

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday, February 13, 2012
TIME: 7:00 – 10:00 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza, Room 109/111
Arlington, VA 22202

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

- Item 1. Bergmann's (SP #420) 7:00 pm**
(RPC#s 15-002-005, -006, -007, 15-003-006, -007, -008, 15-005-001, -003 through -009)
Scheduled to be heard no earlier than the June 2012 PC and CB meetings.
Peter Schulz (CPHD Staff)
- Item 2. Pentagon City Phased Development Site Plan (PDSP) Amendment (SP# 105) 8:30 pm**
– PenPlace
(RPC#s 35-003-012, -014, -032, -033)
Scheduled to be heard no earlier than the June 2012 PC and CB meetings.
Natalie Sun/Jason Beske (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://www.arlingtonva.us/Departments/Commissions/plancom/PlancomMain.aspx?InsLinkID=978>

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://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSPRCSchedule.aspx

ITEM 1

2145 Lee Highway—Bergmann's (SP #420)

(RPC#s 15-002-005, -006, -007, 15-003-006, -007, -008, 15-005-001, -003 through -009)

AGENDA: First Meeting—February 13, 2012

- 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
 - 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., and justification.
 - iii) Requested modification of use regulations and justification
- 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) Relationship to VDOT property
 - d) Streetscape Improvements
 - e) View vistas through site
 - f) Visibility of site or buildings from significant neighboring perspectives
 - g) Historic status of any existing buildings on site
 - h) Compliance with adopted planning documents
- 4) Building Architecture
 - a) Design Issues
 - i) Building form (height, massing, tapering, setbacks)
 - ii) Facade treatments, materials, fenestration
 - iii) Roof line/penthouse form and materials
 - iv) Street level activism/entrances & exits
 - v) LEED/Earthcraft/Green Home Choice Score
 - vi) Accessibility
 - vii)
 - b) Retail Spaces (if applicable)
 - i) County policy on grocery stores
 - ii) Location, size, ceiling heights
 - iii) Storefront designs and transparency
 - iv) 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, esp for residential
 - iv) Exterior/rooftop lighting
- 5) Transportation
 - a) Infrastructure
 - i) Mass transit facilities and access
 - ii) Street systems (w/existing and proposed cross sections)
 - iii) Vehicular and pedestrian routes

- iv) Bicycle routes and parking
 - b) Traffic Demand Management Plan
 - c) Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
 - ii) Location & access to residential parking
 - iii) Access (curb cuts, driveway & drive aisle widths)
 - d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks
 - e) Signage (parking, wayfinding, etc.)
- 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 & impact of clearing on VDOT land)
- 7) Community Benefits
- a) Public Art
 - b) Affordable Housing
 - c) Underground Utilities
 - d) Other
- 8) Construction issues
- i) Phasing
 - ii) Vehicle staging, parking, and routing
 - iii) Community Liaison

Site Location: 1.86 acres (81,143 s.f.) on the North side of Lee Highway between I-66 right-of-way on the East, North Veitch Street on the West and 21st Street N. on the North. Located in the North Highlands Civic Association area.

Applicant Information:

Applicant

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Engineer

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Traffic Engineer

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Robert Kohler
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BACKGROUND: The applicant is requesting a General Land Use Plan amendment, rezoning, and associated site plan for the former Bergmann's Dry Cleaning plant site, as well as for a parcel across North Uhle Street with several early-20th Century dwellings also owned by Bergmann's. In 2011, the site was the subject of a Long Range Planning Commission (LRPC) Special Study in response to the applicant's development application. The LRPC process resulted in a recommendation to the County Board to authorize advertising consideration of a proposed GLUP change for the site from "Low-Medium" Residential (16-36 dwelling units/acre) to "Low" Office-Apartment-Hotel (up to 1.5 FAR for office uses; up to 72 units/acre residential; and up to 110 units/acre hotel uses). The County Board voted on September 17, 2011 to authorize such advertisement to be concurrent with the rezoning and site plan application.

The applicant is also requesting a rezoning from "C-2" and "R-5" to "C-O-1.5", which corresponds to the proposed "Low" Office-Apartment-Hotel GLUP designation. Furthermore, the applicant is also requesting vacation of a dead-end segment of 20th Street North east of North Uhle Street.

The following provides additional information about the site and location:

Site: The 1.86-acre site (81,143 square feet) is located on two (2) blocks bounded on the north by 21st Street North, I-66 right-of-way on the east, Lee Highway on the south, and North Veitch Street on the west. The site is surrounded by the following land uses:

- To the north: Across 21st Street North is McCoy Park, a county park zoned "R-5" and "R-6". The property is designated "Public" on the General Land Use Plan (GLUP).
- To the east: I-66 right-of-way controlled by VDOT zoned "S-3A" and designated "Public" on the GLUP. In the right-of-way immediately adjacent to the site is the Custis Bicycle Trail.
- To the south: Lee Highway, the Inglewood Cooperative Apartments and townhouses zoned "RA8-18", and a child care center zoned "RA7-16" (SP#161) all designated on the GLUP "Low-Medium" Residential (16-36 units/acre).
- To the west: North Veitch Street, Potomac Place Townhouses zoned "RA8-18", and single family houses zoned "R-5", all designated on the GLUP "Low-Medium" Residential (16-36 units/acre).

Zoning: "C-2" Service Commercial-Community Business Districts and "R-5" One-Family, Restricted Two-Family Dwelling Districts.

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

Neighborhood: The site is located within the North Highlands Civic Association area and across Lee Highway from the Lyon Village Civic Association area.



Existing Development: The west site is currently developed with the former Bergmann's Dry Cleaning plant. The east site is currently developed with five (5) early 20th Century single-family detached dwellings.

