

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday, February 27, 2017
TIME: 7:00 – 8:30 p.m.
PLACE: Cherry/Dogwood, 2100 Clarendon Boulevard
Arlington, VA 22202

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

Item 1. Century Center Residential (SP #442) 7:00pm–8:30pm
(RPC # 34-020-032)
Planning Commission and County Board meetings May 2017.
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 Private Development
<http://projects.arlingtonva.us/private-development/>

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

ITEM 1
Century Center New Residential
(SP #442)
(RPC # 34-020-032)
Stephen Hughes, SPRC Chair

SPRC Agenda: First Meeting—December 8, 2016

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

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

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

SPRC Agenda: Second Meeting—January 26, 2017

Pre-Meeting Tour—6 p.m.

- 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) Transportation Demand Management Plan
 - c) Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
 - ii) Access (curb cuts, driveway & drive aisle widths)
 - d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks
 - e) ~~Signage (parking, wayfinding, etc.)~~

SPRC #3—February 27, 2017

- 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) Affordable Housing
 - b) ~~Historic Preservation~~
 - c) Other
- 8) Construction issues
- a) Phasing
 - b) Vehicle staging, parking, and routing
 - c) Community Liaison

Site Location:

The 87,120 sq. ft. site has an address of 2351 Jefferson Davis Highway. However, the site on the southwest corner of 23rd Street South and Crystal Drive. Much of the site consists of street area which have public street and sidewalk easements.

Applicant Information:**Applicant**

Commonwealth Crystal Holding I Inc.
C/O Lowe Enterprises
1300 Connecticut Avenue NW, Suite
900
Washington DC 20036
Michael Granger
(202) 469-2900
mgranger@loweenterprises.com

Attorney

McGuire Woods LLP
1750 Tysons Blvd, Suite 1800
Tysons Corner VA 22102
(703) 712-5003
rlunger@mcguirewoods.com

Architects

Cooper Carry
625 N. Washington St, Suite 200
Alexandria VA 22314
David Kitchens
(703) 519-6152
Davidkitchens@coopercarry.com

Engineer

Christopher Consultants, Ltd.
9900 Main Street, 4th Floor
Fairfax VA 22031
John Helms
(703) 273-6820
johnhelms@ccl-eng.com

Landscape Architect

Studio 39
6416 Grovedale Dr., Suite 100-A
Alexandria VA 22310
Joseph Plumpe
(703) 719-6500
jplumpe@stuido39.com

Traffic Engineer

Grove/Slade Associates
1140 Connecticut Ave NW, Suite
600
Washington DC 20036
Dan Van Pelt
(202) 540-1924
Daniel.vanpelt@groveslade.com

BACKGROUND: The subject site is an approximately 87,120 sq. ft. square foot lot located at the southwest corner of 23rd Street South and Crystal Drive. Most of the site area, however, is occupied by the street beds for Crystal Drive and 23rd Street over which there are street and sidewalk easements (the applicant owns the fee simple land under the easements). The site is currently occupied by a two-story retail building constructed in 1976, with Buffalo Wild Wings as the most prominent tenant. The site is currently zoned “C-O” and the designation on the General Land Use Plan (GLUP) is “High” Office-Apartment-Hotel. It is also located in the “Crystal City Coordinated Redevelopment District”. Note 1 on the GLUP map covers this area: “This area was designated the ‘Crystal City Coordinated Redevelopment District’ on 9/28/10, to permit heights and densities called for in the Crystal City Sector Plan where Sector Plan goals are otherwise generally met.”

The subject site is part of the larger Site Plan #65, once known as National Center, sometimes also known as Century Center, notable for buildings named after 19th Century US presidents. This site plan was approved in 1968 and has been amended many times since. All existing buildings were constructed between 1968 and 1976. Since buildout in 1976 all subsequent site plan amendments have been minor ones such as for signs, live entertainment, or use conversions of existing spaces (such as conversion of retail to office use).

A proposed rezoning to “C-O-Crystal City” and development under the heights and densities of the *Crystal City Sector Plan* requires submission of a Crystal City Block Plan and at least one meeting of the Long Range Planning Committee (LRPC) to discuss alternate scenarios for

redevelopment of the block and that the developer’s proposal for this one parcel does not preclude redevelopment of the remainder of the block according to the *Crystal City Sector Plan*. A meeting of the LRPC was held on November 7, 2016 to discuss the proposed block plan. The general conclusion was to bring to the County Board (if and when the site plan is brought forward) two scenarios for block redevelopment: One that conforms to the Sector Plan’s buildout along Crystal Drive and one that shows the developer’s proposal for unplanned open space on Crystal Drive similar to existing conditions.

