

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Thursday, April 24, 2014
TIME: 7:00 – 9:00 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–9:00pm
(RPC# 35-002-001)
Public hearings with the Planning Commission and County Board to be determined.
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://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—December 12, 2013

- 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

Site Location: 71,849 square-foot site (1.65 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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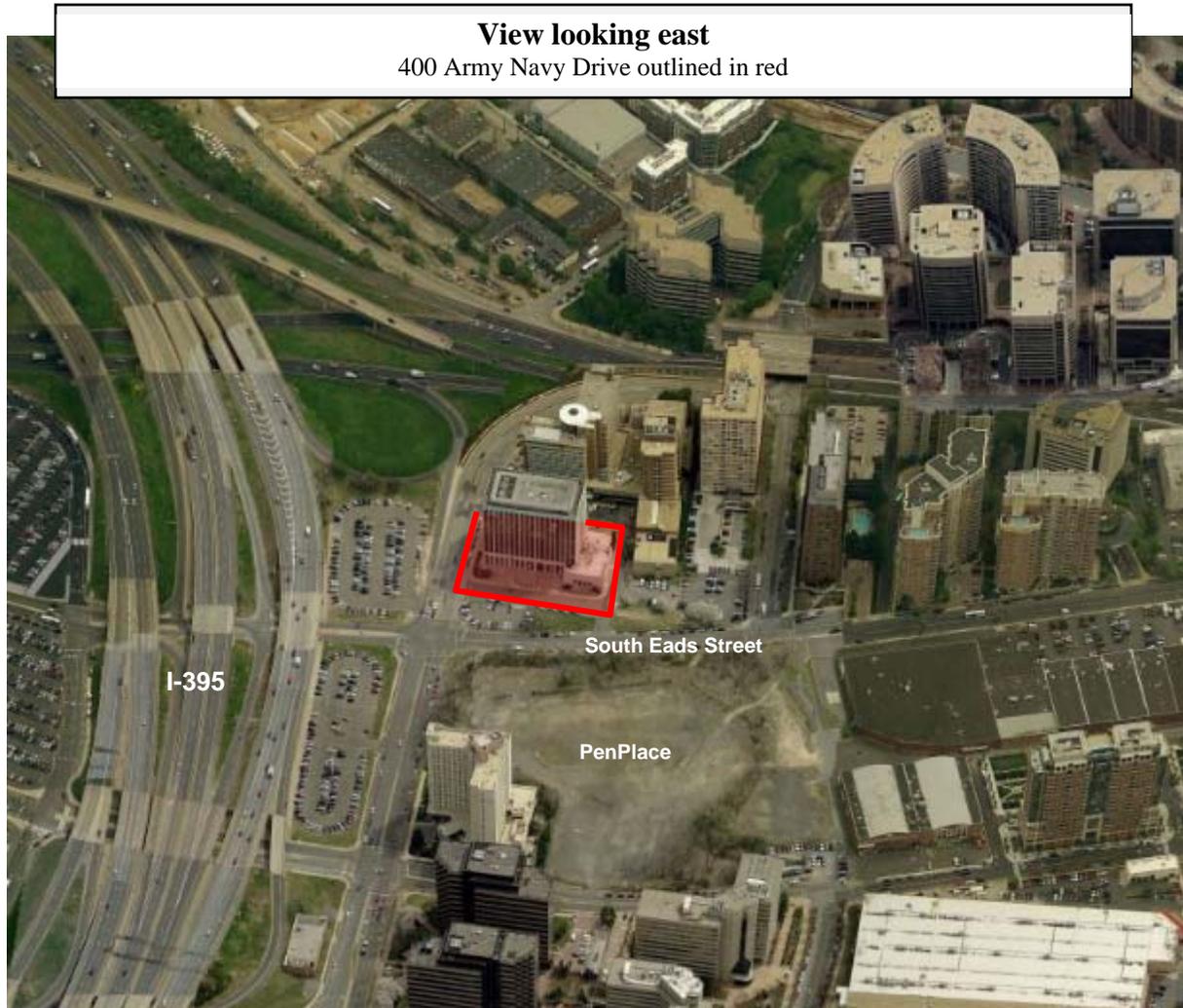
BACKGROUND: A site plan amendment is proposed to redevelop the site of an existing, vacant office building located at 400 Army Navy Drive, which is also known as the “Paperclip Building”. The applicant, Arlington Apartments L/CAL LLC (“LCOR”), proposes to redevelop the site with a 20-story, multifamily 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 below-ground storage, as well as above-ground vents, shafts and loading corridors. In addition, bonus density is requested with a commitment by the applicant to certify the building at the LEED Silver (.25 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 71,849 square-foot site (1.65 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 not represented by a civic association, though the site is located adjacent to the boundaries of the Aurora Highlands 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: 71,849 sq ft (1.65 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)	11 dwellings; or 43,109 sf
“C-O” Site Plan	Office/Commercial (3.8 FAR); or Apartment (4.8 FAR); or Hotel (3.8 FAR)	273,026 sf; or 344,875 sf; or 273,026 sf
Proposed Zoning		
“C-O-Crystal City” By-Right	Places of Worship; or Office Use: 0.60 FAR	43,109 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}	71,849 sq ft (1.65 Ac)
Density	
Residential GFA	495,739 sq ft (453 Units)
Residential Density (DU/Acre)	275 DU/Acre
Residential Density (FAR)	6.89 FAR
“C-O Crystal City” Max. Permitted Residential Density³	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	508
Standard	422
Compact	75 (14.8%)
Handicap	11
Residential Parking Ratio	1.12 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	Silver Certification Level
Residential Building – LEED (NC)	50 Points

