

Site Plan Review Committee (SPRC)
Staff Report for
1400 Richmond Highway (Americana Hotel)
SPLN22-00004

There are multiple ways to provide feedback and input on the proposal, County Staff is happy to accept comments in any form. Please use any method listed below.

Mail-in Comments:

Arlington County Planning Division
c/o Kevin Lam
2100 Clarendon Blvd. Suite 700
Arlington, VA 22201

Contact Staff:

Contact the Arlington County Planning Staff reviewing this project either by phone or email

Kevin Lam
Department of Community Planning, Housing, and Development
703-228-6982
klam@arlingtonva.us

Contact the SPRC Chair:

The SPRC Chair is a member of the Planning Commission and conducts all SPRC meetings

Daniel Weir
danielweirarlington@gmail.com

1400 Richmond Highway (SPLN22-00004)
Americana Hotel
(RPC #35-001-002, -003)

Public Review and Site Plan Review Committee (SPRC) Process:

- Online Engagement Opportunity: October 17 – 27, 2022
 - Topics:
 - Density
 - Site Design
 - Building Height, Form & Architecture
 - Transportation
 - Open Space & Landscaping
- Site Plan Review Committee Meeting #1 (Hybrid): November 28, 2022
 - SPRC Discussion Topics:
 - Site Design & Layout
 - Building Height, Form & Architecture
 - Open Space & Landscaping
 - Public Comment
- Site Plan Review Committee Meeting #2 (Hybrid): TBD
 - SPRC Discussion Topics:
 - TBD
 - Public Comment
 - Wrap-up

SITE PLAN REVIEW COMMITTEE
MEETING AGENDA

DATE: November 28, 2022
TIME: 7:00 – 9:00 p.m.
PLACE: Hybrid Meeting:
In-person at 2100 Clarendon Boulevard, Room 216 (Cherry)
Virtual participation accommodated via Microsoft Teams

SPRC STAFF COORDINATOR: Matthew Pfeiffer

Item 1. 1400 Richmond Highway (SPLN22-00004)
Americana Hotel
(RPC #35-001-002, -003)
Planning Commission and County Board meetings to be determined.
Kevin Lam (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 on the County's Webpage at <https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/1400-Richmond-Highway>

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/>

Glossary of Terms:

Area Median Income (AMI): The income at which half of the families of a particular household size have incomes higher and half have incomes lower.

Arlington County Zoning Ordinance (ACZO): County adopted document that regulates the use and development standards of all land located within the County. There are various zoning districts within the zoning code and each district sets the standards for development. Examples of such requirements are: maximum heights, required parking, required setbacks, density, etc.

By Right Development: May be approved administratively in the respective zoning district subject to all other applicable requirements of this zoning ordinance. Is not required to seek approval by the County Board.

Density: The ratio of a particular use given the area of land. Density measures the intensity of a given land use.

Floor Area Ratio (FAR): The gross floor area of all buildings on a lot divided by the lot area.

General Land Use Plan: The General Land Use Plan (GLUP) is the primary policy guide for future development in the County. The GLUP establishes the overall character, extent and location of various land uses.

Gross Floor Area: Gross floor area (GFA) is the sum of the area of the horizontal surface of the several floors of a building measured from the exterior faces of exterior walls, to include all floor area not defined as gross parking area.

SUMMARY: The applicant, JBG Smith, proposes the demolition of the former Americana Hotel building and the development of a 19-story residential building with ground floor retail. The proposal consists of a 636-unit building with approximately 529,132 sf of total gross floor area (8.61 FAR).

Additional project details include:

- Rezoning from “RA-H-3.2”, Multiple-Family Dwelling and Hotel District to “C-O Crystal City”, Mixed Use Crystal City District
- Located within the Crystal City Coordinated Redevelopment District (GLUP Note 1)
- 636 new units
- 3,801 sf of ground floor retail GFA
- 392 parking spaces (including 188 on-site residential and visitor parking spaces and 204 off-site residential parking spaces at the [Bartlett Apartments](#))

Proposed modifications for:

- Reduced residential and retail parking ratios
- Reduced loading space
- Bonus density
- Density exclusions

Figure 1. Rendering View from South Eads Street



BACKGROUND: The following provides additional information about the site and location.

Existing site: The 1.41 acre (61,473 sf) site is currently occupied by the former

Americana Hotel building and surface parking lot. The Americana Hotel opened in 1963 as a 30-room motor lodge and later expanded to become a 102-room hotel. In December 2020, the Americana hotel permanently closed.

Figure 2. Site Location



Neighborhood: The subject site is located within the Crystal City Civic Association. The site is bounded by South Eads Street to the west and Richmond Highway to the east.

To the north: The 11-story Embassy Suites hotel zoned "RA-H-3.2", Multiple-Family Dwelling and Hotel District.

To the east: Richmond Highway (Route 1).

To the west: The 22-story Amazon HQ2 at Metropolitan Park zoned "C-O-2.5", Mixed-Use District.

To the south: The 16-story Paramount Apartments and vacant Virginia Department of Transportation residue property zoned "RA-H-3.2", Multiple-Family Dwelling and Hotel District.

Zoning: Existing: "RA-H-3.2", Multiple-Family Dwelling and Hotel District. Proposed: "C-O Crystal City", Mixed Use Crystal City District

GLUP Designation: “High” Office-Apartment-Hotel (Up to 4.8 FAR Apartment Density; Up to 3.8 Commercial/Hotel Density); Crystal City Coordinated Redevelopment District (GLUP Note #1).

Figure 3. Aerial View of Subject Property



Figure 4. Street View from South Eads Street



Figure 5. Street View from Richmond Highway



Figure 6. View of Existing Richmond Highway Frontage



Figure 7. View Looking North from South Eads Street and 15th Street South

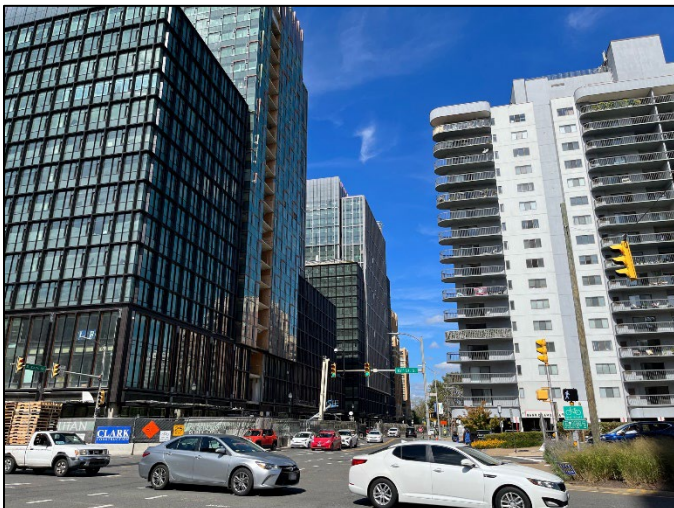


Figure 8. View Looking North on South Eads Street



Figure 9. View Looking South on South Eads Street



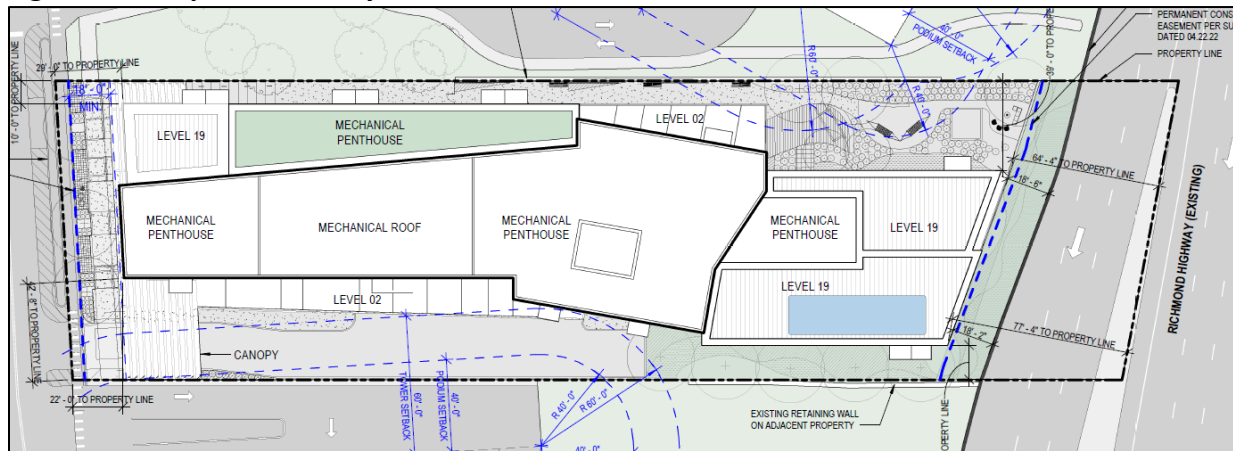
Figure 10. View Looking West from Site



Development Potential: The following provides a statistical summary of the development potential for the site area.

