

**BROOKFIELD PROPERTIES**

# **12<sup>TH</sup> STREET LANDING**

**(601 & 701 12TH STREET)**

**DESIGN GUIDELINES**

APRIL 8, 2024



**CONTENT**

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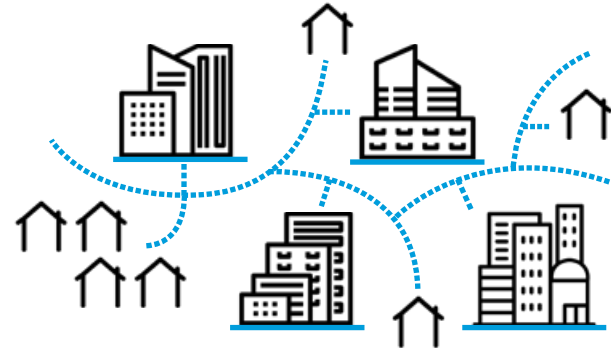
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# INTRODUCTION

# INTRODUCTION VISION AND PLANNING PRINCIPLES



## COORDINATING AT A DISTRICT SCALE

Complete the missing links—physical and over time—to become a cohesive neighborhood connected to the broader 22202 community.



## EQUITY

Welcome everybody from throughout the County, region and world to live, work, learn, and share culture.

Pentagon City, together with Crystal City, will be a dynamic downtown for Arlington and the region, and a neighborhood where everyone is welcome and able to live regardless of race, income, age, and immigration status.

The redevelopment of Pentagon City will strengthen the entire 22202 community, diversity housing options, prioritize robust multi-modal transportation options, and embrace biophilic design that makes nature a universal part of the everyday experience of the area.

\*Pentagon City Sector Plan. Arlington, Virginia, February 2022, Executive Summary, p.ii



## PLACES FOR PEOPLE

Fill streets and public spaces with people enjoying community.



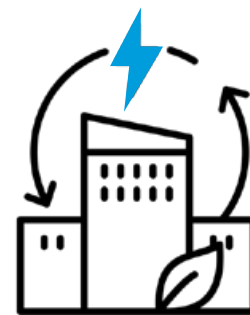
## PLACES FOR NATURE

Create space for nature to thrive so that biophilia is part of the everyday experience of the district.



## TRANSPORTATION

Provide safe, inviting transportation choices that make driving unnecessary.



## GREEN DEVELOPMENT

Advance global standards for sustainable design as part of development.

\*Pentagon City Sector Plan. Arlington, Virginia, February 2022, p.9

**DESIGN PRINCIPLES:**

1. Sustainable, resilient, and biophilic design\*
2. Buildings designed to LEED Gold\*
3. Compliance with the Arlington County 2020 Green Building Incentive Policy\*\*

**THE FOLLOWING GOALS OF THE PENTAGON CITY SECTOR PLAN ARE CONSIDERED IN THE DEVELOPMENT OF THESE GUIDELINES:**

- Address the Arlington County Community Energy Plan (CEP 2019) goals\*\*\*
- Creating biophilic pathways and incorporating nature\*
- Address stormwater, heat island, and climate adaptation\*



\*Pentagon City Sector Plan. Arlington, Virginia, February 2022, p.120

\*\*Zoning Ordinance. Arlington, Virginia, February 2022, Section 15.5.7.A.1

\*\*\*Pentagon City Sector Plan. Arlington, Virginia, February 2022, p.139

# INTRODUCTION

## LOCATION



## INTRODUCTION

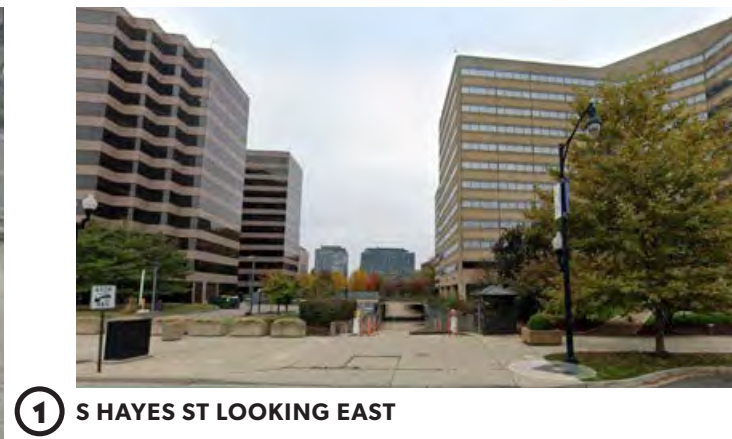
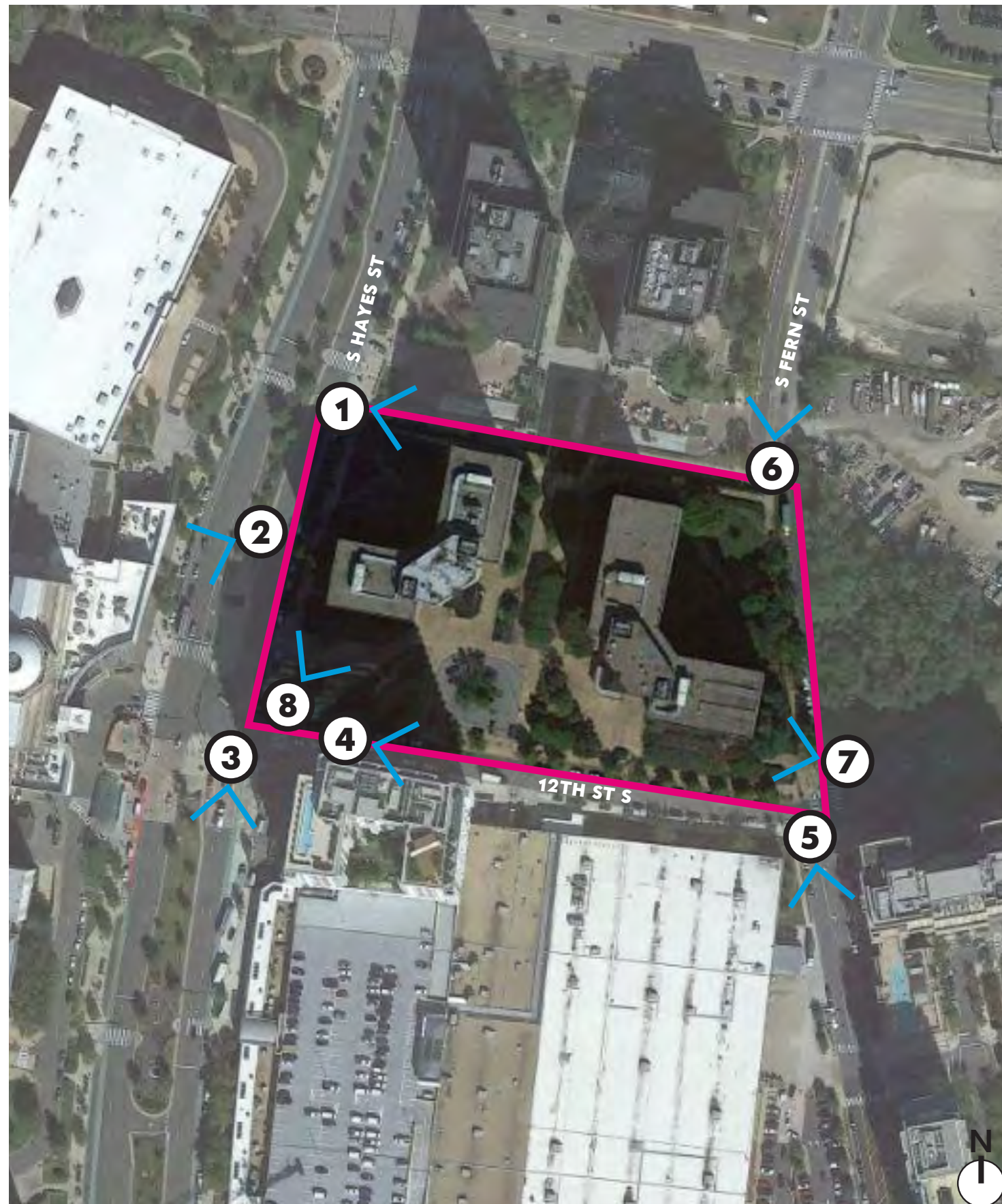
# PROJECT DESCRIPTION



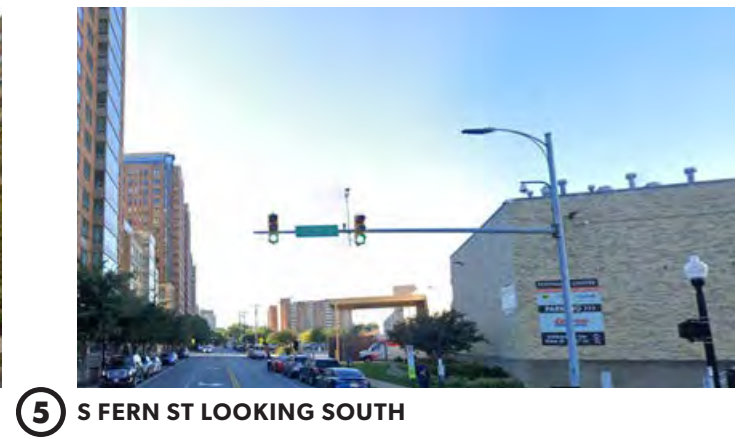
12th Street Landing is a prominent site within Pentagon City. The development vision for this site incorporates the goals of the Pentagon City Sector Plan and overall Arlington County policy. These include:

- Creating placemaking space that emphasizes the vibrant nature of Pentagon City
- Creating a true, connected urban fabric with active uses complementing the surrounding neighborhood
- Linking Metro to the network of open spaces and destinations through an inviting green ribbon across the site, with design that prioritizes pedestrian and cyclists
- Delivering community benefits called for in the Pentagon City Sector Plan
- Delivering sustainable and resilient design throughout the program

