

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Thursday, September 27, 2012
TIME: 7:00 – 9:30 p.m.
PLACE: Aurora Hills Community Center
735 18th Street South
Arlington, VA 22202

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

- Item 1. Pentagon City Phased Development Site Plan (PDSP) Amendment (SP# 105) 7:00 pm – 9:30 pm**
– PenPlace
(RPC#s 35-003-012, -014, -032, -033)
Scheduled to be heard no earlier than the September 2012 PC and CB meetings.
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?lnsLinkID=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
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)

AGENDA: Second Meeting—April 26, 2012

- 1) Meeting introduction
- 2) Process summary (Staff)
- 3) Secure facilities presentation (Staff)
- 4) Civic Association presentation(s)

AGENDA: Third Meeting—May 14, 2012

- 1) Meeting introduction
- 2) Site design and characteristics presentation (Applicant)
- 3) Summary of outstanding issues relating to site design and characteristics (Staff)
- 4) SPRC Discussion

AGENDA: Fourth Meeting—June 11, 2012

- 1) Meeting introduction
- 2) Revised site plan proposal/site design and characteristics presentation (Applicant)
- 3) Summary of outstanding issues relating to site design and characteristics (Staff)
- 4) SPRC Discussion

AGENDA: Fifth Meeting—July 16, 2012

- 1) Meeting introduction
- 2) Urban Design Guidelines presentation (Applicant)
- 3) Summary of outstanding issues relating to site design and characteristics (Staff)
- 4) Discussion of outstanding issues relating to site design and characteristics (Applicant)
- 5) SPRC Discussion

AGENDA: Sixth Meeting—September 27, 2012

- 1) Meeting introduction
- 2) Transportation presentation (Applicant)
- 3) Follow-up comments (Staff)
- 4) SPRC Discussion

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).

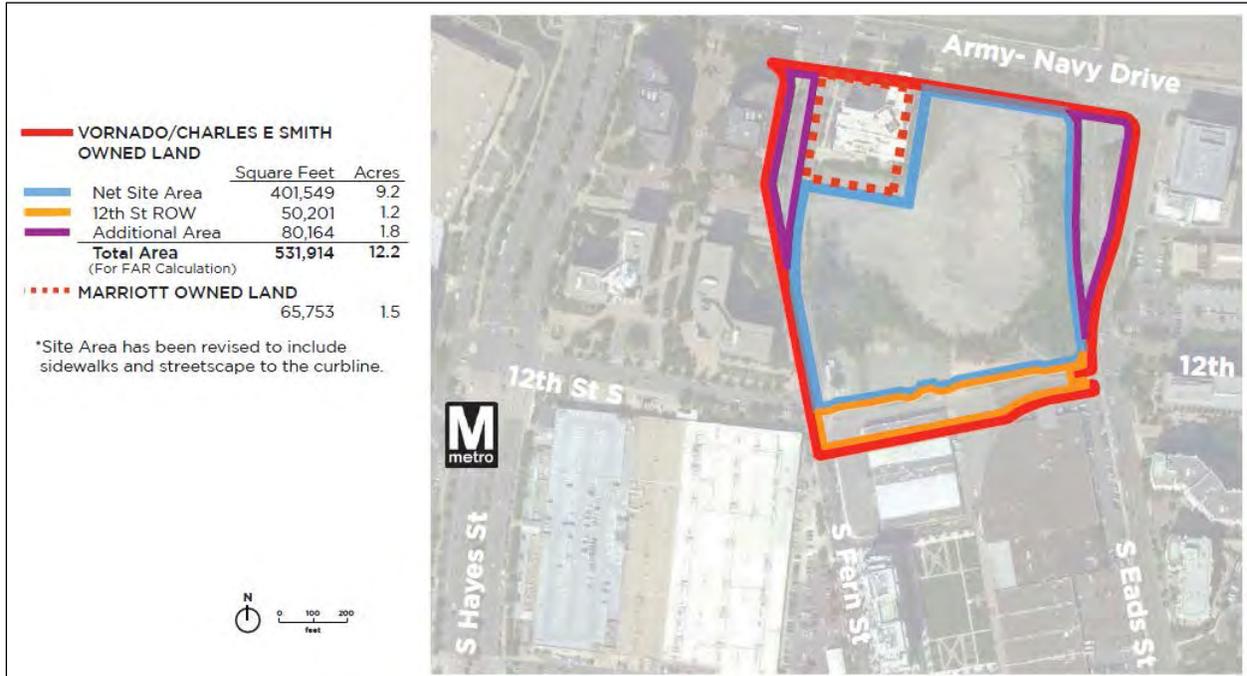
To the west: Immediately adjacent, 16-story Marriott Residence Inn. Across S. Fern Street, 12-story office buildings (MCI Buildings and Lincoln Place).

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 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 12.2¹ 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.

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

¹ A portion of the property along S. Eads Street – is located outside of the Pentagon City PDSP area.

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

	Proposed
SITE AREA²	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)
Density³	
Office/Commercial ⁴	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 Density⁵	1.33 FAR
PDSP Max. Permitted Office/Commercial Density	0.00 FAR
PDSP Max Permitted Hotel Density⁶	1.33 FAR
Building Height⁷	
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
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%)

² 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.

³ 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.

⁴ 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.

⁵ Assumes density transfer between Parcel 1D and Parcel 3.

⁶ Assumes hotel room conversion factor of 800 sf /hotel room.

⁷ Penthouse height not specified in application.