| Site Area | Density Allowed for Proposed Uses | Maximum Development |
|--|--|-----------------------------|
| Existing Zoning: "RA-H-3.2" District | | |
| By-right: 61,473 sf (1.41 acre) | One-family Dwellings (min. 6,000 sf lot area/unit) | 10 units |
| | Two-family Dwellings (min. 3,500 sf lot area/unit) | 17 units |
| | Multiple-family Dwellings (min. 1,800 sf lot area/unit) | 34 units |
| | Townhouse Dwellings (min. 1,800 sf lot area/unit) | 34 units |
| | All Other Uses (min. 5,000 lot area) | 61,473 sf GFA |
| Site Plan: 61,473 sf (1.41 acre) | Two-family Dwellings (min. 3,500 sf lot area/unit) | 17 units |
| | Low or Moderate Income Housing (24 units/acre) | 33 units |
| | Multiple-family Dwellings (max. 4.8 FAR) | 295,070 sf GFA |
| | Townhouse Dwellings (14 units/acre) | 19 units |
| | Hotels (max. 3.8 FAR) | 233,597 sf GFA |
| | All Other Uses (min. 5,000 lot area) | 61,473 sf GFA |
| Proposed Zoning: "C-O Crystal City" District | | |
| By-right: 61,473 sf (1.41 acre) | All Uses (max. 0.60 FAR) | 36,884 sf GFA |
| Site Plan: 61,473 sf (1.41 acre) | Commercial or Hotel (max. 3.8 FAR) | 233,597 sf GFA ¹ |
| | Residential (max. 4.8 FAR) | 295,070 sf GFA ¹ |
| Notes: | | |
| ¹ Additional density permitted in accordance with the Crystal City Sector Plan. | | |

Figure 11. Proposed Site Layout



Proposed Development:

- 19-story residential building with 636 units
- 3,801 sf of ground floor retail GFA
- Underground parking garage with 188 residential and visitor parking spaces
- 204 off-site parking at the Bartlett Apartments (subject to a separate minor site plan amendment to SP #105)
- Requested zoning modifications for reduced residential and retail parking ratios, reduced loading space, bonus density and density exclusions

The following provides a statistical summary for the proposed site plan.

| SPLN22-00004 – Americana Hotel | | |
|---------------------------------------|--------------------------------|-----------------------|
| | Base/Zoning Requirement | Proposed |
| Site Area | | |
| Before Street Dedication | | 61,473 sf (1.41 acre) |
| After Street Dedication ¹ | | 60,693 sf (1.39 acre) |
| Density | | |
| Residential Units | | 636 units |
| Total GFA | | 529,132 sf |
| Residential GFA | | 525,331 sf |
| Retail GFA | | 3,801 sf |
| Parking | | 93,021 sf |
| Density Exclusions | | 11,988 sf |
| Total Density | Up to 4.8 FAR (295,070 sf) | 8.61 FAR (529,132 sf) |
| Base Density | Up to 4.8 FAR | 4.79 FAR (294,629 sf) |
| Residential | 4.8 FAR | 4.77 FAR (292,951 sf) |
| Retail | 3.8 FAR | 0.03 FAR (1,678 sf) |
| Bonus Density | | 3.81 FAR (234,503 sf) |
| Residential | | 3.78 FAR (232,380 sf) |
| Retail | | 0.03 FAR (2,123 sf) |

| Building Height | | |
|---|--|--------------------------------------|
| Average Site Elevation (ASE) | | 48.10 ft |
| Main Roof Height (from ASE) | 200.00 ft | 200.00 ft |
| Mechanical Penthouse Height | 23.00 ft | 14.00 ft |
| Number of Stories | | 19 stories |
| Parking | | |
| Total Parking Spaces | 675 spaces | 392 spaces |
| Residential Parking Spaces | 661 spaces | 382 spaces |
| <i>On-site</i> | | 178 spaces |
| <i>Off-site</i> | | 204 spaces |
| Residential Parking Ratio | 1.125 spaces/unit for first 200 units + 1 space for each additional unit | 0.60 spaces/unit |
| Residential Visitor Parking Spaces | 10 spaces | 10 spaces |
| Residential Visitor Parking Ratio | 0.05 spaces/unit for first 200 units | 0.05 spaces/unit for first 200 units |
| Retail Parking Spaces | 4 spaces | 0 spaces |
| Retail Parking Ratio | 1 space/1,000 sf GFA | 0 spaces |
| Compact Parking Ratio | Up to 15% | 14.9% |
| Loading Spaces | 5 spaces | 4 spaces |
| <i>Residential</i> | 4 spaces | 3 spaces |
| <i>Retail</i> | 1 space | 1 space |
| Notes: | | |
| ¹ The applicant proposes to dedicate 780 sf of site area for fee-simple street dedication. | | |

Richmond Highway (Route 1) Future Realignment: As of the date of this report, the Virginia Department of Transportation (VDOT) is conducting a [Route 1 Multimodal Improvements Study](#), which seeks to identify enhanced multimodal connectivity along and across Richmond Highway to meet the changing transportation needs of Crystal City. Based on the study's Phase 1 findings, VDOT recommends converting the elevated segment of Richmond Highway between 12th Street South and 20th Street South to an at-grade urban boulevard with wide sidewalks. While Phase 2 of the study is currently underway with no set final design or construction dates, the Americana Hotel will most likely be completed prior to the Richmond Highway future realignment. Therefore, the applicant will continue to work with County and VDOT staff on the project's Richmond Highway frontage to best accommodate the existing and future conditions.

DISCUSSION:

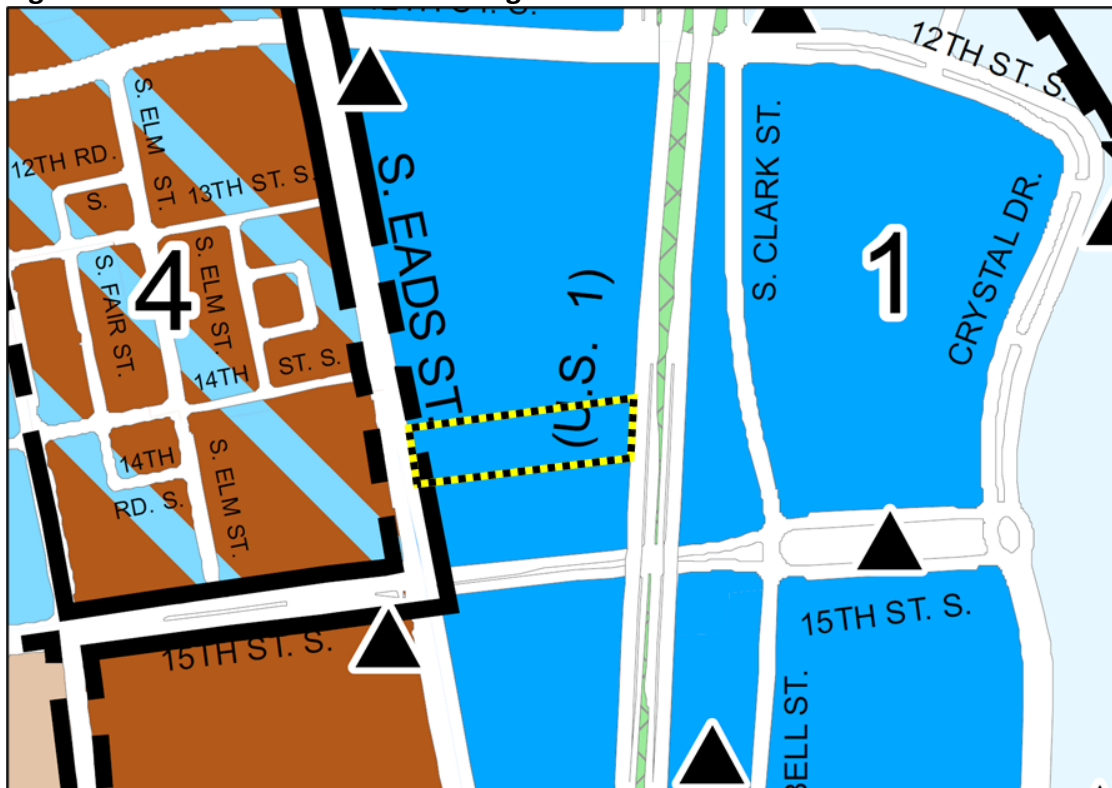
Adopted Plans and Policies: The following regulations, plans, and guiding documents are applicable to development on this site:

- General Land Use Plan (GLUP)
- "C-O Crystal City" Zoning District Regulations
- Crystal City Sector Plan

- Master Transportation Plan
- Arlington County Retail Plan

GLUP: The site is designated “High” Office-Apartment-Hotel, which outlines a base density range of up to 4.8 FAR for apartments, and up to 3.8 FAR for office and hotel. The site is also located in the Crystal City Coordinated Redevelopment District (GLUP Note #1).