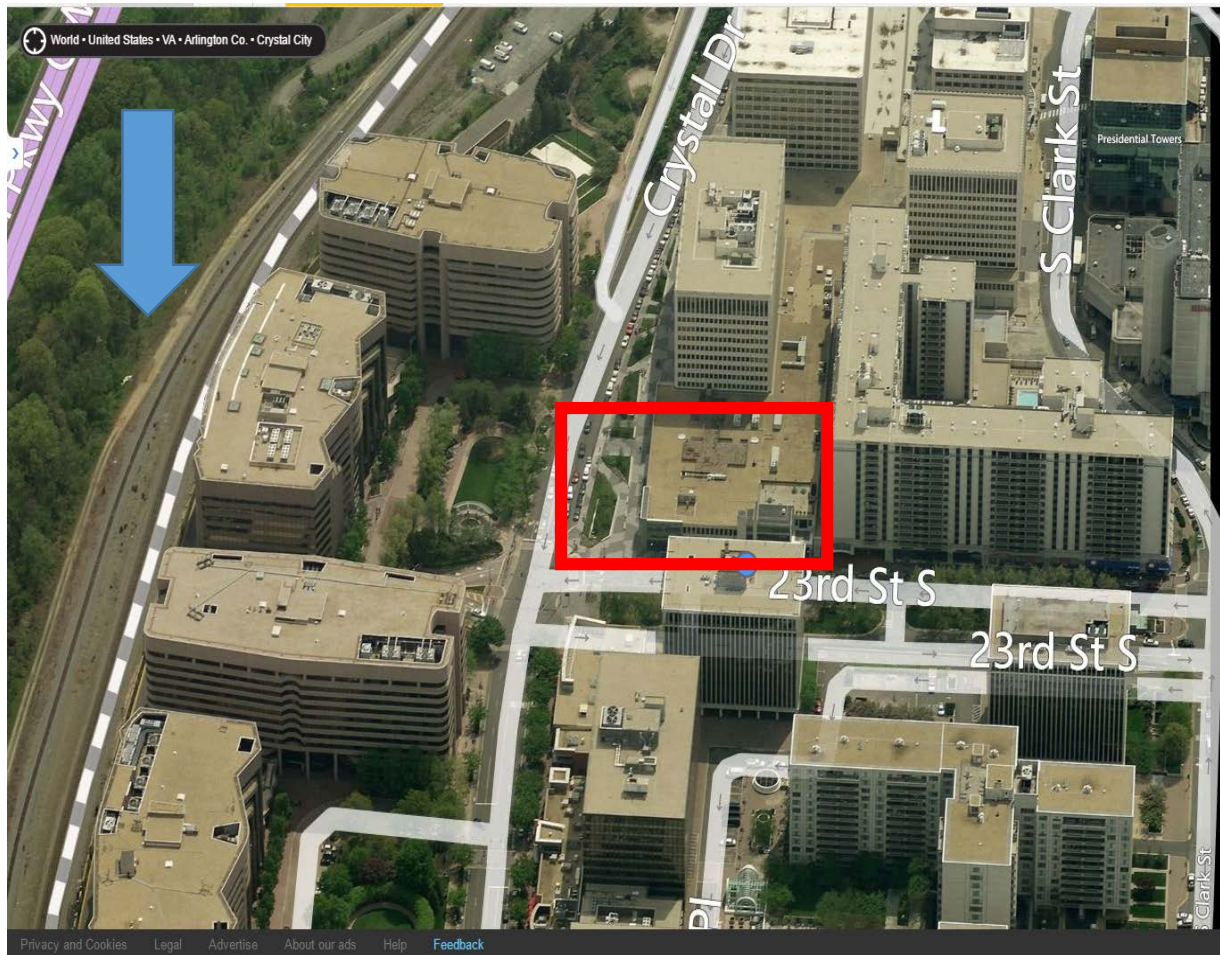


Figure 1—Site

The following provides additional information about the site and location:

Site: The site has the following boundaries and adjacent uses:

To the north: Across 23rd Street South is Crystal Plaza Building 5, a part of the larger SP #11, a 1966 office building with ground floor retail added along Crystal Drive in the 2000s. The site is zoned “C-O” and has a GLUP designation of “High” Office-Apartment-Hotel, and a symbol for general open space. This site is the subject of an inactive site plan application for redevelopment. The developer has not pursued that application, but has not withdrawn it either.

