

Site Plan Review Committee (SPRC)

Staff Report for PenPlace

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

Mail-in Comments:

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

Contact Staff:

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

Peter Schulz

703-228-0067

pschulz@arlingtonva.us

Contact the SPRC Chair

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

Tenley Peterson, Chair

Tenley.arlington@gmail.com

Elizabeth Gearin, Co-Chair

egearin@egearin.com

• **SITE PLAN REVIEW COMMITTEE**

DATE: December 6, 2021, 7 p.m. EST
PLACE: MS Teams

SPRC STAFF COORDINATOR: Matthew Pfeiffer

Item 1. SP#105-7 PenPlace
(RPC#s 35003436, 35003438, 35003032, 35003031)
Planning Commission and County Board meetings to be determined.
Peter Schulz (CPHD Staff)

The Site Plan Review Committee (SPRC) is comprised of Planning Commission members, representatives from other relevant commissions and several appointed citizens. The SPRC reviews all site plans and major site plan amendments requests, which are submitted to the County Board and the Planning Commission for consideration. The major responsibilities of the SPRC are the following:

1. Review site plan or major site plan amendment requests in detail.
2. Advise the Planning Commission by recommending the appropriate action in regard to a specific plan and any conditions, which it might determine to be necessary or appropriate.
3. Provide a forum by which interested citizens, civic associations and neighborhood conservation committees can review and comment on a particular plan, or the effects that the proposed project might have on the neighborhood.

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the on the County's Webpage at <https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/Pen-Place-2021>

For more information on the Arlington County Planning Commission, go to their web site <https://www.arlingtonva.us/Government/Commissions-and-Advisory-Groups/Planning-Commission>

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site on Development Proposals/Site Plans <https://www.arlingtonva.us/Government/Programs/Building/Permits/Site-Plan>

To view the current Site Plan Review Committee schedule, go to the web site: <https://www.arlingtonva.us/Government/Commissions-and-Advisory-Groups/Planning-Commission/Site-Plan-Review-Committee>

PenPlace (SP #105)
(RPC#s 35003436, 35003438, 35003032, 35003031)

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

1. Online Engagement Session: October 28-November 7, 2021

2. SPRC #2 (virtual) –December 6, 2021

Agenda:

- **Architecture**
- **Public Space**

3. SPRC #3 – January 20, 2022

Glossary of Terms:

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

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

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

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

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

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

Phased Development Site Plan (PDSP): A type of Site Plan; to permit the coordinated development of sites of more than twenty (20) acres in area, or a smaller area as authorized and accepted by the County Manager, the County Board may approve a Phased Development Site Plan (PDSP) in the form of a general plan for land uses, public facilities, transportation, and utilities.

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

OVERVIEW: The applicant, JBGSmith, proposes a development of the PenPlace block for the second part of Amazon's "HQ2" project.

The approximately 10.4-acre site is located in Pentagon City within the Aurora Highlands neighborhood. The site is bordered by Army Navy Drive (north), South Eads Street (east), 12th Street South (south), and South Fern Street (west). It is adjacent to the Crystal City Civic Association and I-395. The site is located in the Aurora Highlands Civic Association area, immediately adjacent to the Crystal City Civic Association area, and close to the Arlington Ridge Civic Association boundary. The site is also within the National Landing BID boundary.

The site is a part of the Pentagon City Phased Development Site Plan (PDSP #105), which was originally approved by the County Board in 1976. The PDSP divided the 116-acre Pentagon City site into multiple parcels, allocating varying uses and density to each parcel. The PenPlace site is designated by the PDSP as Parcel 1D. It is the last largely undeveloped parcel within the Pentagon City PDSP. In the early 1990s, a hotel was constructed on the northwestern portion of the site. This hotel has been purchased by the developer and is currently finishing demolition. The former hotel site is being incorporated in the present proposed site plan.

The new site plan project consists of:

- Three (3) office towers of 22 stories with ground floor retail uses, approximately 300 feet in height above average grade;
- One (1) special building, the Helix, which will be an alternative workspace, at 354 feet in height;
- Three (3) one-to-three story retail pavilions;
- All underground parking and a centralized underground loading area;
- An approximately 20,000 square foot community facility (The Arlington Community High School); and
- 2.5 acres of open space to be constructed and maintained by the applicant, and dedicated to the public as an easement for public park purposes.

To implement the above development the applicant has made the following applications:

1. A Phased Development Site Plan (PDSP) Amendment to the Pentagon City Phased Development Site Plan (PDSP #105) and to amend the PenPlace Design Guidelines that were adopted in 2013;
2. A Site Plan Amendment to terminate the Residence Inn Site Plan;
3. To develop and adopt a Park Master Plan for the proposed public open space; and
4. A Final Site Plan for the development of PenPlace.

BACKGROUND: Between 2012 and 2014, based upon an application by Vornado, the then- owner of most of the block, an extensive public process led by the County resulted in the creation of general [design guidelines](#) and open space design guidelines, for the PenPlace site. At that time the hotel site was in separate ownership and envisioned to remain indefinitely, and therefore that site was not included in the guidelines that were developed. This process also led to an amendment to

the conditions of the Phased Development Site Plan with regard to the heights, uses and densities permitted for Block 1D in conformance with the recommendations of the design guidelines.

The adopted design guidelines, and the accompanying amendment to the PDSP conditions, envisioned a development of approximately 1.8 million square feet of office gross floor area, 300 new hotel units, up to 50,000 square feet of ground floor retail gross floor area, and an option to convert one of the possible office buildings to residential use. A potential 20,000 square foot community facility was also contemplated. Maximum permissible building heights ranged from 16 to 22 stories. An alternative development scenario with a secure office building was also developed. The adopted design guidelines also envisioned approximately 2 acres of public park space and new public streets within the block. It was anticipated that the site would be developed over an extended period of time, with individual site plans considered for each building. The County Board adopted the design guidelines and PDSP amendment at their September 2013 meeting. Design guidelines for the proposed public open space were adopted by the Board in 2014. A site plan for residential use was submitted in 2018, but withdrawn by the applicant during the public review process. No final site plan under this adopted plan has been approved by the County Board, and the site remains vacant.

In 2020 the present applicant purchased the purchased the entire block and the Marriott hotel. The Marriott Hotel began demolition in 2021.

LRPC Process and conclusions, and 1st Park engagement.

Between April and July 2021 the Long Range Planning Committee (LRPC) considered the developer's proposed increases to the site's height, use and density allocations in the approved PDSP and the design guidelines. Also discussed were the applicant's proposed revision to the circulation system that eliminates the planned new midblock streets in the design guidelines. After three (3) meetings, the LRPC concluded that the applicant's proposed changes to the building heights, the allocated uses, and the proposed density were in the realm of consideration, and that the proposal could advance to the Site Plan Review Committee, subject to the applicant working to revise the design of the three traditional office buildings to reduce the perceived bulkiness and sameness, and to create a more interesting skyline. The LRPC also considered the applicant's proposal to not construct the public streets anticipated in the *Design Guidelines*, creating additional open space. The LRPC also concluded that the proposal was in the realm of consideration, but that the applicant needed to continue to work to create paths for pedestrians, cyclists, and micromobility device users that would provide relatively direct connections through the site for users passing through the PenPlace block. Since the LRPC process concluded in July, the applicant has revised their proposed site plan based on input from the LRPC.

Between May 12 and June 2, 2021, the County Department of Parks and Recreation (DPR) held an online engagement process for the developer's proposed design for the public open space, which garnered 163 responses, representing 35 Arlington neighborhoods in the public feedback.

Emerging themes from the public feedback included desires for:

- o A versatile and open central green, but some ask for more shade;
- o An immersive forest; Trees as a noise/visual buffer;

- o Potential for programming (permanent, special events, seasonal);
- o An activated space that offers a connection to retail/dining
- o A dog area;
- o Park Use/Element Variety (may affect casual use space);
- o Water feature.
- Commenters liked the idea of visiting this space by walking, bicycling, using other shared modes of transit
- Excitement about using the space during weekends, evenings, for special events
- Access to walking paths, shade, nature, events/programming and outdoor seating
- Additional thoughts included but were not limited to: ADA access/considerations, bicycle connectivity through the site, reducing impermeable surfaces, integration of biophilic elements, concerns about traffic/congestion especially on days of additional programming.