Figure 12. General Land Use Plan Designation



Land Use Designation*

Range of Density/Typical Use

Zoning**

Office-Apartment-Hotel

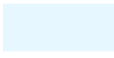


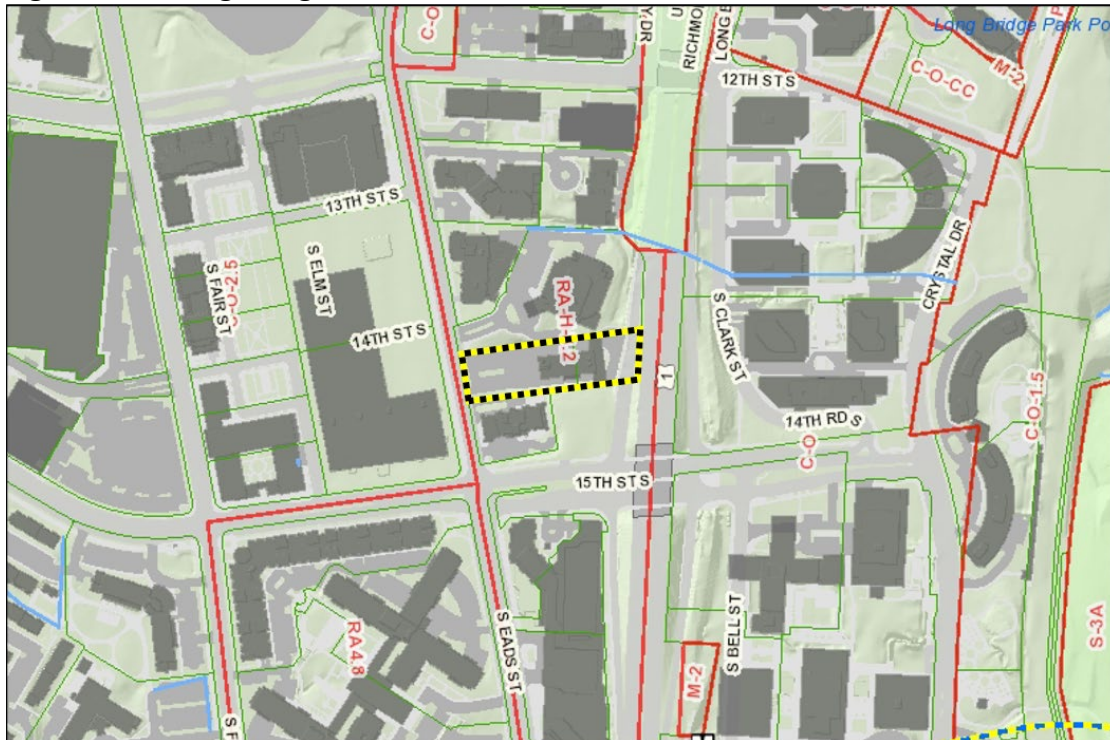
| | | Office Density | Apartment Density | Hotel Density | |
|---|--------|-----------------------|--------------------------|----------------------|--|
|  | Low | Up to 1.5 F.A.R. | Up to 72 units/acre | Up to 110 units/acre | C-O-1.5, C-O-1.0 |
|  | Medium | Up to 2.5 F.A.R. | Up to 115 units/acre | Up to 180 units/acre | C-O-2.5 |
|  | High | Up to 3.8 F.A.R. | Up to 4.8 F.A.R. | Up to 3.8 F.A.R. | C-O, C-O Crystal City, C-O Rosslyn, RA-H-3.2 |

Figure 13. Zoning Designation

Zoning: The site is zoned “RA-H-3.2”, Multiple-Family Dwelling and Hotel District, and the applicant proposes a rezoning to “C-O Crystal City”, Mixed Use Crystal City District. This proposed zoning district corresponds with the “High” Office-Apartment-Hotel GLUP designation.

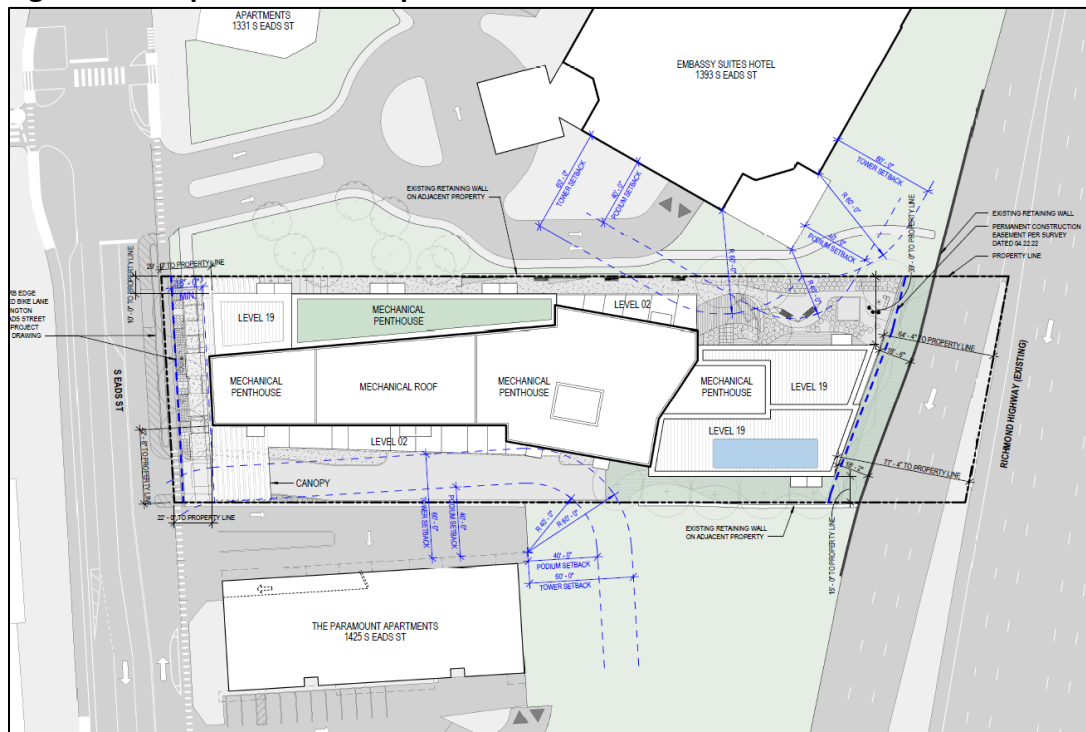
Additional site plan requirements, specific to ACZO Section 7.16, and relevant to the subject site include:

- **Density:** The ACZO allows a base density of up to 4.8 FAR for residential and 3.8 FAR for commercial or hotel use, with significant additional density achievable under the regulations in the Crystal City Sector Plan (“Sector Plan”). The applicant is requesting a total of 8.61 FAR and will be providing a range of features and amenities that benefit the community yet to be determined as of the date of this report.
- **Use Mix:** The ACZO allows residential, commercial, hotel or mixed-use development, with a minimum of 60% residential or hotel uses on the subject block. The applicant is proposing predominantly residential use to replace the existing hotel use on the site.
- **Height:** The ACZO allows for building heights up to 200 ft, excluding mechanical penthouse and parapet walls. The proposal meets this requirement.
- **Building Tower Separation and Coverage:** The ACZO requires a minimum horizontal separation of 60 ft between building towers above the 5th floor and building tower

coverage not to exceed 65% for the subject site. The proposal meets the tower separation between buildings and has a tower coverage of approximately 57.1%.

- **Streetscape:** The ACZO requires site plans provide streetscapes, including curb, gutter, sidewalk, streetlight, street furniture, street trees, landscaping and other elements that are consistent with the Sector Plan. Staff is evaluating the proposed streetscape for consistency with the Sector Plan.
- **Parking:** For multi-family residential, the ACZO requires 1.125 parking spaces for each of the first 200 units and one 1 parking space for each additional unit above 200 units. For retail, the ACZO requires one 1 parking space for each 1,000 sf of GFA. The applicant is requesting modifications to the residential and retail parking ratios, as further discussed below.
- **Transportation Demand Management (TDM):** In order to justify the parking requirements, the ACZO requires a TDM plan that demonstrates a reduction in vehicular trips and an increase in the use of other transportation options so as to reduce the need for parking on the site. The applicant has submitted a TDM plan, which is under review by staff.
- **Crystal City Block Plans:** The ACZO requires a Crystal City Block Plan for site plans within the Crystal City Coordinated Redevelopment District and located east of Richmond Highway. Since the site is located west of Richmond Highway, the site plan is not subject to Crystal City Block Plan requirements.

Figure 14. Proposed Tower Separation



Crystal City Sector Plan: The Sector Plan provides guidance for redevelopment of the subject site and serves as the basis for the regulations provided in the ACZO for “C-O Crystal City” site plan development. The Sector Plan provides general guidance related to the building envelope, massing, architecture and urban design, as well as land use, transportation and public open space. The Sector Plan outlines appropriate land uses and base densities, while additional densities can be achieved through the provision of identified features or amenities within maximum buildable envelopes under the building height and massing guidelines. The proposal’s conformance to the Sector Plan guidance is discussed below.

Density and Use: The total proposed density of 8.61 FAR exceeds the “C-O Crystal City” zoning district’s maximum density of 4.8 FAR and 3.8 FAR for residential and commercial uses, respectively. However, additional density is permitted on sites located in the Crystal City Coordinated Redevelopment District GLUP designation pursuant to ACZO Section 7.16, provided the project is designed in a manner that meets the objectives of the Sector Plan and through provision of identified features and amenities that benefit the community.

Proposed residential units include studio, junior one-bedroom, one-bedroom, junior two-bedroom, two-bedroom and three-bedroom units, as shown in the table below.

