



**WALSH COLUCCI
LUBELEY & WALSH PC**

Nan E. Walsh
(703) 528-4700 Ext. 5420
nwalsh@thelandlawyers.com

June 21, 2021

Via Email Only

Matt Mattauszek
Tim Murphy
Arlington County CPHD

**Re: Crystal City Height Study
Block “M” – Crystal Plaza
Block “G” – Crystal Square**

Dear Mr. Mattauszek and Mr. Murphy:

Our firm represents Dweck Properties, the owner of Crystal Plaza North (RPC #34-020-PAD, #34-020-256, and #34-020-258), Crystal Plaza South (RPC #34-020-PAC, #34-020-255, #34-020-257), and Crystal Square (RPC #34-020-253) (collectively, the “Properties”). We write to offer our thoughts and suggestions for your consideration as you continue your work on the Crystal City Building Heights Study (“Study”).

The Properties are located on Blocks M and G of the Crystal City Sector Plan (“Sector Plan”). The Properties are recommended for office, residential or hotel use with a base floor area ratio (“FAR”) of 3.8 FAR for commercial or hotel uses and a 4.8 FAR for residential uses with a minimum 40% residential or hotel use.¹ They are eligible to be rezoned to the C-O Crystal City zoning district and to be redeveloped in accordance with the Sector Plan.

Pursuant to the height maps in both the Sector Plan and the C-O Crystal City section of the Zoning Ordinance, the maximum allowable height for Crystal Plaza is up to 300 feet on the southwestern portion of the Property, 250 feet on the northwestern portion of the Property fronting Richmond highway, and 200 feet on the portion of the Property east of Clark-Bell Street. The maximum height for Crystal Square is 200 feet, with a portion on the southwestern end of the Property designated for up to 250 feet in height. We have included the height maps below for your ease of reference. As you are aware, pursuant to the Sector Plan and C-O Crystal City section of the Zoning Ordinance, additional density above the base density can be earned

¹ A portion of Crystal Square is recommended for 70% minimum office use.