¹ Site area will increase with the anticipated submission of a vacation application for eliminating Old Eads St.

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

³ Density above 4.8 FAR is permitted up to the maximum allowable height with the provision of community benefits

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
71,849 sq. ft.	495,739 sq. ft.	344,875 sq. ft.	150,864 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.



Revised Site Plan Layout



Original Site Plan Layout



View looking southwest from I-395



Proposed west façade of 400 Army Navy



View looking southeast from I-395

View looking south on Old South Eads Street

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 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 .25 FAR for LEED Silver 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. The proposed streetscape on the north, south and west side of the building has 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. As proposed, the applicant is reusing the existing underground garage with walls located at the existing back of curb just underneath the sidewalk surface. Based on the underground garage design, there is not a 5' deep structure free zone underneath all portions of the public sidewalk. The proposed tree pits are being carved out of the garage structure and located approximately 3' from the curb because of the location of the underground garage walls which is reducing the effective clear sidewalk width to 6'. The alley on the east side of the building has a proposed sidewalk that is approximately 10' clear in width, except at the north end of the alley where the clear width is reduced to 6' because of a proposed planting area. The underground garage is also located directly beneath the sidewalk along the alley.

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. As this project proposes a 17.5' wide minimum sidewalk with 6' clear width on all roads except the alley. The other streetscape

elements, though not guided by the Crystal City Sector Plan, 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 508 parking spaces (1.12 sp/unit) with three levels below grade and two levels above grade hidden behind residential liner units. The proposed compact parking ratio is 14.76%. 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 meets the Zoning Ordinance requirements which are 1.125 sp/unit for the first 200 units and 1 sp/unit for each additional unit over 200 (485 spaces total) and a maximum of 15% compact ratio.

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 Silver residential (.25 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, 11,858 square feet of gross floor area associated with below grade storage, above ground vents/shafts (including garage intake and exhaust) and loading corridor.

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 50 feet, which does not meet the minimum distance recommended by the Crystal City Sector Plan.

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. Staff will work with the applicant to ensure that the proposed building's top (floors 16 - 20) is differentiated from the rest of the building by providing adequate treatments.

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 the edge of the roof.

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 6.84 FAR, which is allowable since it falls within the 200-foot height limit specified in the

Crystal City Sector Plan. However, a total of 2.04 FAR must be earned through the provision of community benefits. Aside from the applicant's proposal to certify the building LEED Silver and LEED EBOM, the mechanism by which additional density for this building would be achieved through the specified community benefits remains to be determined.

- Building exclusions requested (11,858 square feet).

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.

Building Architecture

- Tower separation does not meet the minimum 60 foot separation distance recommended by the Crystal City Sector Plan's Design Guidelines.
- 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.
- 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.
- 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.

SPRC Neighborhood Members:

Barbara Selfridge	Crystal City Resident Community
Judy Freshman	Crystal City Resident Community
Arthur Fox	Arlington Ridge Civic Association
James Oliver	Aurora Highlands Civic Association

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Interested Parties:

Merideth Dodge	Arlington Ridge Civic Association
Nancy Swain	Arlington Ridge Civic Association
Christer Ahl	Crystal City Resident Community
Rob Mandle	Crystal City Business Improvement District
Terry Savela	Crystal City Citizens Review Council

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Planning Commissioner Chairing This Item:

Inta Malis	Chair
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