- To the east: Across Crystal Drive is a plaza, part of the Crystal Park site plan (SP #167) zoned “C-O-1.5” and designated “Low” Office-Apartment-Hotel on the GLUP. Behind the plaza is the 11-story Crystal Park 4 office building.
- To the south: A 12-story office building with ground floor and Underground retail also owned by the applicant, constructed in 1973, a part of the same site plan as the subject site (SP #65), zoned “C-O” and has a GLUP designation of “High” Office-Apartment-Hotel.
- To the west: The 442-unit Buchanan Apartments (also a part of SP #65), constructed in 1972, with Underground retail zoned “C-O” and has a GLUP designation of “High” Office-Apartment-Hotel.

Zoning: The site is zoned [“C-O” Mixed Use District](#).

General Land Use Plan Designation: The site is designated [“High” Office Apartment Hotel \(Up to 3.8 FAR office density, up to 4.8 FAR residential density, up to 3.8 FAR hotel density\)](#).

Neighborhood: The subject site is located in the Crystal City Civic Association Area.

DISCUSSION: The developer proposes to construct a 24-story residential building on top of an existing two-story podium with ground floor retail. The existing two-story podium was constructed in 1976 with infrastructure and an elevator core to support a tower above. It is not known why the tower was never built, but old County records indicate one was approved as part of the original Site Plan #65.

In order to accomplish the desired construction, the developer proposes to amend existing Site Plan #65 to withdraw the subject site from this site plan. The developer then proposes to rezone the subject site from “C-O” to “C-O-Crystal City” and approve a new site plan. The proposed development does not affect the Crystal City underground at this site.

Development Potential:

Site Plan Area: 87,120 s.f.	
“C-O” By-Right	C C
“C-O-Crystal City” Site Plan	E E

Proposed Development: The following table provides the preliminary statistical summary for the requested site plan:

SP #442, Century Center	
SITE AREA	87,120 s.f.
Site Area Allocations	
Residential/Service	81,373.5 s.f.
Retail/Commercial	5,746.5s.f.
Density	
Residential GFA	313,347 s.f.
Residential units	303 302 units
Residential FAR	3.48 FAR
Commercial GFA	24,369 s.f.
Commercial FAR	.28 FAR
Service	2,533 s.f.
Total GFA	337,716 sq. ft.
Total FAR	3.88 FAR
Max. Permitted Density	4.8 FAR for Residential
Building Height	
Average Site Elevation above sea level	36 feet
Main Roof Elevation above sea level	286 feet
Main Roof Height	250 feet
Penthouse Roof Elevation above sea level	306 feet
Penthouse Height	270 feet
Number of Stories	24
“C-O-Crystal City” Max. Permitted Bldg. Height	250 feet to main roof 273 feet to penthouse, parapets, etc.
Parking	
Residential	242
Retail	100 ¹
Total Number of Spaces	282
Accessible Spaces	8
Accessible Van Spaces	3
Residential Parking Ratio	.8 sp/unit
“C-O-Crystal City” Minimum Required Residential Parking Ratio	1 1/8 sp/unit for the first 200 units, 1 space/unit thereafter (327 spaces)
Retail Parking Ratio	1 sp/1,014 sq. ft.
“C-O-Crystal City” Minimum Required Retail Parking Ratio	1 sp/999 sq. ft. (102 spaces)
LEED	
LEED Score	Silver – 50

¹ Applicant currently has 100 spaces (40 dedicated and 60 shared with office uses) to support the retail in the buildings they own. The number of parking spaces for retail will not change with this plan.