Figure 15: Unit Mix

| Studio | Jr 1-bed | 1-bed | 2-bed | 3-bed | Total |
|-----------|-----------|----------|-----------|----------|-----------|
| 106 units | 303 units | 36 units | 159 units | 32 units | 636 units |

Figure 16: Proposed Ground Floor Plan (Existing Richmond Highway Alignment)

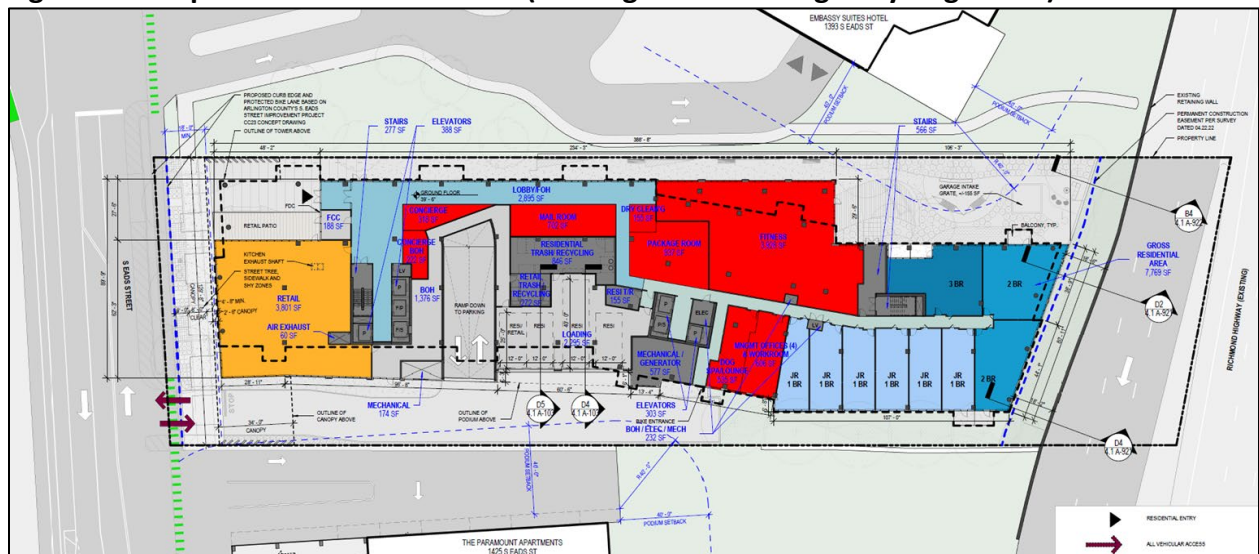
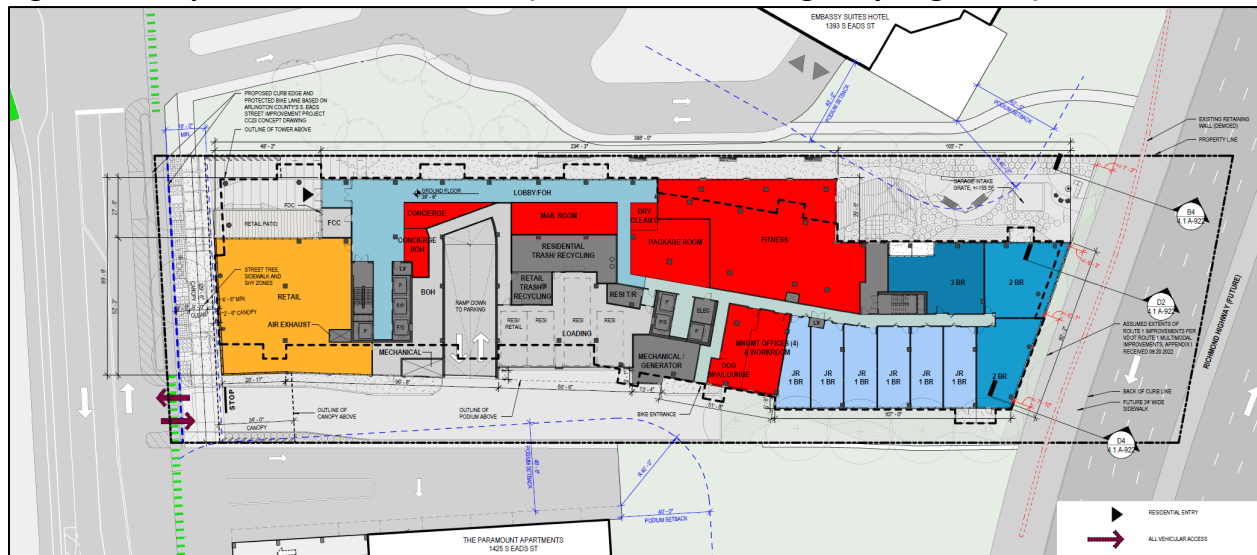
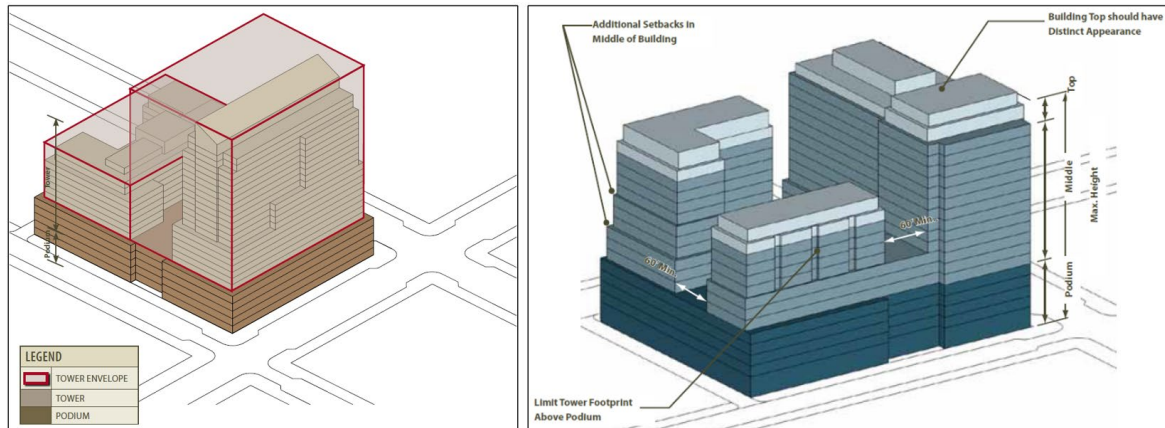
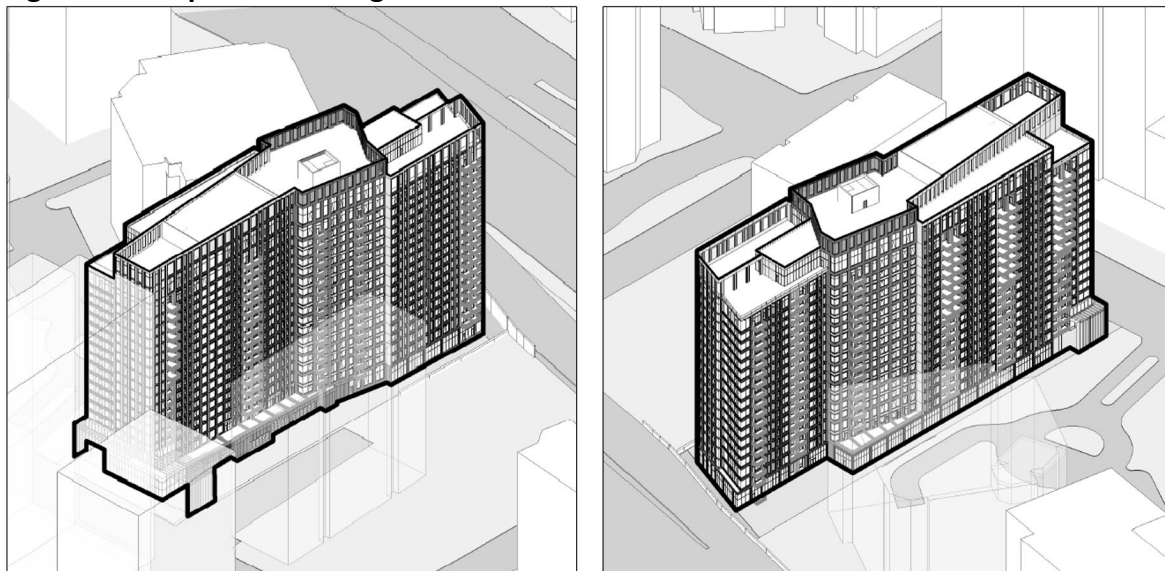


Figure 17: Proposed Ground Floor Plan (Future Richmond Highway Alignment)

Site Design: The applicant proposes a 19-story residential building with 2 levels of underground parking. At its closest point, the building is set back 10.5 ft from the northern property line and 10 ft from the southern property line. The ground floor uses include retail on the western end of the building, the residential lobby, amenities and parking and loading in the mid-section, and residential units on the eastern end. While the retail entrances are located at the back of the sidewalk, the residential entrance is set back approximately 48.2 ft on South Eads Street. A driveway and a single curb cut are located at the southwest corner of the site, which leads to the parking garage entrance and loading docks. The applicant also proposes an approximately 4,000 sf ground floor private terrace in the northeast corner of the site, which results in a portion of the Richmond Highway building frontage set back approximately 106.3 ft from the building face. The remainder of the Richmond Highway building frontage is approximately 18 ft from the existing Richmond Highway alignment and 6 to 8 ft from the future Richmond Highway alignment.