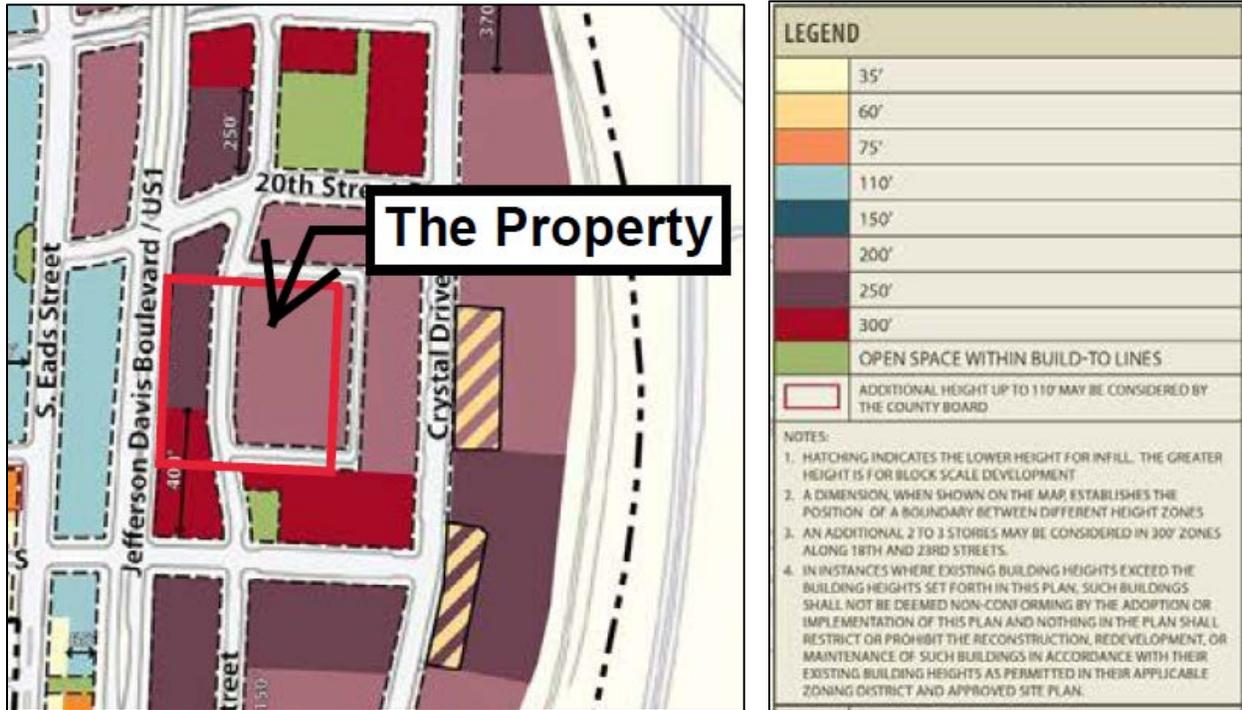
ATTORNEYS AT LAW

703 528 4700 ■ WWW.THELANDLAWYERS.COM
2200 CLARENDON BLVD. ■ SUITE 1300 ■ ARLINGTON, VA 22201-3359

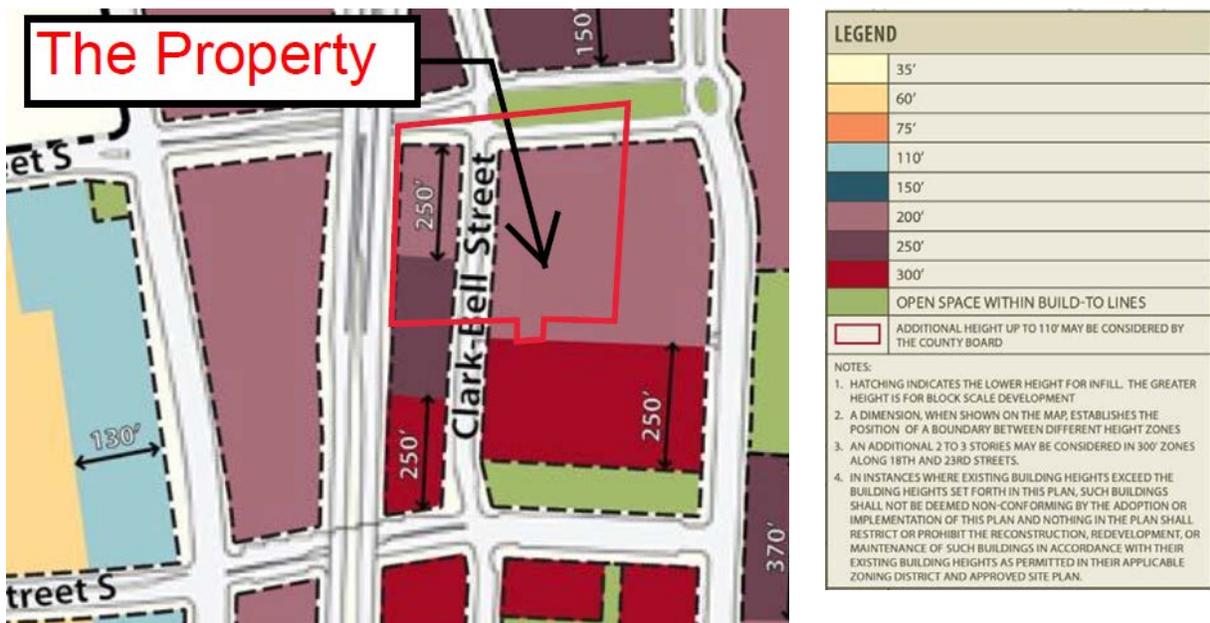
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through community benefits. Any additional density must comply with the form based restrictions in the Zoning Ordinance and Sector Plan, including heights, setbacks, tapering, and other requirements. Permissible heights are therefore a crucial element in determining the development potential for these sites.

Crystal Plaza



Crystal Square



We ask that you consider additional height for both properties. At Crystal Plaza, the new Clark-Bell Street creates a developable parcel bordering Route 1 on the western portion of the block. This parcel should have the tallest heights on the block where the buildings will frame the redesigned “urban boulevard” Route 1. The 300 foot height zone only covering the southern portion of this parcel should be extended north to 20th street. To the east of Clark-Bell Street, at the location of the existing Plaza Apartments, the currently permissible height of 200 feet should be increased to 250 feet. Additional height at this location would help economically justify redevelopment of the parcel, which contains approximately 540 recently renovated apartments. Additional density achieved through additional height would incentivize future redevelopment of this building. There would be little to no impact on any surrounding development, most of which is planned for significantly greater heights.

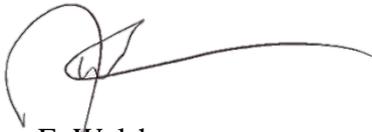
Similarly, at Crystal Square, potential redevelopment sites that would be created with the new design for Route 1 at grade are currently limited to 200 to 250 feet in height. The existing 300 foot height zone at the southern end of this new portion of the block should be extended north to 15th Street, framing the new Route 1 with the tallest heights permitted in Crystal City. Similar to Crystal Plaza, the existing Crystal Square building houses 378 apartments. With additional height on this block, redevelopment is more feasible economically.

We note that additional height would not only benefit a developer, by adding additional density to the site, but also the community, which would see increased community benefits associated with that density. The Properties are also located in close proximity to Metrorail, VRE, new bike lanes, rapid bus transit, and other multimodal transportation options, as well as significant new mixed-use developments. They are an ideal location for additional height.

We thank you for your consideration of our thoughts and are available to meet and discuss our ideas.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.

A handwritten signature in black ink, appearing to read 'Nan E. Walsh', with a long horizontal flourish extending to the right.

Nan E. Walsh

cc: Ralph Dweck
Nora Dweck-McMullen
Andrew VanHorn
Nicholas V. Cumings