sector Plan. However, a total of 1.58 FAR must be earned through the provision of community benefits.
- Building exclusions requested.
- Vacation of Old South Eads Street will need to be phased to coincide with construction of the proposed building.

Site and Design

- ~~Primary residential lobbies should be relocated to the north side of the building with an orientation towards Army Navy Drive.~~
- ~~Individual residential units with direct access to the alley along the west side of the building and to 11th St. South should be removed.~~

- ~~Vehicular loading and short term drop-off activities could be provided by a layby along the north side of 11th St. South.~~
- ~~Above stated site and design issues can be mitigated by appropriate treatment of alley on the west side of building.~~
- Streetscape designs do not meet the full width as recommended by the Crystal City Sector Plan along Army Navy Drive.

Building Architecture

- ~~Tower separation does not meet the minimum 60 foot separation distance recommended by the Crystal City Sector Plan's Design Guidelines and required by Section 7.16.5.F.1.~~
- Mechanical penthouse structures do not meet the minimum set back distance from the edge of the roof as recommended by the Crystal City Sector Plan's Design Guidelines (Section 3.11).
- Building towers do not provide physical setbacks (i.e. tapering) as recommended by the Crystal City Sector Plan's Building Setback Profiles (Sect. 3.11.2)
- ~~Lack of prominence of the building architecture at the top of the building and penthouse.~~

Transportation

- ~~Coordination of the site design with the future siting of a streetcar operations and maintenance facility on the Teardrop Parcel and the Verizon site.~~
- ~~The applicant proposes two (2) stories of above ground parking (in addition to 3 below ground levels) that is wrapped by building frontage on three (3) sides. Although staff does not have initial concerns about the parking configuration, the SPRC should be aware of the proposed configuration.~~
- ~~Design of the proposed alley located between the building and the Teardrop parcel needs further attention to provide a safe, attractive and functional alley.~~
- An amendment to the Master Transportation Plan (MTP) will be necessary to maintain 11th St. South (RTA pending for action by the County Board at their October 2014 meeting).
- ~~Vacation application for Old Eads St. needs to be filed with the Department of Environmental Services Real Estate Division.~~
- ~~The portion of the property that extends in the Army Navy Drive right-of-way will need to be dedicated (density credit may be granted with dedication).~~

Landscape and Open Space

- ~~The dimensions and overall design of the tree pits located in the streetscape on the north, west and south sides of the building require further review. The applicant should provide additional information regarding the method by which the success of any plantings will remain viable and adequate underground utility areas will be allowed. In addition, the depth of the tree pits in relation to the below ground parking garage should be confirmed and provided to staff.~~

Utility Improvements

- ~~New utility connections must be provided in accordance with current County standards.~~
- ~~Subsurface structure free zone to allow for future public utility improvements along Army Navy Drive should be provided.~~

- Electrical transformers are located in an above grade enclosed structure adjacent to the alley on the east side of the building.

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ITEM 2

SP #181 Amendment Key Boulevard Apartments
(RPC# 16-014-002)

First Meeting—March 24, 2014

- 1) Informational Presentation
 - a) Overview of Site Plan Proposal (Staff)
 - b) Presentation of Site Plan Proposal (Applicant)

- 2) Land Use & Zoning
 - a) Relationship of site to GLUP, sector plans, etc.
 - i) Requested changes (if any)
 - ii) Justification for requested changes (if any)
 - b) Relationship of project to existing zoning
 - i) Special site designations (historic district, etc.)
 - ii) Requested bonus density, height, etc.
 - iii) Requested modification of use regulations

Second Meeting—July 14, 2014

- 3) Site Design and Characteristics
 - a) Allocation of uses on the site
 - b) Relationship and orientation of proposed buildings to public space and other buildings
 - c) View vistas through site
 - d) Visibility of site or buildings from significant neighboring perspectives
 - e) Historic status of any existing buildings on site
 - f) Compliance with adopted planning documents