Figure 1--Pentagon City PDSP and Parcels within the PDSP

Preliminary Staff Discussion Topics:

- Public Space—Staff would encourage more greenery in the Green Ribbon area, especially at Fern Street and Eads Street Plazas; also, would recommend eliminate some redundant

paths to link up greenery.

- **Accessibility:** Due to the topography of the site, there is a grade difference between Army Navy Drive and the top of the Forest Walk in the park of about 20 feet. Staff encourages the applicant to continue to refine the area along Army Navy Drive according to principles of universal design.

The following provides additional information about the site and location:

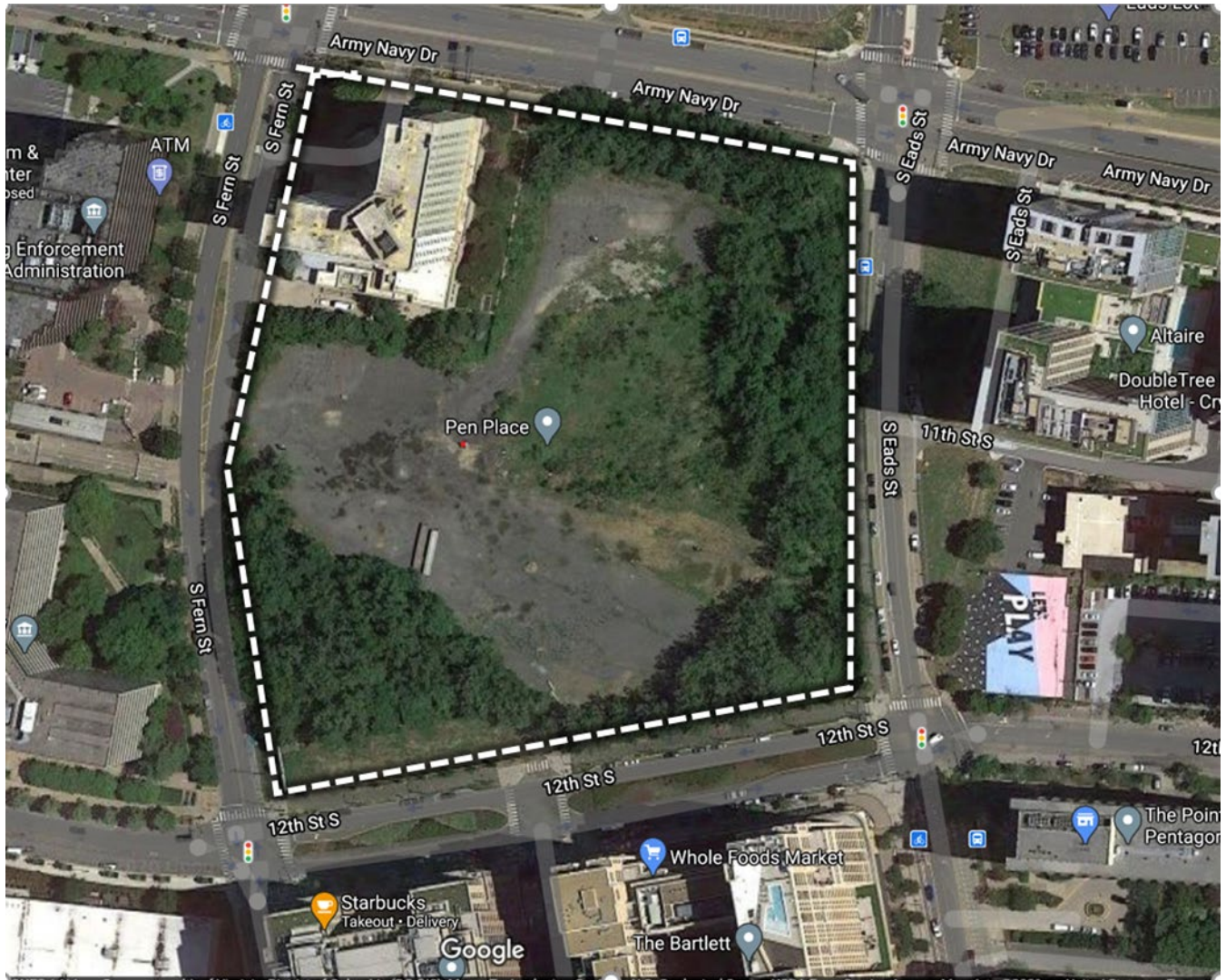


Figure 2: Aerial View of the Site

Existing Zoning: “C-O-2.5” Mixed-Use District

General Land Use Plan (GLUP) Designation: $\frac{3}{4}$ High-Medium Residential Development and $\frac{1}{4}$ Medium Density Mixed Use; Note 4.

Neighborhood: The site is in the boundaries of the Aurora Highlands Civic Association and is across South Eads Street from the Crystal City Civic Association

area. The site is also located in the National Landing BID.

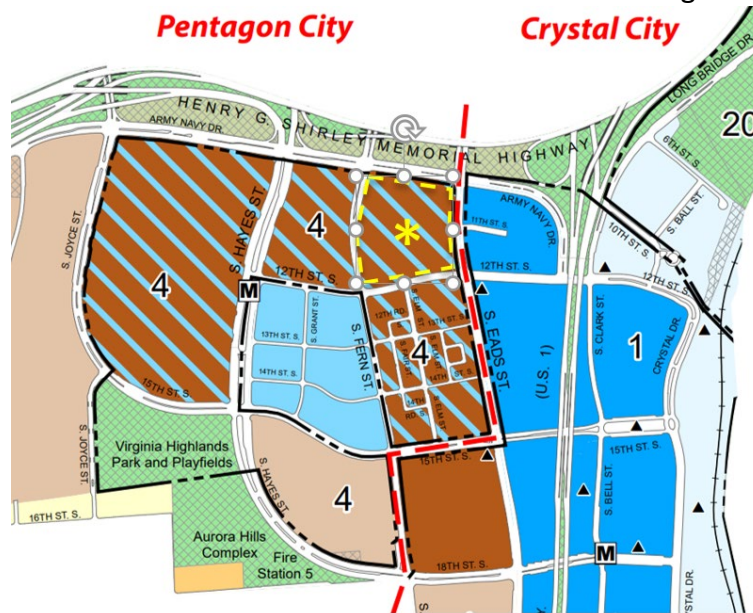


Figure 2: GLUP Map (proposed site area outlined in yellow)

Land Use Designation*	Range of Density/Typical Use			Zoning**	
Residential					
	Low	1-10 units per acre		R-20, R-10, R-10T, R-8, R-6, R-5	
	Low	11-15 units per acre		R2-7, R15-30T	
	Low-Medium	16-36 units per acre		R15-30T, RA14-26, RAB-18	
	Medium	Up to 37-72 units per acre		RA7-16, RA6-15, RA-H	
	High-Medium	Up to 3.24 F.A.R. (Floor Area Ratio) Residential		RA-4.8	
Office-Apartment-Hotel					
	Low	Office Density Up to 1.5 F.A.R.	Apartment Density Up to 72 units/acre	Hotel Density Up to 110 units/acre	C-O-1.5, C-O-1.0
	Medium	Up to 2.5 F.A.R.	Up to 115 units/acre	Up to 180 units/acre	C-O-2.5