Adopted Plans and Policies: The following regulations, plans, and guiding documents are applicable to development on this site (in order of most general guidance to most specific):

- *General Land Use Plan (GLUP);*
- “C-O-Crystal City” Zoning Ordinance Regulations;
- *Crystal City Sector Plan;*
- *Arlington County Retail Plan*

GLUP: The current GLUP designation is “High” Office-Apartment Hotel, which recommends densities of up to 3.8 FAR for office, commercial and hotel uses and 4.8 FAR for residential uses. The site is also located within the “Crystal City Coordinated Redevelopment District”. Finally, Note 1 on the GLUP map states: “This area was designated the ‘Crystal City Coordinated Redevelopment District’ on 9/28/10, to permit heights and densities called for in the Crystal City Sector Plan where Sector Plan goals are otherwise generally met.” The developer’s proposed development does not require a change to the land use category of the General Land Use Plan, but the development should be analyzed in whether it generally meets the Sector Plan goals to justify the height the developer proposes, which is the absolute maximum the “C-O-Crystal City” Zoning ordinance permits for this site.

Zoning: The developer proposes to rezone the subject property from “C-O” Mixed Use District to “C-O-Crystal City” Mixed Use Crystal City District. The existing “C-O” district permits office, commercial and hotel uses at up to 156 feet in height and a 3.8 FAR and residential uses at a 4.8 FAR and up to 180 feet in height². The “C-O-Crystal City” zoning category can be found in Section 7.16 of the Zoning Ordinance. Recommended heights, uses and densities vary by location. In this area, the maximum permitted height is 250 feet to the main roof of a building and mechanical penthouse and parapet height of up to an additional 23 feet, or 10% of the main building height, whichever is greater (section 7.16.5.D.). An “architectural feature” is recommended at the street corner of this site (Section 7.16.9).

The maximum permitted “C-O-Crystal City” density (7.16.5.A. and 7.16.6) at this site is 3.8 FAR for commercial, office and hotel uses and 4.8 FAR for residential uses. The developer proposes a total density of 3.88 FAR, including ground floor commercial uses.

Section 7.16.7. of the Zoning Ordinance permits a mix of “residential, commercial, hotel or mixed-use” with no minimums or maximums of various use types for this site.

Recommended build-to lines are shown on Maps 7.16.6 and 7.16.7. The developer complies with the recommended build-to line along 23rd Street South, but is requesting a modification to keep the existing build-to line along Crystal Drive. Further discussion of proposed modifications are below.

Section 7.16.5.E and 7.16.10 requires a bulk plane angle of 50 degrees at the 200 foot height of a

² “C-O” districts may permit additional height and or density in return for community benefits such as LEED, community facilities, and on-site affordable housing.

building, facing 23rd Street South. This is intended to provide light to a proposed plaza on a different site across 23rd Street at the Corner of a proposed new South Clark-Bell Street. The developer is requesting a modification from the bulk plane angle requirement to permit construction of the penthouse and mechanical screening.

Towers are required to be separated a minimum of 60 feet (7.16.5.F.1.), and the maximum tower coverage of the proposed total block (in this case, Block Q) cannot exceed 75% (7.16.5.F.2.), which the proposal meets.

Crystal City Sector Plan: The Crystal City Sector Plan was adopted in 2010, and has detailed guidance for the coordinated redevelopment of Crystal City, some of which is codified in the “C-O-Crystal City” zoning district regulations, and was discussed above.

- The subject site is located in “The Entertainment District” which will “become recognized throughout the region for its many offerings in culture and the arts, complemented by a robust and active restaurant and retail experience. ... While additional commercial development will be accommodated, the plan also calls for a greater relative increase in residential development in this area (p,38).” 23rd Street is also described as a “retail spine.”
- Environmental Sustainability—The Sector Plan recommends to “reference the sustainability intent of LEED-ND”. The developer is proposing LEED Silver, but do not request bonus density in exchange.
- Transportation recommendations in the plan include a narrowing of the east end of 23rd Street adjacent to this site. The developer and staff are currently discussing preferred cross-sections for 23rd Street. The cross-section of Crystal Drive will not change. Both 23rd Street and Crystal Drive are envisioned as Type A Arterial streets (retail-oriented mixed-use). Bicycle lanes are proposed for both 23rd Street and Crystal Drive. The Sector Plan also recommends 23rd Street as a “mid-term transit alignment”, and Crystal Drive as a “near term transit alignment”.
- The Sector Plan also states “ensuring the provision of affordable housing within Crystal City is a critical objective of the *Plan*” and sets a goal of achieving 550 to 1,200 new units of affordable housing within the sector by 2050. The developer in this case is proposing only the standard affordable housing contributions required by the Zoning Ordinance.
- Although the Public Open Space Map (pg. 79) does not show open space at this location, the Plan states “as individual site plans are proposed for Crystal City, the County should look for opportunities to increase the public open space beyond what is shown in the Public Open Space Map.”
- The Sector Plan also requires retail frontage o both Crystal Drive and 23rd Street South.
- Parking and loading should be from proposed new Clark-Bell Street. Since the developer does not own the sites of the proposed new Clark-Bell Street, parking and loading access is proposed to be from existing entrances on Crystal Drive, technically on an office building site which the developer also owns. Access would be assured through private cross-access easements.

