

PENTAGON CITY PDSP PARCEL 1D/PENPLACE¹ SITE GUIDING PRINCIPLES

Introduction and Background

The following guiding principles have been developed in response to a Phased Development Site Plan (PDSP) amendment application for Parcel 1D of the 116-acre Pentagon City PDSP. 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.

Parcel 1D is a total of 10.2 acres. Within this, the PenPlace site comprises 9.2 acres (buildable area) from a total of 12.2² acres of land owned by Vornado/Charles E. Smith. All of Parcel 1D is zoned C-O-2.5 with a General Land Use Plan (GLUP) designation of three-fourths “High-Medium” Residential and one-fourth “Medium” Office-Apartment-Hotel established in 1979. 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.

The density allocations in the original Pentagon City PDSP permitted an overall development consisting of:

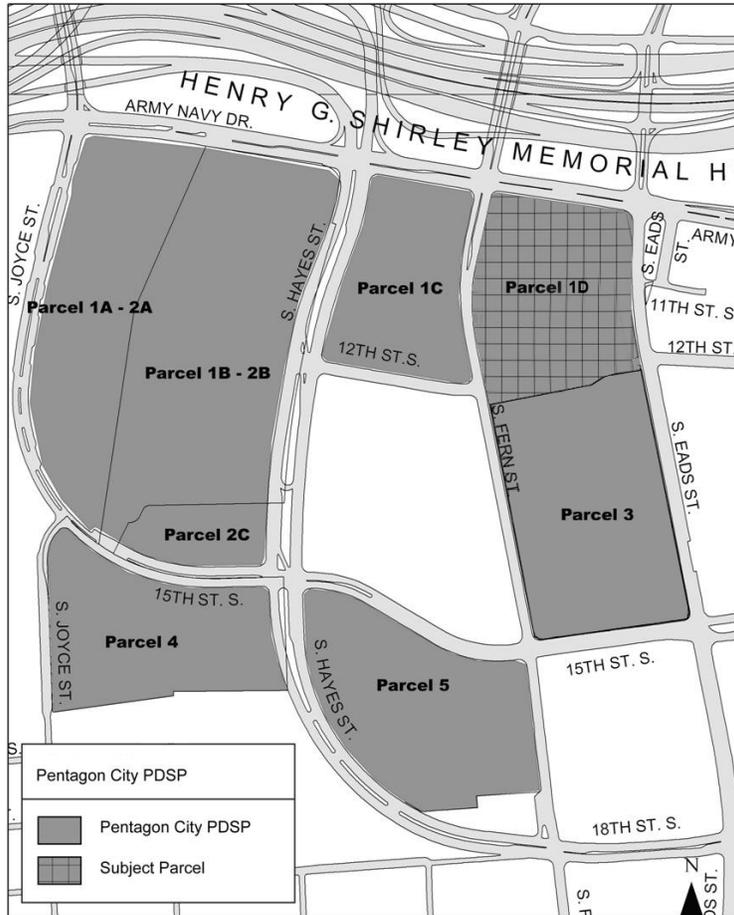
- 1,250,000 gross square feet of office
- 800,000 gross square feet of retail commercial
- 2,000 hotel rooms
- 5,900 apartment units
- 300 units of subsidized elderly housing
- 300-bed nursing home
- A public park consisting of approximately 11 acres

The PDSP has been amended several times, and the current amendment, as approved by the County Board on July 11, 2009, permits the following development:

- 1,250,000 gross square feet of office
- 1,421,800 gross square feet of retail commercial
- 1,632 hotel rooms
- 5,486 apartment units
- 300 units of subsidized elderly housing
- 300-bed nursing home
- A public park consisting of approximately 11 acres

¹ Parcel 1D includes the PenPlace site and the Marriott Residence Inn site, the latter of which is located at the intersection of Army Navy Drive and S. Fern Street.

² A portion of this property owned by Vornado/Charles E. Smith is outside of the Pentagon City PDSP area.
October 21, 2011



The current PDSP density allocations for Parcel 3 and Parcel 1D are:

Parcel	Current Approval Office/Commercial GFA Hotel/Residential Units	Approved by Final Site Plan Office/Commercial GFA Hotel/Residential Units	Balance Remaining ³ Office/Commercial GFA Hotel/Residential Units
1D	0 Office/0 Commercial 882 Hotel/930 Residential	0/Office/0 Commercial 300 Hotel/0 Residential	0 Office/0 Commercial 582 Hotel/930 Residential
3	0 Office/100,000 Commercial 300 Hotel/2,282 Residential	0 Office/35,769 Commercial 0 Hotel/1,110 Residential	0 Office/64,231 Commercial 300 Hotel/1,172 Residential