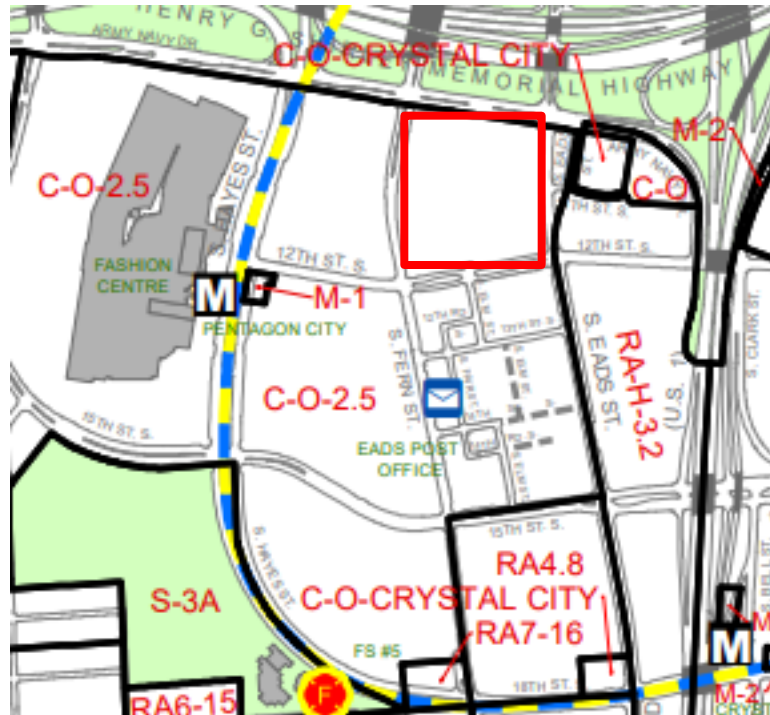


Figure 3-- Zoning Map

Existing Development:

Pentagon City PDSP: The Pentagon City Phased Development Site Plan (PDSP), originally adopted in 1976, is the general plan for land uses, density, public facilities, transportation, and utilities for an approximately 116-acre area around the Pentagon City Metro Station. The intent of the PDSP is to guide future development proposals and approvals for sites within the PDSP. The PDSP divides up the Pentagon City PDSP area into several parcels, and allocates uses, densities, and building heights among the various parcels. The 1976 Pentagon City Master Development Plan described Pentagon City a “new town-in-town” and called for “[a] desirable mix of land uses ...should include office, hotel, residential and commercial uses to create a convenient live-work-shop relationship and to ensure a twenty-four-hour vitality in the new community.” Furthermore, “[h]ighest densities, including office buildings, commercial uses and hotels, should be in the north and east of the site...”

The subject site is Parcel 1D, also known as “PenPlace”. This parcel has remained largely undeveloped since 1976. A Marriott Hotel was constructed in the northwestern corner of the site in the early 1990s. The hotel was demolished in 2021, and the entire 11 acre site is vacant.

Proposed Development: The following table sets forth the preliminary statistical summary of the development proposal:

	2013 Adopted Plan	Proposed
Site Area		
Before street dedication		12.5 acres
After street dedication		10.4 acres
Density (in square feet)		3,287,322
GFA by use by building		
T1		
Office		937,675
Retail		28,964
Exclusions		(37,902)
Total		966,639
T2		
Office		911,163
Retail		24,336
Requested Exclusions		(43,712)
Total		935,499
T3		
Office		928,240
Childcare		14,527
Community Facility		20,000
Requested Exclusions		(57,618)
Total		962,767
Helix		
Office		212,200
Retail		8,546
Requested Exclusions		(313,949)
Total		220,746
Below Grade GFA ¹		
Miscellaneous		176,072
Requested Exclusions		(561,268)
Total		176,072
Pavilion 1		
Retail		10,210
Requested		(3,947)

¹ Includes auditorium.

Exclusions		
Total		10,210
Pavilion 2		
Retail		8,188
Requested Exclusions		(3,388)
Total		8,188
Pavilion 3		
Retail		7,201
Requested Exclusions		(6,127)
Total		7,201
Total Requested Exclusions (GFA)		1,027,911
Building Heights	16-22 stories (two buildings at 22 stories)	Three buildings at 22 stories, and one at 355 feet
Average Site Elevation		39.49'
T1 (ft. from ASE)/Stories		305' 8"/22
Penthouse Height		31'
T2 (ft. from ASE)/Stories		306' 2"/22
Penthouse Height		41' 5"
T3 (ft. from ASE)/Stories		307' 8"/22
Penthouse Height		28' 10"
Helix (ft. from ASE)/Stories		354' 9"
Penthouse Height		N/A
Pavilion 1 height from ground level/stories		41' 4"/2
Pavilion 2 height from ground level/stories		41' 4"/2
Pavilion 3 height for ground level/stories		27'/1
Parking		1,984
Office	A minimum ratio of 1:1,000	1,873 (1:1,483 sf gfa)
All other	A minimum ratio of 1:1,000	111 (1:1,098)
Compact (15% max.)		284

	15%	14%
Loading	Required by Zoning Ordinance	Proposed
Total	7 spaces	7 spaces

DISCUSSION:

New Final Site Plan – Density and Uses: How density is calculated, base density, conversion of allocated and Marriott hotel units (725 s.f per unit), additional density to be earned.

The density of the proposed development consists of:

- Approximately 3.2 million square feet of office development (for density purposes, the Helix is considered office space);
- Approximately 87,000 square feet of ground floor retail;
- An approximately 15,000 square foot childcare center;
- And a 20,000 square foot community facility use (the previously announced Arlington Community High School).

In 2013 the County Board, through various actions including transfers of development rights, entitled 1,164,099 square feet of office and retail density and 300 hotel units to Parcel 1D. The 299-room Marriott Hotel was not included in the PenPlace site at the time as it was in separate ownership and it was expected at the time that the hotel would remain indefinitely. The developer has purchased the hotel and has demolished it. The developer is requesting a PDSP amendment to convert the 599 hotel rooms allocated to Parcel 1D to office density at a rate of one hotel unit for every 725 square feet of office gross floor area. This conversion factor is based on County staff research, updated in 2018, and has been used in other projects. The total office gross floor area gained from converting the hotel rooms is square feet. The developer proposes to earn 300,070 square feet through achievement of LEED Platinum and Arlington Priority credits. The applicant will need to earn the remaining 1,388,878 square feet amount of density according to the allowable purposes of ACZO Section 15.5.

Total Density Proposed by Applicant (Sq. ft. of GFA)	2013 County Board approved density	Density gained by conversion from hotel to commercial use (300 + 299 units from the Marriott)	Total Base Density	Density requested to be earned through sustainability commitments	Additional density that needs to be earned (Sq. ft. of GFA)
3,287,322	1,164,099 of office and retail GFA; 300 hotel units	434,275	1,598,374	300,070	1,388,878

Site Design and Architecture: Three traditional office buildings and one (1) spiral-shaped building are placed at the four (4) quadrants of the site. The tallest building, the Helix, is placed at the Northeast corner in accordance with the recommendations of the PenPlace Guidelines and the Pentagon City

Master Plan. The office buildings and retail pavilions are used to frame the public streets surrounding the site and the public open space within. Each of the office buildings (Towers 1-3 and the Helix) use a different palette of colors and materials and varying treatments of the skyline to distinguish one from another, and varied treatments within the buildings themselves to break down the perceived mass into smaller sub-facades. The Helix, the focal point of the site, would be unique in Arlington because of its spiral shape and internal design as a biophilic indoor garden and arboretum. The Pavilions are largely similar to each other, with a palette of storefront glass on the ground floor and wood open-air trellises on the upper levels.

The majority of the retail storefronts are placed on the southern end of the block both facing inwardly to the public open space (including a retail-oriented plaza along 12th Street, one of the main shopping streets envisioned for Pentagon City and location of the Transitway), and outwardly to the arterial streets border in the site.

The developer worked with Arlington Public School and County staff to find the ideal site for the Arlington Community High School and has been placed at the ground floor (and a mezzanine) on the north end of T3, along Army Navy Drive. The developer also proposes a small entry plaza to the School from at the corner of Army Navy Drive and South Fern Street. The majority of students coming to the site will come from Columbia Pike, where a new bus service will provide a one-seat express ride to the PenPlace site (APS does not provide bus service to the site, and surveys show the vast majority of the students take public transportation to the existing site on Columbia Pike). The School, which serves students from age 16 and no upper limit, does not need recreational space, and food facilities will be limited. Classes are given 5 (five) days per week, and until 9:00 pm on Mondays through Thursdays. The School offers a high school diploma to adults in a flexible format. Most of the students are above the age of 18 and work full time. Approximately one-third of the student body of approximately 300 studies at night.