# INTRODUCTION EXISTING SITE CONDITIONS



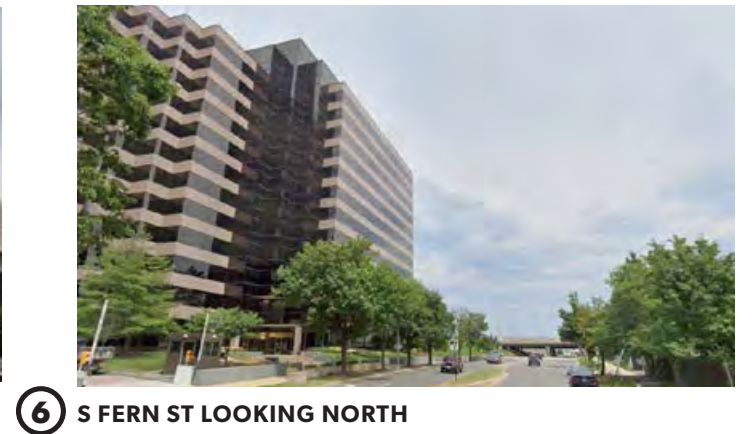
① S HAYES ST LOOKING EAST



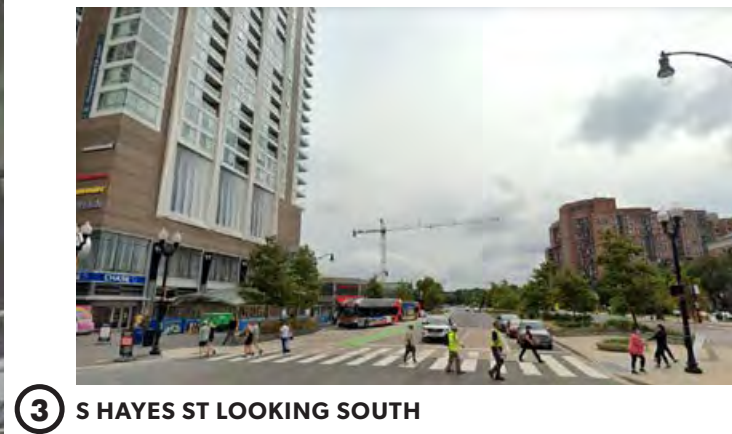
⑤ S FERN ST LOOKING SOUTH



② FASHION CENTRE AT PENTAGON CITY



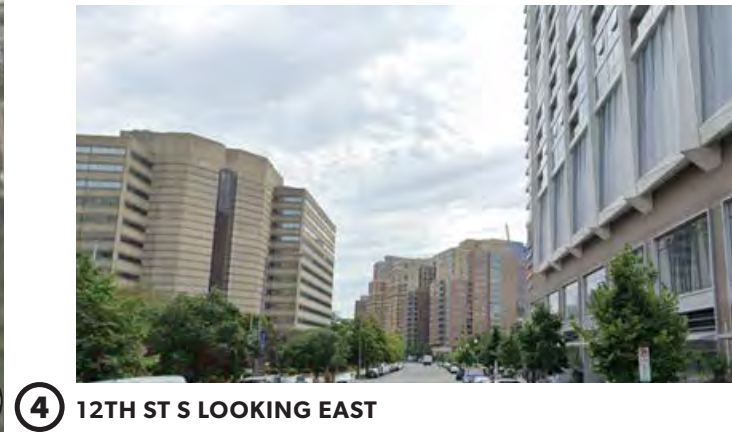
⑥ S FERN ST LOOKING NORTH



③ S HAYES ST LOOKING SOUTH



⑦ 12TH ST S LOOKING WEST



④ 12TH ST S LOOKING EAST

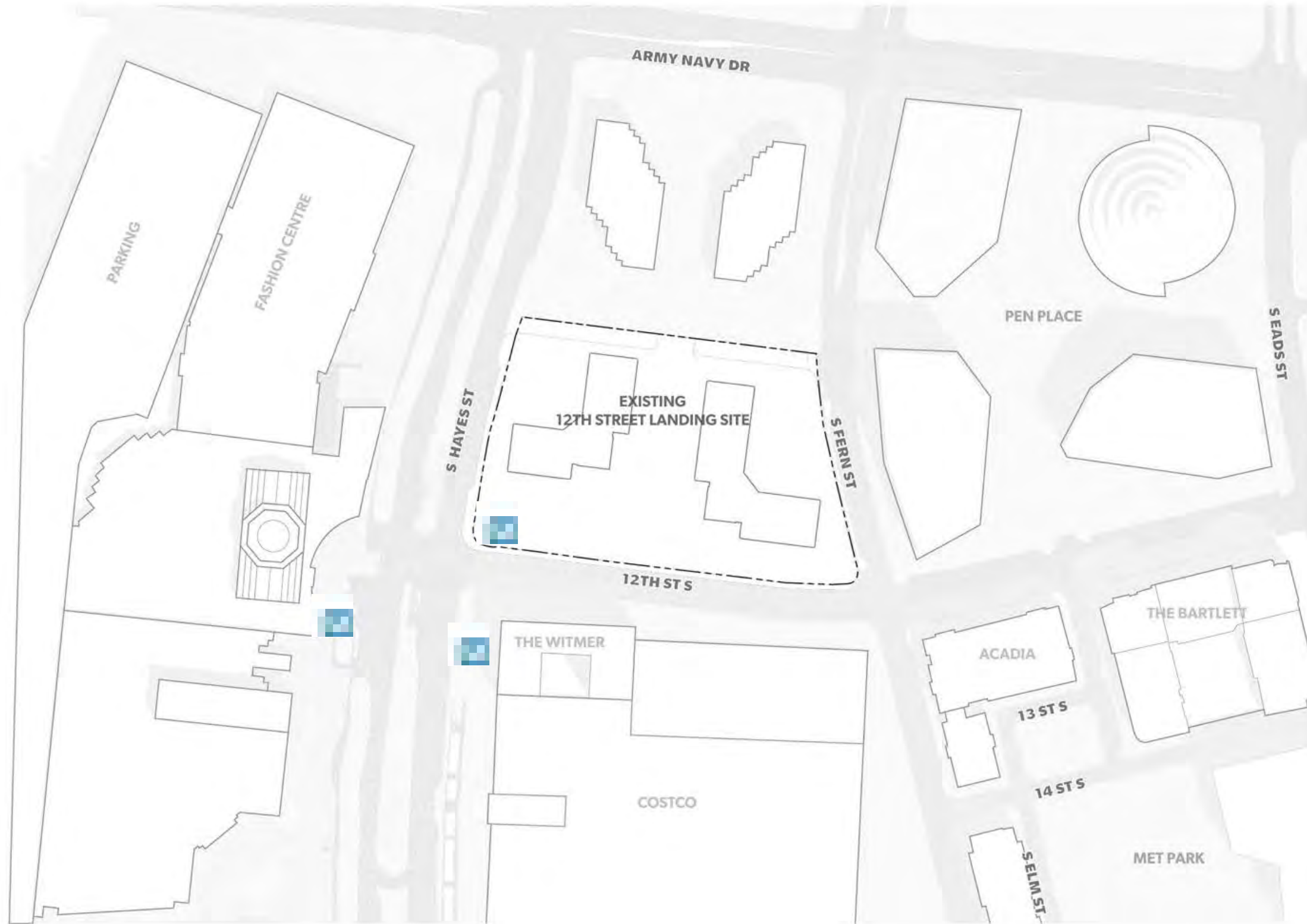


⑧ 12TH ST S & S HAYES ST ROAD INTERSECTION



# CONCEPT PLAN

# CONCEPT PLAN URBAN CONTEXT



### LEGEND

- STUDY AREA
- METRO ENTRANCE
- GREEN RIBBON CONNECTOR (FLEXIBLE PLACEMENT)
- SECONDARY ROUTE





**LEGEND**

- STUDY AREA
- METRO ENTRANCE
- GREEN RIBBON CONNECTOR (FLEXIBLE PLACEMENT)
- SECONDARY ROUTE

\*Pentagon City Sector Plan. Arlington, Virginia, February 2022, p.109



# CONCEPT PLAN PROPOSED MACRO SITE PLAN

APRIL 8<sup>TH</sup>, 2024



### LEGEND

- STUDY AREA
- METRO ENTRANCE
- GREEN RIBBON CONNECTOR (FLEXIBLE PLACEMENT)
- SECONDARY ROUTE

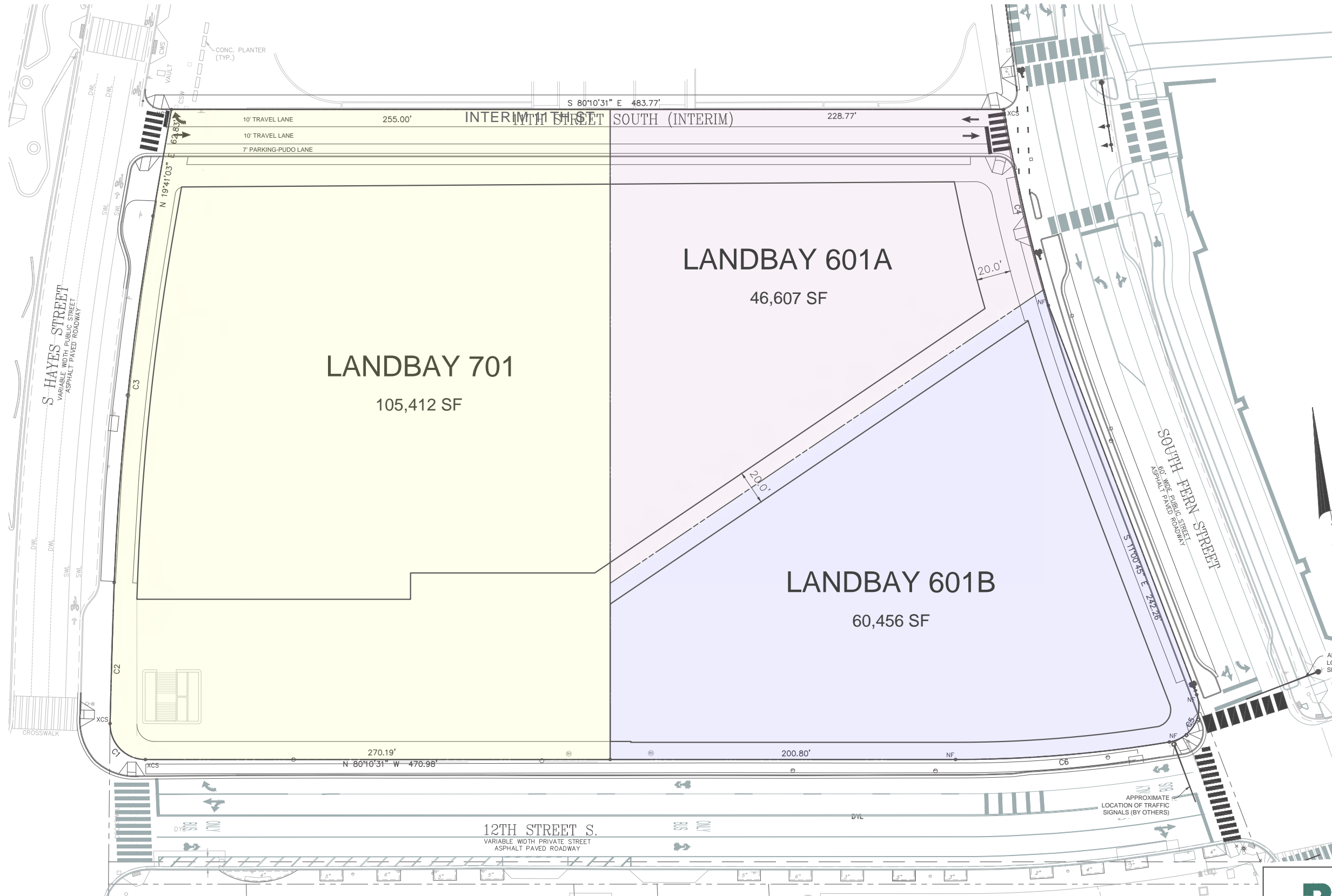


\*Pentagon City Sector Plan. Arlington, Virginia, February 2022, p.109

\*Drawings are illustrative and examples only of potential development scenarios and massing. Images are conceptual in nature and subject to change



# CONCEPT PLAN PROPOSED PDSP LAND BAYS



CONCEPT PLAN  
**BUILDING HEIGHT VARIATION**

The Pentagon City Sector Plan recommends height variation on certain multi-building sites. Development at 12th Street Landing will comply with these recommendation as shown in the illustration on this page.

**Pentagon City Development Framework**

1. Land Use and Development

Brookfield Summary

- Appropriate location for tallest building heights
  - If a multi-building development is pursued, 10-20% height difference between at least two buildings.

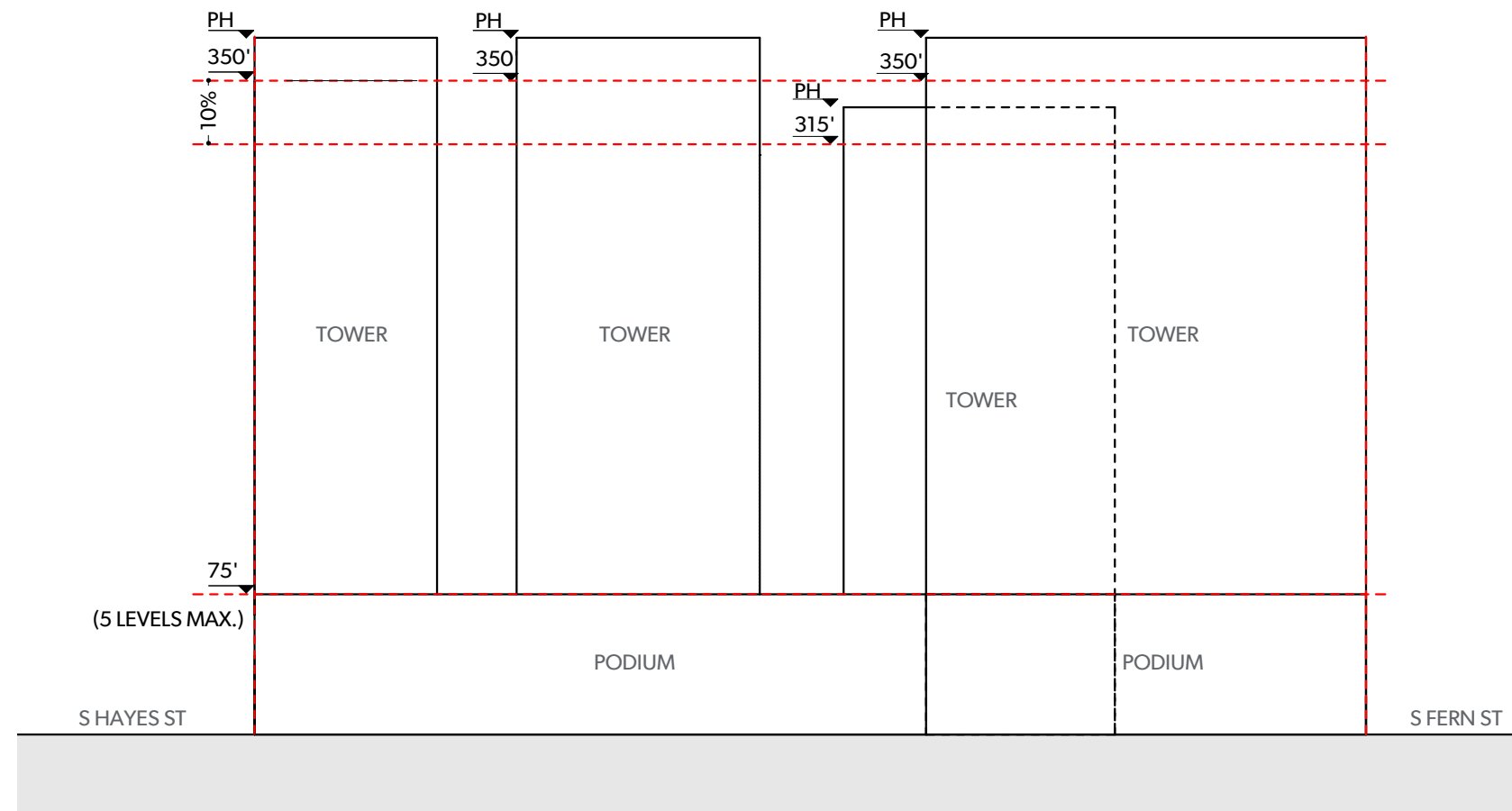
\*Pentagon City Sector Plan. Arlington, Virginia, February 2022, p.50

4.2 Building Height

Policy Approach

- Generally within the study area, locate greatest building heights to the north, including opportunities to the northeast and northwest. Except as noted below for areas adjacent to R2-7 and R-10 zones and along S Lynn Street, building height will not exceed 350 feet, exclusive of mechanical penthouses, parapet walls, or non-occupiable, exceptional architectural features.

\*Pentagon City Sector Plan. Arlington, Virginia, February 2022, p.122



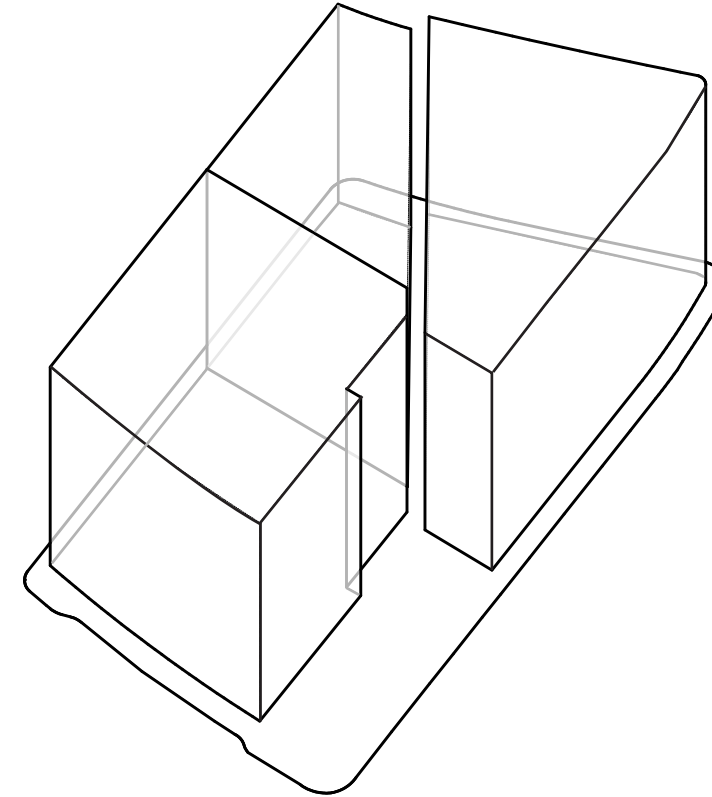
**HEIGHT DIAGRAM:  
 MAXIMUM ALLOWABLE BUILDING HEIGHTS**

**Appendix A  
 Proposed Development Program**

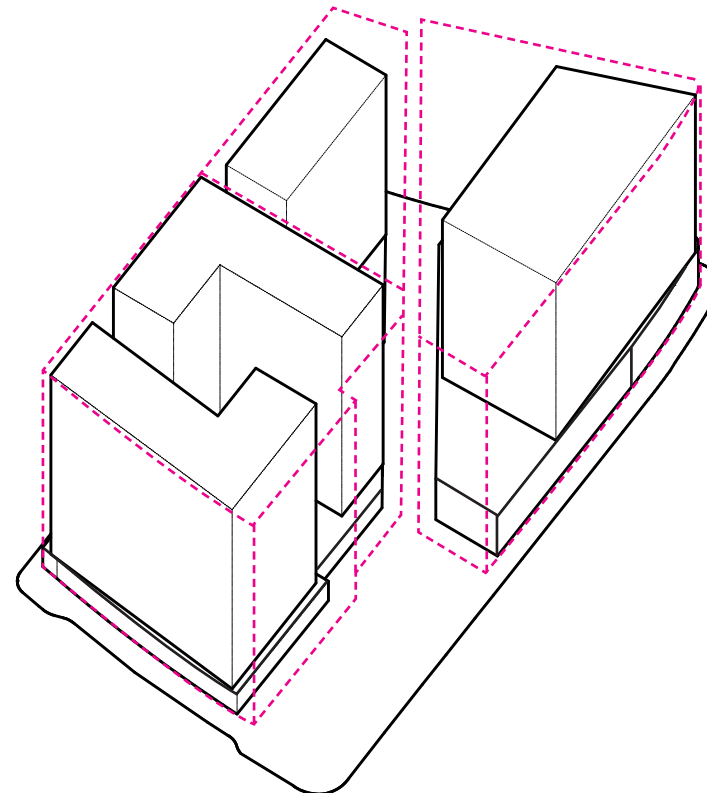
Baseline Program	Primary Use	Residential GSF	Office GSF	Retail GSF	Hotel GSF	Total GSF	Approximate Unit/Key Count
Landbay 701	Residential 1	520,000		22,000		542,000	578
	Residential 2	469,366		11,000		480,366	511
<b>Total Landbay 701</b>		<b>989,366</b>	<b>0</b>	<b>33,000</b>	<b>0</b>	<b>1,022,366</b>	<b>1,089</b>
Landbay 601A	Condo	190,000		14,000		204,000	164
Landbay 601B	Office		527,000	23,000		550,000	
<b>Total</b>		<b>1,179,366</b>	<b>527,000</b>	<b>70,000</b>	<b>0</b>	<b>1,776,366</b>	<b>1,253</b>