- Building design—The Sector Plan recommends buildings with a podium, middle, and top.
- An architectural Feature is recommended at the corner of 23rd Street South and Crystal Drive. The Sector Plan states that an architectural feature can take many forms. In this case, the developer is proposing a roof trellis.

Arlington County Retail Plan: The *Retail Plan* shows both 23rd Street South and Crystal Drive as “Gold” Streets, although it states that the recommendations of the Sector Plan take precedence. Gold streets are for both retail and retail equivalents, as defined by the plan. The Retail Plan recommends both external and internal design guidelines for buildings on Gold Streets, including transparency requirements, and clear ceiling heights of at least 15 feet. The developer’s proposal meets or exceeds these guidelines.

Density and Uses: The proposed site plan proposes 302 residential units and approximately 22,000 square feet of ground floor retail, for a total density of 3.88, below the “C-O-Crystal City” maximum permitted FAR of 4.8 for residential projects. The developer is not requesting bonus density. The proposed uses are in harmony with the envisioned uses for the site in the *Crystal City Sector Plan*.



Site and Design: The applicant proposes to construct a 24 story tower on top of an existing two-story podium. The podium will be renovated with ground floor retail (the developer proposes to keep existing retail tenants in the ground floor during construction) and the second floor converted to tenant amenities and residential units. The entrance to the residential lobby will be off 23rd Street. The also developer proposes closing the garage entrance on 23rd Street and filling it in with new retail. Automobile access would be from an existing garage access and loading dock on Crystal Drive. An exit for residential parkers would be available to S. Clark Street through an existing access easement.

The developer proposes to use the portion of the existing parking garage (which runs under most of the SP #65 block) they already own for vehicle parking (the developer also owns the office building next door and the parking beneath).

The proposed architecture is contemporary, with aluminum panels in silver and grey predominant on the north and east elevations with some contrasting color and material (although the initial plan submittal states that the developer has not yet decided on the color and materials of the contrasting area. These contrasting areas would be most prominent on the west and south elevations.

The developer proposes, instead of building to the build-to line, to keep the small pocket of open space at the southwest corner of Crystal Drive and 23rd Street, which includes mature trees. The developer has stated that they will not place the building transformers in this location as shown on the 4.1 plans, and instead will place the transformers on the roof of the second level.

Transportation: This project is located in Crystal City at the southwest corner of Crystal Dr. and 23rd Street S. within the area of the Crystal City Sector Plan (CCSP). The site is accessible by multiple modes of transportation to allow for flexibility in access to the site. There are two bus stops within one block of the site, the Crystal City Metrorail station is within ½ mile of the site, and there is a large capital bikeshare station across the street from the site.

Streets and Sidewalks: The Master Transportation Plan (MTP) identifies 23rd Street S. and Crystal Dr. as Type A-Primarily Retail Oriented Mixed-Use Arterials. The MTP labels this area as the Crystal City Redevelopment Area, planned for new streets. Adjacent to the site, 23rd Street S. is three travel lanes in the eastbound direction and two travel lanes in the westbound direction separated by a large median. Crystal Dr. is three travel lanes in the northbound direction and one travel lane and a bike lane in the southbound direction. There is parking along 23rd Street S. to the east of the project site, but no parking adjacent to the site. There is parking on the west side of Crystal Dr. adjacent to the site. 23rd Street S. has an approximately 15' wide sidewalk with no trees and Crystal Dr. has a large open streetscape including outdoor seating and landscaped areas.