The child care center and the associated playground are placed at the south side of the T3 building.



Figure 4--Proposed Site Layout-note, does not reflect latest changes to Central Green

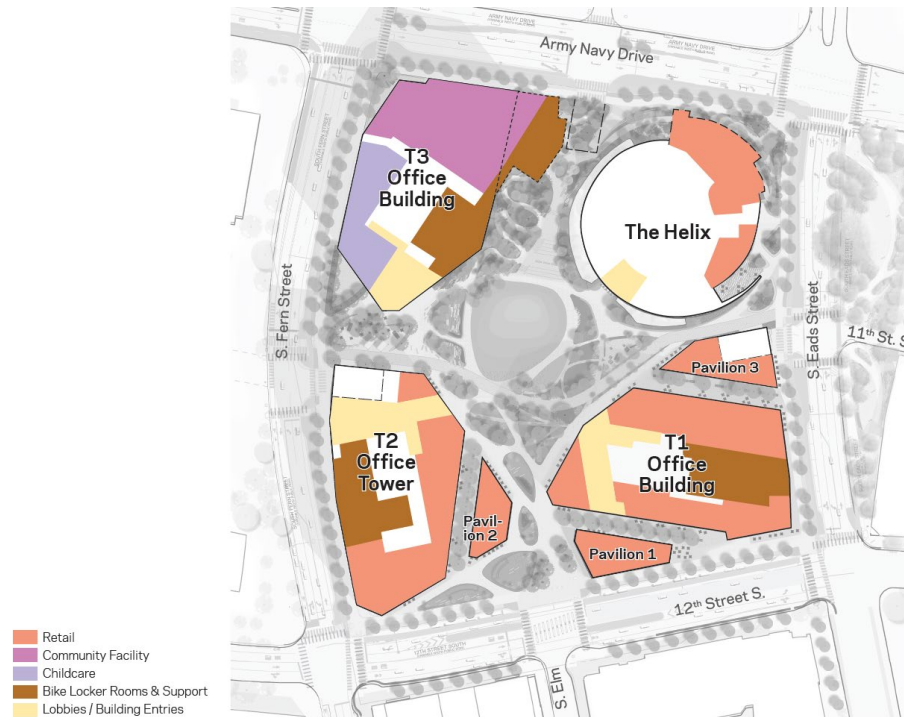


Figure 5-Proposed Ground Floor Layout

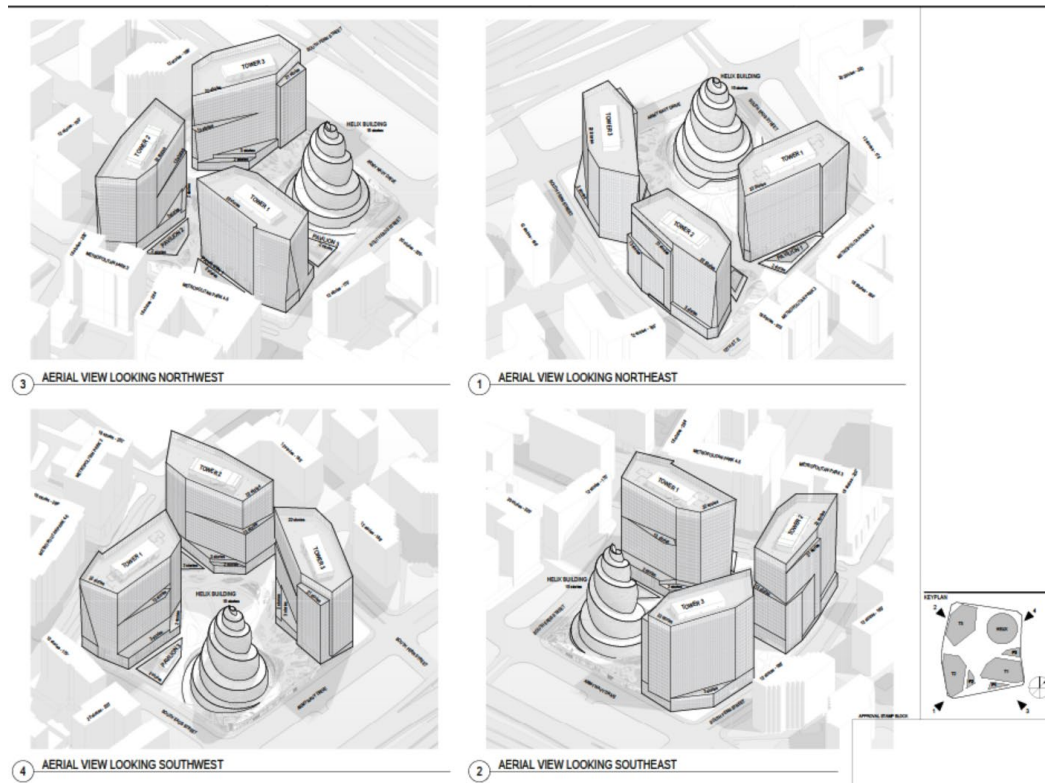


Figure 6--Axonometric Renderings



Figure 7-- Helix NE Facade



Figure 8--Tower 1

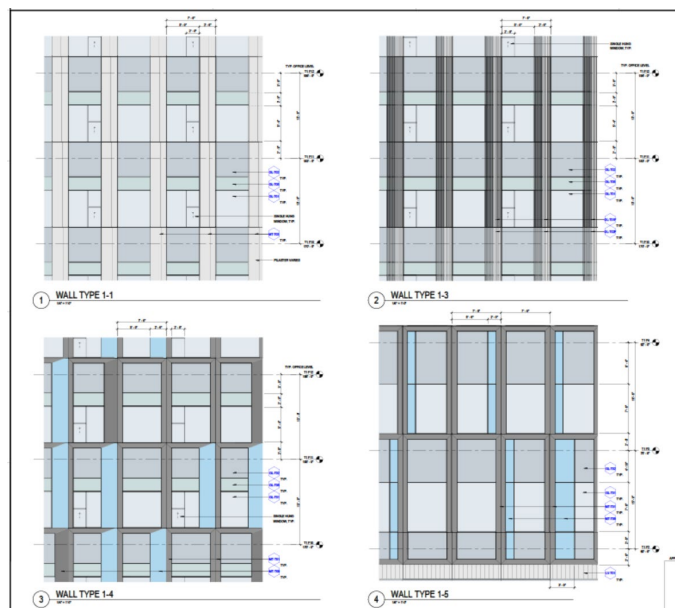


Figure 9-- Tower 1 Color and Material Detail



Figure 12-- Tower 3

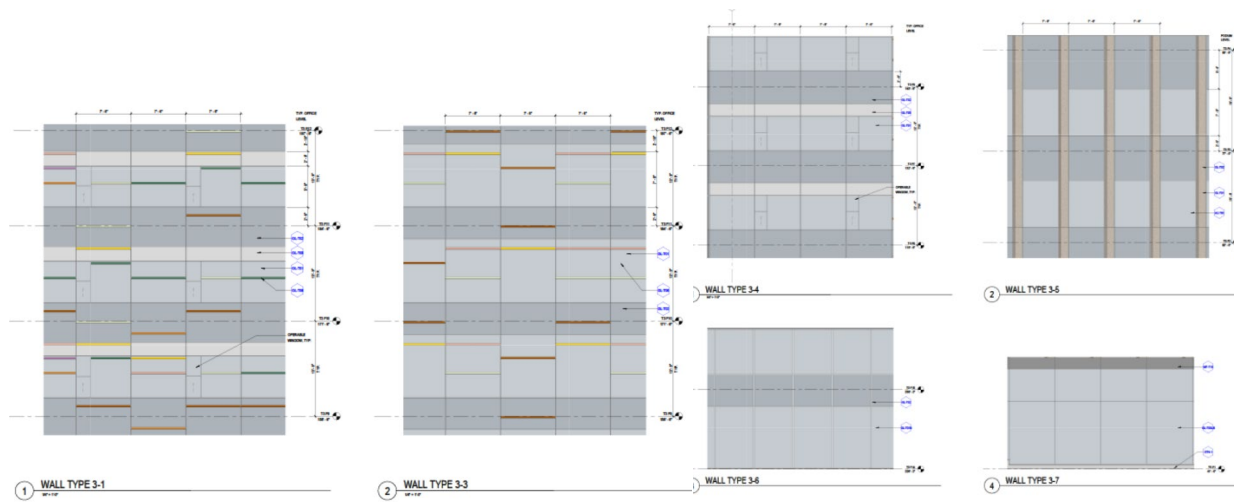


Figure 13-- T3 Color and Materials

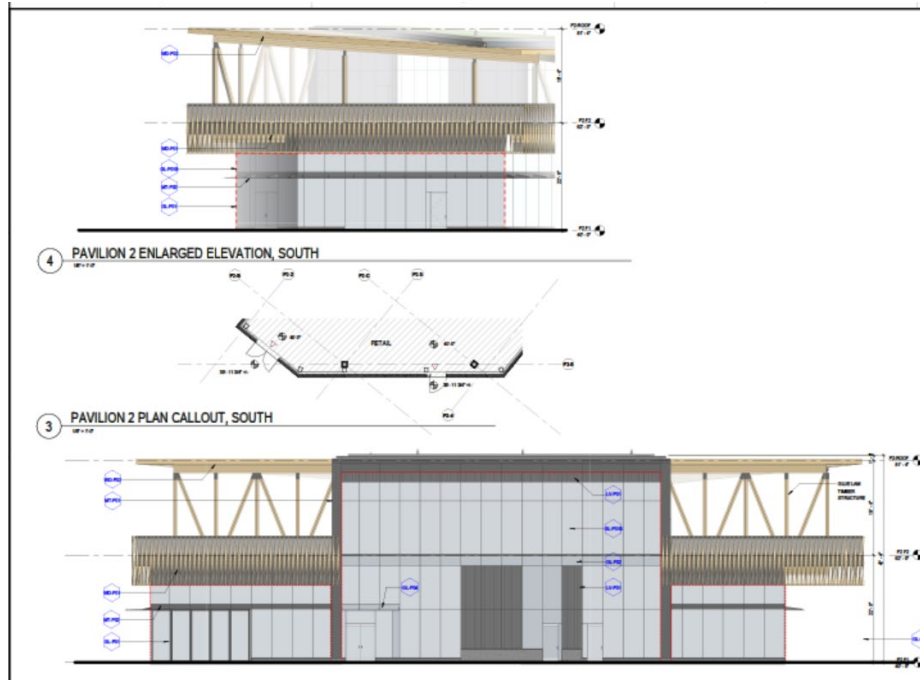


Figure 14-- Pavilion 2

Proposed Open Space

The developer proposes approximately 2.5 acres of contiguous public open space. The applicant is currently working with the Department of Parks and Recreation and other County staff to develop a Park Master Plan that will be adopted by the County Board at the same time as the proposed site plan. The first public engagement for the park master plan process was held earlier this year (see above in Background) and a second public engagement will be held in the near future. The approximately 2.5 acres of proposed public open space excludes areas for outdoor cafes and the pedestrian “Mews” between the Pavilions and the Towers. However, the playground for the child care center is not anticipated to be open to the public and will be for the exclusive use of the child care center.

Aspects of the proposed public open space include:

- A central green with an amphitheater setup for events;
- An entry and retail plaza at the midpoint of 12th Street close to the transitway station;
- A plaza approximately at the midpoint of Fern Street at which the applicant has stated that they would like food trucks during lunch times off the street;
- A shaded forest and walk; and
- A dog run.



Figure 15--Courtesy Applicant

Affordable Housing: The applicant will provide the base affordable dwelling unit (ADU) requirement stipulated in ACZO 15.5.8, which may include on-site or off-site ADUs, or a cash contribution to the Affordable Housing Investment Fund (AHIF). The options for fulfilling this requirement will be determined prior to Planning Commission and County Board consideration. The developer also needs to earn additional density above the base density, and an additional contribution to AHIF above what is required by the Zoning Ordinance would be one way (of several) to earn additional density.