Alternative Program	Primary Use	Residential GSF	Office GSF	Retail GSF	Hotel GSF	Total GSF	Approximate Unit/Key Count
Landbay 701	Residential 1	520,000		22,000		542,000	578
	Residential 2	469,366		11,000		480,366	511
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Landbay 601A	Hotel			14,000	190,000	204,000	200
Landbay 601B	Residential 3	527,000		23,000		550,000	586
<b>Total</b>		<b>1,516,366</b>	<b>0</b>	<b>70,000</b>	<b>190,000</b>	<b>1,776,366</b>	<b>1,875</b>

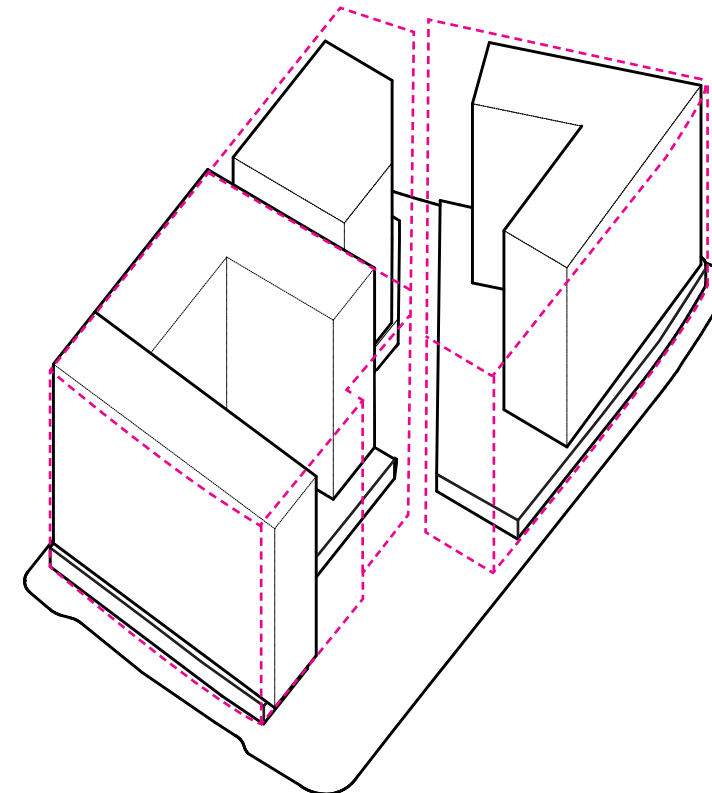
\*Statement of Justification Letter, March 2024, Appendix A, p.4



BUILDING ENVELOPE



BASELINE PROGRAM



ALTERNATE PROGRAM

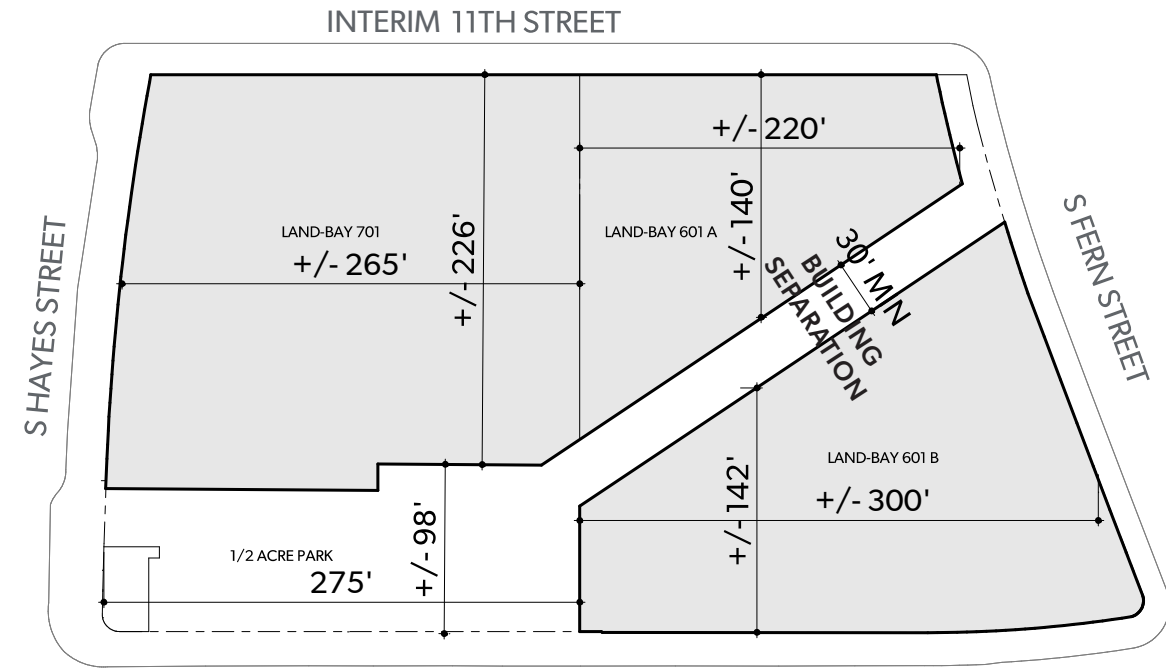
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**Appendix A  
 Proposed Development Program**

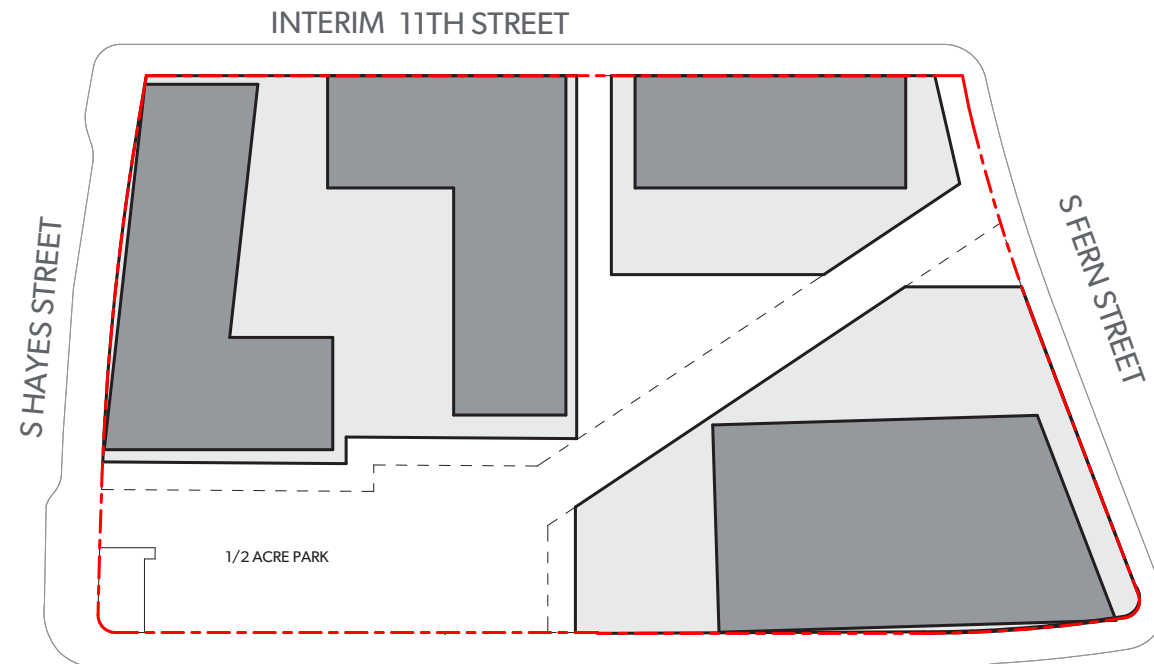
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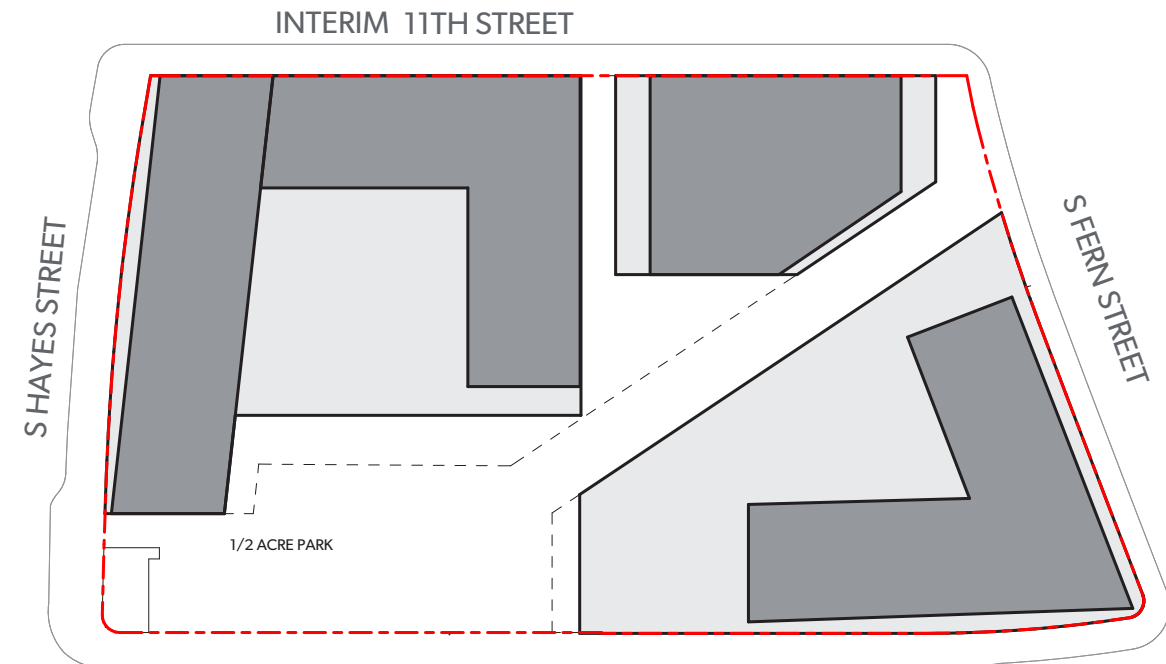
\*Statement of Justification Letter, March 2024, Appendix A, p.4



12TH STREET S  
 ZONING ENVELOPE



12TH STREET S  
 BASELINE PROGRAM



12TH STREET S  
 ALTERNATE PROGRAM

AT OR BELOW 5 LEVELS:  
 BUILDING COVERAGE RATIO = **75% MAX**

ABOVE 5 LEVELS:  
 BUILDING COVERAGE RATIO = **55% MAX**

--- BUILD-TO-LINE

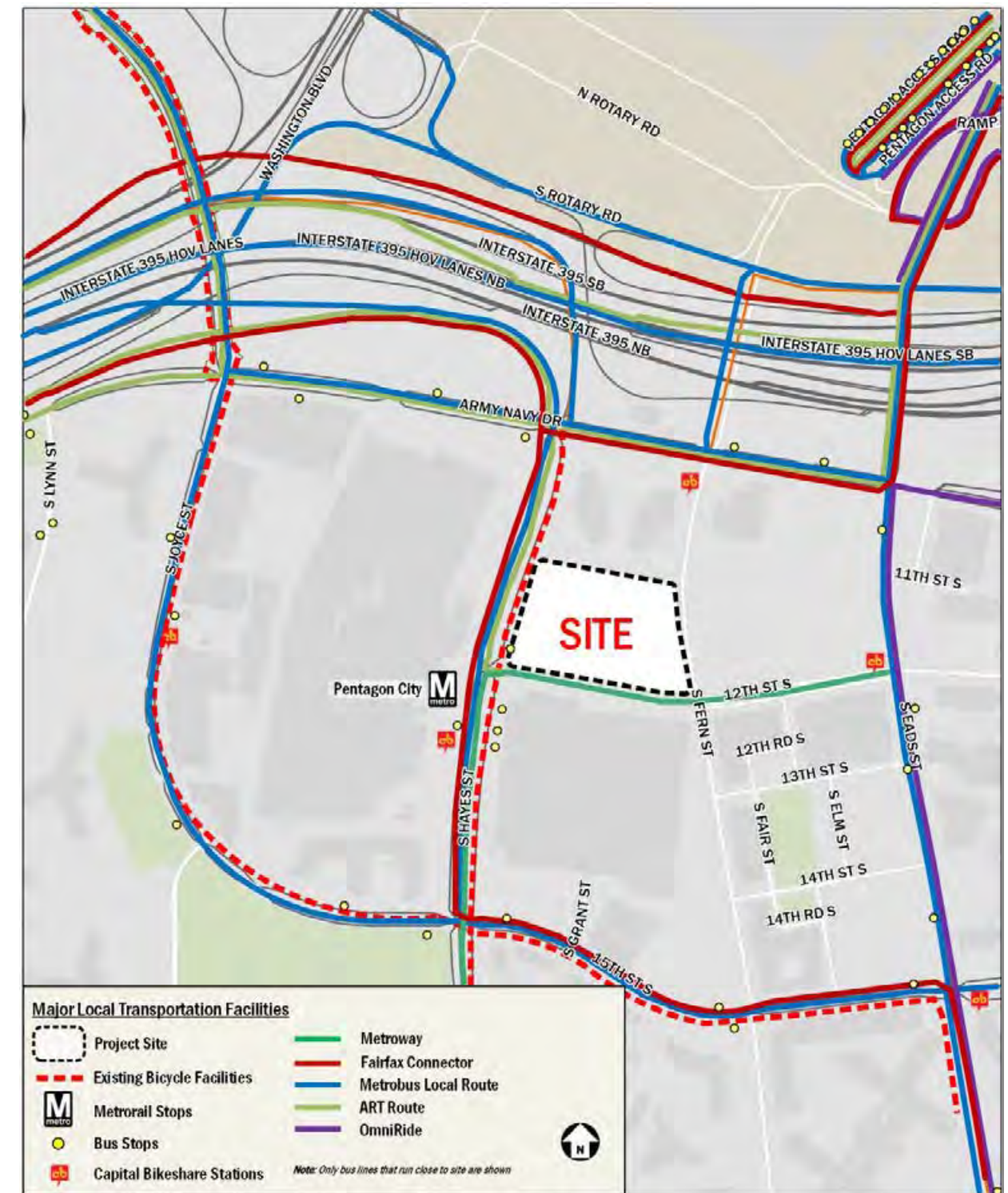
\*Drawings are illustrative and examples only of potential development scenarios and massing. Images are conceptual in nature and subject to change