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 (16 floors)
Office #2 (Commercial)	506,400	291 (22 floors)
Office #1 (Department of Defense)	477,000	291(20 floors)
Office #2 (Department of Defense)	312,000	161(14 floors)
Hotel	282,600 (300 rooms)	139 (18 floors)
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,⁸ and bonus density provisions for extraordinary community benefits.

Site and Design: Since the last SPRC meeting, the applicant has submitted draft urban design guidelines that will provide guidance for Final Site Plans and future development on the site. The guidelines are organized to address site design characteristics and to evaluate the proposal against the draft guiding principles for PenPlace.

The applicant’s initial proposal included an existing superblock that was proposed to be divided by two (2) 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. Two secure office buildings were proposed in the center of the site, each with 26,000 square-foot floor plates and 82 foot setbacks (standoff distances). The office building along S. Fern Street was proposed as 18 to 22



Originally Proposed Plan

⁸ A specific level of LEED certification was not proposed in the PDSP amendment application, but will be determined during staff review.

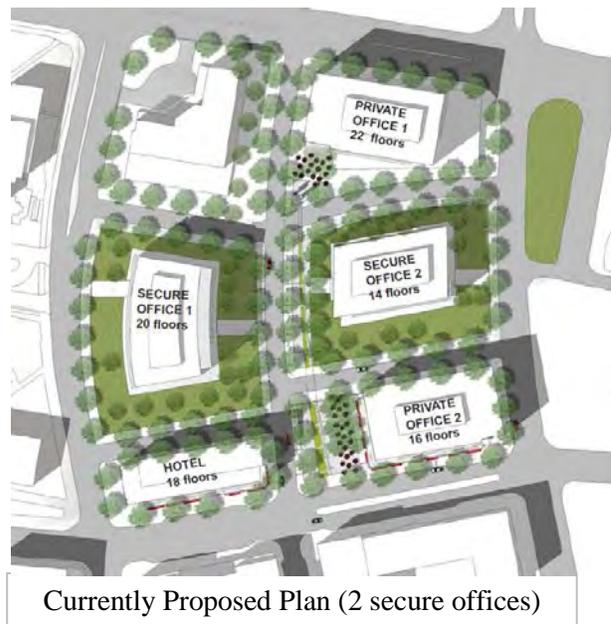
stories (291 feet). The secure facility along S. Eads Street was proposed at 12 stories (161 feet). An additional office building was shown at the intersection of Army Navy Drive and S. Eads Street with a 26,000 sf floor plate, 18 floors, and 239 feet tall. Two buildings were shown along the future 12th Street S. segment, a 300-unit, 12 story (139 feet) hotel with 15,000 to 28,000 square foot floor plates, and an 18-22 story (291 feet) commercial office building with 26,000 square foot floor plates. In addition, the applicant is proposing approximately 25,000 square feet of retail along the 12th Street S. frontage.

Since the initial proposal, the applicant has provided revised site design options for the site. The designs were introduced and discussed at the June 11, 2012 SPRC meeting. The proposed density and uses remain the same, however a revised circulation and open space arrangement is proposed. The proposal also reflects an option for either one (1) or two (2) secure office buildings.

Beyond the secure office options, the proposal includes two (2) primary differences. The first includes a north/south street (Elm Street) that extends through the site and connects 12th Street S. to Army-Navy Drive. The second primary difference from the original proposal is the amount of proposed open space and a plaza.

Both new alternatives include a .25 acre plaza adjacent to Private Office 3 and 12th Street S. that would connect the site to a potential streetcar / transit stop in the future. The applicant continues to propose the extension of 12th Street S. between Parcel 1D and Parcel 3, as well as the dedication of approximately 1.2 acres for this new street segment. Additionally, both options have a revised east/west road that includes a jog at Elm Street.

The one (1) secure office building alternative includes a .6 acres open space that is north of the 12th Street plaza and west of Private Office 2. This open space is proposed to provide a range of active and passive use amenities.



Access to below-grade parking containing 2,235 parking spaces is proposed from the internal streets network. Specific building designs are not proposed with the PDSP amendment. Detailed designs would accompany a Final Site Plan proposal for a building or buildings.

LEED: The applicant proposes buildings that 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 proposal 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: The PenPlace project is located in Pentagon City, which is well-served by regional roadways, a wide range of transit options, an increasing network of bike facilities, and a local street network that continues to be expanded with planned development of the area’s super blocks. A robust multi-modal transportation network provides residents, employees, and shoppers in the area multiple options for traveling to, from, and within the area without using a car. The effectiveness of the multi-modal network is demonstrated in employee journey-to-work data. The data reveals that only 41% of employees in Crystal City/Pentagon City drive alone to work on a daily basis, with 59% walking, biking, carpooling or using transit to get to work. Census data also shows that 20.5% of the households in Pentagon City live car free, (on average 10.8% of Arlington households are car free) demonstrating that the area is accessible without owning a car.

The multi-modal transportation facilities adjacent to PenPlace are shown in the image below.