The Crystal City Sector Plan (CCSP) calls for 23rd Street S. to be narrowed with the removal of the median. Generally speaking, the southern curb location (adjacent to the site) would remain in the existing location and the northern curb would be moved south to align with 23rd Street S. to the west of the site, west of Jefferson Davis Highway. The CCSP specifies a 77' curb to curb dimension and a 110' building face to building face dimension, which provides a 16.5' wide streetscape area on both sides of the street. Crystal Dr. is to have a 59' curb to curb dimension and a 100' building face to building face dimension, which provides for a 17.5' wide streetscape on the west side and a 23.5' wide streetscape on the east side. The CCSP specifies the 23rd Street S. and Crystal Dr., adjacent to the site, streetscapes as 15'-18' – commercial/mixed. This streetscape specification includes a 6' minimum clear sidewalk, 6' minimum street tree and furniture zone with a variable width café/shy zone.

The project proposes to revise the streetscape and travel lane configuration for the eastbound lanes of 23rd Street S. while maintaining the existing median. The proposed street section for 23rd Street S. will include two travel lanes and a larger streetscape area adjacent to the building. This allows for trees to be provided at the back of curb and the proposed streetscape to align with the streetscape guidance per the CCSP . No changes are proposed to the street section on Crystal Dr. Changes are proposed to the open space on Crystal Dr. to include revised open space, landscape area, sidewalk locations and potential outdoor seating. The existing bikeshare station located in the median of 23rd Street S. is to remain in the current location. The open space is currently being revised and reviewed by staff.

Trip Generation: A Traffic Impact Analysis (TIA) was submitted by the applicant, prepared by Gorove/Slade, dated March 17, 2016. The TIA is being augmented to include the effects of this project on multiple modes of transportation, not just vehicle trips. Upon receipt of the additional information, staff will review said information. 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 TIA evaluated 14 intersections along Crystal Dr., S. Clark Street, 23rd Street S., and 26th Street S. The analysis concludes that approximately 53 AM peak hour trips and 64 PM peak hour trips will be generated by this site.

In the existing conditions all intersections within the study area will continue to operate at LOS D or better except the following:

- Jefferson Davis Highway and 23rd Street S. (Overall Intersection AM and PM peak hour)
 - Eastbound Left (AM and PM peak hour)
 - Westbound Left (AM and PM peak hour)
 - Northbound Left (AM and PM peak hour)
 - Northbound Thru (AM peak hour)
 - Southbound Left (AM and PM peak hour)
 - Southbound Thru/Right (PM peak hour)
- S. Clark Street and 23rd Street S.
 - Westbound Thru/Left (PM peak hour)
 - Southbound Thru/Right (PM peak hour)
- Crystal Dr. and 23rd Street S. (Overall Intersection AM and PM peak hour)
 - Eastbound Left/Thru/Right, Thru/Right (AM peak hour)
 - Westbound Thru/Left (PM peak hour)
 - Northbound Left (AM and PM peak hour)
 - Southbound Left (AM and PM peak hour)
 - Southbound Thru/Right (PM peak hour)

In the future conditions, the TIA assumed the completion of the Metroway, which proposes the completion of transit only lanes and Crystal Dr. to be two-way from 26th Street S. to 27th Street S. Without the proposed project, in addition to the above intersections, the following intersections will operate at a LOS less than D:

- S. Clark Street and 23rd Street S. (Overall intersection PM peak hour)
 - Southbound Right (AM peak hour)

- Crystal Dr. and 23rd Street S. (Overall Intersection AM and PM peak hour)
 - Northbound Thru (AM peak hour)
 - Northbound Right (AM and PM peak hour)

In the future conditions with the proposed project, the intersection levels of service will remain as in the future conditions without the proposed project.

Parking and Loading: The project proposes to utilize the existing parking garage for residential and retail parking. The project proposes a residential parking ratio of 0.8 spaces per unit and 1 space per 665 GFA for the office use. Per a Site Plan Amendment in 2009, 100 parking spaces are to be provided for the retail use within the building, which will be maintained with this proposed project. Of the 100 spaces, 40 spaces are dedicated for retail use and 60 spaces are shared with the office use. The existing parking garage is accessed from 23rd Street S., Crystal Dr., and S. Clark Street. The existing access from 23rd Street S. is proposed to be eliminated. The project proposes to utilize the existing loading dock on Crystal Dr.