Sustainable Design: The applicant proposes to achieve LEED Platinum certification, energy optimization performance, ENERGY STAR building certification with a minimum score of 90 or equivalent approach for the Helix, a minimum of 6 items from the “Extra” list including Renewable Energy Plus Storage and Additional Energy Optimization (minimum 30% improvement over LEED v4), and Carbon Offsets to earn an additional 0.55 FAR of density, pursuant to the County’s recently updated (December 2020) Green Building Density Incentive Policy.

Transportation: The proposed site is strategically located to utilize the extensive transit options

and network of sidewalks, and bike lanes to minimize dependence on a vehicle for trips within the neighborhood and the greater surrounding areas. With numerous County Capital projects focused on increasing the multi-modal options in the area, the ability to travel without needing a vehicle will continue to increase. This project aligns with these goals with a low parking ratio, introducing bicycle facilities along a portion of the project frontage, providing wide sidewalks, and a large open space to travel to and through the site.

A Multimodal Transportation Analysis (MMTA) was submitted by the applicant on February 22, 2021, prepared by Gorove/Slade. The MMTA provides an analysis of the impact of the development on the adjacent street network, a summary of the existing transit, bicycle, and pedestrian access around the site, and proposed mitigation based on the proposed development. The MMTA assessed 21 intersections for the existing and future conditions. The MMTA and associated VISSIM model is currently being revised by the applicant based on changes to the plan and will be provided soon. The proposed mode splits are:

Table 6: Mode Split Proposed for MMTA

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Office Mode Split	30%	54%	6%	10%	---
Amenity Mode Split	30%	54%	6%	10%	---
Daycare Mode Split	50%	20%	5%	25%	---
Neighborhood Retail Mode Split	5%	15%	5%	75%	---
Community Mode Split	50%	20%	5%	25%	---

The resulting trip generation information is shown below.