Development Potential:

Site Area:	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
"C-2" By-Right ¹	One-Family Dwellings: 6,000 s.f./lot; or Hotel: 600 sf/unit; or Commercial: 1.5 FAR	9 One-Family Dwellings; 91 Hotel Units; 82,765 s.f. g.f.a.
"R-5" By-right	One-Family Dwellings: 5,000 s.f./lot	4 one-family dwellings minimum ²
"C-2" Unified Commercial/Mixed Use Development (Use Permit)	Mixed Use: 2.0 FAR; or Commercial only: 1.5 FAR	110,354 s.f. g.f.a. 82,765 s.f. g.f.a.
"C-O-1.5" By right ³	One-Family Dwellings: 6,000 s.f./lot; or	12 one-family dwellings

¹ Using only the site area currently in each zoning district.

² More than four one-family dwellings could be built depending on the number of legal lots created before 1950.

³ "C-O-1.5" calculations are over the entire site area.

	Office uses only at 0.60 FAR	46,363 s.f. g.f.a.
"C-O-1.5" Site Plan	Mixed uses: commercial/office/institutional at max 1.5 FAR, Apartments at max 72 units/acre, Hotel at 110 units/acre.	115,909 s.f. g.f.a. commercial/office/institutional; or 127 apartment units; or 194 hotel units

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

	Proposed
Site Area	1.86 acres (81,143 s.f.)
Density⁴	
Residential Density	166 units
Base number of units	127 units
LEED Gold Bonus (.40 g.f.a.)	39 units
Commercial (Office/Retail)	26,000 s.f.
Retail GFA ⁵	26,000 s.f.
"C-O-1.5" Max. Permitted Commercial	1.5 FAR
"C-O-1.5" Max. Permitted Residential	72/units acre
Height	151 ft
Residential Building	
Main Roof	107 ft
Penthouse Height	11 ft
Stories	10
"C-O-1.5" Max. Permitted Height - Residential	10 stories
Retail/parking building	
Main Roof	27' 1"
Penthouse Height	N/A
Stories	1
Average Site Elevation	191' 2" (residential building)
Parking	
Residential	
Standard Spaces	147
Compact Spaces	19
Tandem Spaces	N/A
Parking Ratio	1 sp/1 unit
Min. Residential Required Parking Ratio	1.025 sp/1 unit
Min. Residential Required Parking Spaces	171
Retail	
Standard Spaces	53
Compact Spaces	0
Tandem Spaces	N/A
Parking Ratio	1/490 s.f. g.f.a.
Min. Retail Required Parking Ratio	1/580 s.f. g.f.a.

⁴ See discussion of density below.

⁵ Applicant requests density exemption for all g.f.a. of retail.

Min. Retail Required Parking Spaces	45
Other	
Handicap Spaces	6
Handicap Van Spaces	1
Loading spaces proposed	1
Loading spaces required	3
LEED Score	Gold
Coverage	
Retail Building	88%
Residential Building	63%

Density and Uses: The subject site is proposed to be rezoned from “C-2” and “R-5” to “C-O-1.5;” the applicant proposes to change the GLUP from “Low-Medium” Residential to “Low” Apartment-Hotel-Office. The “Low” Apartment-Office-Hotel GLUP designation recommends, and the “C-O-1.5” zoning district permits (by special exception), retail/commercial/office development up to a 1.5 FAR; apartment dwellings at an up to 72 units per acre; and hotel units up 110 units/acre. Site area shall not be counted twice in allocating the permitted total density.

The applicant requests a partial exemption of the retail density (12,822 s.f. of g.f.a.) from the density calculations. The applicant’s density figures are based on this request. The applicant justifies this density exclusion by the County’s Grocery Store Policy adopted in 1985, which provides a basis for flexibility to modify policies and/or regulations that would otherwise inhibit the development of grocery stores. In this case, the applicant proposes to devote the total retail space (about half of the total retail g.f.a.) to a “specialty grocer”. A specialty grocer is typically much smaller than a full service grocery store (which average around 50,000 s.f.) and offers a more limited range of products by specializing in an area such as ethnic or organic foods. The applicant also states that the remaining retail they hope to attract will complement the grocer, such as a bakery or meat market.

However, staff does not support exempting density to accommodate a specialty grocer. Arlington Economic Development has not identified a critical need for a specialty grocer at this location. While AED considers the area around Bergmann’s underserved by full-service full size grocers for everyday shopping (stores like Safeway or Giant), they consider this area well-served by specialty grocers (Whole Foods, Trader Joe’s). Therefore, a specialty grocer at this location is not such a critical need to justify an exemption from density for all or part of the proposed retail. The Grocery Store Policy has only been invoked to exempt density for full-size, full service grocers—most recently in 2003 for the Harris Teeter locations in Shirlington and Potomac Yards. The only time the Grocery Store Policy was invoked for specialty grocers, it was used for Trader Joe’s to justify flexibility from parking requirements (Trader Joe’s was not exempted from any density). The Grocery Store Policy encourages staff to consider modification of a range of zoning regulations or policies—exemption from density is not the only tool available to encourage grocers.

If all retail is included in the overall project density, then, the number of proposed dwelling units would be reduced, as seen in the table below. **NOTE:** Density figures are based on applicant’s original proposal.

	Retail Density Excluded	Retail Density Included
Total Site Area	77,272 s.f. (1.77 acres)	81, 143 s.f.
Allocated to Retail	0 s.f.	17,333 s.f. ⁶
Allocated to Residential	77,272 s.f.	59,939 s.f.
Permitted Residential Density	72 units/acre	72 units/acre
Base number of units	127	99
LEED Bonus units @ .40 FAR ⁷	39	30
Total Dwelling Units	166	129
Effective Density	94 units/acre	94 units/acre

Site and Design: The applicant proposes to redevelop the site with two (2) separate buildings, divided by North Uhle Street, a County street: an all retail building (Building A), and an all residential building (Building B). The two (2) buildings will be unconnected in any way. Parking and loading will exclusively be in Building A (the retail building). The parking garage will be partially above ground, and will have two (2) entrances: One (1) entrance on North Uhle Street and the other off of North Veitch Street, opposite an intersection with 20th Street North. The project's one (1) loading space will be in the Building A, accessed from North Uhle Street. There is no parking or loading in the Building B. However, the applicant proposes a drop-off area in the public right-of-way on North Uhle Street where residents will access a service door into the building and subsequently to a service elevator. Residential trash will be collected in a trash room and then brought across Uhle Street to the trash collection loading dock in the West Building.