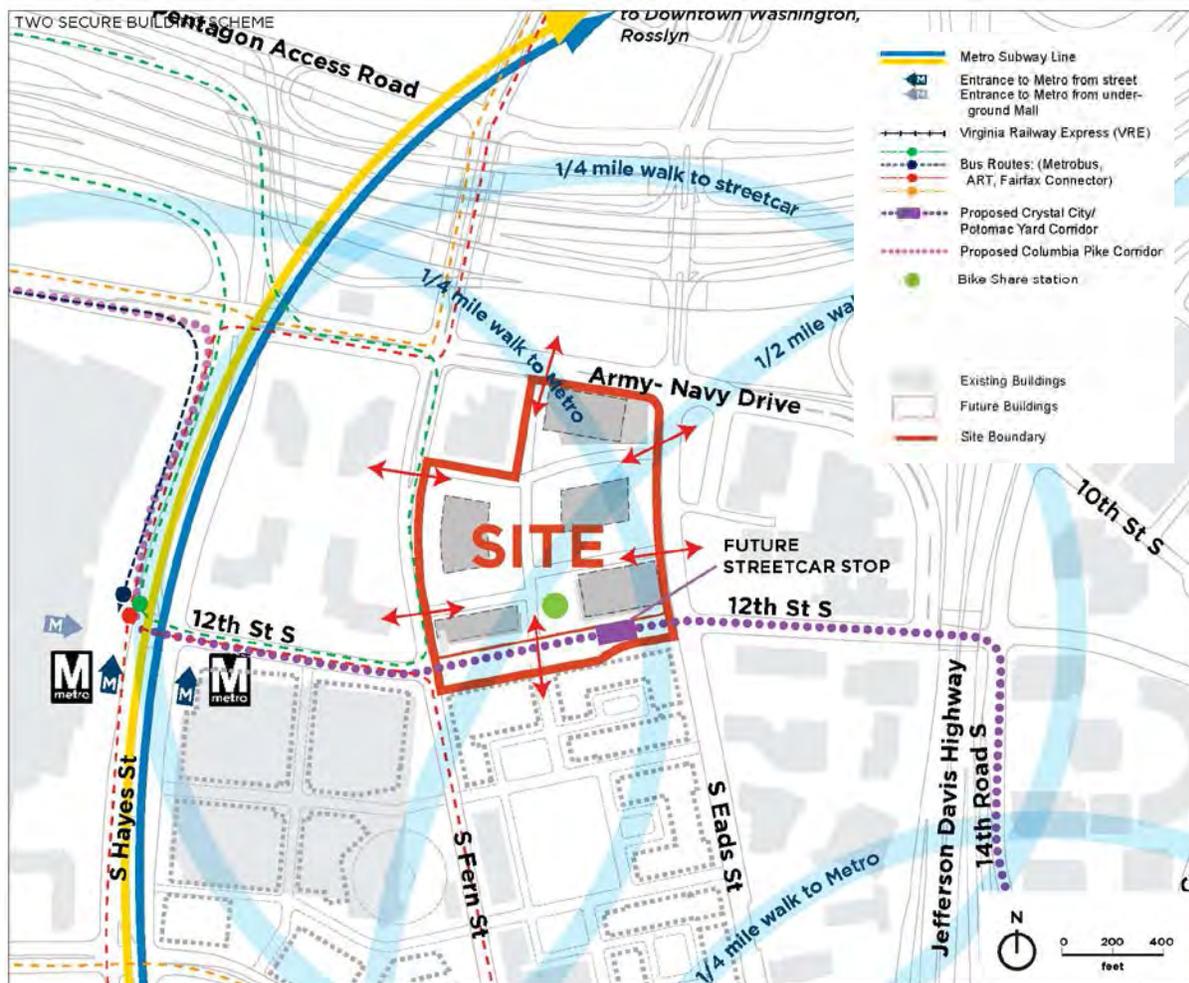


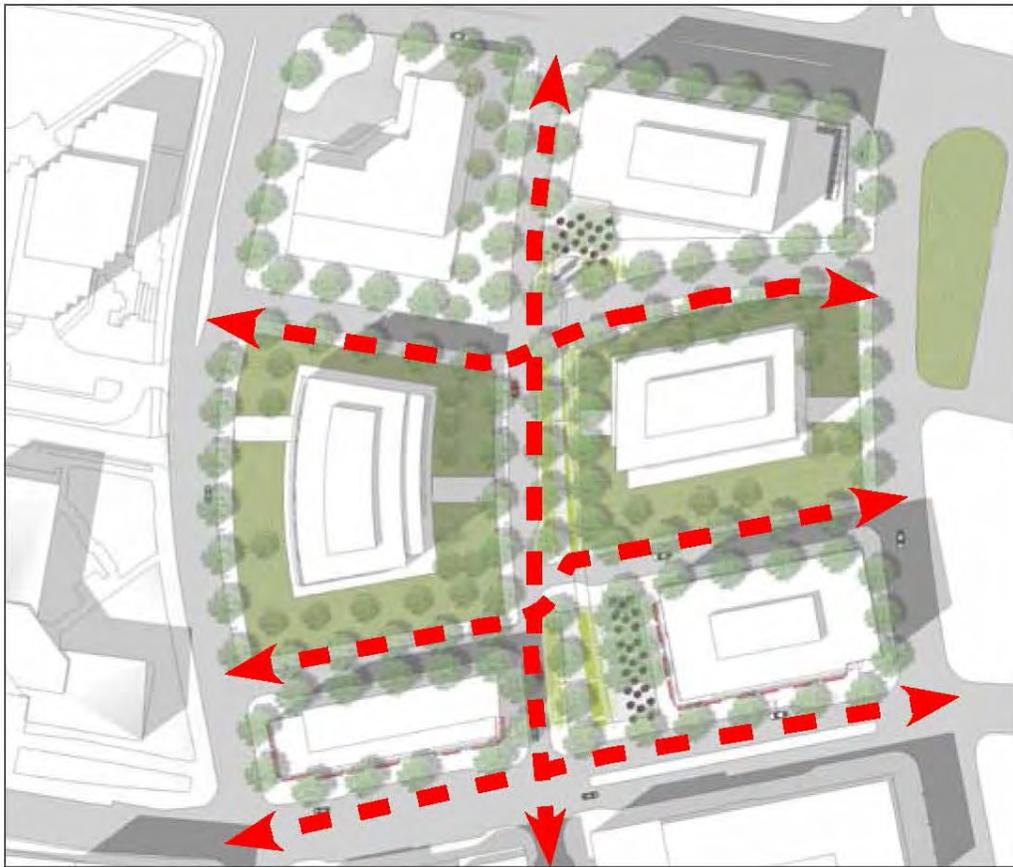
Figure 1. PenPlace Multi-Modal Transportation Network