Table 8: Trip Generation Summary

Mode	Land Use	ITE Code	Mode Split	Development Size	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Auto	Office	710	30%	2,777,079 SF	635 veh/hr	94 veh/hr	729 veh/hr	108 veh/hr	565 veh/hr	673 veh/hr
	Helix	580	30%	388,272 SF	28 veh/hr	5 veh/hr	33 veh/hr	3 veh/hr	18 veh/hr	21 veh/hr
	Daycare	565	50%	14,527 SF	43 veh/hr	37 veh/hr	80 veh/hr	38 veh/hr	43 veh/hr	81 veh/hr
	Retail	820	5%	82,608 SF	2 veh/hr	2 veh/hr	4 veh/hr	8 veh/hr	8 veh/hr	16 veh/hr
	Community Center	495	50%	20,000 SF	11 veh/hr	7 veh/hr	18 veh/hr	11 veh/hr	12 veh/hr	23 veh/hr
	Total					719 veh/hr	145 veh/hr	864 veh/hr	168 veh/hr	646 veh/hr
Transit	Office	710	54%	2,777,079 SF	1347 ppl/hr	202 ppl/hr	1549 ppl/hr	228 ppl/hr	1201 ppl/hr	1429 ppl/hr
	Helix	580	54%	388,272 SF	85 ppl/hr	13 ppl/hr	98 ppl/hr	10 ppl/hr	53 ppl/hr	63 ppl/hr
	Daycare	565	20%	14,527 SF	31 ppl/hr	27 ppl/hr	58 ppl/hr	28 ppl/hr	31 ppl/hr	59 ppl/hr
	Retail	820	15%	82,608 SF	13 ppl/hr	8 ppl/hr	21 ppl/hr	41 ppl/hr	45 ppl/hr	86 ppl/hr
	Community Center	495	20%	20,000 SF	10 ppl/hr	5 ppl/hr	15 ppl/hr	9 ppl/hr	10 ppl/hr	19 ppl/hr
	Total					1486 ppl/hr	255 ppl/hr	1741 ppl/hr	316 ppl/hr	1340 ppl/hr
Bike	Office	710	6%	2,777,079 SF	150 ppl/hr	22 ppl/hr	172 ppl/hr	25 ppl/hr	134 ppl/hr	159 ppl/hr
	Helix	580	6%	388,272 SF	9 ppl/hr	2 ppl/hr	11 ppl/hr	1 ppl/hr	6 ppl/hr	7 ppl/hr
	Daycare	565	5%	14,527 SF	8 ppl/hr	7 ppl/hr	15 ppl/hr	7 ppl/hr	8 ppl/hr	15 ppl/hr
	Retail	820	5%	82,608 SF	4 ppl/hr	3 ppl/hr	7 ppl/hr	14 ppl/hr	15 ppl/hr	29 ppl/hr
	Community Center	495	5%	20,000 SF	2 ppl/hr	2 ppl/hr	4 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr
	Total					173 ppl/hr	36 ppl/hr	209 ppl/hr	49 ppl/hr	166 ppl/hr
Walk	Office	710	10%	2,777,079 SF	250 ppl/hr	37 ppl/hr	287 ppl/hr	42 ppl/hr	223 ppl/hr	265 ppl/hr
	Helix	580	10%	388,272 SF	16 ppl/hr	2 ppl/hr	18 ppl/hr	2 ppl/hr	10 ppl/hr	12 ppl/hr
	Daycare	565	25%	14,527 SF	39 ppl/hr	34 ppl/hr	73 ppl/hr	35 ppl/hr	39 ppl/hr	74 ppl/hr
	Retail	820	75%	82,608 SF	65 ppl/hr	42 ppl/hr	107 ppl/hr	206 ppl/hr	224 ppl/hr	430 ppl/hr
	Community Center	495	25%	20,000 SF	12 ppl/hr	7 ppl/hr	19 ppl/hr	12 ppl/hr	12 ppl/hr	24 ppl/hr
	Total					382 ppl/hr	122 ppl/hr	504 ppl/hr	297 ppl/hr	508 ppl/hr

Streets and Sidewalks: The project is surrounded by four arterial streets that serve as some of the main access points to the Pentagon City and Crystal City area from Route 1 and I-395. It is imperative that the street and sidewalks are designed to accommodate all the existing and future transportation needs to serve the local and regional network. Below is more detail on the proposed streets and streetscape surrounding the site.

Army Navy Drive will be reconstructed as part of a County Capital project from South Joyce Street to 12th Street South. The proposed design includes a physically separated two-way protected bicycle facility along the south side of Army Navy Drive, reduction in vehicle travel lanes, accommodations for future dedicated transit lanes, and shorter and safer pedestrian crossings. The project will extend the Transitway into Pentagon City by adding one dedicated transit lane in each direction along Army Navy Drive between South Joyce Street and South Hayes Street. Additionally, the project will link the future two-way bicycle lane facility planned for South Clark Street between 12th Street South and 15th Street South. The project is in final design and intended to begin construction in Spring 2022.

As part of the proposed development a portion of the Army Navy Drive project will be modified to include a garage entrance with a traffic signal and an additional eastbound right turn lane into the garage to facility loading vehicles and minimize impacts to the capacity of Army Navy Drive. Additional modifications are being reviewed at the intersections of South Fern Street and South Eads Street based on the proposed development. Army Navy Drive is proposed to have a 10' clear sidewalk and 5' tree zone along the entire project frontage.

12th Street South will be reconstructed as part of a County Capital project to extend the Transitway to Pentagon City. The Transitway project is broken into three segments, Crystal Drive, 12th Street South, and South Hayes Street and will add 1.1 miles to the 4.5 miles Transitway corridor dedicated to high-frequency, premium transit service. The project will add additional dedicated bus lanes and five new transit stations and associated station amenities. The portion along the project frontage on 12th Street South will have exclusive bus lanes in the median, and a new station and traffic signal at 12th Street South and South Elm Street. The section of 12th Street along the project frontage is currently in the preliminary design phase with construction anticipated to begin in Fall 2023. 12th Street South is proposed to have a 12' clear sidewalk and 6' tree zone along the entire project frontage.

South Fern Street is proposed to be modified to a three-lane cross section comprised of one lane in each direction and a middle turn lane with an additional turn lane at Army Navy Drive, on street parking on the east side, and separated bicycle facilities in both directions. A garage entrance with a traffic signal is proposed mid-block to align with the existing garage entry on the west side. South Fern Street is proposed to have a 10' clear sidewalk and 5' tree zone along the entire project frontage.

South Eads Street is proposed to be modified to a three-lane cross section comprised of one lane in each direction and a middle turn lane with an additional turn lane at Army Navy Drive, a bikeshare station at Army Navy Drive, and on-street parking and separated bicycle facilities in both directions.

A garage entrance with a traffic signal is proposed to align with 11th Street South. The west side will be completed as part of the proposed development. The east side of Eads Street is part of a County Capital project in conjunction with the New Park at South Eads Street and Army Navy Drive. The street and park project are in design with construction anticipated to begin in Spring 2023. South Eads Street is proposed to have a 10' clear sidewalk and 5' tree zone along the entire project frontage.

Public Transit: The project is well served by transit being located approximately ¼ mile from the Pentagon City Metrorail Station, ½ mile from the Pentagon Metrorail Station and ¾ mile from the Crystal City Metrorail Station with an additional sixteen bus stops located within ¼ mile of the site. Completion of the Crystal City Potomac Yard Transitway route along 12th Street South is underway as part of a County Capital project that links to the existing transitway route. With the completion of this portion, an additional 1.1 miles will be added to the 4.5 mile corridor from Braddock Road Metrorail Station to the Pentagon City Metrorail Station dedicated to high-frequency, premium transit service. In addition, the 16M WMATA bus line is anticipated to commence operation in Summer 2023 that will offer high-frequency service from Skyline to Crystal City, via Columbia Pike and Pentagon City along 12th Street South. 12th Street South along the project frontage will have dedicated bus lanes and a station at Elm Street. There is an existing bus stop on South Eads Street at Army Navy Drive that will be relocated to 11th Street South.

Bicycle Access: The project is well served by the planned local and regional bicycle network. Existing bicycle facilities on the east side of South Eads Street from Army Navy Drive to 15th Street South are planned to be improved through a number of County capital projects. In addition, Army Navy Drive will be rebuilt to include a two-way bicycle facility on the south side from South Joyce Street to 12th Street South as part of a County capital project. No bicycle facilities are proposed on 12th Street South as this is proposed as a transit focused street with the extension of the transitway as noted above. Existing bicycle facilities on the west side of South Eads Street from Army Navy Drive to 12th Street South are proposed to be improved with the proposed development and the existing facilities further south to 15th Street South are planned to be improved through other private development projects. Bicycle facilities are proposed as part of the proposed development on Fern Street in both directions from Army Navy Drive to 12th Street.

Additionally, a capital bikeshare station is proposed at the corner of Army Navy Drive and South Eads Street. There are existing bikeshare stations at Army Navy Drive and South Fern Street and 12th Street South and South Eads Street adjacent to the site.