Building A

Building A will consist of 26,000 square feet of retail space oriented to Lee Highway and North Veitch Street, and three (3) levels of parking, some of which will be exposed above ground level. The retail space will occupy one (1) floor and occupies the south half of the lot. The Lee Highway frontage looks as one (1) level at the corner of Veitch Street, but as the grade drops along Lee Highway, two (2) levels of parking become partially exposed above ground.

The applicant has shown the space provisionally divided into two (2) units, roughly equal size. The westernmost unit is proposed to have an entrance off of the street at the corner of Lee Highway and Veitch Street, and another entrance from behind, from the parking garage. The other store will have only an entrance from the parking garage. The retail building's exterior will consist of concrete slab, softened by climbing vines and flowers on a trellis system attached to the exterior. The vines and flowers will also serve to obscure the parking garage. The storefronts will be aluminum, painted white. Painted metal panels and cornices will provide detailing. The applicant shows a place for rooftop mechanical equipment, but not how it will be screened. Behind the retail portion of the site, a top level of parking will be completely exposed above ground.

⁶ The minimum amount of site area needed for retail at a density of 1.5 FAR.

⁷ Units yielded are based on an average unit size of 776 s.f.

The streetscape surrounding the retail building will consist of street trees, new street lights, and improved sidewalks around the perimeter of the site.

Building B

The East Building is a 10-story⁸ all-residential tower located on the east side of Uhle Street. It is not connected to Building A. The site is surrounded on three (3) sides by VDOT right-of-way, leftover from the I-66 project. This accounts for the building's deep setback from 21st Street and Lee Highway. The south half of the building fronts upon the back of the (proposed) Uhle Street sidewalk. The north half of the building will be set back approximately 18 feet behind a planted area and private terrace.

The building presents a mostly-glass façade, with vertical concrete columns painted white. Dwelling units will have balconies with sliding doors. The mechanical penthouse enclosure will be stucco painted white with metal cornices. In the penthouse will be enclosed activity and exercise rooms, a swimming pool and dog run.

The site's streetscape will consist of street trees, new street lights, new sidewalks, and a relocated and upgraded Custis Trail.

LEED: It is proposed that both buildings will achieve Gold certification through the US Green Building Council's LEED program.

Transportation: The Master Transportation Plan (MTP) classifies Lee Highway as a Type-D Primarily Garden Apartments and Townhouse Neighborhoods Arterial. N. Veitch Street, N. Uhle Street, 21st Street N. and 20th Street N. are classified as Neighborhood Non-Arterial Streets. Twentieth Street N. is proposed to be vacated as part of this site plan. The following chart describes the street typology as indicated the in MTP.

Street Name	Classification	Travel Lanes	Bike Access	On-street Parking	Pedestrian Way (MTP)
Lee Highway	Arterial	2 to 4 + Turning	Bike Lane	Yes	6-8 ft. s/w 5-6 ft. Green Strip w/ Breaks
N. Veitch Street	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip
N. Uhle Street	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip
20 th Street N.	Local Street	2	Bike/Shared	Yes	6-8 ft s/w 4-6 ft green strip

⁸ The building is considered 10 stories due to more than 50% of the basement being under the average site elevation, and penthouses with amenities are not considered stories by the terms of the "C-O-1.5" regulations in Sec. 23A.D.

21 st Street N.	Local Street	2	Bike/Shar ed	Yes	6-8 ft s/w 4-6 ft green strip
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Transportation Analysis:

Trip Generation: A Traffic Impact Analysis (TIA) submitted by the applicant, prepared by Wells & Associates, dated September 2011, assessed the impact of the development on the adjacent street network. The analysis estimates that currently vehicular traffic around the site is 1,781 am peak hour trips and 1,403 pm peak hour trips on Lee Highway; 205 am peak hour trips and 215 pm peak hour trips on N. Veitch Street and 10 am peak hour trips and 6 pm peak hour trips on N. Uhle Street. The proposed development will generate 134 am peak hour vehicle-trips and 443 pm peak hour vehicle-trips. Approximately 22 am peak hour trips and 96 pm peak hour trips (approximately 5% of the total AM and PM trips) would be existing retail trips from the surrounding network and not considered additional traffic. The applicant proposes a traffic signal at the intersection of N. Veitch Street, 20th Road N. and 21st Street N. which is a single intersection.

Streets: Regional access to the site is by George Washington Memorial Parkway, I-66, Arlington Boulevard and Lee Highway. The local streets abutting the site are described above in the MTP Chart. Lee Highway is an east-west gateway under the purview of the Virginia Department of Transportation (VDOT), through Arlington with three (3) westbound lanes and one (1) left turn lane at the signalized intersection with N. Veitch Street and three (3) eastbound lanes, one (1) left turn lane and one (1) right turn lane at the intersection of N. Veitch Street. The westbound leg of Lee Highway in front of the site is approximately fifty (50) feet wide. The eastbound leg is approximately 35 feet wide. N. Veitch Street and N. Uhle Street provide the north-south access between Lee Highway and 21st Street N. N. Veitch Street varies in width and is approximately 35 feet from face-of-curb to face-of-curb. Twenty-first Street N. and N. Uhle Street are approximately 27 and 30 feet in width respectively, from face-of-curb to face-of-curb, and 20th Street N. which is approximately 23 feet wide, dead-ends into N. Uhle to the west and provides the east west connection from the homes on the east side of N. Uhle Street. The pavement on the east end of 20th Street ends at a wooded area. On the east side of the wooded area is the Custis Trail. Twentieth Street is proposed to be vacated for the construction of the residential building.

Sidewalks and Pedestrian Circulation: The sidewalks around the site are currently 10 feet in width on Lee Highway, 8 feet on N. Veitch Street and 21st Street N., approximately 3 to 4 feet on 20th Street N., and vary from 7 to 8 feet on N. Uhle Street. The plan proposes 15 to 20- foot wide sidewalks around the entire perimeter of the retail building (West Building) and a new 17- foot wide sidewalk on Lee Highway on the east side of N. Uhle Street in front of the residential building (East Building). The plan proposes the vacation of 20th Street N. for construction of the new residential building. Staff is also recommending sidewalk improvements on Lee Highway and 21st Street N. at the residential portion of the site.