Historic Traffic Count Data: PenPlace’s proximity to regional roadways (I-395, US Route 1, Route 110 and the George Washington Memorial Parkway) limits the impact of vehicles on local roadways. Staff has compiled traffic count data for 18 locations in Pentagon City, the Arlington Ridge neighborhood and the Alcovia Heights neighborhood that shows historic daily traffic volumes for most locations from 1980 through 2009 and 2011. A map of the count locations and a table showing the count data have been included as *Appendix A*. The data illustrates that the build out of Pentagon City over the past 30+ years has seen an associated and natural increase in traffic adjacent to new development. When looking at traffic within the adjacent neighborhoods, traffic volumes fluctuated but generally remained stable with limited or no traffic growth. Furthermore, at the majority of the study locations, in both Pentagon City and in the adjacent neighborhoods traffic volumes have decreased when compared to 2000 daily traffic volumes.

Streets: The PenPlace site consists of the following street frontages: Army Navy Drive, South Fern Street, 12th Street South, and South Eads Street. The *Master Transportation Plan (MTP)* classifies South Fern Street, South Eads Street and Army Navy Drive as Type B Arterials (Primary Urban Mixed-Use). 12th Street South is identified as a non-arterial street and planned as a portion of the County’s “Primary Transit Network” 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.

A number of new internal streets are proposed for the PenPlace project (see *Figure 2*). They are designed to help break up the super block of the site into smaller development parcels. The streets are proposed to be a mix of public and private “secure” streets. Depending on the number of secure buildings developed through final site plan, varying portions of the proposed northernmost east/west roadway could be secure, thus prohibiting public access.

With the “two secure building” scenario, all of these streets are proposed schematically to be 30 feet wide from curb to curb, acting as urban local streets. 30-foot wide streets could provide a travel lane in each direction and parking on one side of the street. The “single secure building” scenario proposes 36-foot wide internal streets, which would allow parking on both sides of the street and a single travel lane in each direction. The proposed internal street network does not integrate into the surrounding and existing street network with the exception of the extension of north-south South Elm Street from the Metropolitan Park block south of the site. This occurs in part because of the existing size of the blocks adjacent to the site and the lack of an existing fine-grained street network in the area. Staff continues to work with the applicant to address concerns about the alignment and location of the proposed east-west street north of 12th Street South.



TWO SECURE BUILDING SCHEME



Figure 2. New Internal Streets

Arlington County has worked with citizens in neighborhoods adjacent to the PenPlace site to improve streets for all users. *Appendix B* provides a detailed summary of work done by the County, with the support of the neighborhoods, to improve neighborhood streets through the use of existing programs. The County’s capital improvement plan (CIP FY 2013-2022) continues to provide financial support for these programs to help address future citizen concerns with neighborhood streets.

Sidewalks: The project proposes to construct new sidewalks with the build-out of the new street grid. As proposed, the PenPlace plan envisions 12th Street South as a major multi-modal hub of activity. Accordingly, the sidewalks along this street are proposed to be 22 feet wide (the widest in the plan) from face-of-curb to the face-of-building. The 12th Street sidewalks adjacent to PenPlace would match the sidewalks proposed for the Metropolitan Park development on the south side of 12th Street. This would allow for an eight-foot clear sidewalk and a nine-foot café zone. The sidewalks along Elm Street are proposed to be integrated with the sites open spaces and provide a minimum of a 15-foot sidewalk section, including a 10-foot clear walkway. The sidewalks proposed for all other new internal streets are consistent with the sidewalks proposed for Metropolitan Park and provide a 15-foot streetscape.