- 4) Building Architecture
 - a) Design Issues
 - i) Building form (height, massing, tapering, setbacks)
 - ii) Facade treatments, materials, fenestration
 - iii) Roof line/penthouse form and materials
 - iv) Street level activism/entrances & exits
 - v) LEED/Earthcraft/Green Home Choice Score
 - vi) Accessibility
 - vii) Historic Preservation (if applicable)
 - b) Retail Spaces
 - 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

- 5) Transportation
 - a) Infrastructure
 - i) Mass transit facilities and access
 - ii) Street systems (w/existing and proposed cross sections)
 - iii) Vehicular and pedestrian routes
 - iv) Bicycle routes and parking
 - b) Traffic Demand Management Plan
 - c) Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
 - ii) Access (curb cuts, driveway & drive aisle widths)
 - d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks

Agenda--Third Meeting—September 29, 2014

- 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)
- 7) Community Benefits
 - a) Public Art
 - b) Affordable Housing
 - c) Underground Utilities
 - d) Historic Preservation
 - e) Other
- 8) Construction Issues
 - i) Phasing
 - ii) Vehicle staging, parking, and routing
 - iii) Community Liaison
- 9) WRAP-UP

Site Location:

The 1.24-acre site is located in the Rosslyn Metro Station area on the north side of Key Boulevard, located at 1537-1545 Key Boulevard. It is an interior lot between a townhouse community and the Rosslyn Community Garden.

Applicant Information:

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BACKGROUND: A site plan amendment is proposed for Site Plan #181, the Atrium/Key Boulevard Apartments site plan in the Rosslyn station area. Site Plan #181 consists of the Atrium Condominiums, located on the South side of Key Boulevard between North Oak Street, North Quinn Street and 18th Street North, and the Key Boulevard Apartments, located on the North side of Key Boulevard. The property which is the subject of this proposed site plan amendment, the Key Boulevard Apartments, was constructed by right in 1942.

In 1981, the County Board approved a site plan (SP #181) for a new 14-story, 357-unit multifamily tower on the South side of Key Boulevard (which is now known as “The Atrium”), and included preservation of the existing Key Boulevard Apartments (48 units at the time). These two properties are now tied together in the same site plan. Density was transferred from the Key Boulevard site to the Atrium site. For the purposes of the density transfer from the Key Boulevard Apartments site to the Atrium site, the transfer ignored the existence of the 48 apartments that were on the Key Boulevard site and treated the Key Boulevard site as if it was unbuilt “raw” land. The maximum number of units the Key Boulevard site could yield in 1981 under its “RA6-15” zoning (again, treating the site as if it were vacant) was 68 units. These 68 units were added to the Atrium site. The 1981 site plan approval also required Key Boulevard Apartments to become (predominantly) committed affordable housing in perpetuity.

The following provides additional information about the site and location:

Site: The subject site is located in the Rosslyn station area on the block generally bounded by 19th Street North to the north, N. Ode Street to the east, Key Boulevard to the south and the dedicated, but unused, N. Pierce Street right-of-way to the west. The surrounding land uses are as follows:

To the north: Across 19th Street N., two-and three-story garden apartments and duplexes zoned “RA6-15”.

To the east: Immediately adjacent, a three-story townhouse community, zoned “RA6-15”.

To the south: Across Key Boulevard, the high-rise Atrium property (zoned “RA4.8”), a duplex, and townhouses zoned “RA6-15”.

To the west: The Rosslyn Community Garden, which is in an unbuilt street right-of-way, and duplexes zoned “RA6-15”.



Zoning: “RA6-15” Apartment Dwelling Districts.

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

Neighborhood: North Rosslyn Civic Association.

Existing Development: The subject site is currently developed with three (3) 3-story garden apartment buildings constructed in 1942, containing 41 committed affordable units (originally 48). The property is preserved as committed affordable housing under SP #181. The applicant proposes to demolish all existing buildings.