Parking and Loading: On-site parking is currently provided by a surface parking lot on the west side of N. Uhle Street to serve the former cleaners. On-street parking is available on N. Veitch Street, N. Uhle Street, N. 20th Street N. and N. 21st Street.

The plan proposes rooftop parking and an underground parking garage on the retail portion of the site to accommodate approximately 226 parking spaces for both the residential and retail uses. The total parking spaces include 173 residential spaces and 53 retail spaces. For site plans, the parking ratio for multifamily dwellings is 1 space per unit. The minimum site plan ratio for retail parking is 1 space per 580 s. f. The plan proposes parking ratios of 1 space per unit for residential parking and approximately 1 per 433 s.f. for retail parking.

Public Transit: The site is served by the ART Bus 61, Metro Bus 3A, 3B, 3Y and 15L. The Courthouse Metro Station is approximately 1,975 feet from the site.

Bicycle Access: The site is adjacent to the Custis Trail located east of the site. The Custis Trail currently intersects with Lee Highway in a “Y” configuration. Staff recommends realigning the connection for better, safer access. A bike access is also along 21st Street N. and N. Veitch Street and will remain.

Utilities: Adequate water and sanitary sewer capacity will be available to serve the proposed development. Aerial utilities will comply with County requirements.

DISCUSSION

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

- Reduce the required residential parking ratio from 1.025 space/unit to 1 space per unit, and residential parking not on the same lot as the residential use.
- Reduce the required loading spaces from three (3) to one (1).
- Exempt all retail g.f.a. from density calculations.
- Bonus density of .40 for LEED Gold certification.

Approved Policies and Plans: Section 23A (the “C-O-1.5” regulations) of the Zoning Ordinance and the *General Land Use Plan*, as well as the Long Range Planning Committee (LRPC) special study of this site set forth guidance for the redevelopment of the subject site. A summary of staff recommendations from the LRPC process follows:

- A GLUP amendment to a designation such as “Low” Office-Apartment-Hotel could be appropriate for several reasons. With the appropriate uses, heights, tapering and transitions, which can be addressed through the site plan process, “Low” Office-Apartment-Hotel and the associated “C-O-1.5” zoning district could allow for the type of mixed-use project with ground floor retail and the possibility of residential uses that the community and some members of the LRPC recommended for this site. Such a combination of GLUP and zoning for a site of this size, separated as it is from other nearby sites by an interstate, a major arterial and North Veitch Street, could provide for potential placemaking and the development of a neighborhood-oriented center which would allow the residents of this area to access neighborhood-serving retail on foot or by bicycle. Staff’s economic development analysis

concluded that some retail uses, which could include a grocery store or neighborhood-serving retail, could be viable in this location. A GLUP designation of this nature would also be consistent with and in keeping with good planning principles that encourage smart growth and sustainable, walkable development close to Metrorail corridors.

- There were concerns about the associated heights. In terms of additional guidance, one (1) commissioner indicated that he could support heights of up to eight (8) stories on this site; however the other commissioners did not provide specific feedback regarding what heights may be most appropriate for the site. The commissioners did indicate that building height, transitions and tapering are concerns that should be carefully addressed through the site plan review process.

It should be noted that the LRPC process did not endorse a particular development scenario, rather the outcome for the process was on establishing an appropriate potential use mix and density, not on analyzing design or a particular development proposal. Any specific development proposal was meant to be analyzed through the site plan process in accordance with the recommendations of the LRPC, as well as principles of good planning and good design.

Issues: The following preliminary issues have been identified with the applicant's site plan request:

Land Use & Zoning

- Density—applicant exempts specialty grocery store from density.

Site Design & Characteristics

- “Single-use” aspect of the site: All commercial in one building, all residential in the other.
- Need for street activation on Lee Highway and Veitch Street—pedestrian experience.
- Site transition from neighborhood on Veitch St.—poss. wrapping of commercial site with townhouses, stacked flats.
- Garage and loading access in one building—no parking/loading in residential building.

Building Design & Architecture

- Garage partially above ground
- Transitioning from short retail building to tall residential building.

Transportation

- Parking/loading ratio modification.

Community Benefits

- No on-site affordable housing.

SPRC Neighborhood Members:

Anita Machar	North Highlands Civic Association	nhcapres@yahoo.com
Ponnappa Paleyanda	North Highlands Civic Association	nhcapres@yahoo.com
H.K. Park	Lyon Village Citizens Association	Hkpark100@hotmail.com
Dubravka Maric	Potomac Place HOA	dubie@hotmail.com
Geoff Schwartzman	Colonial Village I	geoff@weichert.com
Blake Surbery	Colonial Village II	blake.surbey@gmail.com
Kevin Haley	Colonial Village III	kevin.haley@gmail.com

Interested Parties:

Mary McCutcheon	NCAC Representative	mmccutch@gmu.edu
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Planning Commissioner Chairing This Item:

Charles Monfort		charles.monfort@martin-blanc.com
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Staff Members:

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Dolores Kinney	DES—Transportation	(703) 228-0777	dkinney@arlingtonva.us

ITEM 2
Pentagon City PDSP Amendment (PenPlace)
(RPC#s 35-003-012, -014, -032, -033)

AGENDA: First Meeting—February 6, 2012

- 1) Informational Presentation
 - a) Overview of modified SPRC review process (Staff)
 - b) Debrief on November 1, 2011 County Board/Planning Commission work session including Draft Guiding Principles (Staff)
 - c) Land Use & Zoning background (Staff)
 - i) Relationship of project to existing zoning
 - (1) Requested bonus density, height, etc.
 - (2) Requested modification of use regulations
 - d) Presentation of Site Plan proposal (Applicant)

Site Location: The 12.2-acre is located in the Pentagon City Metro Station area on the block bounded by Army Navy Drive to the north, S. Eads Street to the east, the Metropolitan Park development to the south and S. Fern Street to the west.