Building Height, Form and Architecture: Section 3.11 of the Sector Plan provides design guidelines which outline general objectives relating to preferred streetscape, building design and massing characteristics of future projects in Crystal City. These guidelines recommend that all new and substantially renovated buildings incorporate a design scheme that provides a distinct podium, middle and building top. As defined in the Sector Plan, the podium consists of the lower 5 to 6 stories (or less) 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 excludes the top elements that are defined as the upper 2 to 4 stories. The design guidelines are "intended to be flexible" and many are "aimed at allowing adequate sunlight to reach public streets and open spaces, as well as achieving a level of architectural interest, articulation and sculpting currently lacking in Crystal City." These guidelines achieve multiple goals, including regulating achievable densities, realizing pedestrian-oriented design of new development, creating a visually interesting skyline and ensuring adequate sunlight for public spaces.

Figure 18. Sector Plan Design Guidelines: Buildable Envelope and Massing Strategies**Figure 19. Proposed Massing Views**

Design guidelines for building form include the following categories:

- Building Height:
 - Maximum Allowable Height: The Sector Plan recommends the combined height of the podium and tower not exceed 200 ft for this site. The proposed height meets this recommendation, with a main roof height of 200 ft.
- Podiums:
 - Minimum Frontage Requirements: The Sector Plan recommends that all podiums should engage the Recommended Build-to Line (RBL) within 0 to 2 ft for a minimum of 80% of the street frontage, and that no portion of the podium façade should be located greater than 10 ft from the RBL. The proposed podium deviates from this recommendation. On South Eads Street, the podium façade

engages the RBL for approximately 48% of the street frontage and also includes a portion recessed approximately 48.2 ft from the RBL. Staff acknowledges the site is long and narrow which contributes to a limited frontage on South Eads Street. As a result, meeting the 80% minimum may be challenging to achieve while accommodating both the proposed driveway and pedestrian pathway. However, extending the podium façade further north and recessing the lobby entrance area a maximum of 10 ft would ensure compliance with the design recommendations of the Sector Plan. As demonstrated in the Sector Plan, the intended RBL on Richmond Highway is 80 feet from the future street centerline assuming the realignment. As a result, engaging the RBL is not currently achievable since the RBL lies within the existing southbound Richmond Highway off-ramp. However, the future street centerline may shift as a result of the future design and the Richmond Highway RBL may potentially line up better with the building's eastern podium façade as proposed.

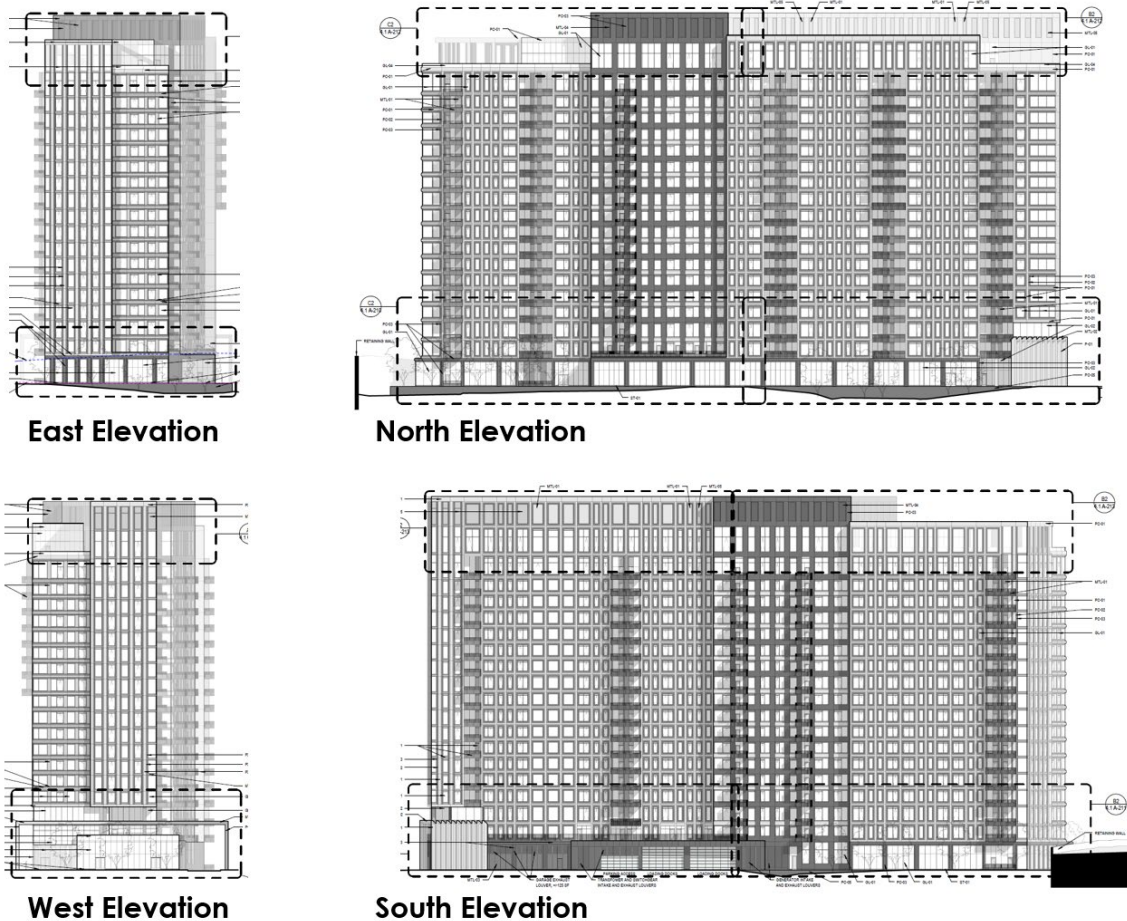
- Required Building Frontage: The Sector Plan recommends that every building should have at least 1 podium frontage on an RBL for a minimum of 65 ft along the RBL. The proposed podium deviates from this recommendation, with a podium frontage of 62.3 ft on the South Eads Street RBL.
- Encroachment: The Sector Plan recommends that no part of the building should encroach within the public right-of-way of any street or open space, except for building frontage elements such as awnings, canopies, bays, blade signage and other similar features. The proposal meets this recommendation, with no proposed encroachments.
- Podium Height: The Sector Plan recommends that the maximum height of any podium should not exceed 65 ft. The proposed podium meets this recommendation, with a podium height of 18 ft.
- Podium Separation Requirement: The Sector Plan recommends that where a podium base does not occupy an entire site and no party-wall condition exists, the podium should maintain a minimum separation distance of 40 ft from all other adjacent buildings, except when the separation is for an alley or other vehicular way, which should typically be 25 ft wide. The proposed podium meets this recommendation.
- Base Frontage: The Sector Plan recommends that the ground floor of the podium base should be distinguished from other stories of the building by providing a pedestrian friendly quality with a greater floor-to-ceiling height than other floors. The proposed podium base meets this recommendation, with a ground floor height of 18 ft.
- Top of the Podium: The Sector Plan recommends that the top of the podium should have a horizontal architectural unity through the use of cornices or other

banding projections placed at the top of the upper most floor of the podium. Staff will continue to evaluate this during the public review process.

- Location of Parking in Podiums: The Sector Plan recommends that any parking provided within the podium should be lined with actively programmed space for enhanced architectural façade and that garage entry doors should not exceed 25 ft in width. The proposed parking meets this recommendation, with a below-grade parking garage accessed from South Eads Street.
- Towers:
 - Tower Separation: The Sector Plan recommends that towers maintain a minimum separation of 60 ft above the podium base from all adjacent towers. The proposed tower meets this recommendation.
 - Tower Coverage: The Sector Plan recommends that building tower coverage not to exceed 65% for the subject site. The proposed tower meets this recommendation, with a tower coverage of approximately 57.1%.
 - Forming Towers: The Sector Plan recommends that tower massing should allow light, air, and views to penetrate and through blocks. For uses other than commercial office uses, tower floor plate sizes above the podium base should generally not exceed: 40,000 sf up to 250 ft of height; or 30,000 sf above 250 ft of height. The proposed tower meets this recommendation, with a tower floor plate of approximately 28,614 sf.
 - Building Tops: The Sector Plan recommends that a distinctive top, consisting of the upper two to four floors of a tower, should be provided through a change in at least 2 of the following features: window rhythm, apparent floor height, setbacks, sculpted form, or materials. The proposed building top meets this recommendation.
 - Mechanical Penthouse: The Sector Plan recommends that the walls of all penthouse structures should be setback from the edge of the roof a distance no less than the height of the wall. All penthouse structures should have enhanced façade treatments of a quality and character consistent with the building's tower façade. The proposed mechanical penthouse (14 ft in height) deviates from this recommendation, with the mechanical penthouse not set back on the northern and southern roof edges.
- Building Setback Profiles: The Sector Plan recommends 2 approaches for achieving aesthetically interesting and attractive towers: a Multiple Setback Approach and a Single Setback Approach. While the podium should continuously engage the RBL and meet the back of the sidewalk, the tower massing above should taper or step back from the podium along streets and open spaces to better define the street space for the

pedestrian experience and provide architecturally interesting buildings. For building tops, it is generally recommended that the upper 2 to 4 floors of all buildings should be no closer than 20 ft from the RBL, unless the proposed design of the building top involves a dramatically creative architectural treatment that is integral to the overall composition of the building. The proposed tower deviates from this recommendation, with only partial or minimal (0-5 ft) setbacks above the podium along major street frontages. Staff will continue to evaluate this deviation during the public review process to ensure consistency with the Sector Plan.