On October 4, 1997, in response to the development proposal for Pentagon Row, the County Board established the Pentagon City Planning Task Force and charged this group to review the approved PDSP, to develop planning principles for the remaining unbuilt portions of Pentagon City, including the Pentagon Centre site and to identify two to three development scenarios

³ On February 10, 2004, the County Board approved the *Metropolitan Park Design Guidelines* and Conceptual Plan, which included a maximum of 3,212 residential units on the Metropolitan Park site (Parcel 3). On July 11, 2009, the County Board amended the Pentagon City PDSP to permit the reallocation of density between Parcel 1D and Parcel 3; more specifically, to permit 930 residential units now allocated for Parcel 1D to be used either on that parcel or on Parcel 3, and to permit 300 hotel units now allocated for Parcel 3 to be used either on that parcel or on Parcel 1D. October 21, 2011
DRAFT Pentagon City PDSP Parcel 1D/PenPlace Site Guiding Principles
Page 2

meeting these principles. The report focused on guidelines for Pentagon Row. The Task Force report was presented at a County Board work session on November 12, 1997, although not formally adopted.

Subsequent to the 1997 Task Force Report, the mixed use development at Pentagon Row was approved and completed. Pentagon City has become a transit hub with many Pike Ride buses, commuter buses, tour buses and a planned streetcar. In late 2007, in response to applications for a PDSP and site plan for the Pentagon Centre block, the Long Range Planning Committee (LRPC) of the Planning Commission developed guiding principles specific to long-term goals for full build-out of the Pentagon Centre block, which was established as a new PDSP area given that it was not part of the original 116-acre Pentagon City PDSP area. These guiding principles were presented at a County Board Work Session on January 17, 2008, during which the Board agreed that staff and the Planning Commission should use these principles to evaluate the PDSP and Final Site Plan submitted for the site. The Pentagon Centre PDSP and Final Site Plan were approved in 2008.

Metropolitan Park, a multi-phase development on Parcel 3 of the Pentagon City PDSP, is another recently approved project. The first three site plans of this project have been approved with an enhanced road network and central park feature, to the east of Pentagon Centre. Phases one and two of the Metropolitan Park development have been constructed.

Guiding Principles

In response to a PDSP amendment application for the PenPlace site, the Long Range Planning Committee (LRPC) of the Planning Commission met 5 times, on January 27, March 29, May 12, June 9, and August 1, 2011 in order to 1) update and refine the planning principles established in the 1976 Pentagon City Master Development Plan and addressed in the 1997 Report of the Pentagon City Planning Task Force and to 2) develop guiding principles specific to long-term goals for full build-out of Parcel 1D, including the PenPlace site. The Special Study considered the following issues: compatibility, mix of land uses, distribution of densities and heights, open space, circulation and pedestrian routes, and other urban design elements. Planning Commission members were joined by invited community representatives and County staff. All meetings were open to the public.

Guiding principles for Parcel 1D were developed based on LRPC Committee discussions, and build upon relevant planning principles from the 1976, 1997, and 2008 planning documents. For consistency and ease of comparison, the principles are generally presented under the same categories established in the 1997 report as well as the 2008 Pentagon Centre Site Guiding Principles, with new categories added, and are not intended to suggest a hierarchy. These principles will be used to evaluate the PenPlace PDSP amendment application, future Final Site Plans submitted for the PenPlace site, and other site plan applications filed for Parcel 1D.

A. COMPATIBILITY⁴

1. Development should create a sense of place both internal and external to the site. It should contribute to the sense of place and community vitality envisioned for the entire Pentagon City neighborhood.

⁴ These categories (A through F) were created by the Pentagon City Planning Task Force and published in the November 1997 *Report of the Pentagon City Task Force* but are not part of the original planning goals established in the February 1976 *Pentagon City Master Development Plan*.

October 21, 2011

DRAFT Pentagon City PDSP Parcel 1D/PenPlace Site Guiding Principles

Page 3

2. High quality urban design and architectural design should define the site.
3. Mechanical penthouses (and associated lighting) should be screened and designed in a manner that is consistent with the rest of the building in terms of materials and architecture. All outdoor lighting on the site should comply with Dark Sky standards.
4. Parking should be located underground.
5. Given the site's location adjacent to the Pentagon and its unique edge conditions adjacent to an elevated highway, the site is an appropriate location to consider placing secure office facilities. Any secure office facility on the site should be designed to be compatible with the surrounding uses and projected future uses, and to minimize negative impacts on the pedestrian experience. Specifically, safe, publicly accessible pedestrian paths accommodating convenient north-south and east-west linkages should be provided. The location of secure facilities should ensure that open space and interior roads are not inhibited. Secure facilities shall not be located along 12th Street.
6. Building and site designs should support and promote a diverse range of transportation alternatives to car ownership and single occupancy vehicle driving.
7. Development at the ground plane should be designed at a pedestrian scale, creating visual interest and variety.
8. Proposals for this site should be compatible with adjacent approved developments and the ongoing redevelopment of Crystal City.
9. Development should realize the vision for 12th Street as a fully activated retail and transit-oriented corridor.