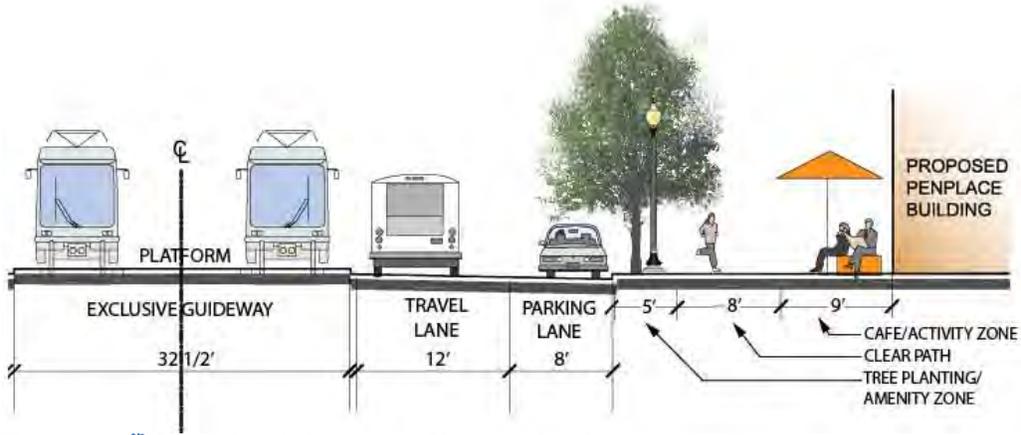


Figure 3. 12th Street South Street and Sidewalk Section

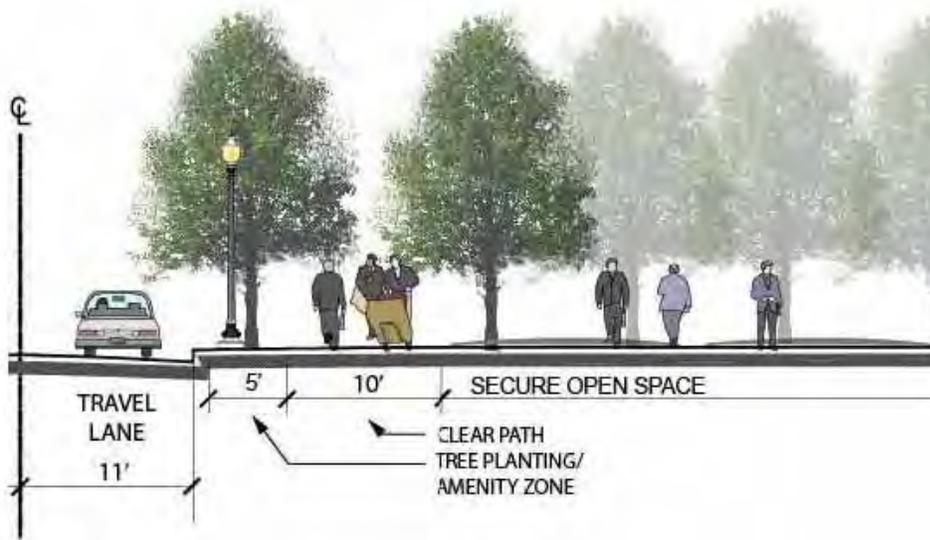


Figure 4. Elm Street Sidewalk Section

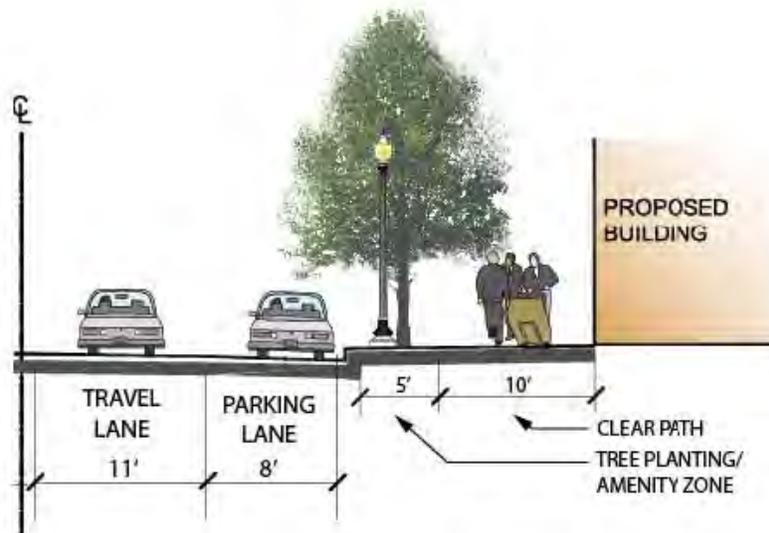


Figure 5. Typical Internal Street Sidewalk Section

Traffic Impact Analysis: To determine the impact the proposed development would have on the local street network Gorove/Slade Associates, Inc performed and documented a Traffic Impact Analysis (TIA) dated May3, 2012. The study analyzed 12 existing local intersections and six (6) proposed new site intersections. Assuming a development plan including 1.8 million square feet of office, 300 hotel rooms and 50,000 square feet of retail, at full build out, the site is projected to generate trips as shown in the table blow.

	AM Peak Hour	PM Peak Hour	Daily*
Vehicle Trips (SOV and Carpool/Vanpool)	898	1,021	6,800
Total Non-Vehicle Trips	1,191	1,392	10,000
Transit (Bus, Rail & VRE)	1,048	1,225	**
Walk/Bike/Other	143	167	**
Total Trips	2,089	2,413	16,800

* Daily Trips Distributed Based on Peak Period Vehicle Mode Splits.

** Not Enough Data to Project Daily Trips By Non-Vehicle Trip Sub Mode.

The majority of trips generated by the PenPlace site are made using a mode other than a single occupancy vehicle (SOV) considering all of the multi-modal transportation options available in Pentagon City. The TIA projects that, with minor signal and lane configuration changes, the 18 intersections studied would operate at acceptable levels of service. The table above summarizes projected site generated trips by mode.

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 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), which are focused on 15th Street South and South Eads Street. The ART 10A, with service between Pentagon and Hunting Towers, is currently routed along 15th Street South, while the ART 9A and 9E currently run along South Eads Street and provides 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 to provide high frequency transit service between Pentagon City and Potomac Yards. The proposed ultimate cross section for 12th Street South will provide a 72-foot cross section including on-street parking and support either a streetcar/light rail or a bus rapid transit system (see images below).



Figure 6. 12th Street South Streetcar Station

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

Parking and Loading: The project proposes to locate parking and loading entrances so that they are not located on the periphery streets or on Elm Street south of the northernmost office tower. This ensures that the pedestrian experience on 12th Street South, South Eads Street, South Fern Street and Army Navy Drive is maximized. Furthermore, eliminating the location of parking and loading entrances on South Elm Street adjacent to the planned opens paces provides the ability to temporarily close South Elm Street for festivals or events while still maintain access to each buildings parking.