Figure 20: Proposed Elevations



Architecturally, the building is long and narrow (approximately 388.7 ft long and 89.8 ft wide) and follows the dimensions of the property. To avoid a flat and rectilinear façade, the building is angled slightly in 2 places. The podium consists of a single floor, 18 ft in height, and is comprised of dark gray metal and pre-cast concrete panels. The building tower is comprised of light and dark gray metal and pre-cast concrete panels, with each building face consisting of uniform fenestration. Each floor is approximately 9.7 ft in height and the north and south facades include balconies with metal railings. The building top consists of the 19th floor, 16.8 ft in height, as well as mechanical penthouse screening, 15.1 ft in height. The building top is

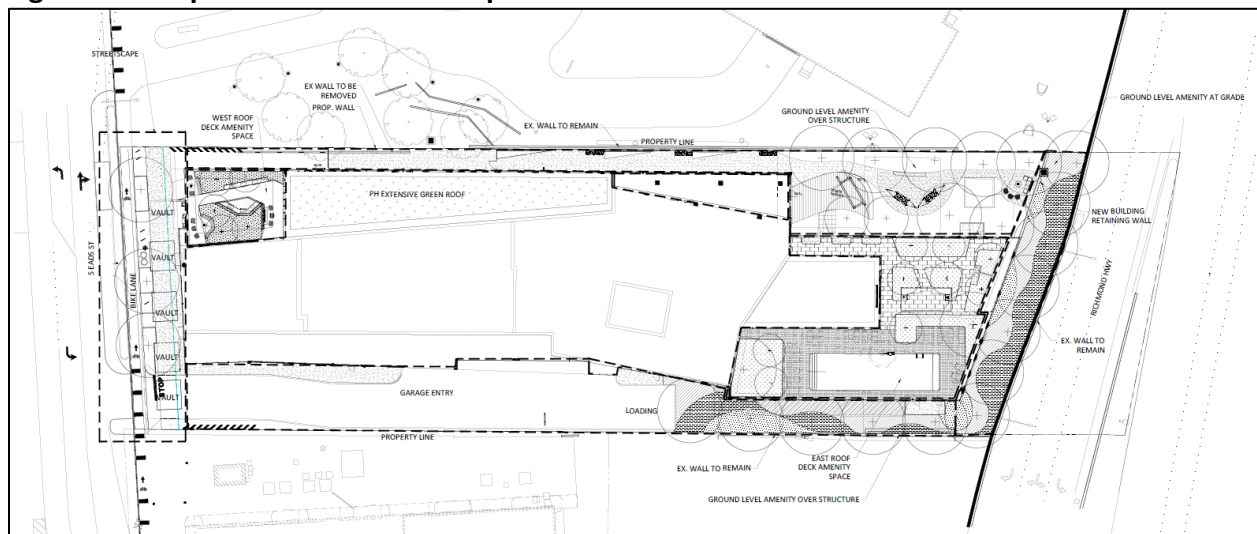
comprised of light and dark gray metal and pre-cast concrete panels. The South Eads Street building frontage incorporates a 30-foot, metal-cladded canopy structure that spans the street frontage.

Figure 21: Proposed South Eads Street Elevation (East)



Open Space and Landscaping: The applicant proposes an approximately 4,000 sf ground floor private terrace in the northeast corner of the site with various tree plantings and shrubs. A 10-foot pathway with small planting areas runs along the northern edge of the site which connects the private terrace and the lobby entrance on South Eads Street. While not publicly or privately accessible, the area between the building and the eastern and southeastern edges of the site is proposed to include 12 new trees. The building also includes 2 outdoor amenity terraces on the 19th floor that include raised planting beds for trees and shrubs and an extensive green roof above a portion of the 19th floor. Overall, the applicant proposes a tree canopy coverage of 18.8%. This includes the 3 street trees on South Eads Street. Impacts to the open space and landscaping on the eastern building face as a result of the VDOT study and potential changes to Richmond Highway are being evaluated by staff.

Figure 22. Proposed Overall Landscape Plan



Sustainable Design: The building is proposed to be designed to achieve a LEED Gold certification, but is not seeking any additional density under the [Green Building Density Incentive Program](#).

Parking and Loading: The applicant is proposing 2 levels of underground parking containing 178 residential parking spaces, 10 visitor parking spaces and 256 Class 1 bicycle parking spaces. The applicant is also proposing 14.9% compact parking spaces and a total of 4 loading spaces serving residential and retail uses. The underground parking and loading docks will be access through a private driveway off South Eads Street. Since the site is located within the Richmond Highway Metro corridor, it is subject to the [Off-street Parking Guidelines for Multi-family Residential Projects](#). Pursuant to the parking guidelines, unused parking in existing garages may be used to fulfill all off-street parking requirements in new buildings, provided the following criteria is met:

1. The garage(s) is (are) located within the County-defined Rosslyn-Ballston and Richmond Highway Metro Corridors.
2. A public entrance to the garage(s) is (are) within 800 ft of the new building's location as measured as the straight-line (or "over the air") distance between the nearest public entrance to the building and the off-site garage facility.
3. The two buildings sharing parking have the same owner or the owners enter into a lease agreement of no shorter than 10 years.

Therefore, the applicant is requesting to use 204 parking spaces in the Bartlett Apartments garage to meet the Americana Hotel's residential parking requirement. The Bartlett Apartments garage is located within the Richmond Highway Metro corridor, approximately 550 ft from the proposed Americana Hotel entrance and has the same owner. This request is subject to a separate minor site plan amendment (SPLA22-00023) to the Bartlett Apartments (SP #105) to permit off-site parking with the Americana Hotel.

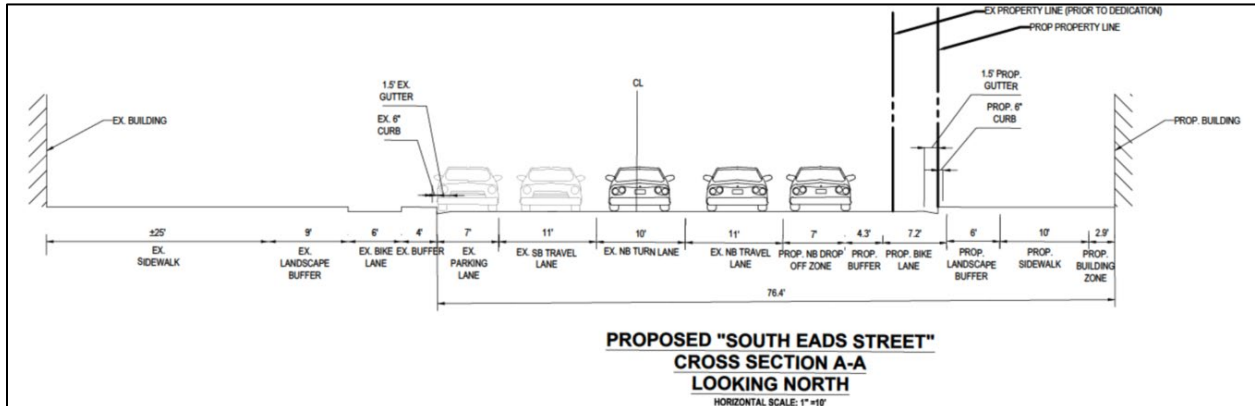
Transportation:

Streets and Sidewalks:

South Eads Street: The site is bounded by South Eads Street to the west, which is being designed in accordance with the County's [South Eads Street Complete Street](#) project to create a safer, more accessible and more comfortable environment for all users. The project will add physical protection to the existing bicycle lane, reconstruct and realign sidewalks, install street lighting and make necessary utility modifications and upgrades along the northbound side of South Eads Street between 12th Street South and 15th Street South. The southbound side of the street will receive improvements as part of Amazon's HQ2 at Metropolitan Park development. The curb-to-curb street width will be approximately 57 ft and consist of 2 travel lanes and 1 turn lane, as well as a parking lane on the west side and protected bike lanes separated by