# TRANSPORTATION

## Transportation Overview

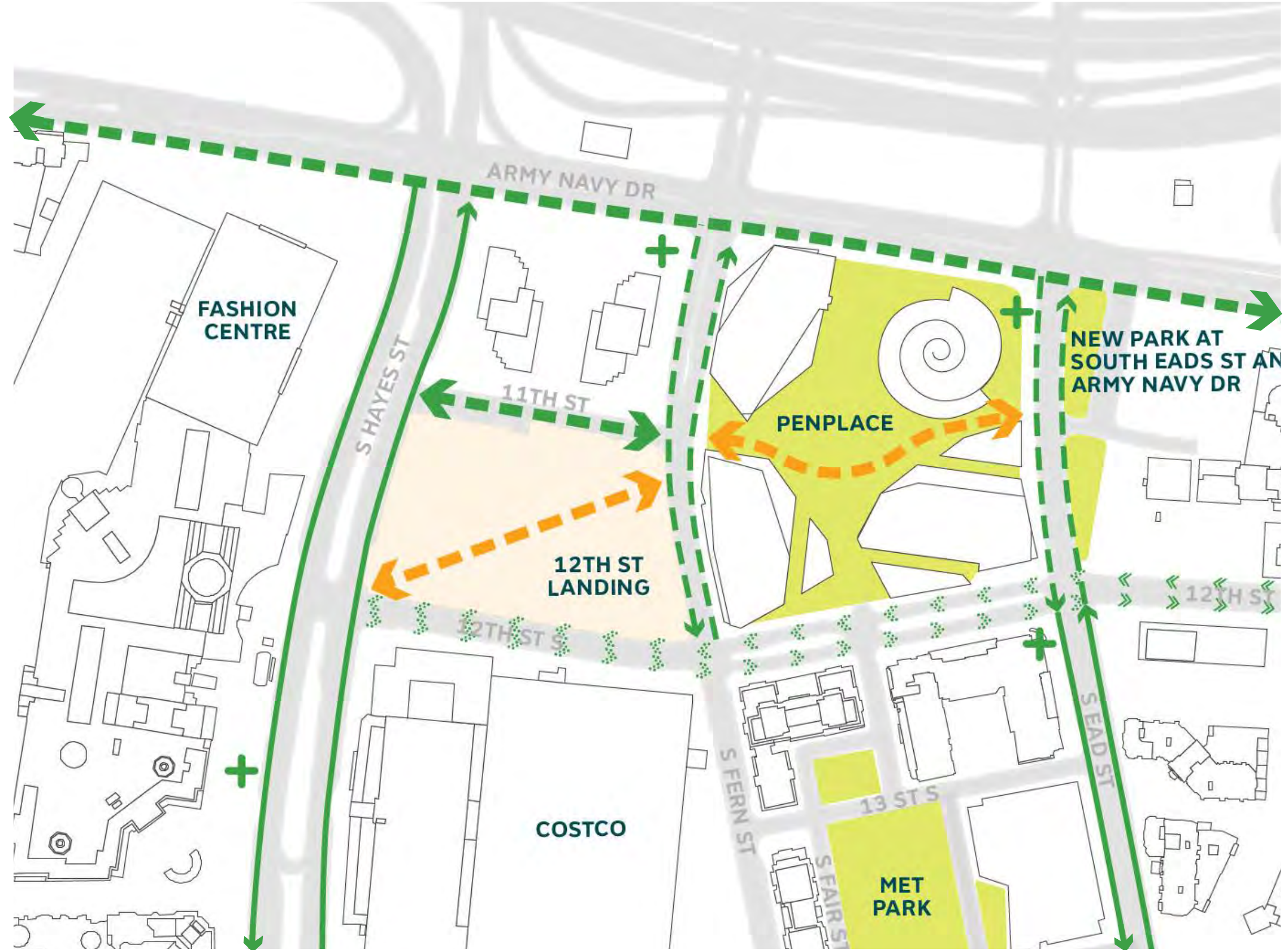
- Located directly adjacent to the Pentagon City Metro station, which is located less than 0.1 miles from the site, and 0.7 miles from the Crystal City VRE Station
- Ten (10) bus stops within ¼ mile
- Well-connected pedestrian and bicycle network
  - Improvement in pedestrian facilities in and around site
  - Access to several existing on- and off-street bicycle facilities
- On-site parking proposed in an off street, below-grade garage
- Long- and Short-term bicycle parking will be provided
- Will include Transportation Management Plan











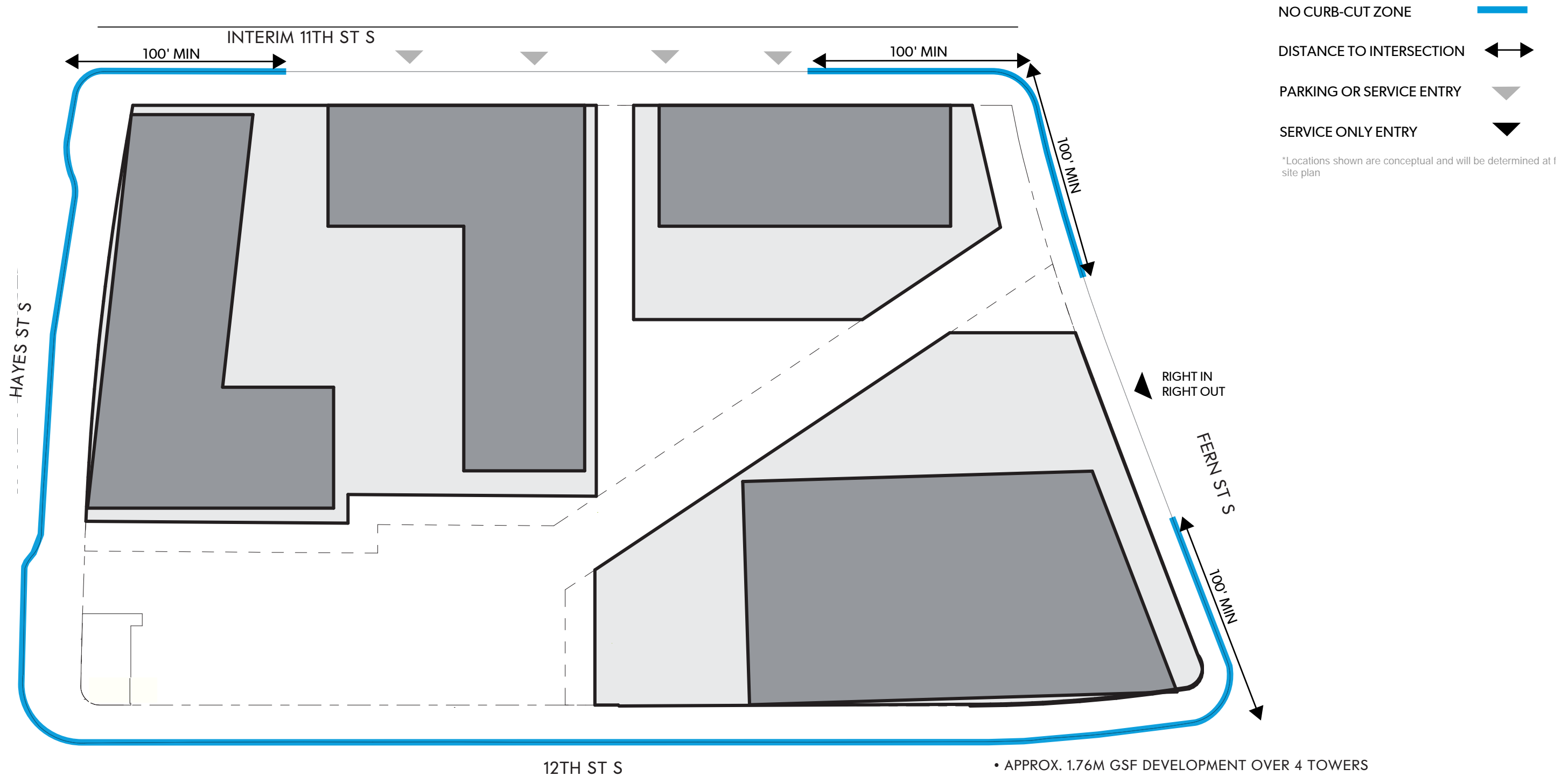


# TRANSPORTATION BICYCLE FACILITIES - EXISTING AND FUTURE



**LEGEND**

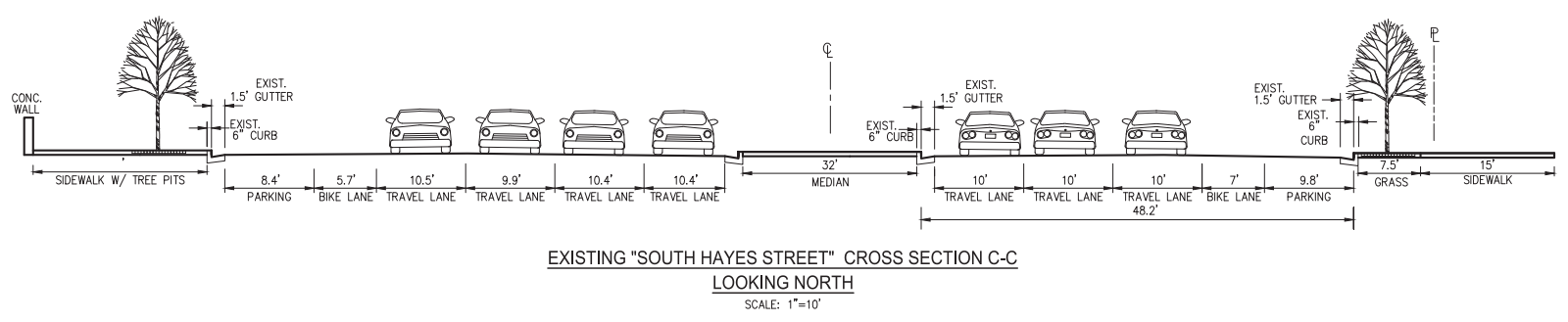
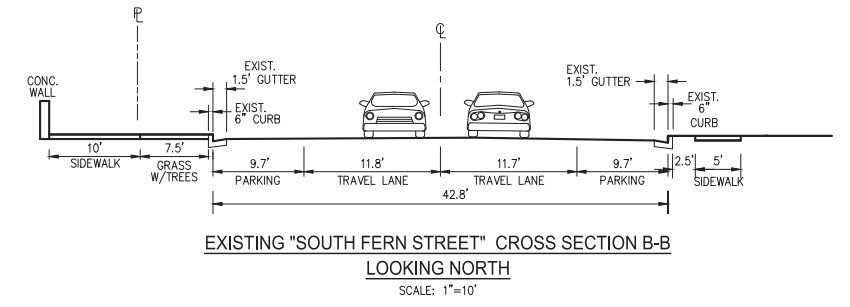
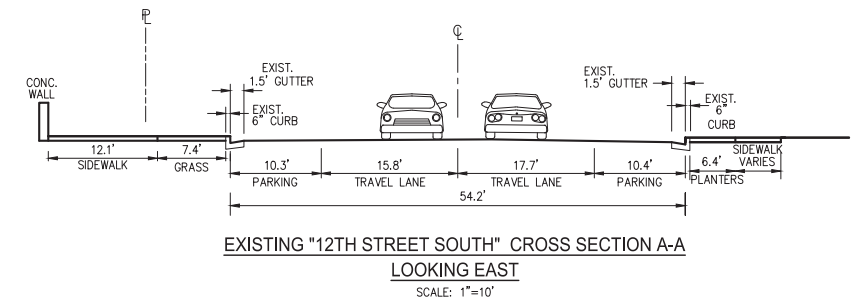
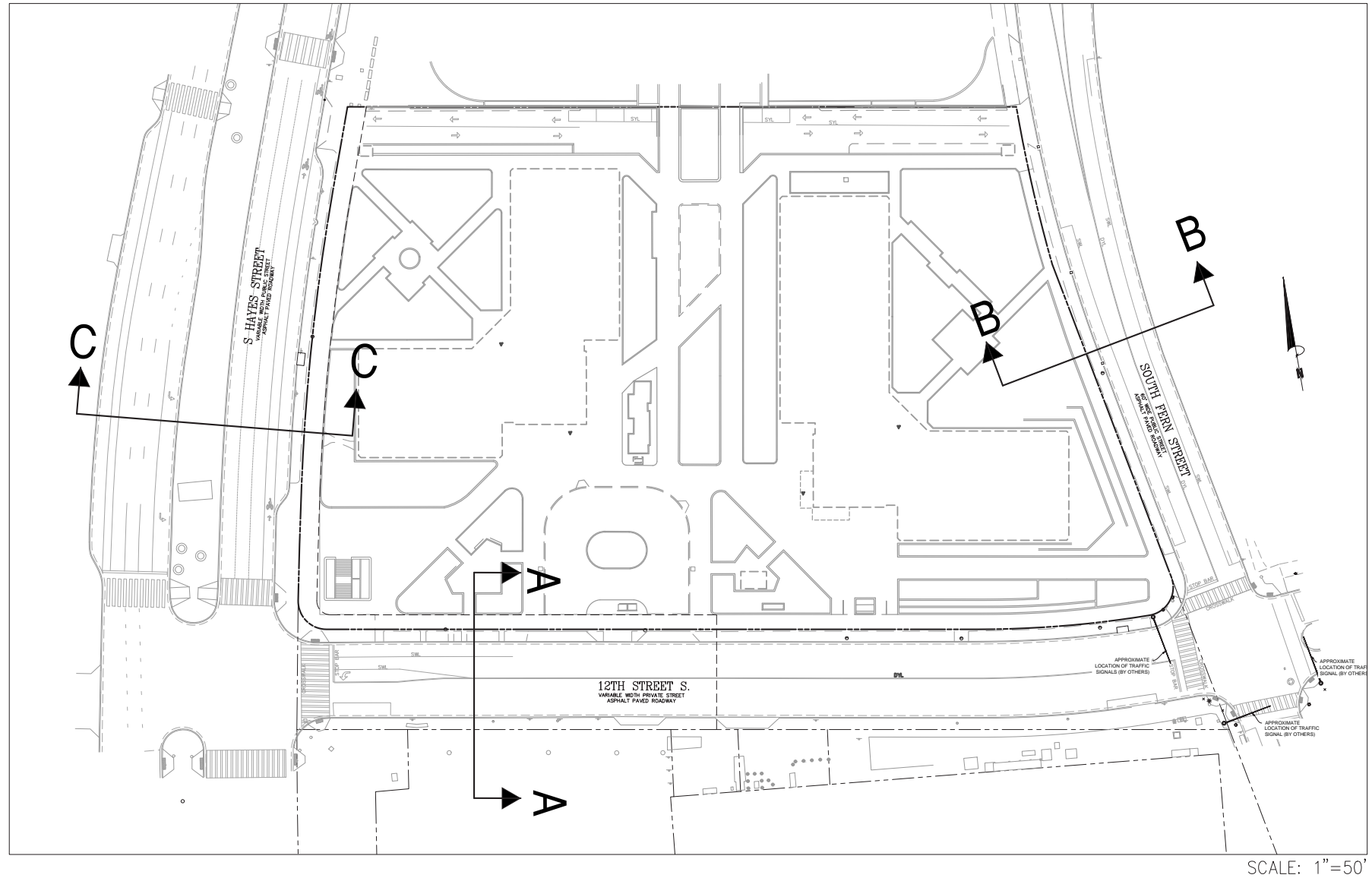
-  EXISTING BIKE LANE (1-WAY)
-  FUTURE BIKE LANE (1-WAY)
-  EXISTING CYCLE TRACK (2-WAY)
-  FUTURE CYCLE TRACK (2-WAY)
-  GREEN RIBBON
-  SHARROW (EXISTING / FUTURE)
-  CAPITAL BIKESHARE STATION
-  PUBLIC GREEN SPACE