Modification of Use Regulations: The applicant proposes modifications for bulk plane angle, build-to line, parking numbers and shared/tandem parking, and exclusions from gross floor area (GFA).

Bulk Plane Angle: At this location, a 50 degree change in plane is recommended beginning at the 200-foot level. The developer requests a deviation from this recommendation for a small part of the penthouse and mechanical area. The “C-O Crystal City” regulations in Section 7.16.E states that the bulk plane angle may be modified “by the County Board, pursuant to §15.5, when it finds that a site plan maintains adequate sunlight to public open spaces across from frontages with bulk-plane angle requirements, such that the percentage of such public open space that is not in shadow between 11:00 a.m. and 3:00 p.m. on the vernal or autumnal equinoxes is greater than 55 percent.” The developer at the First SPRC provided evidence that the proposed angle meets the above requirements.

Build-to Line: The developer proposes to follow the proposed build-to line along 23rd Street. However, the developer proposes to keep to the existing building line along Crystal Drive. The *Sector Plan* envisions a build-to line that would be much closer to Crystal drive, to create a building-face-to-building-face distance of about 100 feet across Crystal Drive (if and when there is redevelopment on the east side of Crystal Drive). The developer cites the underground parking garage (which is under the sidewalk) and a desire to not disturb existing retail tenants as a reason for not building out further to Crystal Drive. Staff has suggested to the developer to consider a one- or two-story retail space in this area in order to comply with the vision of the Sector Plan.

Parking: The developer proposes no new parking spaces (except for handicapped). The residential parking would be within the existing garage that is shared with the retail and office building parking. The developer is proposing a modification of the office parking to one (1) space per 665 square feet, and a residential parking ratio of .8 spaces per unit. 27 tandem parking spaces for residential use is proposed above the .8 ratio they are requesting. The required parking for multi-family uses in the “C-O-Crystal City” district is 1.125 spaces per dwelling unit for the

first 200 spaces and 1 space per unit thereafter. Retail, commercial and office uses are parked at 1 space per 999 square feet, or 25 spaces required.

Site Mitigation Benefits:

Standard benefits expected of all site plans (with no additional density granted) include:

- On site public art or \$75,000 contribution;
- Streetscape per Sector Plan;
- Transportation Demand Management;
- Ordinance-based affordable housing contribution.
- LEED Silver (note: Developer is not requesting bonus density).

Staff Issues: (With corresponding agenda item):

Agenda Item 2.a.i. and 2.b.iii.: Developer's request to not construct to build-to line on Crystal Drive. Staff preference is for the developer to follow the Crystal City Sector Plan recommendations, perhaps with a one or two-story extension to the podium.

Agenda Item 2.a.i. and 2.b.iii.: ~~Developer's request for modification of bulk angle regulations. Developer must demonstrate that the future open space across 23rd Street to the north (if and when that building redevelops) has adequate light such that that the percentage of the open space that is not in shadow between 11:00 a.m. and 3:00 p.m. on the vernal or autumnal equinoxes is greater than 55 percent. Developer has provided shadow studies that demonstrate that the percentage of the future open space across 23rd Street meets the Zoning Ordinance.~~

Agenda Item 2.b.ii.: ~~There can be no occupiable enclosed space above the main roof height limit. The developer has removed space from the penthouse level to the floor below, leaving only an elevator lobby on the penthouse roof. Staff is examining the change but it seems the revised plan is now in concordance with the zoning ordinance and the sector plan.~~

Agenda Item 3.c). and 5.a): ~~The developer's proposed 23rd Street streetscape and road section in the 4.1 plans does not meet the County's goals for the ultimate 23rd Street buildout. The revised plans conform to staff advice.~~

Agenda Item 5.a).c.: ~~Because the developer is not adding parking, the developer proposes a major modification from the parking regulations of the Zoning Ordinance to permit tandem and shared parking with the office building next door, which the developer also owns. The developer proposes a ratio of .8 parking spaces per dwelling unit and an office parking ratio of one space per 665 square feet. Staff is tentatively comfortable with the proposed parking ratios. The proposed office parking exceeds the standard required minimum office parking ratio for Crystal City.~~

Issues identified by SPRC:

Open Space: SPRC members strongly encouraged the developer to preserve the existing trees on site. The developer has revised the landscape plan to preserve the trees. Staff believes the