Development Potential: The following provides a summary of the site’s “by-right” and site plan maximum development potential

Site Area: 54,021 sq. ft.	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
“RA6-15” By-Right & site plan	Uses Permitted in RA14-26 including apartment houses and townhouses; 900 sq. ft. min lot area per dwelling unit (48 units/acre).	The property is encumbered by an existing site plan. The maximum permitted density is 48 total units, or 38.7 units/acre, as approved in 1981.

Proposed Development: The Statistics for the proposed site plan are below:

	Approved	Proposed
Site Area⁵	54,021 s.f. (1.24 ac.)	54,021 s.f (1.24 Ac)
Density⁶		
Residential	48 units ⁷	158 units
Total Residential GFA	34,530 s.f.	175,756 s.f
Total Residential units/acre	38.7 units/acre	127.4 units/acre
Maximum Permitted Units⁸	48	48
“RA6-15” Max. Permitted Density		48 units/acre
Building Height		
Average Site Elevation	171.63 ft.	171.63 ft.
Main Roof Elevation	206.73 ft.	231.58 f.t
Main Roof Height	35.1 ft. (tallest building)	60.00 ft.
Penthouse Roof Elevation	n/a	247.58 ft.
Penthouse Roof Height	n/a	16.00 ft.
Stories	3	6
“RA6-15” Max. Permitted Main Roof Height		60 ft. and 6 stories
“RA6-15” Max. Permitted Penthouse Height		23 ft.
Parking		
Residential Parking Spaces		148 spaces
Standard		120 spaces
Compact		22 spaces
Handicap		6 spaces
Applicant proposed parking ratio		.94 spaces/unit
“RA6-15” Required Residential Parking Ratio		1.025 spaces/unit
LEED Score	N/A	51 (Silver)
Coverage	24,367.5 s.f. (45%)	36,562 s.f. (68%)
Permitted “RA6-15” coverage		56%

Density and Uses: The subject site is zoned “RA6-15”, which permits up to 48 apartment units per acre, and is designated as “Low-Medium” Residential on the General Land Use Plan, (which recommends between 16-36 units/acre). No rezoning or General Land Use Plan change is proposed.

The applicant proposes to demolish the existing apartments and construct a six (6) story apartment building with a total of 158 units: 82 units of committed affordable rental housing and

⁵ Not including the Atrium site

⁶ RA6-15 is a units/acre zoning district, no FAR limit.

⁷ While the site’s approved density is 48 units, there are currently 41 units.

⁸ Maximum permitted by site plan.

76 units of market rate condominiums. The total density of the proposed project would be 127 units per acre. Staff has identified the proposed density as an issue.

Because the subject site has no additional permitted density beyond what existed at the time of site plan approval in 1981 (48 units in the existing buildings), the applicant proposes to transfer up to 99 units of unused density at the Gates of Ballston apartment complex in Buckingham to the Key Boulevard site through a Transfer of Development Rights. It should be noted that the Gates of Ballston has not yet been certified by the County Board as a sending site. The applicant also requests a LEED Silver bonus of .25 FAR or 11 units.

Site and Design: The proposed building would be a six (6) story, square building with an internal courtyard containing a total of 158 units. There will be two (2) levels of underground parking which would provide 148 parking spaces, at a ratio of .94 spaces per unit. The garage would be accessed from Key Boulevard, and the loading bay would be accessed from 19th Street North.

The pedestrian entrances to the two (2) lobbies (one for the affordable units and one for the market-rate condominium units) will be from a two (2) story arcade accessed from Key Boulevard, and not directly from the street. A decorative gate will prevent the general public from accessing the internal courtyard. Residential units will be located on the ground floor. On the 19th Street façade, to take advantage of a grade change, the applicant proposes four (4) ground floor units at the B1 level that will have direct access to the outside, presenting the appearance of seven stories in the rear of the building.

All building facades will have light-colored brick and painted metal windows. Units will also have metal balconies, including those facing the internal courtyards. In the center of the building will be an approximately 3,250 square foot private courtyard that would be accessible only to building residents. The applicant has proposed architectural changes which may be presented at the July 24 SPRC meeting.

LEED: The applicant proposes to achieve LEED Silver certification with 51 points. The applicant also requests a modification of bonus density for an additional .25 of FAR.