- APPROX. 1.76M GSF DEVELOPMENT OVER 4 TOWERS
- +/-1,750 LF OF CURB FRONTAGE FOR ENTIRE SITE (7-8% FOR ACCESS)
- TO BE FURTHER DEVELOPED DURING 4.1 SITE PLAN PROCESS
- OPTION TO HAVE ACCESS ON S FERN ST IS SUBJECT TO REVIEW AND APPROVAL DURING FINAL SITE PLAN

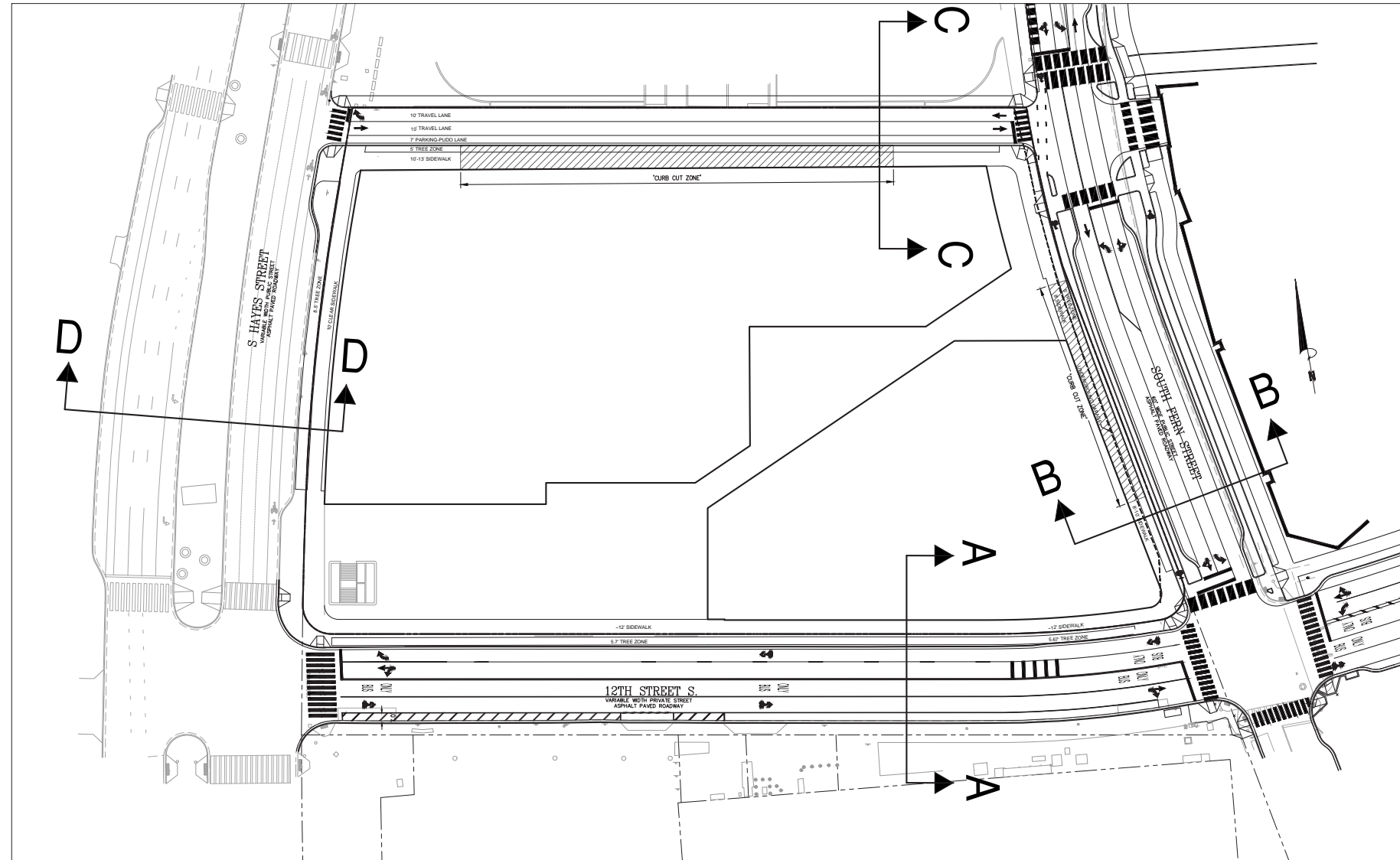
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# TRANSPORTATION EXISTING ROAD CROSS SECTIONS

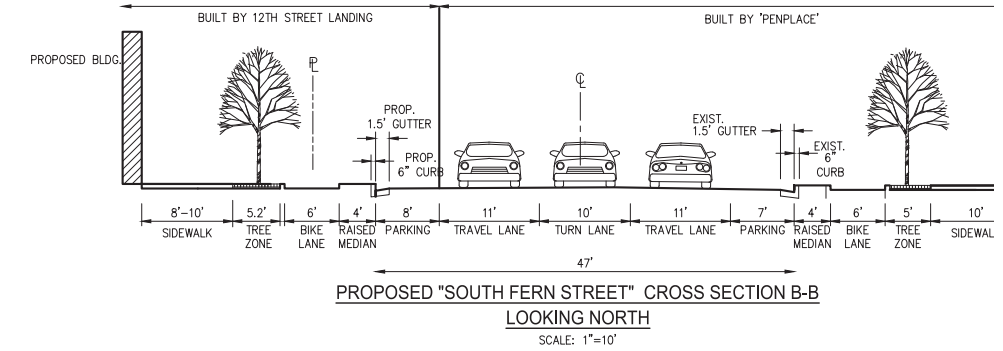
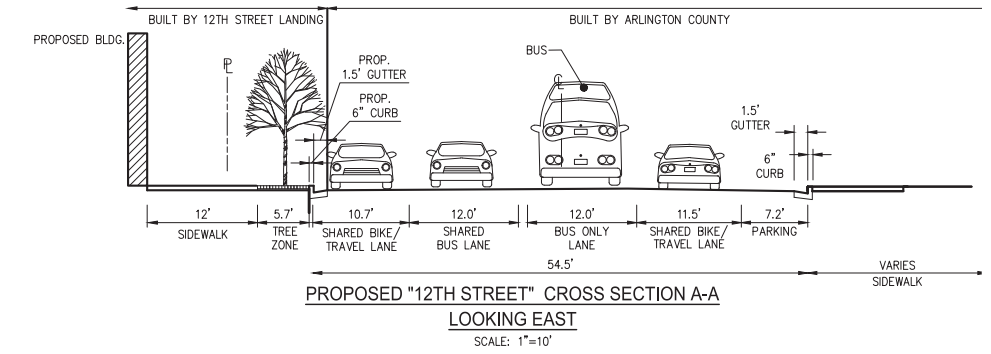


• ALL CROSS SECTION ELEMENTS, INCLUDING STREET, LANE, SIDEWALK, AND STREETSCAPE WIDTHS TO BE DETERMINED DURING FINAL SITE PLAN

# TRANSPORTATION PROPOSED ROAD CROSS SECTIONS

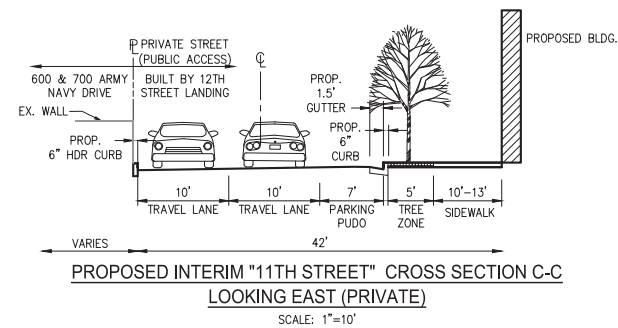


SCALE: 1"=50'



**ROADWORK NARRATIVE:**

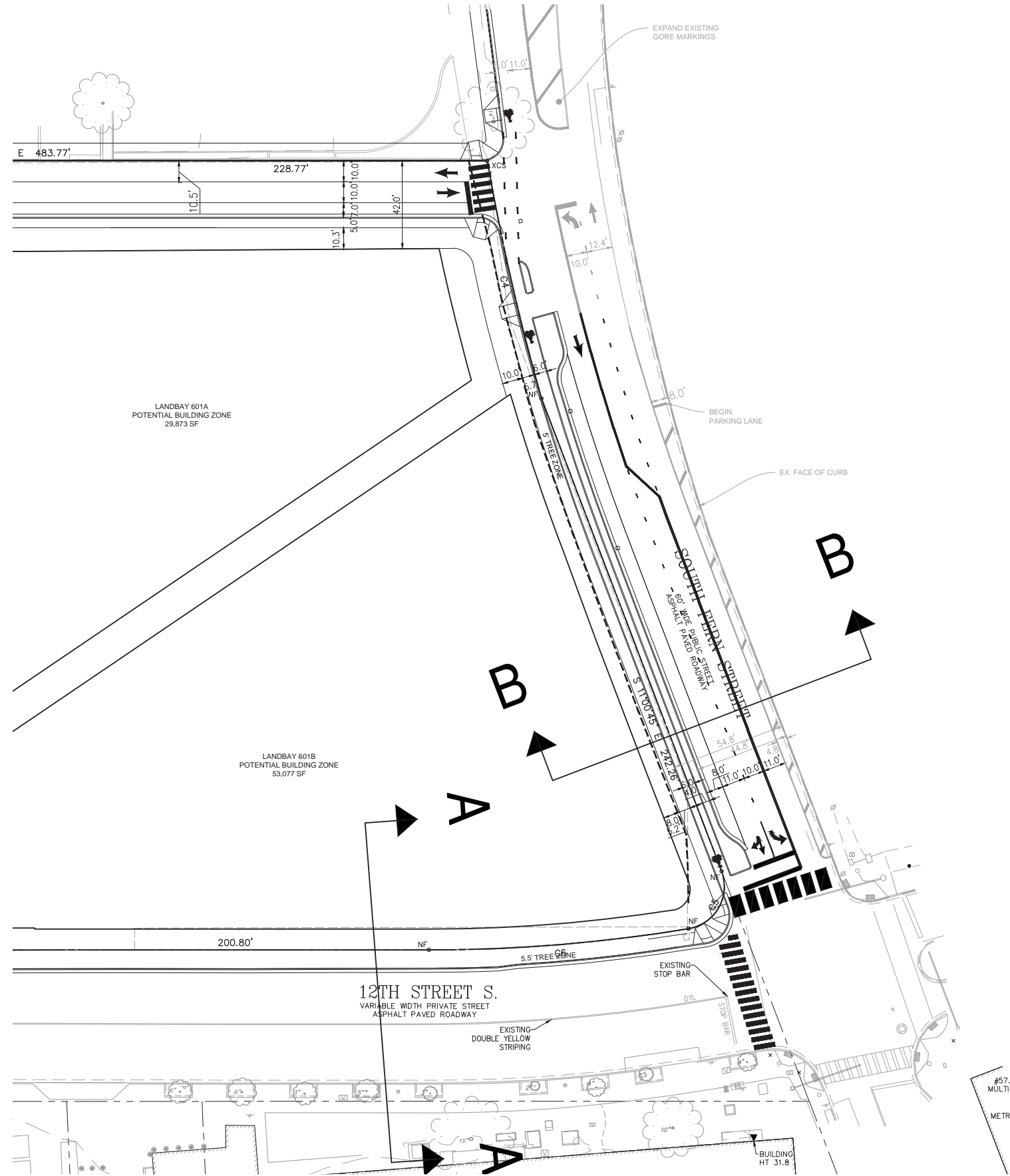
1. ALL CURB AND GUTTER ALONG THE DEVELOPMENT FRONTAGE SHALL BE REPLACED.
2. CONTRACTOR TO USE THERMOPLASTIC PAINT FOR PROPOSED ROADWAY STRIPING.
3. ALL NEW SIGNAGE PLAN FOR 12TH STREET, SOUTH FERN STREET, SOUTH HAYES STREET AND 11TH STREET TO BE DEVELOPED WITH FINAL DESIGN.
4. PROPOSED CROSS SECTIONS ARE BASED ON CURRENT PENTAGON CITY SECTOR PLAN AND WILL BE SUBJECT TO CHANGE PER ARLINGTON COUNTY INFRASTRUCTURE PLANS.