Applicant Information:

Applicant

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BACKGROUND: An amendment is proposed to SP# 105, the 116-acre Pentagon City Phased Development Site Plan (PDSP) for Parcel 1D of the PDSP area. Parcel 1D comprises the block bounded by South Fern Street, Army Navy Drive, South Eads Street, and the future extension of 12th Street South with the Metropolitan Park site to the south. The PenPlace site comprises the majority of Parcel 1D, and does not include the existing Marriott Residence Inn property at the northwestern portion of the block. Parcel 1D lies at the northeastern portion of both the area designated as the Pentagon City “Coordinated Development District” on February 9, 1974 and the Pentagon City PDSP boundary established by the Pentagon City Master Plan adopted in 1976.

At a joint work session between the County Board and Planning Commission in November 2011, the County Board provided feedback on the Draft Guiding Principles that were developed during

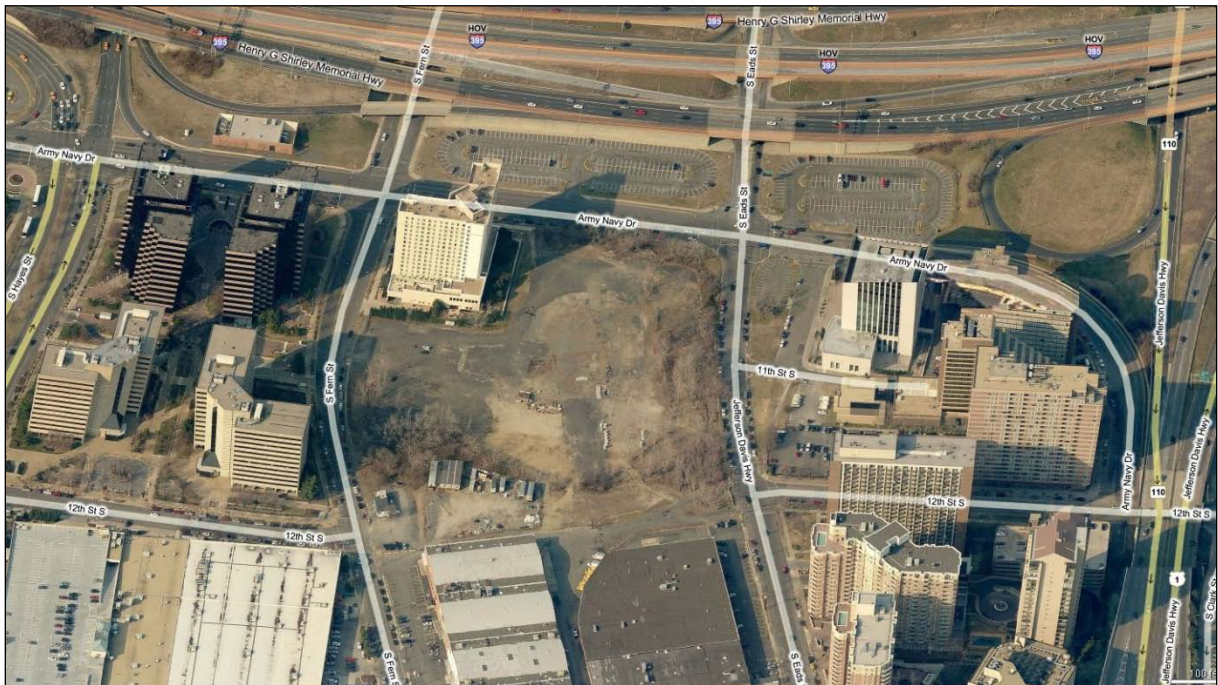
the six-month Special Study for the PenPlace site. The Long Range Planning Committee reviewed the project over five meetings.

With the subject PDSP amendment, it is proposed that the approvals for Parcel 1D under the PDSP would change. The proposed amendment includes an increase in density, change in use including consideration of office use for the site, and an increase in the maximum permitted building heights.

The following provides additional information about the site and location:

Site: The subject site is located in the Pentagon City Metro station area on the block generally bounded by Army Navy Drive to the north, S. Eads Street to the east, the Metropolitan Park phased development (and future extension of 12th Street S.) to the south and S. Fern Street to the west. The surrounding land uses are as follows:

- To the north: Immediately adjacent, 16-story Marriott Residence Inn. Across Army Navy Drive, Pentagon Reservation surface parking lots.
- To the east: Across S. Eads Street, 10-story Lerner Enterprises office building, 15-story Doubletree Hotel, 2-story Verizon Virginia utility building, and 21-story Lenox Club residential building.
- To the south: Immediately adjacent, ongoing future build out of Metropolitan Park development (Phases 3 and 4).
- To the west: Immediately adjacent, 16-story Marriott Residence Inn. Across S. Fern Street, 12-story office buildings (MCI Buildings and Lincoln Place).