B. MIXED-USE DEVELOPMENT

1. The uses on the site should reflect a more balanced distribution of uses in the Pentagon City Metro Station area.
2. 12th Street should be activated with ground floor retail uses and should include neighborhood-serving retail, restaurants, and services.

C. DISTRIBUTION OF DENSITIES & HEIGHTS

1. The highest densities of the Pentagon City PDSP area should be planned for Parcel 1D given its close proximity to existing and future transit nodes, and given the site's distance from low-density residential areas.
2. Additional density should be considered for this site and could be achieved through TDRs/density transfers and the provision of extraordinary community benefits.
3. Building heights should be varied to break up the skyline.
4. In general, building heights should not exceed the height of the tallest building on top of the Metro station in the approved Pentagon Centre development. Additional building height exceeding the tallest building in Pentagon Centre may be considered with the provision of extraordinary community benefits.
5. Building heights should be compatible with the surrounding development fabric, including other new proposed buildings.
6. Design techniques such as tapering and step backs should be considered as related to pedestrian environments and view corridors.
7. Buildings along 12th Street should incorporate step backs in order to foster a pedestrian-oriented environment.

D. OPEN SPACE

1. Significant publicly accessible open space should be incorporated on Parcel 1D. In addition, a public plaza along 12th Street that is activated with retail and connected to transit nodes should be encouraged.

2. Open space should be well-designed, visible from the street, incorporate universal design principles, and provide permanent public access through a public access easement.
3. The design of public spaces should include links to established pedestrian connections created by surrounding development and access to existing and future transit nodes on and around the site.
4. Public spaces should be lighted in a manner that promotes safety, while minimizing unwanted impacts on surrounding uses and complying with appropriate Dark Sky and energy efficiency standards.
5. Publicly accessible recreational space should be provided on Parcel 1D or an adjacent site to help meet the recreational needs of employees, residents and visitors.

E. CIRCULATION & PEDESTRIAN ROUTES

1. The superblock should be broken up with new streets. The new streets should connect with and enhance the street grid in the Pentagon City area.
2. A north-south connection should be provided to connect Army Navy Drive and 12th Street.
3. New internal streets should be designed as secondary streets allowing services (parking garage entrances and loading) to be removed from the perimeter of the site. These secondary streets should be designed as narrower streets reflecting a more pedestrian nature. Parking and loading access should not be located along Fern Street, Army Navy Drive, Eads Street and 12th Street. These street frontages should, in general, be activated with building entrances and storefronts, with the exception of Army Navy Drive.
4. Projects should include aggressive transportation demand management (TDM) plans tailored to achieve mode splits that will limit traffic impacts.
5. Parking ratios should be established to reflect the multi-modal nature of the site.
6. All parking resources should be maximized through measures such as shared parking, building on the parking synergies inherent in mixed-use developments.
7. 12th Street should be developed to support future planned transit on this corridor as identified in the Master Transportation Plan and should be activated with retail uses to enhance pedestrian experience along the corridor.

F. OTHER ELEMENTS OF GOOD URBAN DESIGN

1. The streetscape along 12th Street should be designed to complement proposed County transit improvements for the Pentagon City-Crystal City area.
2. On-street parking should be provided to the extent possible to accommodate short-term visitors and retail customers, providing a buffer between pedestrian and vehicular traffic which will enhance the pedestrian experience.
3. Building designs should include rooftop treatments that contribute to an engaging skyline.
4. Building designs should include high-quality building materials and exemplary architecture.

G. SUSTAINABLE DESIGN

1. Projects should incorporate overall sustainability by achieving at least LEED Gold certification for office buildings and at least LEED Silver certification for residential and hotel buildings, or equivalent.
2. Appropriately incorporate the recommendations and strategies outlined in the most current version of the Community Energy Plan or in any future energy plans specific to

Pentagon City to ensure energy efficient building design, operation, and site energy infrastructure.