• ALL CROSS SECTION ELEMENTS, INCLUDING STREET, LANE, SIDEWALK, AND STREETSCAPE WIDTHS TO BE DETERMINED DURING FINAL SITE PLAN

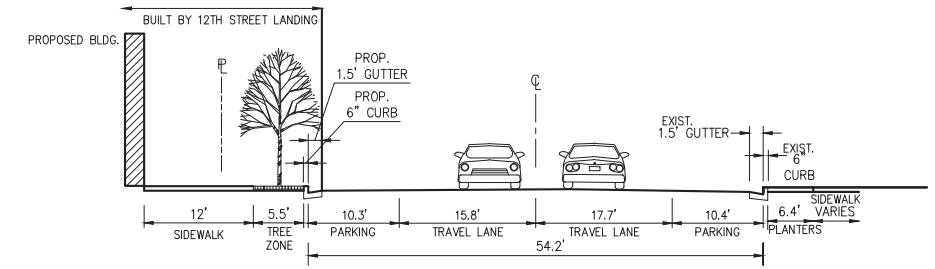


# TRANSPORTATION PROPOSED ROAD CROSS SECTION AT S FERN STREET - INTERIM

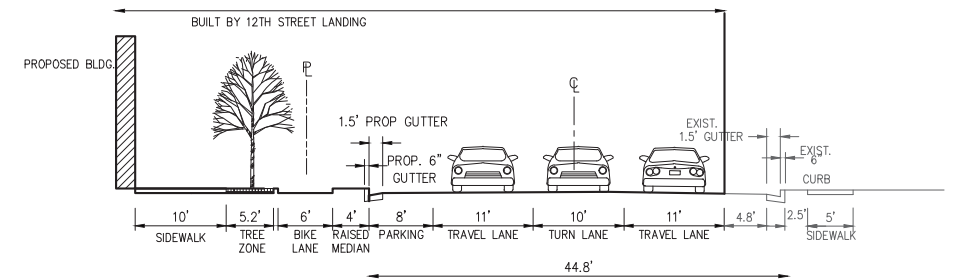


### LEGEND

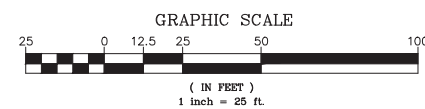
STREETSCAPE LINEWORK AND STRIPING WITHOUT PEN PLACE DEVELOPMENT



PROPOSED "12TH STREET" CROSS SECTION A-A  
LOOKING EAST  
SCALE: 1"=10'

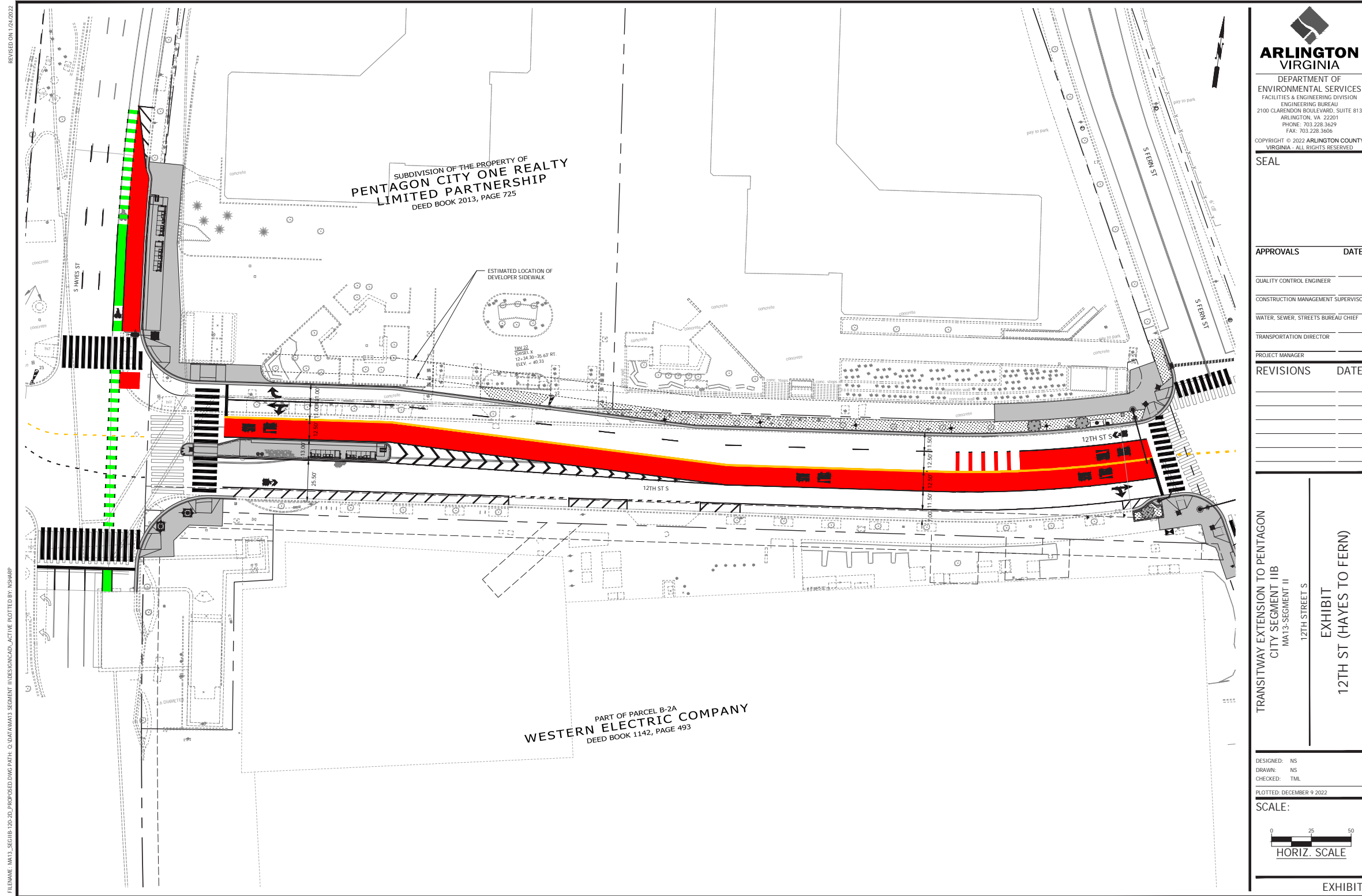


PROPOSED "SOUTH FERN STREET" CROSS SECTION B-B (NO PEN PLACE DEVELOPMENT)  
LOOKING NORTH  
SCALE: 1"=10'



• ALL CROSS SECTION ELEMENTS, INCLUDING STREET, LANE, SIDEWALK, AND STREETSCAPE WIDTHS TO BE DETERMINED DURING FINAL SITE PLAN

# TRANSPORTATION COUNTY PRELIMINARY PLAN - 12TH ST TRANSITWAY



**ARLINGTON VIRGINIA**  
DEPARTMENT OF ENVIRONMENTAL SERVICES  
FACILITIES & ENGINEERING DIVISION  
ENGINEERING BUREAU  
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ARLINGTON, VA 22201  
PHONE: 703.228.3609  
FAX: 703.228.3606  
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SEAL

APPROVALS DATE

QUALITY CONTROL ENGINEER \_\_\_\_\_  
CONSTRUCTION MANAGEMENT SUPERVISOR \_\_\_\_\_  
WATER, SEWER, STREETS BUREAU CHIEF \_\_\_\_\_  
TRANSPORTATION DIRECTOR \_\_\_\_\_  
PROJECT MANAGER \_\_\_\_\_

TRANSITWAY EXTENSION TO PENTAGON  
CITY SEGMENT IIB  
MA13-SEGMENT II  
12TH STREET S  
EXHIBIT  
12TH ST (HAYES TO FERN)

- PRELIMINARY COUNTY PLAN - CURRENTLY STILL IN DEVELOPMENT
- PROJECT TEAM WILL CONTINUE TO COORDINATE WITH COUNTY AS PLAN DEVELOPS
- PROJECT DESIGN WILL BE DEVELOPED IN MORE DETAIL DURING 4.1 SITE PLAN PROCESS
- ALL CROSS SECTION ELEMENTS, INCLUDING STREET, LANE, SIDEWALK, AND STREETScape WIDTHS TO BE DETERMINED DURING FINAL SITE PLAN
- DEVELOPER WILL COORDINATE WITH COUNTY ON THE DESIGN AND CONSTRUCTION OF THE TRANSITWAY AND PROVIDE ANY AND ALL EASEMENT REQUIRED.

# OPEN SPACE

12th Street Landing will offer publicly accessible open space which will include: a Public Plaza at the southwest corner of the site, a Green Ribbon through the center of the site, and a Node at the northeast corner. All site areas will feature a nature-based and biophilic design.

The design of public space will meet the following key principles as articulated in the Pentagon City Sector Plan:

- **Coordinating at a District Scale:** Complete missing links to support Pentagon City as a cohesive neighborhood connected to the broader 22202 community.\*
- **Places for People:** Fill streets and public spaces with people enjoying community.\*
- **Places for Nature:** Create spaces for nature to thrive so that biophilia is part of the everyday experience of the district.\*

\*Pentagon City Sector Plan. Arlington, Virginia, February 2022. Executive Summary, p. II

# OPEN SPACE PUBLIC SPACE AREAS



●●●●● Green Ribbon (flexible placement)

Note: This is a preliminary concept and is illustrative in nature. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.

# OPEN SPACE TREE CANOPY COVERAGE



## 20%

### TREE CANOPY

Equivalent to typical requirement  
15% tree canopy + 5% vegetation at grade



## 5%

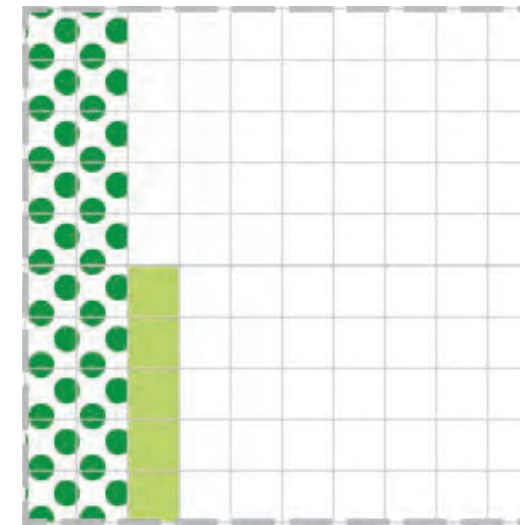
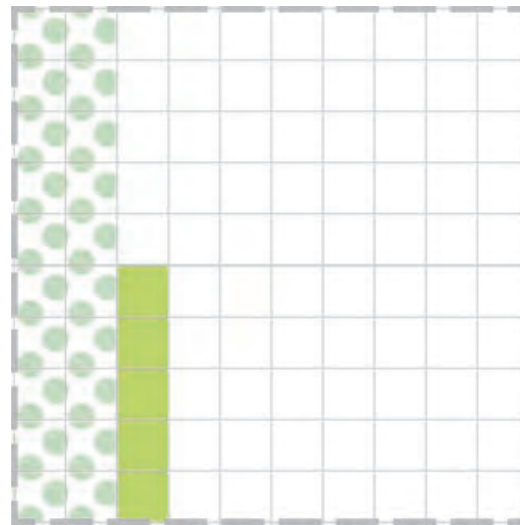
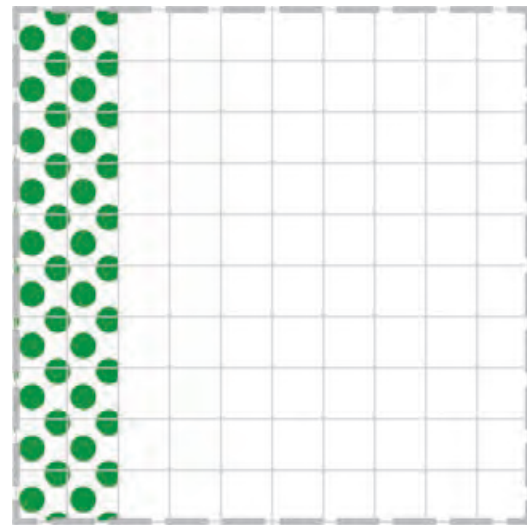
### ADDITIONAL VEGETATION