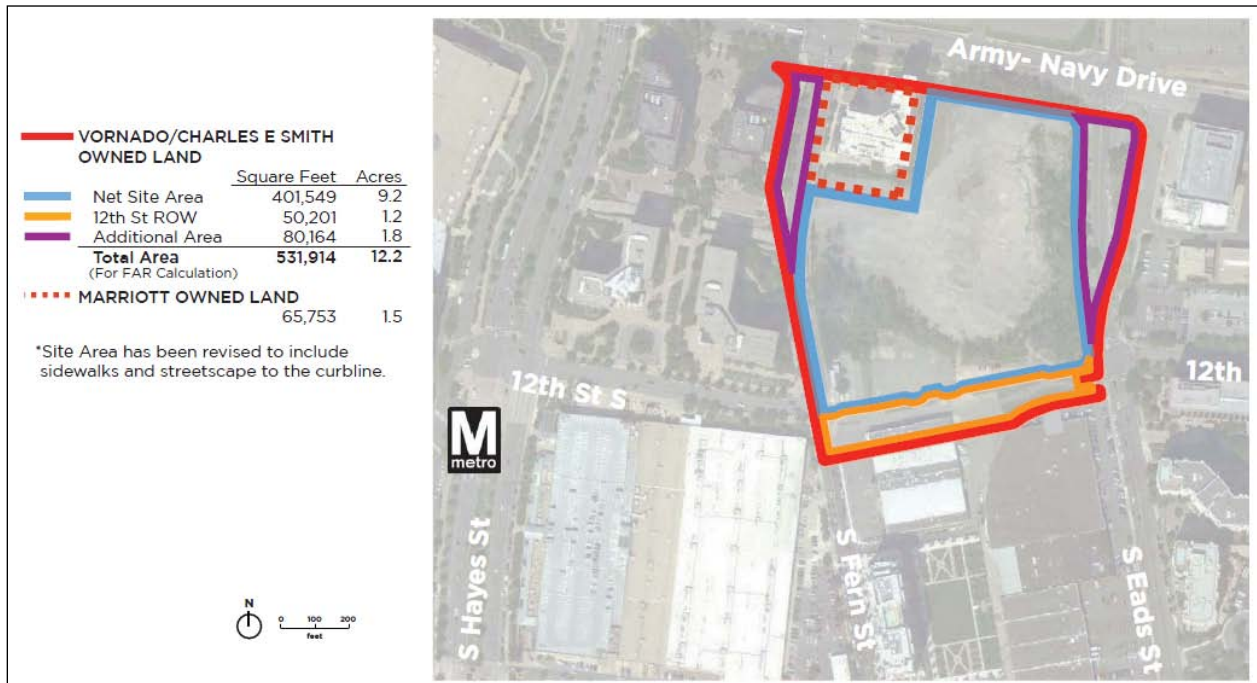


Zoning: “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts.

General Land Use Plan Designation: Three-fourths “High-Medium” Residential (maximum 3.24 FAR Residential) and one-fourth “Medium” Office-Apartment-Hotel (maximum 2.5 FAR Office, 115 units/acre Apartment, and 180 units/acre Hotel) development.

Neighborhood: Aurora Highlands Civic Association

Existing Development: The PenPlace site itself is currently vacant, with the exception of a trailer at the southwest corner of the property that houses a carryout establishment. Parcel 1D is a total of 10.2 acres. Within this, the PenPlace net site area comprises 9.2 acres (buildable area) from a total of 12.2⁹ acres (actual site area) of land owned by Vornado/Charles E. Smith.



Under the proposed site plan amendment, a segment of 12th Street South would be completed, located between South Fern and South Eads Streets. In addition, the developer is proposing five buildings on the site, four primarily office buildings and a hotel along the future extension of 12th Street South. The two proposed buildings along this segment of 12th Street would also have ground-floor retail.

Development Potential: The following provides a summary of the approved density for Parcel 1D under the current Pentagon City Phased Development Site Plan and the proposed density under the subject PDSP amendment request.

⁹ A portion of the property – along S. Eads Street – is located outside of the Pentagon City PDSP area.

Site Area: 531,914 sq ft	DENSITY ALLOWED FOR PARCEL 1D	DENSITY ALLOWED FOR PARCEL 1D ASSUMING TRANSFER WITH PARCEL 3	PROPOSED PDSP AMENDMENT
Pentagon City PDSP	<u>Hotel:</u> 882 rooms (300 rooms have been constructed – Marriott Residence Inn) <u>Residential:</u> 930 units	<u>Hotel:</u> 1,182 rooms (300 rooms have been constructed – Marriott Residence Inn)	<u>Hotel:</u> 300 rooms (282,600 sf) <u>Office:</u> 1,809,000 sf

Proposed Development: The following table is a preliminary statistical summary for the proposed Phased Development Site Plan amendment

	Proposed
SITE AREA¹⁰	531,914 sq ft (12.21 Ac)
Site Area Allocations	
Office/Commercial	460,046 sq ft (10.56 Ac)
Hotel	71,868 sq ft (1.65 Ac)
Density¹¹	
Office/Commercial ¹²	1,809,000 sq ft
Hotel	282,600 sq ft
Total Office/Commercial FAR	3.40 FAR
Total Hotel FAR	0.53 FAR
Total Site Plan GFA	2,091,600 sq ft
Total Site Plan FAR	3.93 FAR
PDSP Max. Permitted Density¹³	1.33 FAR
PDSP Max. Permitted Office/Commercial Density	0.00 FAR
PDSP Max Permitted Hotel Density¹⁴	1.33 FAR
Building Height¹⁵	
Average Site Elevation	39.10 ft
Commercial Office Building #1	
Main Roof Elevation	278.10 ft
Main Roof Height	239.0 ft
Commercial Office Building #2	
Main Roof Elevation	330.10 ft
Main Roof Height	291.0 ft
Dept. of Defense Office Building #1	
Main Roof Elevation	330.10 ft
Main Roof Height	291.0 ft
Dept. of Defense Office Building #2	
Main Roof Elevation	200.10 ft
Main Roof Height	161.0 ft
Hotel	
Main Roof Elevation	178.10 ft

¹⁰ The site area for the PenPlace proposal does not encompass all of Parcel 1D. Parcel 1D includes the PenPlace site in addition to the existing Marriott Residence Inn property.

¹¹ Proposal requests conversion of 582 hotel rooms to office density. Balance of requested density is proposed as TDR density from properties located on the North Tract and Zoning Ordinance bonus density provisions including LEED certification and extraordinary community benefits.

¹² Retail use was not included as part of the PDSP amendment application that was filed in Fall 2010. However, throughout the long-range planning study for Parcel 1D, as specified in the Draft Guiding Principles, staff and the applicant agreed that there would be ground floor retail along 12th Street South. The specific amount of retail will be identified through the site plan review process for this project.

¹³ Assumes density transfer between Parcel 1D and Parcel 3.

¹⁴ Assumes hotel room conversion factor of 800 sf /hotel room.

¹⁵ Penthouse height not specified in application.