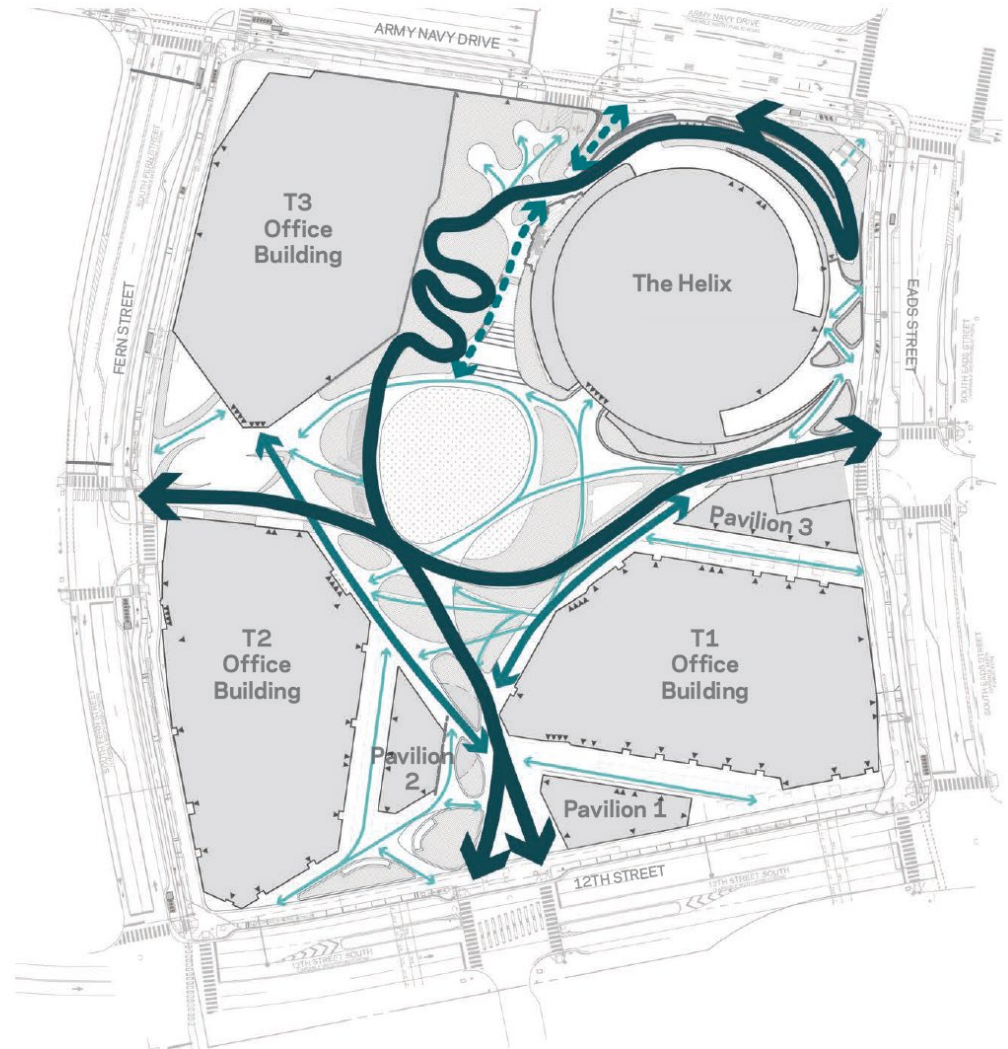
The project proposes providing secure bicycle parking consistent with Arlington County site plan requirement of workers and visitors. The three office buildings will have ground floor bike rooms for employees that can be accessed directly from the sidewalk areas.

Internal Circulation: The previously approved PDSP for PenPlace included internal streets in the north-south and east-west direction to support loading activities, access through and to the site, and on-street parking. The applicant has proposed to remove all the internal streets and only provide non-vehicular connections through the site. An east-west multi-user path approximately 15' wide is proposed through the site in the approximate location of 11th Street South that will provide a means for slow-moving bicyclists to traverse through and to the site. This path be utilized for all individuals including pedestrian and shared mobility devices and is not intended for high-speed bicyclists. A north-south multi-user path is proposed through the site from the mid-block on

Army Navy Drive to South Elm Street. There is a proposed stairs and ramping system on the northern portion to accommodate the proposed grade change that can be used by all individuals and is also intended for slow-moving bicyclists to traverse through and to the site. The proposed stairs will have a runnel to provide easier means of utilizing the stairs with a bicycle and shared micromobility device. There are several other paths through the site to access the various office buildings, retail pavilions, and open space amenities. Bicycle racks and micromobility corrals will be located throughout the interior of the site adjacent to the multi-user path, buildings, and other strategic locations for visitors.

SITE CIRCULATION

-  PRIMARY PATH
-  SECONDARY PATH
-  TERTIARY PATH
-  STAIR



Parking and Loading: The project proposes to have an approximately 1,984 parking spaces within an underground garage under the entire site. The parking garage has three proposed entrance/exit points that can be utilized to access all of the garage parking spaces. Access points are located at the intersection of South Eads Street and 11th Street South, South Fern Street mid-block, approximately 11th Street South, and Army Navy Drive mid-block. The proposal includes 1,873 spaces for the office use (1:1,483 SF) and 111 spaces for all other uses (1:1,098 SF). On street parking spaces are proposed along South Eads Street, 12th Street South, and South Fern Street. Arlington County regulates the streets including the curb space allocation of on street parking, loading, shuttle stops, and pick-up/drop-off locations. Based on requests and demand for the specific use, Arlington County will evaluate the allocation to provide the most appropriate use mix

and location and adjust the allocation based on demand and changes to travel patterns. Additionally, the curb space may be utilized for bus stops, bikeshare stations, and shared micromobility devices corrals as needed. Proposed pick-up/drop-off and shuttle stop spaces have been noted, however the final locations will be determined outside of the Site Plan process and are not tied to the project approval. The proposed office and retail project parking ratio is less than the Pentagon City PDSP Parking Ratio of 1:640 SF and the Reduced Parking Policy for Site Plan Office Buildings ratio for this location of 1:975 approved by the County Board in December 2013. The project proposes a compact ratio of less than 15%, meeting the Zoning Ordinance maximum. The proposed parking ratios are being evaluated by staff.

The project proposes to have all the loading facility within the underground garage accessed from the entrance on Army Navy Drive. The underground loading facility has seven loading docks with additional space for smaller vans and all trash equipment for the entire site. Loading will be coordinated within the garage and all maneuvering of loading and trash vehicles will occur within the garage. The proposal includes seven loading docks that meet the Zoning Ordinance and Site Plan Conditions minimum standards for quantity and size.

Utilities and Stormwater: Generally, there is adequate existing utility infrastructure surrounding the site to provide options for building utility connections. A water line is proposed in 12th Street South to connect the proposed water meters for the site. Staff continues to review the design plans for the site and will recommend any improvements necessary to support the project. However, given the age and size of the existing infrastructure additional utility replacement or upgrades are not anticipated.

Adopted Plans and Policies: The following regulations, plans, and guiding documents are applicable to development on this site (in order of most general guidance to the most specific):

- General Land Use Plan (GLUP)
- Zoning Ordinance (ACZO)
- Arlington County Retail Plan (2015),
- *Pentagon City Master Development Plan* and associated Phased Development Site Plan approvals and conditions; and the
- PenPlace Design Guidelines (2013), and as proposed to be amended by the applicant.

General Land Use Plan: The GLUP designation is currently a striped pattern of $\frac{3}{4}$ High-Medium Residential Development and $\frac{1}{4}$ Medium Density Mixed Use. While under the existing GLUP the proposed amount of office use would increase over that envisioned by the current GLUP designation, County staff is currently studying the use mix in Pentagon City and may recommend a change to the GLUP to a higher-density mixed-use category for the PDSP area. In any event, most future development in this area is anticipated to be residential due to the (apart from Amazon HQ2) depressed office market.

Zoning: The site is zoned "C-O-2.5" Mixed-Use District, and there is no proposed rezoning with this project. As described above, the County Board previously approved additional density for the site, above the base density for the zoning district. The ACZO allows for building heights of 12 stories for office buildings, unless otherwise approved by the County Board. The County Board also has the authority to approve additional heights through amending the Pentagon City Phased Development

Site Plan (PDSP). The applicant's proposed building heights, at 22 stories, are within the range of what has been approved by the County Board previously for this site (22 stories).

[PenPlace Design Guidelines \(2013\)](#): A set of Design Guidelines for PenPlace was adopted by the County Board in 2013 to guide the future buildout of PenPlace. The applicant has taken these guidelines as a base for development of the current plan, with some significant changes to use, density, building, height, and circulation, that were discussed at the Long Range Planning Committee. Many significant areas were retained, for example, the site's predominant use for office, the placement of the tallest building in the Northeast corner, and the arrangement of the development around public open space. The applicant proposes certain amendments to the Design Guidelines that conform to the applicant's proposed development program, including the incorporation of the Marriott Hotel site, which was not included in the 2013 Guidelines.