Including alternatives like green roofs



## 25%

### TREE CANOPY AND VEGETATION TOTAL

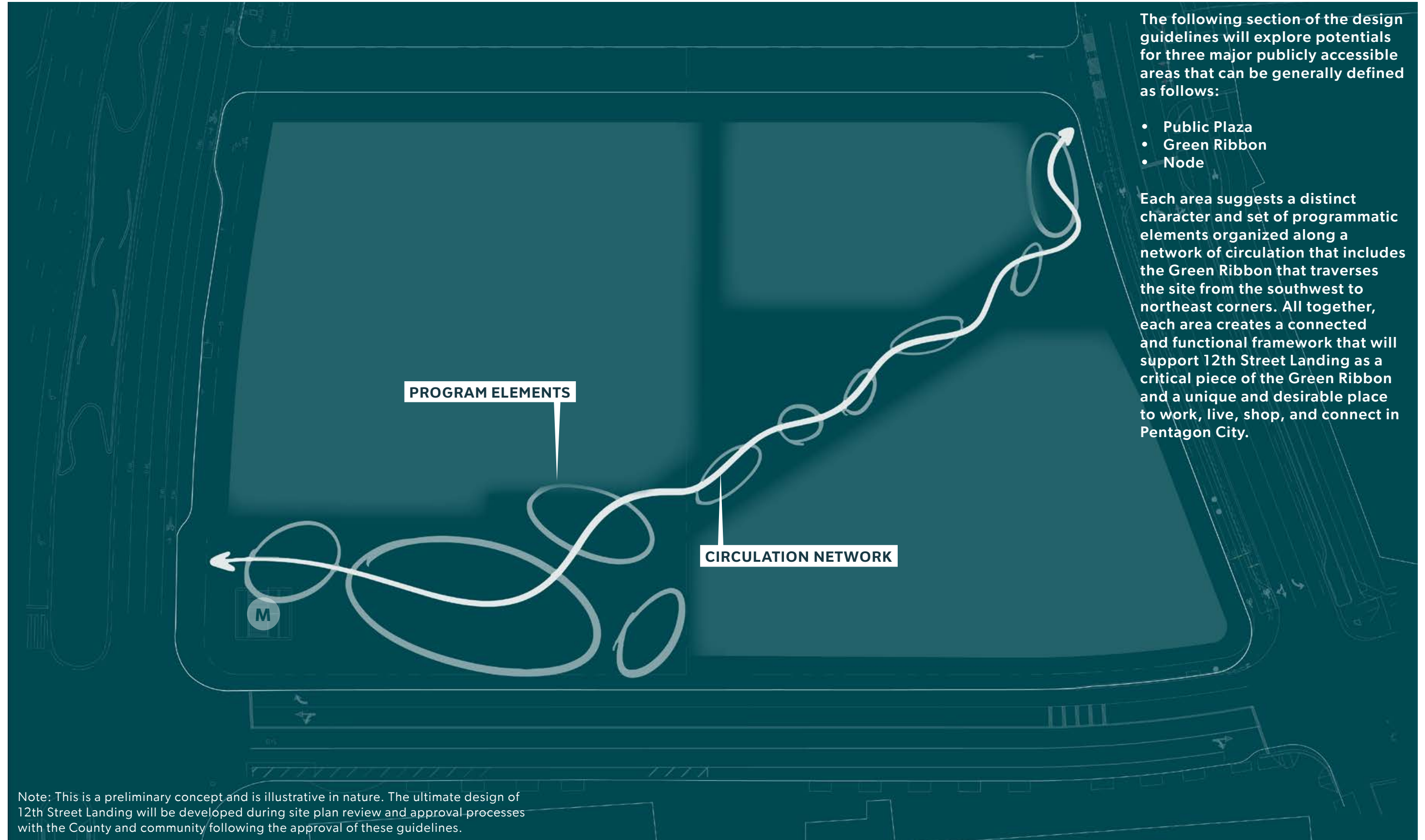


----- LIMIT OF DISTURBANCE WITHIN CURB

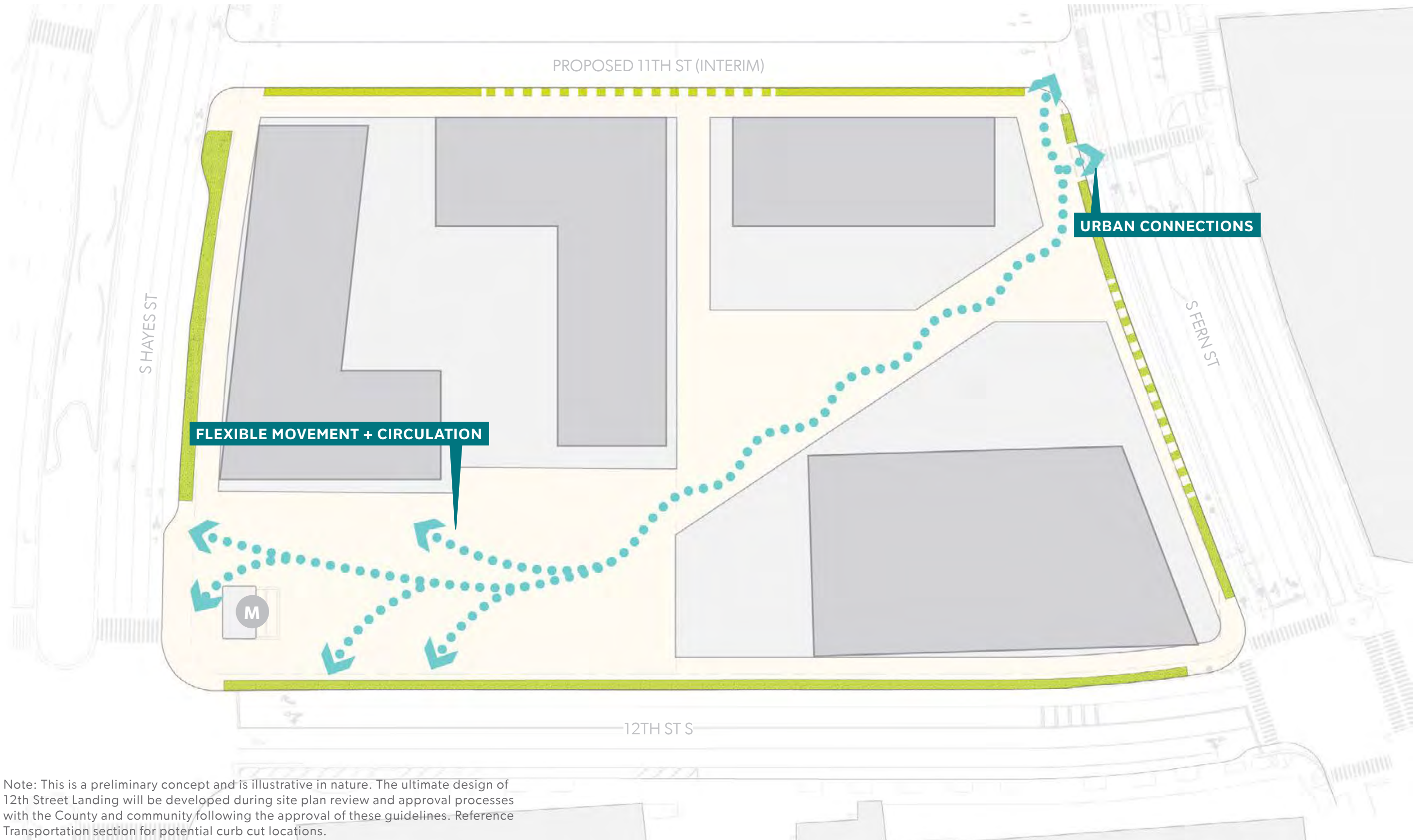
12th St Landing will meet the planting requirements outlined in the Pentagon City Sector Plan: 25% minimum planted area, comprised of 20% minimum tree canopy, within the limits of disturbance for new projects.\*

\*Pentagon City Sector Plan. Arlington, Virginia, February 2022. Chapter 1.4 p. 60

# OPEN SPACE CONCEPT - PUBLIC SPACE STRATEGY



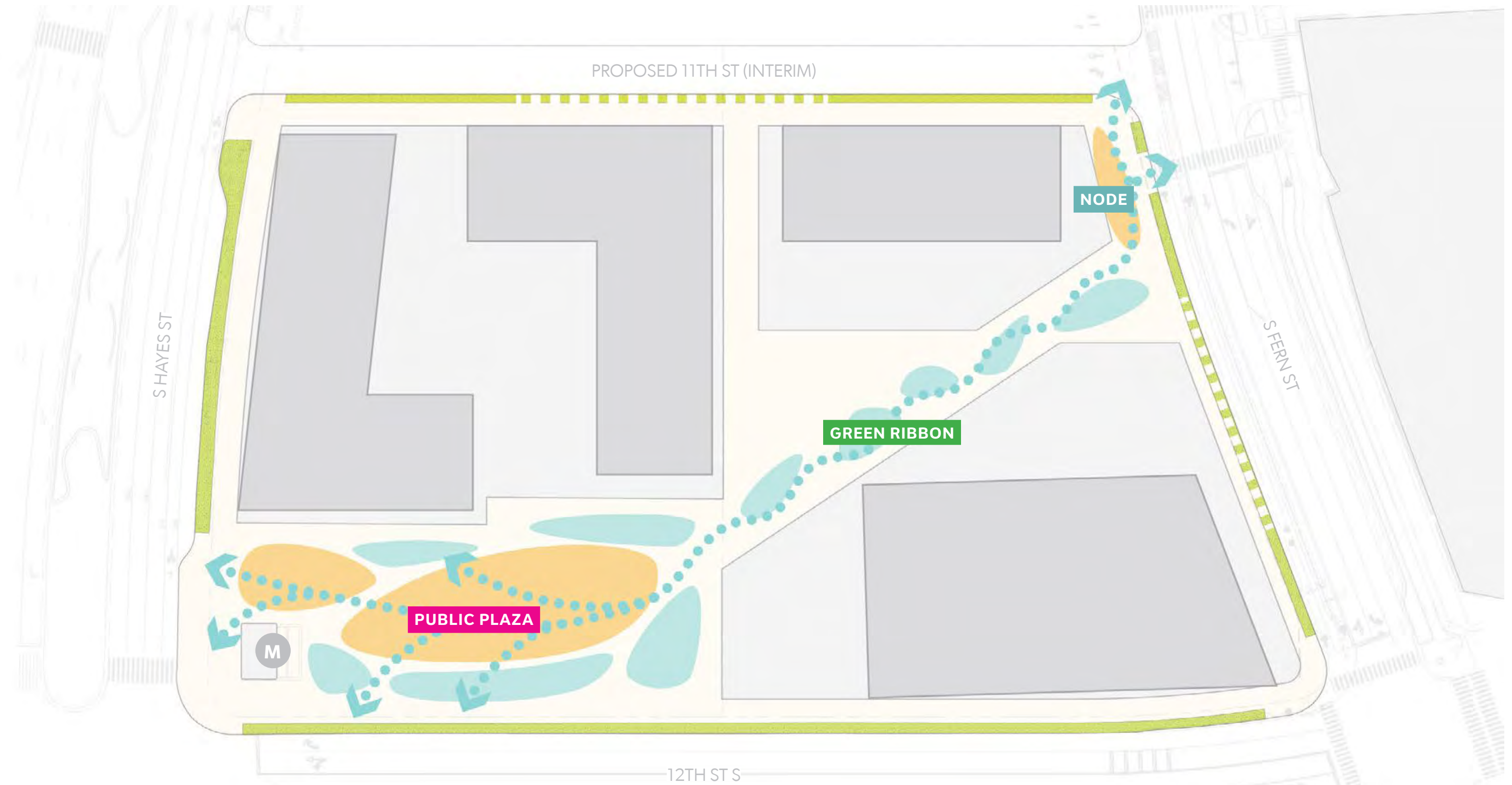
# OPEN SPACE CONCEPT - PRIMARY SITE CIRCULATION



Note: This is a preliminary concept and is illustrative in nature. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines. Reference Transportation section for potential curb cut locations.



# OPEN SPACE CONCEPT - PROGRAM FRAMEWORK

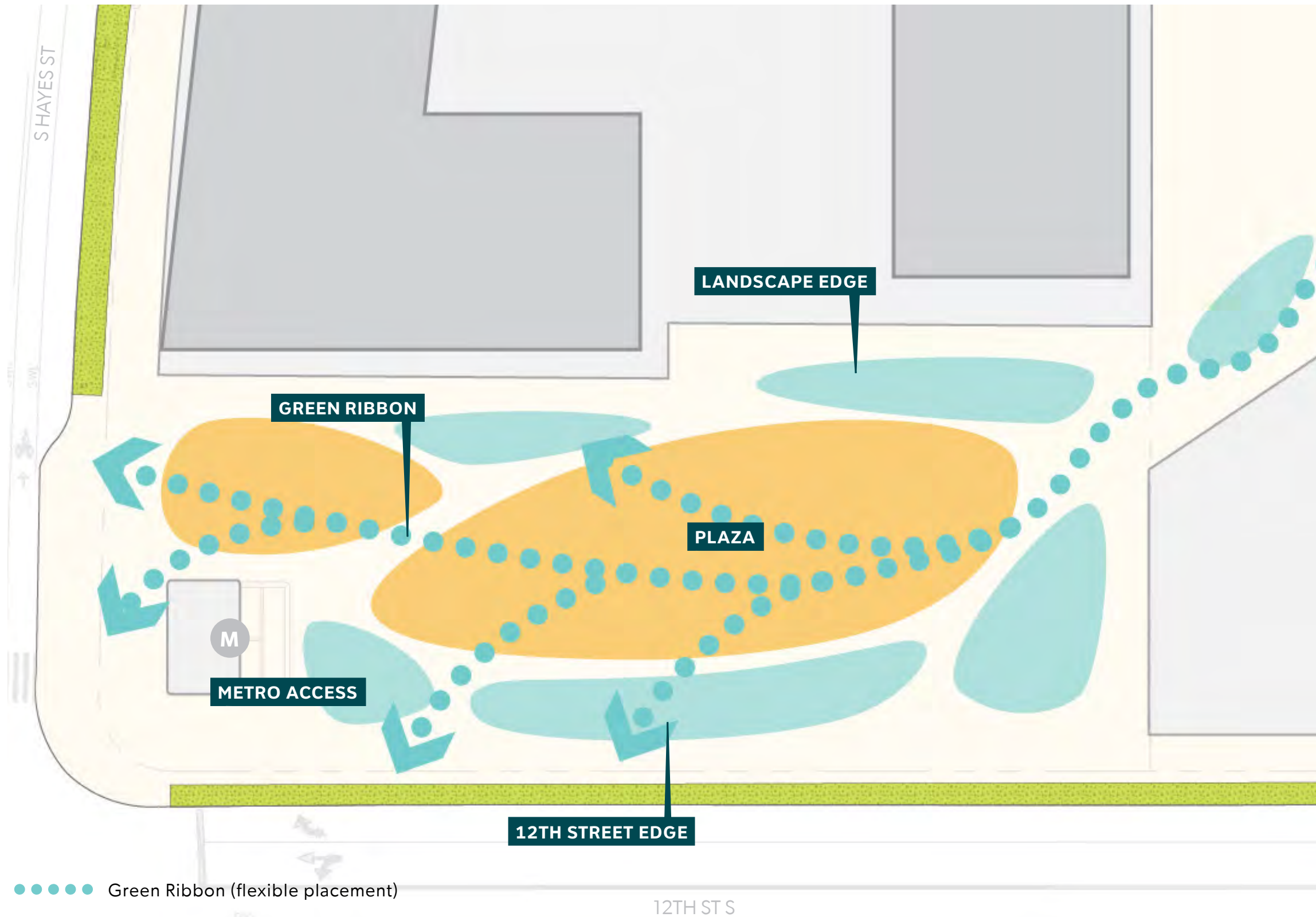


●●●●● Green Ribbon (flexible placement)

Note: This is a preliminary concept and is illustrative in nature. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines. Reference Transportation section for potential curb cut locations.