	Proposed
Main Roof Height	139.00 ft
“C-O-2.5” Max. Permitted Main Roof Height (Office)	12 stories
“C-O-2.5” Max. Permitted Main Roof Height (Hotel)	16 stories
Parking	
Office Parking Spaces	2,010 spaces
Office Parking Ratio	1 sp/900 sq ft
Hotel Parking Spaces	225 spaces
Hotel Parking Ratio	0.75 sp/room
Standard Site Plan Office/Commercial Parking Ratio	1 space/580 sq ft
“C-O-2.5” Required Hotel Parking Ratio	1 space/room
LEED Score	TBD
Coverage	91,200 sq ft (17.1%)

Density and Uses: The subject site is zoned “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts and is designated as three-fourths “High-Medium” Residential (maximum 3.24 FAR Residential) and one-fourth “Medium” Office-Apartment-Hotel (maximum 2.5 FAR Office, 115 units/acre Apartment, and 180 units/acre Hotel) development, which is consistent with the site’s zoning. The following five buildings are proposed at a total FAR of 3.93:

Building	Gross Floor Area (sf)	Building Height (ft)
Office #1 (Commercial)	513,600	239
Office #2 (Commercial)	506,400	291
Office #1 (Department of Defense)	477,000	291
Office #2 (Department of Defense)	312,000	161
Hotel	282,600 (300 rooms)	139
TOTAL	2,091,600	--

The proposed uses are consistent with the Zoning Ordinance uses permitted under the “C-O-2.5” zoning district. However, the proposed uses are not consistent with the PDSP allocation for Parcel 1D, which currently permits 882 hotel rooms (300 have already been constructed) and 930 residential units. The requested density also exceeds the allocated density for Parcel 1D. Assuming that the anticipated density transfer with Parcel 3 (the Metropolitan Park block) directly to the south takes place, a total of 1,182 hotel rooms (less the 300 already constructed) would be permitted to be built on Parcel 1D. The applicant is proposing to convert the approval for 582 hotel rooms into office density and construct the remaining 300 hotel units in a hotel building. Assuming a hotel-to-office conversion ratio of 1 room to 800 square feet of office use, 582 hotel rooms would equate to 465,600 sf of office GFA. The applicant is proposing a total of 1,809,000 sf of office density. It is proposed that the additional 1,343,400 sf of additional office density would result from a combination of TDRs, bonus density for LEED certification,¹⁶ and bonus density provisions for extraordinary community benefits.

Site and Design: The existing superblock is proposed to be divided primarily by two new east—west streets and a partial extension of Elm Street from the approved Metropolitan Park project located to the south of the PenPlace site. In addition, 12th Street S. is proposed to be extended between Parcel 1D and Parcel 3. The applicant is proposing to dedicate approximately 1.2 acres

¹⁶ A specific level of LEED certification was not proposed in the PDSP amendment application, but will be determined during staff review.

for this new street segment. The site area also includes approximately 1.8 acres of applicant-owned property that is within the S. Fern Street and S. Eads Street ROW.



Two buildings are proposed along the future 12th Street S. segment, a 300-unit, 12 story (139 feet) hotel with 15,000 to 28,000 square foot floor plates, and a 18-22 story (291 feet) commercial office building with 26,000 square foot floor plates. Although the application does not include ground-floor on this proposed street, discussions with staff and throughout the LRPC review process (Guiding Principles A.9, B.2, & E.3) have centered on the desire to have continuous ground-floor retail along this portion of 12th Street S. The applicant recently studied the amount of retail to incorporate and is currently proposing approximately 25,000 square feet of retail along this frontage.

Two secure office buildings are proposed in the center of the site, each with 26,000 sf floor plates and 82 foot setbacks (standoff distances). The office building along S. Fern Street is proposed at 18 to 22 stories (291 feet). The secure facility along S. Eads Street is proposed at 12 stories (161 feet). Guiding Principle A.5 discusses the importance of designing secure facilities with good urban design practices.

Finally, a second commercial office building is proposed at the intersection of Army Navy Drive and S. Eads Street. This building is planned with 26,000 sf floor plates and is proposed to be 18 floors and 239 feet tall.

Access to below-grade parking containing 2,235 parking spaces is proposed from both new internal streets and from Army Navy Drive. Guiding Principle E.3. recommends that all parking garage entrances and loading areas be located on secondary streets and not located along S. Fern Street, Army Navy Drive, S. Eads Street, and 12th Street S.

Open space areas are proposed throughout the site. Category D within the Guiding Principles provides guidance on open space areas for the site.

Specific building designs are not proposed with the subject PDSP amendment. Detailed designs would accompany a Final Site Plan proposal for a building or buildings. A Final Site Plan may or may not be filed for concurrent review with the PDSP amendment proposal currently under consideration.

LEED: The applicant proposes that the building would be certified under the U.S. Green Building Council's LEED program. No detailed architectural work has been completed on any of the proposed buildings. During the site plan review process for the subject PDSP amendment, the applicant's proposals for compliance with LEED (Core and Shell of New Construction) will be discussed with staff and a Scorecard submitted for each of the buildings proposed.