Figure 7. Proposed Parking and Loading Locations

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 spaces 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.

Additional Items to Consider: The following preliminary items 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.

Previous SPRC Meetings: So far, there have been five (5) SPRC meetings for the PenPlace proposal. The applicant presented the initial proposal at the first meeting, then urban design guidelines with a 2-option proposal at the last meeting. The SPRC continues to evaluate the site design and characteristics of the revised proposal. The applicant will now present transportation impacts for the site proposal. The following is a recap of the discussion at previous meetings.

SPRC #1 – February 6, 2012

The first SPRC meeting for the subject PDSP amendment proposal was held on February 23, 2012. At that meeting, staff and the applicant provided an overview of the proposal for amend the PDSP for Parcel 1D. In addition, staff and SPRC members discussed the introduction of a modified SPRC process. It was ultimately determined that the subject proposal would follow the standard SPRC process with the exception that the Civic Associations would be given an opportunity for brief presentations at the second meeting of the SPRC.

SPRC #2 – April 26, 2012

The second SPRC meeting was held on April 26, 2012 at the Aurora Hills Community Center. At that meeting, staff made a presentation on secure facilities and the Arlington Ridge Civic Association (ARCA) was given an opportunity to present their concerns with the PenPlace proposal. Staff's presentation touched upon varying federal secure facilities standards, as well as the County's office mix and how the need for secure facilities relates to that mix. The impact of secure facilities and how varying security standards affect site design were also presented to the SPRC.

The ARCA presentation addressed a number of neighborhood concerns, including the correlation of increased development and potential traffic issues, building heights, and overall density. ARCA also raised a number of their desires for the planning of the PenPlace site, which included a dynamic mixed-use development and 12th Street South, a single acre of active open space on the site that residents could use, seven (7) day a week and evening activity on the site, limited secure office that fronts on Army/Navy Drive instead of internal to the site, and limited parking.

The Aurora Highlands Civic Association representative to the SPRC indicated the importance of a dynamic 12th Street South, the importance of service commercial uses on the site, additional activity along Fern and Eads Streets, good use of open space, options for the transit way, and architectural design that is different. Another neighborhood representative to the SPRC living in Crystal City indicated that the design on 12th Street South is very important, that there should be access and circulation on the PenPlace site, and that they were not opposed to height and density.

The SPRC raised concerns about the site design of the PenPlace proposal and the overall impact by accommodating secure facilities on the site. Site design was raised as a key element and members indicated that any related issues should be addressed prior to contending with additional issues at SPRC meetings. The SPRC would like to examine a variety of options on the site, including: one (1) versus two (2) secure office buildings, the option of secure versus non-secure facilities, and a variety of building dispositions for secure facilities on the site.

SPRC #3 – May 14, 2012

In response to initial concerns about the PenPlace proposal, the third meeting of the SPRC was reserved to discuss site design and characteristics. At that meeting, the SPRC discussed the location of the secure office, on-site circulation, open space, and use mix. Members raised

concerns about the location of the secure office buildings and that the full use of the site was not enabled due to the office location at the center of the site. SPRC members mentioned that the northeast location on the site near the intersection of Army Navy Drive and Eads Street may be a more appropriate location for secure office. A few members noted that the open space lacked definition and adequate size. Overall, the sentiment from the SPRC was that there needed to be additional analysis of the site and options provided for one (1) or two (2) secure facilities, additional thought given to the location of open spaces and their function, and the mix of uses on the site.

SPRC #4 – June 11, 2012

The fourth SPRC meeting was reserved for the applicant to present a revised site design with the option for one (1) or two (2) secure facilities and revised open space configurations. Staff followed that discussion by briefly mentioning some of the outstanding issues that had not been addressed by the applicant. The SPRC then discussed the revised alternatives. There was a general sense that the revised proposal was an improvement over the original plan and a number of SPRC members expressed favor for the one (1) secure office option. Additional points of discussion included:

- whether the southernmost east/west road through the site should be better aligned
- the possible inclusion of residential into the site
- the need for additional open space analysis, including use
- the location of secure office and whether the northeast corner of the site makes more sense
- understanding of the retail intentions

The applicant's revised proposal addresses the draft guiding principles to a degree. The design of open space is more explicit and there is now north-south connection (Elm Street) between Army Navy Drive and 12th Street S. Overall, staff will need to evaluate the design of the site, including envisioned uses, access, circulation, dimensions, and illustrations to begin fully evaluating the most recent proposal in relation to the draft guiding principles and other policies. The recently submitted urban design guidelines will facilitate staff's review since it provides additional details framed by the guiding principles.

SPRC #5 – July 16, 2012

The applicant presented the draft urban design guidelines and the SPRC discussed site plan alternatives at this meeting. Similar to the fourth SPRC meeting, committee members expressed general favor for the one (1) secure facility site plan due to an increased amount of usable open space and pedestrian-friendly elements. SPRC members asked questions regarding specific uses that could be incorporated into the site (such as daycare and medical uses), traffic flows, specific uses within the open space, and the ability to ensure that the office building proposed on the northeast corner of the site would indeed become a "trophy" office building and community asset. The applicant and staff were asked to continue refining the design guidelines and create a tool that could be used to evaluate future final plans and serve as an overall guide for the site.