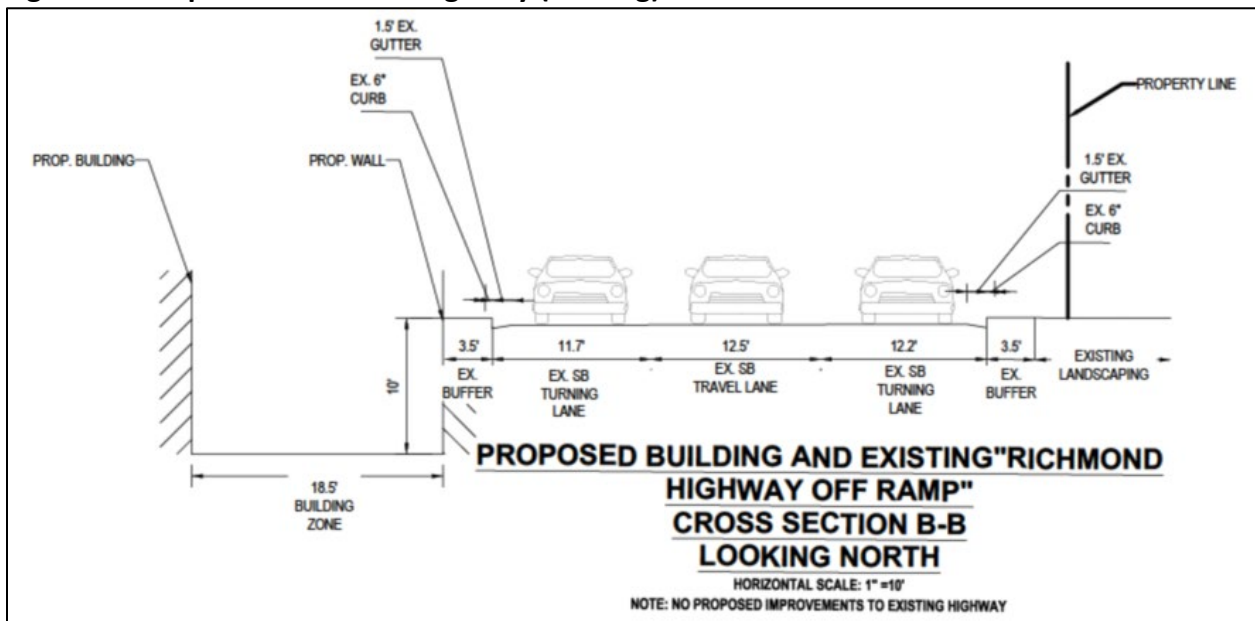
raised medians in each direction. The Americana Hotel streetscape will consist of a 10-foot sidewalk, 6-foot landscaped buffer and an approximate 2.9-foot shy zone. The MTP identifies this section of South Eads Street as a Type-B Primarily Urban Mixed-Use arterial, which recommends a 6 to 12-foot sidewalk and a 6-foot furniture zone/tree pits. The Sector Plan recommends an 18 to 22-foot sidewalk, including a 6 to 7-foot furniture zone/tree pits.

Figure 23. Proposed South Eads Street Cross-section



Richmond Highway (Existing): The site is bounded by the Richmond Highway elevated off ramp to the east, which consists of 3 southbound lanes. While there is no existing sidewalk, there is an approximate 18-foot buffer between the building face and the off ramp retaining wall.

Figure 24. Proposed Richmond Highway (Existing) Cross-section



Richmond Highway (Future): Based on the schematic streetscape designs of the future at-grade configuration of Richmond Highway provided by VDOT, the west side of Richmond Highway will consist of a 24-foot sidewalk and a small buffer between the building face and the sidewalk.

The MTP identifies Richmond Highway as a Type-F Primarily Low to Medium Density Mixed-Use arterial, which recommends a 6-foot sidewalk or 10-foot shared-use path and at least an 8-foot green strip. The Sector Plan recommends an 18 to 25-foot sidewalk, including an 8 to 10-foot furniture zone/tree pits.

Figure 25. Proposed Richmond Highway (Future) Cross-section

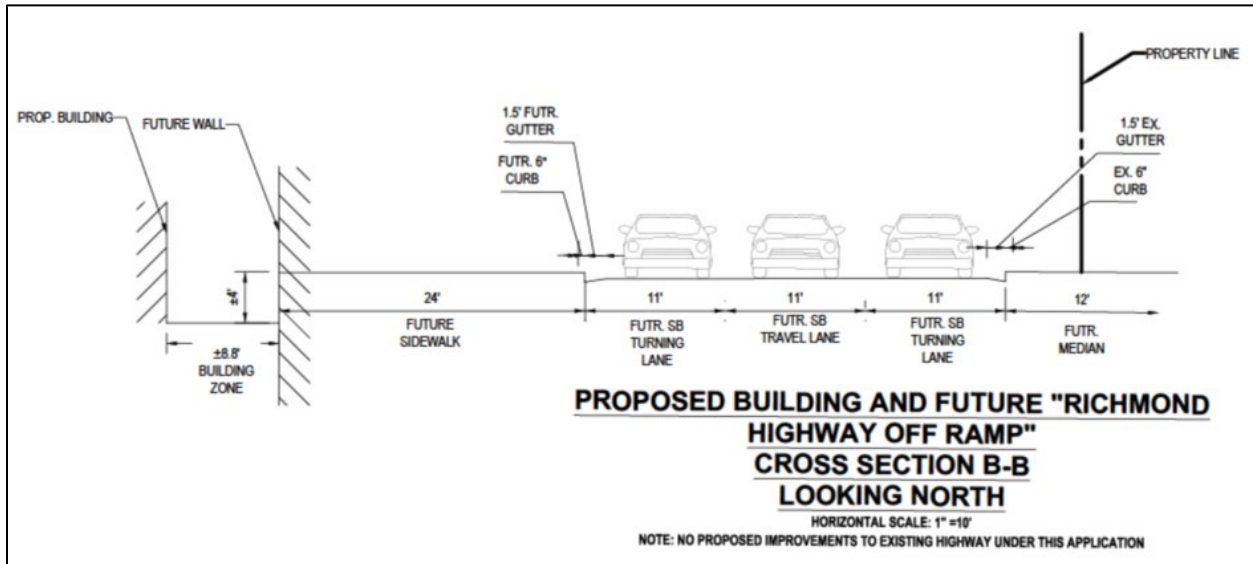
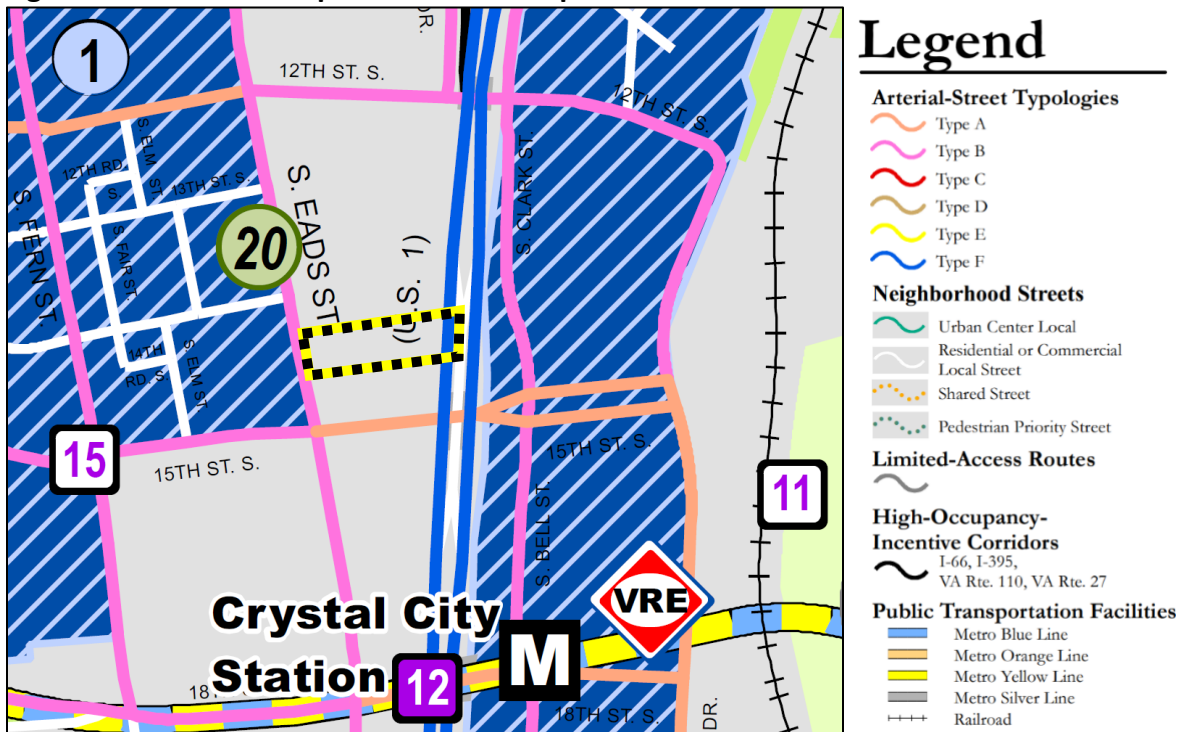