Transportation: The Master Transportation Plan (MTP) classifies both Key Boulevard and 19th Street North as Non-Arterials – Urban Center Local (for medium to high density). Following is additional detail on the street typology as indicated in the MTP:

Street Name	Classification	Travel Lanes	Bike Accommodations	Restrict/Limit Driveway Access	On-street Parking Priority	Pedestrian Way
Key Boulevard and	Non-Arterial – Urban Center Local	2	Bike lane/shared lane	No	High	6-8 ft. sidewalk and 4-6 ft. green strip

19 th St. North	(medium to high density)					
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Transportation Analysis: Trip Generation: A Traffic Impact Analysis (TIA) was submitted by the applicant, prepared by Kimley-Horn & Associates and dated June 30, 2011, when the site plan was originally submitted for County review. Staff has requested an updated TIA from the applicant to reflect current conditions. The analysis from 2011 assessed the impact of the development on the adjacent street network. It is concluded that 29 AM peak hour trips and 49 PM peak hour trips would be generated from the proposed development. In addition, the analysis states that all of the study area intersections would operate at a level of service D or better in the total future condition with the exception of the intersection of N. Quinn Street and N. Scott Street/Key Boulevard during the AM peak hour. However, the analysis concludes that the proposed development will not result in significant increases in vehicle delays at that intersection, and that signal timing adjustments could be made at that intersection as a mitigation measure.

Streets: The site is bounded by both Key Boulevard to the south and 19th Street North to the north (a community garden and residential uses are directly west and east, respectively, from the site). Key Boulevard is a two (2) lane, east-west street which travels from North Quinn Street to North Nash Street (west of North Quinn Street, Key Boulevard turns into North Scott Street). Key Boulevard is a non-divided street with on-street parking and a bike lane on the northern side of the street. 19th Street North is a two (2) lane undivided roadway that travels from Colonial Terrace to North Ode Street and contains on-street parking.

Sidewalks and Pedestrian Circulation: The streetscape is proposed to maintain the current streetscape configuration along Key Boulevard, which includes a six (6) foot wide sidewalk and a four (4) foot tree zone. Several existing trees along Key Boulevard are proposed to be preserved and become part of the streetscape. There is also a five (5) foot wide bike lane along Key Boulevard, which would remain. Along 19th St. North, proposed is a five (5) foot clear sidewalk, with an 18-foot wide landscape area, slightly elevated and behind the sidewalk, where some of the existing trees would be preserved.

Parking, Loading, and Transit: Access to loading is proposed to be off 19th Street North and access to parking is proposed to be off Key Boulevard. The Rosslyn Station Area Plan Addendum classifies Key Boulevard as a “Residential Connector” and states that “garage entrances and loading and trash areas are to be discouraged along these streets.” The Plan also says that, where unavoidable, measures could be taken to reduce the impact of those facilities. The applicant’s proposed TIA from 2011 addresses the proposed garage access off Key Boulevard and estimates the following peak hour volumes for the garage: 12 entering the garage during the AM peak period, 39 entering during the evening, 27 existing during the morning, and 27 exiting during the evening. Based on those volumes, the TIA concluded that the drive will operate in a safe and efficient manner. Staff will be examining the location of the proposed garage, which is inconsistent with the location called for in the Plan.

A two (2) level, below-grade parking garage is proposed with a total of 148 parking spaces. A parking ratio of 0.93 is proposed. Approximately 14.8% of the parking spaces are proposed to be compact.

The Rosslyn Metro station is approximately five (5) blocks east of the site, or about a 10 minute walk. ART bus route 61, the Rosslyn-Courthouse Metro Shuttle, has a stop in front of the site, on Key Boulevard.