Staff will continue to use the draft guiding principles to inform the site plan review process. As these principles are translated into physical form during the PDSP amendment review process, all parties will continue to seek a more refined application of the principles in terms of density, building heights and configurations, secure facilities, and use mix. At the conclusion of the SPRC process, staff's recommendation to the County Board on the PDSP amendment proposal will

consider the draft guiding principles for the site, existing policies for Pentagon City, as well as opportunities and impacts related to major transportation systems and infrastructure investment planned for the area.

SPRC Neighborhood Members for this Site Plan:

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Planning Commissioner Chairing this Item:

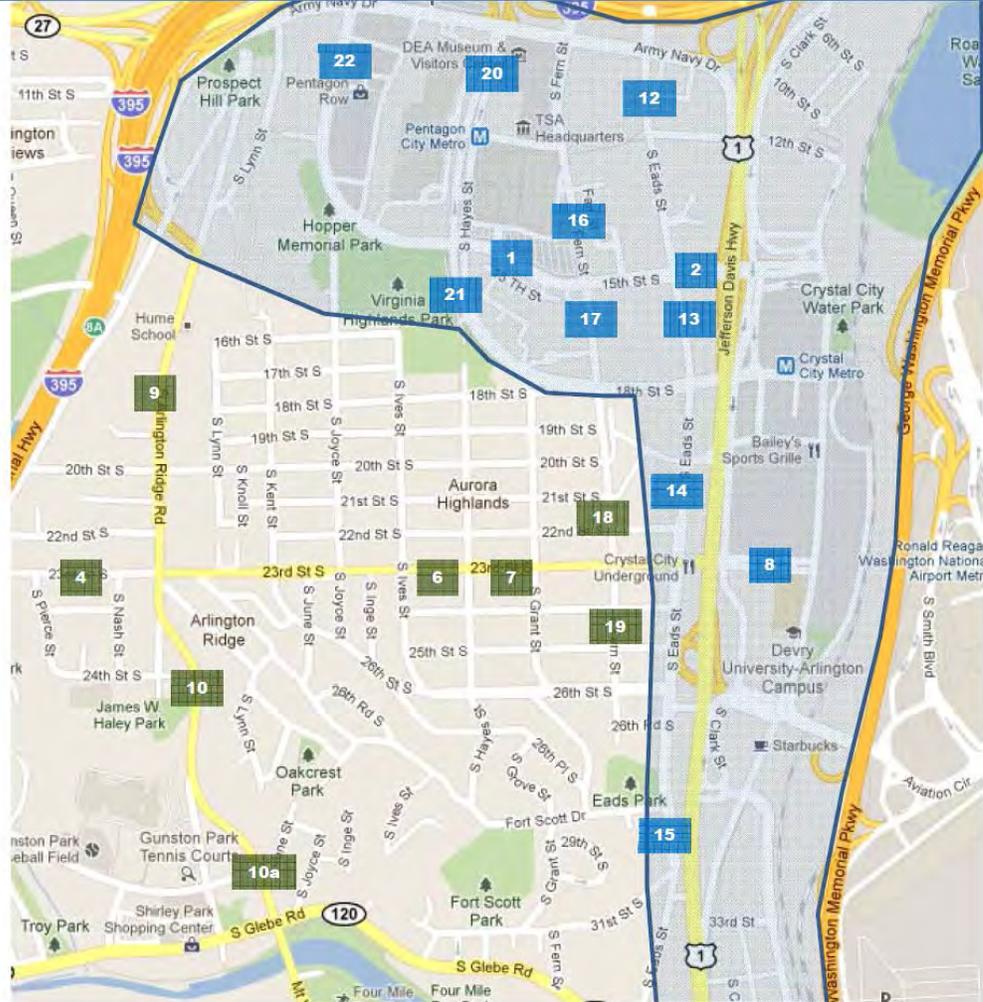
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Appendix 1

Historic Daily Traffic Volume Count Locations for Roadway Segments Within and Adjacent to Pentagon City