Vision statement adopted in 2013:

"PenPlace will create a new place for the local community that is an attractive, animated, urban environment. It will introduce a mix of uses that complement the surrounding area, have lively retail uses on 12th Street with additional retail and service uses throughout to animate the entire site, will incorporate the highest quality of design for the buildings and public open spaces, and embrace sustainable design and construction techniques for each of its buildings. A significant public amenity such as a higher educational use, library, performance venue, or other community space is anticipated to be incorporated into the site to provide a valuable neighborhood attraction and help to further activate the site (p. 4)."

Site Layout and Building Guidelines: The design guidelines anticipated office and hotel development around a central public open space that leads from 12th Street to Army Navy Drive that is also linked to other existing and planned open spaces in the area; where the highest densities and heights in Pentagon City would be placed; where 12th Street would be a fully activated retail and transportation corridor; and high quality sustainable and accessible design throughout.

The Design Guidelines go on to envision that proposed buildings should define the street edge and open space, that the tallest building height should be placed adjacent to Interstate 395, that building heights should be tapered to 12th Street, and the creation of a pedestrian scaled active retail corridor on 12th Street. For individual building design, buildings should have a recognizable base, middle, and top. Buildings should be sculpted to ensure that "each will incorporate distinctive design character, and interest" and that would "...avoid uninteresting boxy buildings or a sense of monotony..."

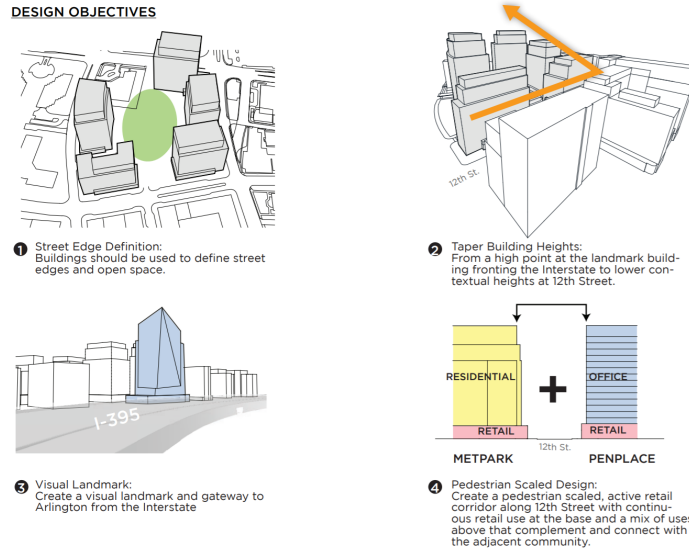


Figure 16--2013 Design Guidelines—Design Objectives

Open Space: The Design Guidelines anticipated approximately 2 acres of public open space, divided by new public streets, and parts of the open space were to be delivered over time through individual site plan applications (similar to Metropolitan Park). Although the proposed park design uses the Design Guidelines and related [Open Space Design Guidelines](#) as a base, the Park Master Plan that is currently going through a public review process will superseded these past Guidelines.

Community Facility: The proposed community facility is addressed on page 32 of the Design Guidelines:

“Provision will be made for a use that is open to the public on block A-East or B-East, or some combination of these, to further activate the site. The facility will occupy up to 20,000 SF and will be a use that will be open and accessible to the public at least six days per week.

Uses may include:

- *Educational / University*
- *Business Incubator Space*
- *Library and/or community center*
- *Large entertainment retail use (bowling, movie theater, performance venue)*

Final use will be determined with the 4.1 final site plan for block A-East or B-East as appropriate.”

Modification of Use Regulations: The applicant requests the County Board modify the following use regulations (subject to change throughout the review process):

Additional Density: The applicant is requesting 1,688,948 square feet of gross floor area over the base density provided by the existing PDSP and Final Site Plan. The applicant may earn the additional density in accordance with ACZO 15.5.9. Requesting a bonus FAR of 0.55 (or 300,070 square feet) for achieving LEED Platinum with Arlington Priority Credits. The applicant proposes to

earn the remaining density in exchange for contributions to the Affordable Housing Investment Fund (AHIF), public open space improvement and maintenance, off-site transportation improvements, and other similar components.

Density Exclusions: The applicant is requesting 1,027,911 square feet of exclusions of density. These areas consist of air shafts, below grade building storage, and areas of atriums and mezzanine levels that are open to the floor below. These are typical requested exclusions in many site plans that are an incentive to vent buildings at upper levels, take advantage of “leftover” space in a below-grade parking garage, and do not add to the height or bulk of the building above grade. Requests for exclusions are examined in light of the Zoning Administrator’s Advice on Density Exclusions.

However, the majority of the requested exclusions are in the Helix and in the underground auditorium. The Helix has a unique design for Arlington in that floor area is very limited, and about half of the building’s levels are more accurately considered mezzanines which do not stretch the width of the building (from exterior building wall to exterior building wall) and leave areas for plant growth open to the levels below. However, the Arlington County Zoning Ordinance considers all horizontal areas, whether there is actual floor or not, as stretching from exterior wall to exterior wall and therefore is calculated as gross floor area. Staff has supported similar requests in the past, and the adoption of detailed 4.1 Plans by the County Board as part of the site plan approval would restrict the applicant’s ability to add actual floor area in such spaces in the future (without requesting a site plan amendment).

Similarly, more than half of the requested exclusions are a result of the underground (approximately 700-seat) auditorium. Because of the raked seating typical of auditoria, the proposed auditorium occupies four underground levels as it slopes down to the proscenium. Again, by the strict definition of the Zoning Ordinance, the floor area of the auditorium would have to be counted four times (as gross floor area can only be counted on a horizontal plane, which on this case would be imaginary). Again, the County Board by adopting the site plan would restrict the applicant from changing the use or design of this space without a site plan amendment.

Mechanical Penthouse Height: The Zoning Ordinance limits penthouses and other structures to 23 feet over the main roof height. The developer is requesting a modification from this height limit (see statistical chart above) for Towers 1, 2 and 3, in order to provide sufficient penthouse height to hide large mechanical equipment, and to permit solar cells on the roofs.

Driveway Apron Width: The Zoning Ordinance limits curb cuts to 30 feet. The developer proposes two (2) curb cuts of approximately 34 feet and one (1) at Army Navy Drive at 40 feet. The Army Navy Drive curb cut is the proposed truck loading entrance (as well as a parking entrance).

Required Parking Ratio: The applicant requests a modification to the required parking ratio. The adopted Pentagon City Phased Development Site Plan (PDSP) conditions, adopted in 1976, required minimum parking area of 640 square feet of parking area for every 1,000 square feet of office gross floor area and ground floor retail uses.² In 2013, the County Board approved a PDSP amendment

² In 1976, County practice calculated parking not in terms of number of parking spaces, but floor area devoted to parking.

applicable only to the PenPlace block which permitted a parking ration of 1 parking space to every 1,000 square feet of office or retail gross floor area.

For high schools, the ACZO requires one parking space for every 10 students of design capacity. The Arlington Community High School will not have an auditorium, theater, assembly area, or athletic facilities. Most students do not attend all day school (only those who are ages 16 to 18), and approximately one-third of the student body attends in the evening. The majority of students take public transportation to the existing school.

The Zoning Ordinance requires one (1) parking space for every three (3) seats in auditoria. The auditorium proposed for the PenPlace site will be for the use of Amazon and its employees. It is not expected at this time that it would be available to the greater public.

The developer proposes an office parking ratio of one parking space for every 1,483 square feet of office gross floor area and a parking ratio for all other uses on site of one space for every 1,098 square feet of gross floor area.

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SPRC Neighborhood Members

SPRC Chair: Tenley Peterson

SPRC Co-Chair: Elizabeth Gearin

Crystal City Civic Association: Judy Freshman

Crystal City Citizens' Review Council: Harmar Thompson

Aurora Highlands Civic Association: Ben D'Avanzo

Arlington Ridge Civic Association: Arthur Fox, Erik Olson

Interested Parties

National Landing BID: Rob Mandle