DISCUSSION:

Adopted Plans and Policies: The General Land Use Plan (GLUP), the *Rosslyn Transit Station Area Study*, *Rosslyn Station Area Plan Addendum*, *Historic Resources Inventory* and *HRI Policy*, the Transfer of Development Rights Ordinance and “*Policy Guidance for Transfer of Development Rights, beyond the Arlington County Zoning Ordinance Section 36.H.5.b.*”

GLUP and Zoning: The existing GLUP for the site is “Low-Medium” Residential (16-36 units/acre). The site, along with the Colonial Terrace area, has planned for roughly 16-36 units/acre since the adoption of the first General Land Use Plan in 1961 (although the category names have changed since then).

- 1961: The site, along with Colonial Terrace was designated “High-Medium Density Residential” (14-39 dwelling units/acre)
- 1975: GLUP designation changes to “Low-Medium Residential” (16-30 units/acre)
- 1987: GLUP legend revises the definition of “Low-Medium Residential” to 16-36 units/acre.

The existing zoning for the site is “RA6-15”, which permits up to 48 units per acre (a higher density than the GLUP recommends). The property, as well as the entire Colonial Terrace area, has been zoned “RA6-15” since at least 1950.

In the past, developers have proposed GLUP changes and rezonings to higher densities in the Colonial Terrace neighborhood (north of Key Boulevard). All have been either denied by the County Board or withdrawn by the applicant, most recently in 1985.

The proposed density on the site is in excess of what is permitted by the Zoning and the GLUP.

Rosslyn Transit Station Area Study 1977: This is the only Sector Plan to address and make specific recommendations regarding the subject site and the Colonial Terrace Area. The *Station Area Study* is still considered the controlling plan for the subject site. The *Study* designates the entire area north of Key Boulevard, including the subject site as a “conservation area” (Pages 31-32 and Map 5). The *Study* states “[p]ositive actions are needed to protect and preserve the low-density single and two-family uses in this area from higher density development pressures...” and makes the following recommendations for this area: 1) Investment of Community Development Funds, 2) Restriction of commuter parking and provision of additional parking for residents; 3) Reinvestment in existing housing; 4) Code Enforcement, and 5) Rezoning to a lower density zoning district.

Illustration 1, Entitled “Land Use Recommendations” labels the Colonial Terrace area as “Seek to preserve and enhance Colonial Terrace through Community Development Funds”, and for “Intensive Code Enforcement”. The *Study* also recommended, in Map 9, entitled “Recommended Rezonings”, that the Colonial Terrace area, including the subject site, be downzoned to “RA8-18” in order to match the existing GLUP designation. The Colonial Terrace area, including the subject site, is not included in areas recommended for redevelopment at higher densities.

Rosslyn Station Area Plan Addendum (1992) : The only reference to the Colonial Terrace area, including the subject site, in the *Addendum* is in Figure 7 (“Housing”), where the area is described as “Mixed Density Housing” and “Likely to Redevelop”. It is important to note that the *Addendum* does not make any recommendations for the subject site (other than a streetscape recommendation), and the reference in Figure 7 is only descriptive, nor is the subject site located in any of the sites identified in the *Plan Addendum* for redevelopment. .

Historic Resources Inventory: The subject site is listed in the top one-third of “Important” sites in Arlington County on the Historic Resourced Inventory (HRI). The County’s HRI Policy (adopted by the County Board on October 2011) states in Goal 5:

The County will “Promote the Preservation of the Important Historic Buildings in the HRI.” This includes the following requirements of the policy:

- a. “The County will strive to protect and promote the reuse of those properties listed as Important.
- b. The County will collaborate with owners of Important properties to preserve the buildings’ historic and material integrity to the maximum extent possible.
- c. The County will require that new development proposals affecting Important properties be reviewed by the Historical Affairs and Landmark Review Board (HALRB).
- d. The County will encourage owners of Important properties to take advantage of available financial incentives (e.g. Federal and state rehab tax credits, preservation easements, County real estate tax exemptions.”

Staff has encouraged the applicant to discuss the above incentives with Historic Preservation staff.