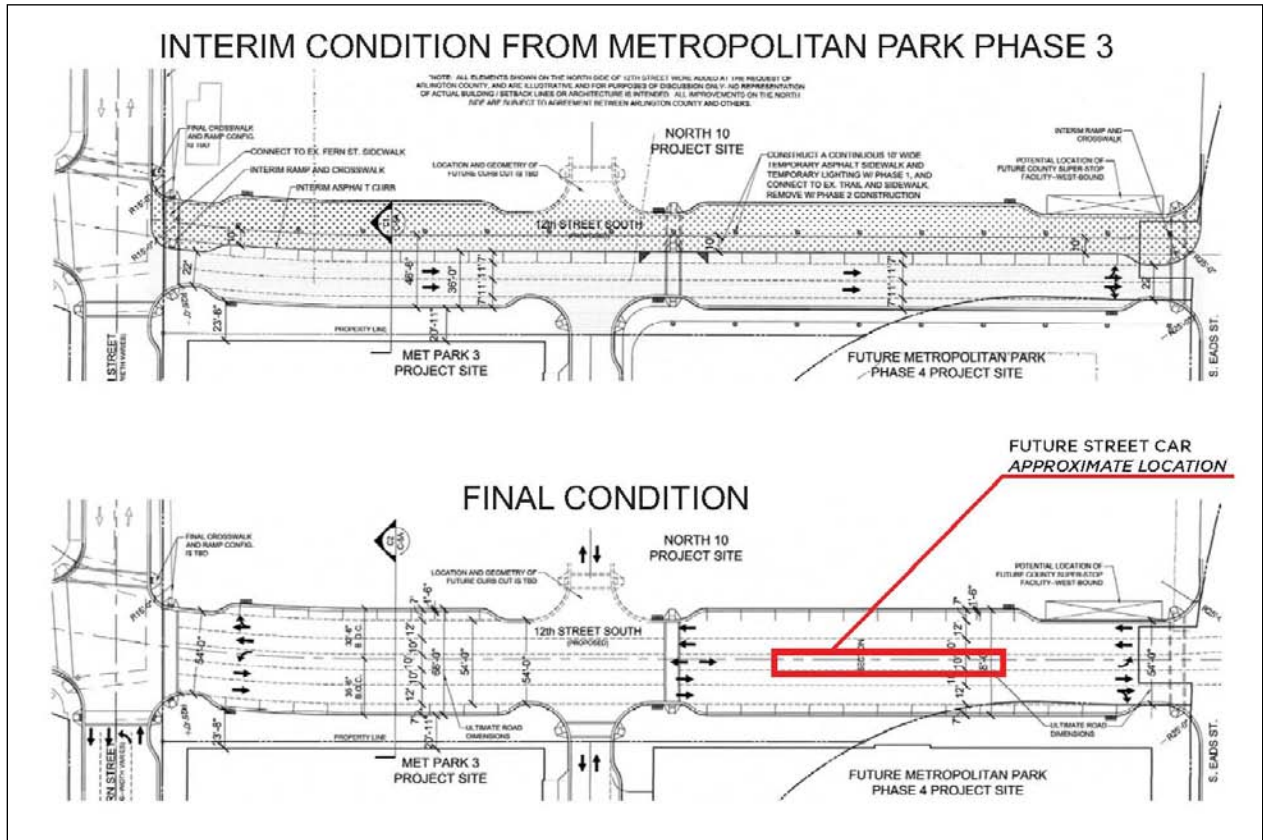
Transportation:

Streets: The site consists of the following street frontages: Army Navy Drive, South Fern Street, 12th Street, and South Eads Street. The *Master Transportation Plan* classifies South Fern Street, South Eads and Army Navy Drive all as a Type B Arterial (Primary Urban Mixed-Use). Twelfth Street South is identified as a portion of the County's "Primary Transit Network" and is intended to support dedicated transit as part of the Crystal City/Potomac Yards transit improvements. Arterial streets and interstates in the vicinity of the site include U.S. Route 1, Crystal Drive, Army Navy Drive, and I-395.

Public Transit: The project site is conveniently located between the Pentagon City and Crystal City Metrorail stations. Both stations are within walking distance; the Pentagon City station is located only one block to the west of the site along 12th Street South. The site is also served by existing Arlington Transit (ART) bus routes (ART 9A, 9E and 10A) focused on 15th Street and Eads Street. The ART 10A with service between Pentagon and Hunting Towers is currently routed along 15th Street, while the ART 9A and 9E currently run along Eads Street with service between the Pentagon and Alexandria.

Located adjacent to the site, 12th Street South is identified as part of Arlington County's "Primary Transit" network. With the full build out of 12th Street South, completing the missing link between South Eads Street and South Fern Street, the street is planned to support dedicated transit lanes. Arlington County intends to provide high frequency transit service between Pentagon City and Potomac Yards utilizing dedicated transit lanes. The proposed ultimate cross section for 12th

Street South will provide a 72-foot cross section including on-street parking that could support either a streetcar/light rail or a bus rapid transit system.



Bicycle Access: On-street bicycle lanes are provided on 15th Street South connecting Crystal Drive and South Joyce Street. In addition Arlington County is work to improve the bicycle facilities along Army Navy Drive with a dedicated cycle track.

DISCUSSION

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

- The following modifications for bonus density under the provisions of Section 36.H. are anticipated, however no specific bonus provision requests were detailed in the application:
 - LEED bonus
 - Affordable housing
 - Extraordinary community benefits
- Reduce the office parking ratio to (1) one space per 900 sq ft of office gross floor area from the one (1) space per 580 sq ft of office gross floor area, which is the standard site plan ratio for office/commercial use.

- Reduce the hotel parking ratio to 0.75 space per hotel room from the one (1) space per hotel room ratio required by the Zoning Ordinance.

Approved Policies and Plans: The subject site is guided by the *Pentagon City Master Development* of February 1976, the Pentagon City Phased Development Site Plan of 1976 (as amended), and the *Report of the Pentagon City Planning Task Force* of 1997. See the “Development Potential” section of this report for clarification on the specific use and density allocation for Parcel 1D under the Pentagon City PDSP (as amended).

Transfer of Development Rights. The applicant proposes to transfer density from parcels under County control on the North Tract. Staff is in the process of evaluating the amount of density that may be available for transfer to Parcel 1D. Under the County’s TDR Policy, in order for density to be transferred, the County Board must certify the density to be transferred by certifying both a “sending site” and a “receiving site.” The TDR Policy also states that additional density and other development rights associated with TDRs shall be subject to the limitations on maximum height and other building form regulations applicable to the receiving site, as provided for in the zoning district regulations, the GLUP, and other adopted plans for the area.

Issues: The following preliminary issues have been identified with the subject site plan amendment:

- TDR analysis related to the sending sites and receiving site.
- Large bonus density request and transportation analysis as linked to increase in density.
- Use-mix.
- Design of secure facilities.
- Reduced parking ratios for office and hotel uses.
- Location, amount and design of open space areas.
- Proposed building heights exceed permitted maximum heights for the site.
- Location of proposed parking entrances.
- Construction phasing, including timing for new segment of 12th Street S. and associated dedicated transit.

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