H. ACCESSIBILITY

1. Spaces, such as sidewalks, plazas, and parks, as well as buildings should be designed to be usable by all people. The needs of all potential users, regardless of ability, should be considered at an early stage of design to better ensure that barriers to access are eliminated and equitable use of all facilities and spaces is promoted.
2. The practicability of incorporating universal design principles, particularly in entrance and lobby areas, should be examined and encouraged where appropriate.

Attachment B

Staff Notes: Joint County Board/Planning Commission Work Session on Parcel 1D/PenPlace

Feedback from the County Board included the following:

General:

- When the Metropolitan Park (Parcel 3) project was approved, which involved reallocating density between Parcel 1D and Parcel 3, it became a given that a proposal would come forward for Parcel 1D that was going to require greater density than what was left for the site. The questions to answer are specifically what will be on Parcel 1D in terms of uses, densities, and heights.

Density:

- Density is not in itself, an undesirable. There should be a traffic demand management plan to mitigate potential impacts of density such as increased traffic.
- Additional density should be considered for Parcel 1D, as it is informed by staff's transportation analysis and the densities of the surrounding blocks.
- The amount of density and where it is located, specific heights, etc. should be considered by the Planning Commission, including its Site Plan Review Committee.

Balance of uses/12th Street:

- A balance of uses should be provided; most successful areas have a mix of uses. Now you may have more people leaving Pentagon City and far less people arriving at Pentagon City. Adding more office would improve the utilization of existing transportation infrastructure because more people would be coming and going at different times and more people could live across the street from where they work.
- The question of whether or not Parcel 1D should be all office with hotel and retail or also include residential uses should be further evaluated.
- Regarding the use-mix along 12th Street, further study is needed to determine if having office and hotel above retail on the north side of the street and residential above retail on the south side of the street will contribute to a successful, vibrant streetscape, or if the north side of the street should also have residential use above the ground level.
- It's important to have 12th Street be constructed.

Building heights:

- If there's a reason for allowing greater height on Parcel 1D, more supporting documentation needs to be provided to make the case for that change..

- Further study needs to be conducted to determine where the tallest building should be located on the site.
- There has been a huge improvement in what the County knows about good planning from 30 years ago, from the way Pentagon City was originally envisioned. The comparison between the Metropolitan Park built projects and the MCI buildings is an example.

Secure facilities:

- Secure facilities may be considered for this block but the project must reflect good urban design.
- Secure facilities should not comprise the entire block; secure facilities should not be located along 12th Street.
- There are different levels of security standards for buildings and this fact needs to be taken into consideration.
- The planning for this block needs to take into consideration the location of this site near the Pentagon and near D.C., which creates a market for office space for government contractors. Secure facilities are an important part of our economy.

Feedback from the Aurora Highlands Civic Association, the Crystal City Citizen Review Council, and the Arlington Ridge Civic Association included the following:

- TDRs should not be considered to be community benefits in themselves. Community benefits should be considered separately.
- Guiding principles should be given a normal review period with comments solicited, reviewed, and adjudicated.
- There should be explicit limits on density and building heights and clarification that additional density limited to Parcel 1D and are not fungible across the PDSP.
- Clarification is needed on the term “balance distribution of uses.”
- Early completion of 12th St as part of PDSP amendment
- 12th Street should be a real street to walk up; the same applies to Army Navy Drive side of the parcel
- The site merits special traffic consideration
- Still uncomfortable with existing traffic measurement plans
- Allow maximum 5% traffic volume increase as mandated in the Crystal City Sector Plan
- Look forward to seeing the configuration of 12th Street
- 12th Street won’t work well if it’s fronted by office development and a token hotel; to focus should be residential in order to generate nightlife and street life. It makes a difference to have residential above, not office. There should be occupied spaces above the ground floor because that is what we believe 12th Street is all about.
- Would like to see a mixture of uses

- There is no reason that the transfer of density is something that should be resisted a priori
- We need simulations to envisage what the traffic impacts would be on a spectrum or at least a couple of different combinations of use mix and density
- Density and height on the site must be judged on the basis of what makes sense now. Low density does not appear to make sense, and building heights should be allowed to have a reasonable relationship to the plans for adjacent sites under the Crystal City Plan. Need more meaningful data before any more development takes place in the community
- Would like Guiding Principles to be returned to staff with the following:
 - Possibility of residential mixed-use development
 - Assurance that the PenPlace development doesn't undermine the balance of the entire Pentagon City PDSP area
 - Offer a definitive numerical limit on additional density and height

Offer specific policy guidance relating to the inevitable effects of the PenPlace development on the rest of the community including a recommendation that baseline studies of traffic and air quality be completed prior to development