Transfer of Development Rights Ordinance and “Policy Guidance for Transfer of Development Rights, beyond the Arlington County Zoning Ordinance Section 36.H.5.b.”: The Transfer of Development Rights Ordinance states:

In approving and accepting a site plan, the County Board may, subject to such conditions as the Board may approve, permit the dedication of density or other rights to develop, as determined by the Board, from one or more parcels that are not the subject of a particular site plan application to one or more parcels of property that are the subject of that same site plan application for purposes of, among others, open space, historic preservation, affordable housing, community recreation, and/or community facilities. In considering the approval of such dedication, the County Board shall consider the appropriateness of

the dedicated density or other development rights at the proposed location, and whether the dedication is consistent with the Zoning Ordinance, approved land use policies and plans, and the public health, safety and welfare generally. (Section 15.6.7.B.)

The TDR [Policy Guidance](#) (external link), Policy #4 states: “Additional density and other development rights associated with TDRs shall be subject to the limitations on maximum height and other building form regulations applicable to the receiving site, as provided for in the zoning district regulations, the adopted General Land Use Plan (GLUP), and other adopted plans for the area.”

Past County Board actions: In addition to the above policies adopted by the County Board, examination of the history of development, including past County Board actions, in the Colonial Terrace area is instructive in examining the subject site. The County Board has denied⁹ all applications for GLUP changes, rezoning or site plans at densities higher than that permitted by the existing “RA6-15” zoning or the existing GLUP designation of “Low-Medium Residential”. Apart from the subject site plan (SP #181, approved in 1981), only three (3) other special exceptions for new development have been approved by the County Board for the area north of Key Boulevard. None of the approved special exceptions have been approved to exceed the “RA6-15” permitted density of 48 units/acre:

- SP #272 Highgate Townhouses: 112 townhouses on the eastern side of Colonial Terrace. Approved in 1989 under the existing “RA6-15” zoning. The approved density is 22.3 units/acre, less than half of what is even permitted with by right development. The staff report recommended approval stating: “*In the past several years, there have been a number of site plan proposals made for the Colonial Terrace area.... Previous proposals for the area also shared the characteristic of requesting height and density beyond that permitted by the “Low-Medium” Residential (16-36 units/acre) General Land Use Plan designation and the “RA6-15” zoning existing on the site, and were not approved for those reasons. The subject proposal, unlike the previous plans, is accomplished within the height and density requirements of the existing Zoning and General Land Use Plan...Because of the proposed project’s density and height characteristics, staff believes that it successfully addresses the County’s land use policy goals for this area.*”
- U-2916-97-3, a use permit for an affordable housing project located at 1533 and 1537 Colonial Terrace and 1509 Key Boulevard, approved by the County Board in 1997, of ten units, at a density of 29 units/acre. An earlier proposal for a larger project at the site (U-2760-92-2) was approved by the County Board in 1993 at a density of 47 units/acre, but was not built.

Modification of Use Regulations: The applicant is requesting the following modifications of use regulations for the site plan:

- **Density:** The applicant proposes:
 - A modification for a .25 FAR LEED Silver bonus
 - Transfer of Development rights of 99 units from Gates of Ballston

⁹ In 1967, 1972, 1974 (two applications), 1981 and 1985.

- **Parking:**
 - The applicant requests a modification from the site plan standard of one parking space per unit to .94 spaces per unit.
- **Lot coverage:**
 - The applicant requests a total lot coverage of 68% of the lot area, as opposed to the 56% permitted in the “RA6-15” zone.

Preliminary Issues: Issues that have been preliminarily identified by staff include:

- Proposed density is twice that permitted by the “RA6-15” zoning district, and three times that recommended by the General Land Use Plan.
- Does not conform to the recommendations of the adopted Sector Plan
- Proposed demolition of historic resource listed as Important on the HRI.
- In light of the above, the proposed use of TDR probably does not meet the recommendation of TDR ordinance and *TDR Policy Guidance* that the use of the transferred development rights be in conformance with the GLUP, Zoning Ordinance, and adopted plans and policies at the receiving site.
- Past actions by County Board indicate that area is not one contemplated for higher-density development
- Is architecture the best quality, in light of the structures it will replace?
- Parking garage entrance off Key Boulevard and Loading location off 19th Street.

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