Historic Daily Traffic Volumes for Roadway Segments Within and Adjacent to Pentagon City																			
Location ID	Street	Traffic Count Location	1952	Previous Year Counts										Current Counts			% Change 1980 to 2009	% Change 1990 to 2009	% Change 2000 to 2009
				1980	1985	1990	1991	1995	2000	2005	2007	2009	2010	2011					
Traffic Counts in Commercial Areas																			
1	15th St	between Hayes St and Fern St	NA	8,800	9,600	13,400	14,700	17,300	16,100	17,600	17,700	17,700	14,900	16,300	11,600	68%	11%	-7%	
2	15th St	between Fern St and Jeff Davis Hwy	NA	10,300	12,000	16,800	17,500	19,400	21,200	23,900	24,900	24,900	16,300	16,300		58%	-3%	-23%	
8	23rd St S	between Jeff Davis Hwy & Crystal Dr	NA	9,500	10,500	15,700	13,400	13,800	13,000	10,100	10,100	10,600	11,500	11,500		21%	-27%	-12%	
12	S Ends St	between Army Navy and 15th St	NA	6,900	10,700	13,200	12,500	14,000	13,200	13,600	13,800	13,800	12,700	12,200	11,600	84%	-4%	-4%	
14	S Ends St	between 18th St and 23rd St	825	11,600	12,600	14,200	14,000	15,400	14,300	14,300	13,500	12,700	11,000	11,000		9%	-11%	-11%	
15	S Ends St	between 23rd St and Fort Scott Dr	616	7,400	9,500	9,800	8,100	10,700	10,400	11,200	11,100	11,000	11,000	11,000		49%	12%	6%	
17	S Fern St	between 15th St and 20th St	325	2,900	4,700	3,800	3,900	4,500	4,500	5,700	5,900	4,600	4,600	4,600		58%	21%	2%	
20	S Hayes St	between Army Navy Drive and 15th St	NA	12,100	16,400	16,600	16,900	23,300	24,600	24,300	24,100	24,000	24,000	24,000		96%	45%	-2%	
21	S Hayes St	between 15th St and S Fern St	NA	6,300	8,000	9,200	10,500	10,600	11,700	13,100	13,700	13,700	11,100	11,100		131%	76%	26%	
22	S Joyce St	between Army Navy Drive and 15th St	NA	4,800	6,500	6,300	6,100	7,200	8,000	16,700	17,900	17,900	11,100	11,100					
Traffic Counts in Residential Areas																			
4	23rd St S	west of Arlington Ridge Rd	1,420		3,000	2,400	2,500	2,600	2,800	3,000	3,200	3,200	3,200	3,200			33%	14%	
6	23rd St S	between Hayes St & Ives St	4,329	8,200	6,700	9,600	8,900	8,400	7,500	7,500	7,700	7,100	7,100	7,100		-13%	-25%	-6%	
7	23rd St S	between Ives St and Jeff Davis Hwy	5,037					8,100	7,600	7,300	7,300	7,100	7,100				-12%		
9	S Arlington Ridge Rd	between I-95 and 23rd St S	13,590	12,900	14,400	13,200	13,600	13,900	16,000	16,800	14,300	14,300	14,300	14,200	14,200		14%	8%	-11%
10	S Arlington Ridge Rd	between Lang and 23rd	10,555	15,400	15,300	15,500	15,100	13,853	15,300	16,500	14,000	14,000	14,000	14,000					
10a	S Arlington Ridge Rd	between Glebe and Lang (26th - Lang 1952)	9,871	10,500	11,000	10,800	11,000	11,200	12,000	12,600	10,400	10,400	8,100	11,400	11,400		-23%	-25%	-33%
18	S Fern St	between 20th St and 23rd St (21st to 22nd 1952)	872	3,300	5,300	4,800	4,900	5,000	5,400	5,100	5,200	5,100	5,100	5,100			6%	6%	
19	S Fern St	between 23rd St and 28th Rd	230					800	800	700	700	600	600	500	500			-25%	

Notes: #, ### - Data from Arlington County Department of Environmental Services Traffic Count Program
#, #### - Traffic volume estimates for years when data was not collected.

The majority of the current traffic counts collected in this area occurred in 2009, when locations were not counted in 2009 data was interpolated from 2007 and 2011 counts.

Appendix 2

Recent Neighborhood Transportation and Traffic Improvements

The County has established programs to identify, prioritize, and fund neighborhood transportation projects. These programs help make Arlington streets safer and are more accommodating to pedestrians, cyclists, transit users and motorists. Within the past few years, Arlington's Department of Environmental Services has completed the following transportation related projects in the Aurora Highlands and Arlington Ridge neighborhoods:

Projects in Arlington Ridge Civic Association (ARCA):

- Changed the speed limit on Arlington Ridge Road and 23rd Street South from 30 mph to 25 mph;
- Installed six speed displays on Arlington Ridge and 23rd Street South;
- Adjusted the signal timing, installed countdown pedestrian signal heads and new traffic signal heads, and reduced the number of thru travel lanes on Arlington Ridge at 23rd Street South;
- Installed pavement markings to narrow the travel lanes on Arlington Ridge Road;
- Upgraded existing crosswalks to high visibility markings and installed new crosswalks across Arlington Ridge Road at S. Lang Street and at 20th Street South;
- Installed school flashers on Arlington Ridge Road for Gunston Middle School;
- Built new curb, gutter, and sidewalk on the south side of 23rd Street South west of Arlington Ridge Road;
- Worked with a consultant and the neighborhood to design and implement, over a two year period operational changes with temporary rubber curbing and bollards on Arlington Ridge Road at Oakcrest Road, South Lang Street, and 28th Street South/South June Street;
- Reconstructed temporary improvements at Arlington Ridge Road at Oakcrest Road as permanent;
- Upgraded and installed additional signage along the entire length of Arlington Ridge Road and 23rd Street South;
- Removed/relocated three communication boxes that were obstructing the sidewalk along Arlington Ridge Road;
- Installed warning flasher on the ramp from I-395 to Arlington Ridge Road.

Projects in Aurora Highlands Civic Association (AHCA):

- Constructed sidewalk on the south side of 23rd Street South from Arlington Ridge Road to South Nash Street;
- Installed new handicap ramps and upgraded bus stops at 23rd Street South at South Hayes and South Grant Streets;
- Constructed new sidewalk on South Joyce Street(phase 1, 2, completed and 3 pending);
- Built new bike lanes and sidewalk along Army Navy Drive;

In addition to these improvements, there have been numerous neighborhood-level investments made through Arlington's Neighborhood Conservation (NC) and sidewalk Missing Links programs. To date, over the last ten years, these two programs have resulted in nearly \$5 million in projects within the Arlington Ridge and Aurora Highlands neighborhoods. The County has completed 11 projects in the Arlington Ridge Civic Association, totaling approximately \$1.6 million of transportation and neighborhood improvement expenditures in the neighborhood. During the same time 19 projects have been completed in the Aurora

Highlands Civic Association neighborhood totaling approximately \$3.2 million in neighborhood investments in transportation enhancements.