Figure 26. Master Transportation Plan Map

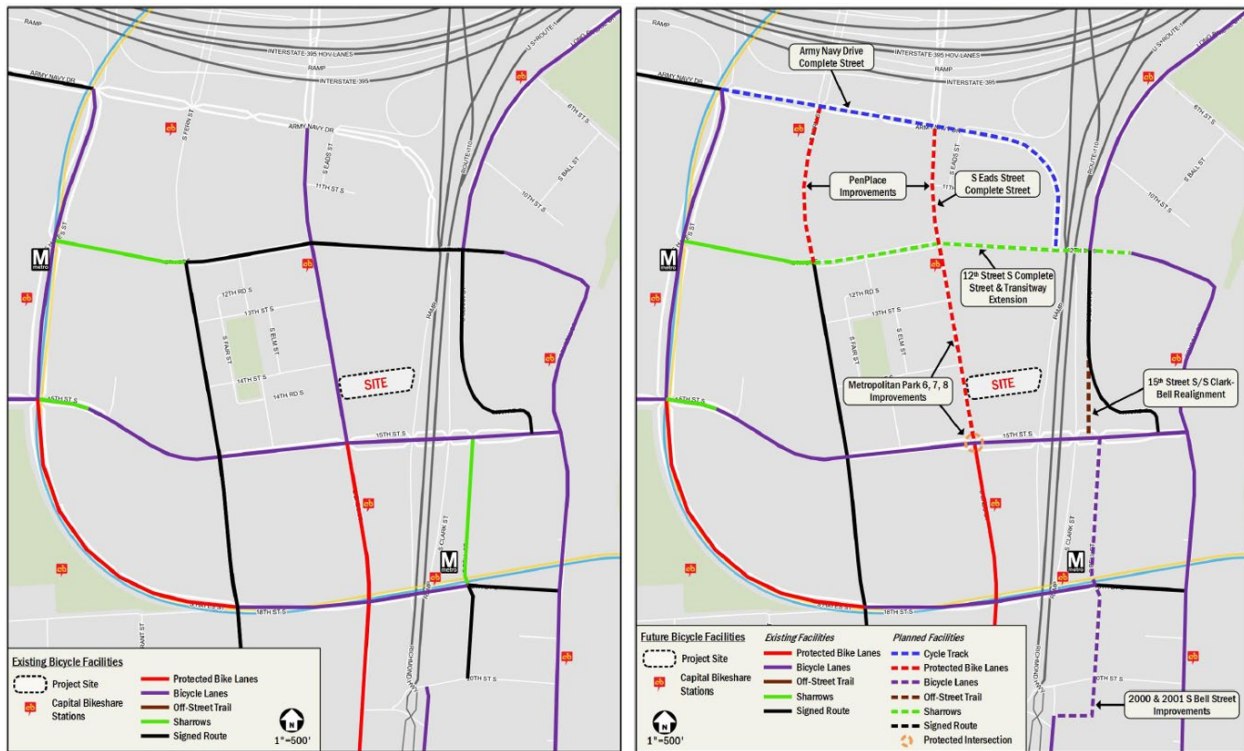


Transit Service: The project is well served by public transit facilities, including the Crystal City Metro Station, a Virginia Railway Express (VRE) Station and a Metroway bus stop within ¼ mile

of the site. Within 500 feet of the site there is a MetroBus bus stop serving routes 7A, 10A and 22A, and bus stops serving OmniRide, Loudon County Transit and Fairfax Connector.

Bicycle Facilities: The site is well served by bicycle facilities, with access to bicycles facilities on South Eads Street, South Hayes Street, 15th Street South, 18th Street South and Crystal Drive, which connect to the Mt. Vernon Trail to the east and Four Mile Run Trail to the south. In addition, several County Capital projects and transportation improvements associated with approved site plans will upgrade existing bicycle infrastructure and provide safer cycling connections on parts of South Eads Street, 15th Street South, South Clark-Bell Street, Army Navy Drive and South Fern Street. There are also 2 existing Capital Bikeshare stations within a ¼ mile of the site, located along South Eads Street. As part of the project, the applicant proposes 256 Class 1 residential and retail bicycle parking spaces located in the underground parking garage, as well as 15 Class 3 residential and retail visitor bicycle parking spaces located on South Eads Street.

Figure 27. Existing (left) and Future (right) Bicycle Facilities



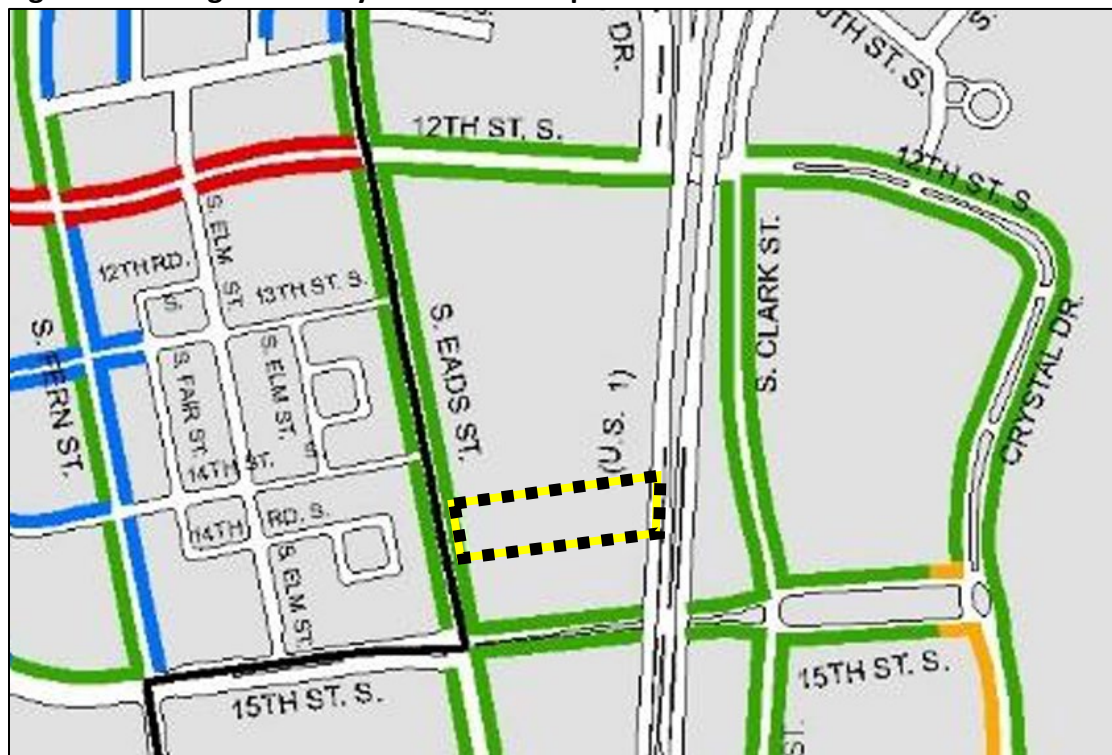
Multimodal Transportation Analysis and Trip Generation: A Multimodal Transportation Assessment (MMTA) was submitted by the applicant, prepared by Gorove/Slade, dated July 25, 2022. The analysis looked at 9 intersections around the site and evaluated the intersection under existing conditions, future conditions without the proposed development, and future conditions with the proposed development. The analysis concluded that the proposed development will generate an additional 89 vehicular, 238 transit, 34 pedestrian and 19 bicycle trips per hour during the AM peak period and 93 vehicular, 250 transit, 54 pedestrian and 22 bicycle trips per hour during the PM peak period. The analysis assumed approximately 73% of

residential and 95% or retail trips would be made by modes other than automobiles (walk, bike or transit).

The analysis showed that the overall operations of most of the signalized intersection are at an acceptable Level of Service (LOS) under existing conditions, future conditions without the proposed development, and future conditions with the proposed development, except at the South Fern Street & 12th Street South and South Eads Street & 12th Street South intersections in the future conditions without the proposed development and future conditions with the proposed development.

The analysis also assessed the impact of the development on the adjacent street, sidewalk, transit, and bicycle network and considered additional trips generated by approved unbuilt projects and transportation improvements to be completed within the study area.

Figure 28. Arlington County Retail Plan Map



Retail Use: The applicant proposes 3,801 sf of ground floor retail on South Eads Street, as well as an approximately 520 sf adjoining retail patio space. The Arlington County Retail Plan identifies the South Eads Street frontage as a “Green” street typology. Green streets are where any retail uses or retail equivalents are optional. The Sector Plan does not identify the South Eads Street frontage as required retail.

Features and Amenities: The features and amenities that benefit the community have yet to be determined as of the date of this report. However, site plan projects also deliver a number of

standard benefits that are required by conditions of approval, including a Public Art contribution, Utility Fund contribution and streetscape improvements, including undergrounding of existing utilities around the site.

Modification of Use Regulations: The applicant requests the County Board modify the following use regulations:

Required Residential Parking Ratio: The applicant is requesting a reduced residential parking ratio of 0.60 spaces per unit, for a total of 382 residential parking spaces (178 on-site spaces and 204 off-site spaces). The ACZO requires 1.125 parking spaces for each of the first 200 units and 1 parking space for each additional unit above 200 units, for a total of 661 residential parking spaces. The reduced residential parking ratio is under review by staff.

Required Retail Parking Ratio: The applicant is requesting a reduced retail parking ratio of 0 spaces. The ACZO requires 1 parking space for each 1,000 sf of GFA, for a total of 4 retail parking spaces. The reduced retail parking ratio is under review by staff.

Required Loading Spaces: The applicant is requesting a reduction in the number of loading spaces to 4 total loading spaces serving the residential and retail uses. The ACZO requires one loading space for each 200 units for multifamily uses over 50 units and one loading space for retail uses over 3,000 sf. Therefore, the project requires 4 residential loading spaces and 1 retail loading space, for a total of 5 loading spaces. The reduction in loading spaces is under review by staff.

Additional Density: The applicant is requesting 234,503 sf (3.81 FAR) of total additional density above the total base density of 294,629 sf (4.79 FAR). The features and amenities that benefit the community associated with additional density are under review by staff.

Density Exclusions: The applicant is requesting a total of 11,988 sf in density exclusions for below-grade mechanical, service and storage space and above-grade vertical shafts. The proposed density exclusions are under review by staff.

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