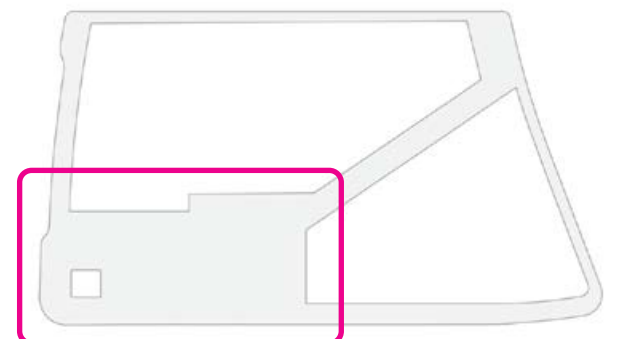
OPEN SPACE  
**PUBLIC PLAZA - PROGRAM FRAMEWORK**

APRIL 8<sup>TH</sup>, 2024



The Public Plaza is located at the southwest corner of the site. Anchored by the Pentagon City Metro Station, the plaza opens a significant portion of the site's southern edge to the 12th Street Transit corridor. Through intentional design strategies, the following program objectives will be addressed in this zone of the site:

- Plaza: an aggregated open space for pedestrians from 12th Street, the Metro, business establishments, residences, and the Green Ribbon connection that is 0.5 acres in size exclusive of the Metro easement.
- Metro Access: an access point for commuters and visitors from the Pentagon City Metro Station
- 12th Street Edge: a porous edge featuring planting and public seating that acts as a threshold between the site and the 12th Street Transit corridor
- Landscape Edge: a zone supporting activity adjacent to ground floor uses (including retail, retail equivalent, and other uses) featuring planting and publicly accessible seating
- Green Ribbon: a primary circulation route leading to Pen Place through the Green Ribbon



●●●●● Green Ribbon (flexible placement)

Note: This is a preliminary concept and is illustrative in nature. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.

# OPEN SPACE PUBLIC PLAZA - CHARACTER



**TREE GROVE**



**OPEN MOVEMENT AND CIRCULATION**



**FLEXIBLE HARDSCAPE**



**POROUS PLANTING**



**ACTIVE BUILDING EDGES**



**URBAN CONNECTIONS**



**IDENTIFYING ELEMENTS**



**PLANTERS WITH SEATING**



**DISCOVERABLE MOMENTS**

The Public Plaza will address the following program objectives: a plaza, metro access, a 12th Street edge, and a building edge.

Note: Images on this page are provided as illustrative examples of design elements and principles discussed in this section. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.



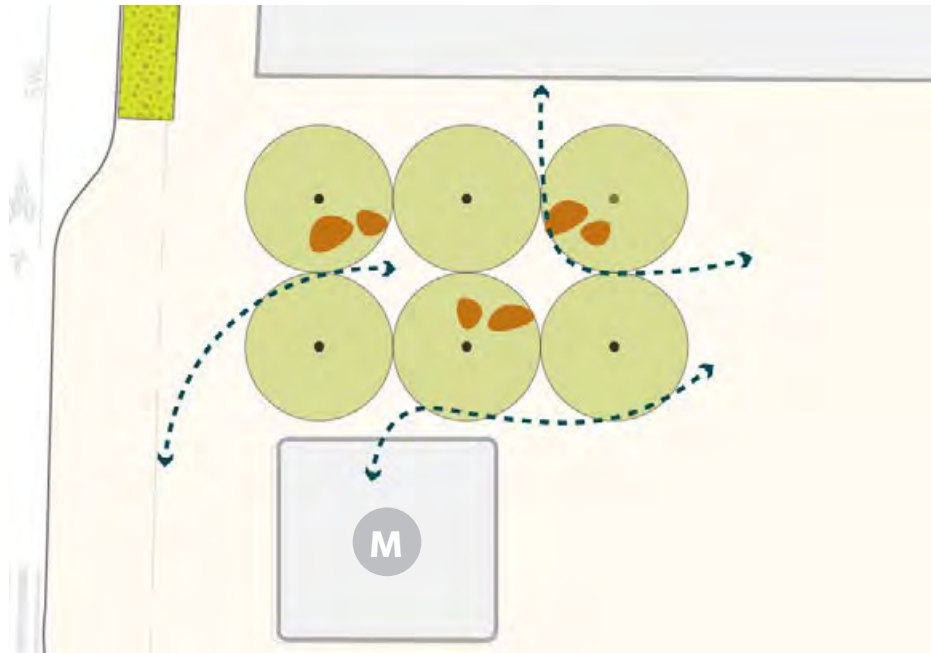
**TREE GROVE**



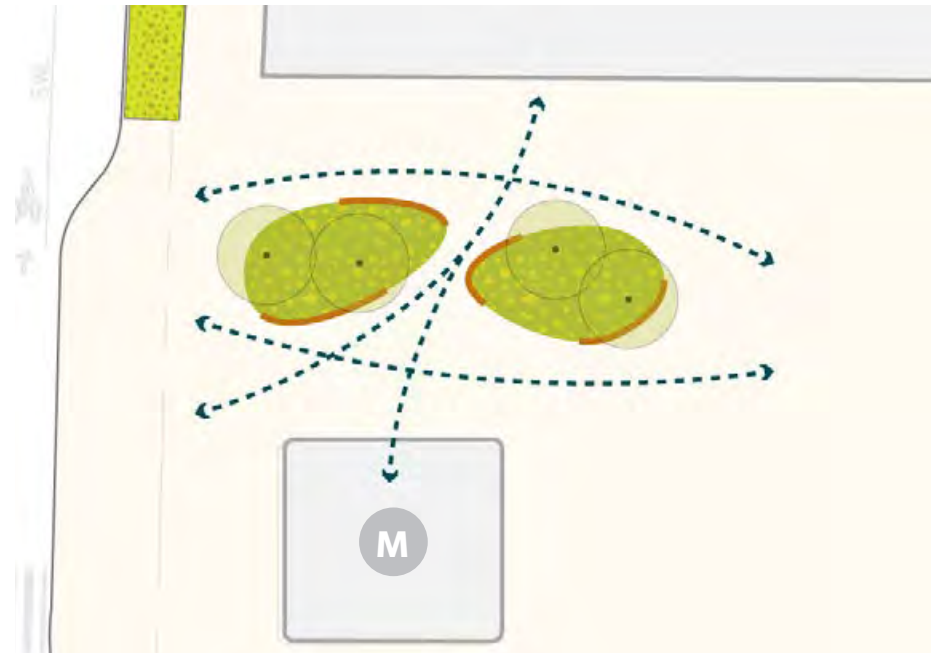
**PLANTERS WITH SEATING**



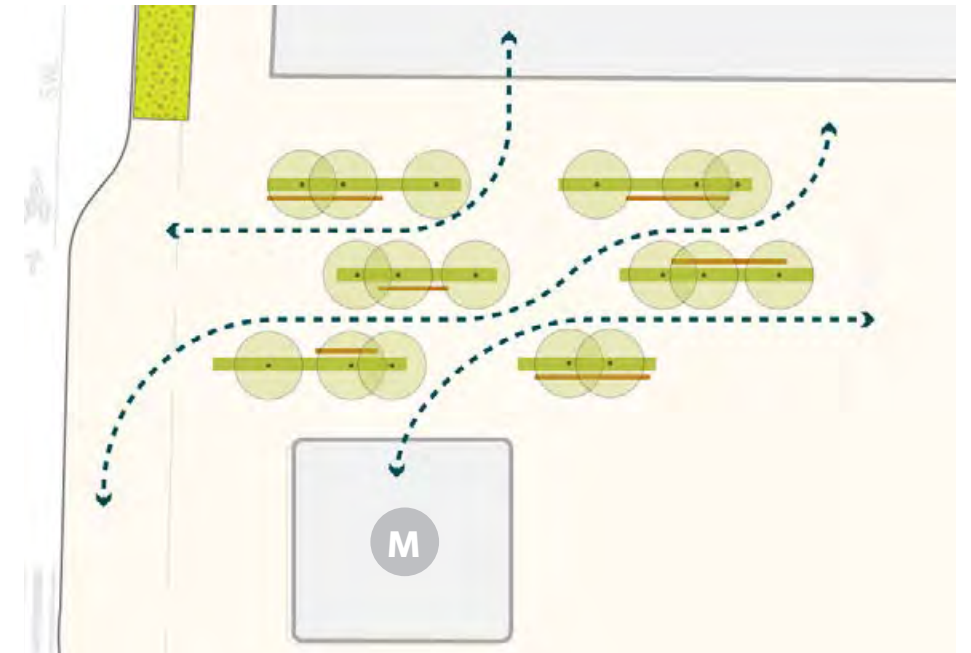
**FLEXIBLE HARDSCAPE**



- High canopy to provide shade and visibility
- Flexible movement



- More defined circulation routes
- Zones of activity and seating defined by planters



- Smaller planting areas and dispersed seating
- Flexible movement

Note: Images and concepts on this page are provided as illustrative examples of design elements and principles discussed in this section. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.

OPEN SPACE  
**12TH STREET THRESHOLD - DESIGN STRATEGIES**



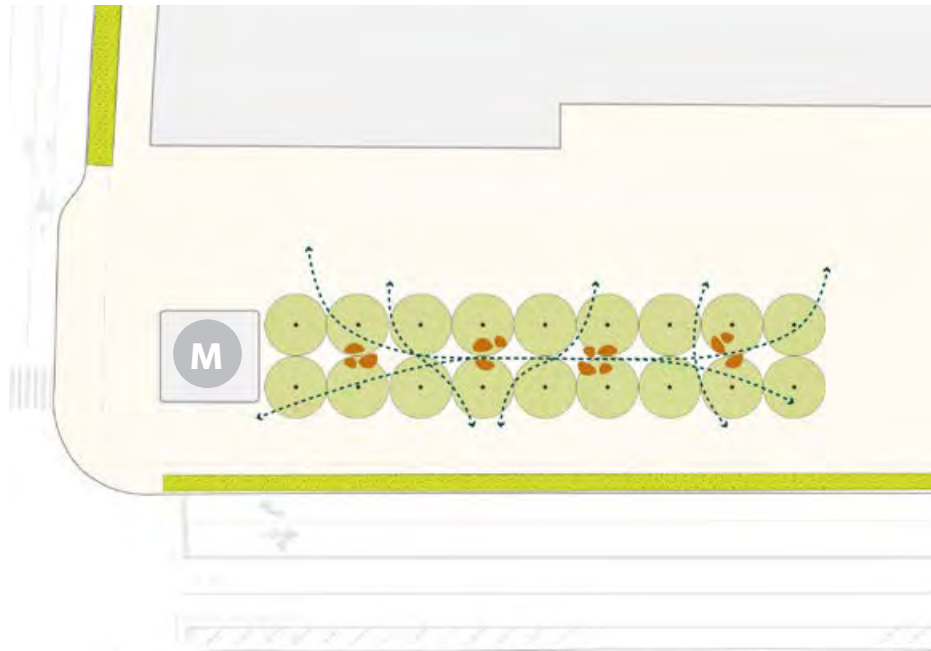
**TREE GROVE**



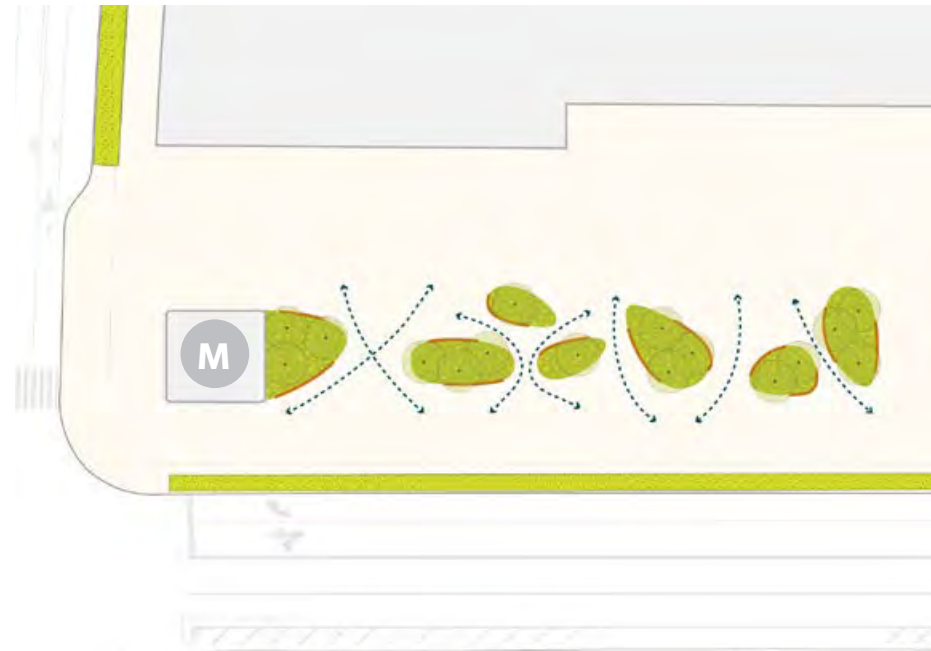
**PLANTERS WITH SEATING**



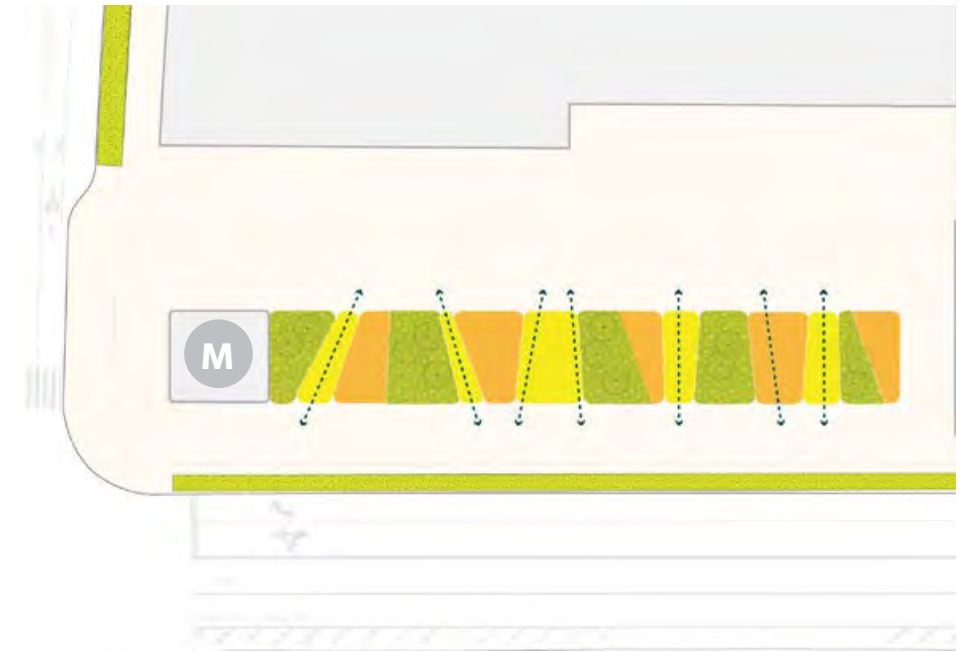
**PLANTED EDGE**



- High canopy to provide shade and visibility
- Flexible movement



- Porous edge for numerous sidewalk connections
- Seating clusters activate plaza + sidewalk



- Alternating planting with zones of activity
- Defined paths of travel

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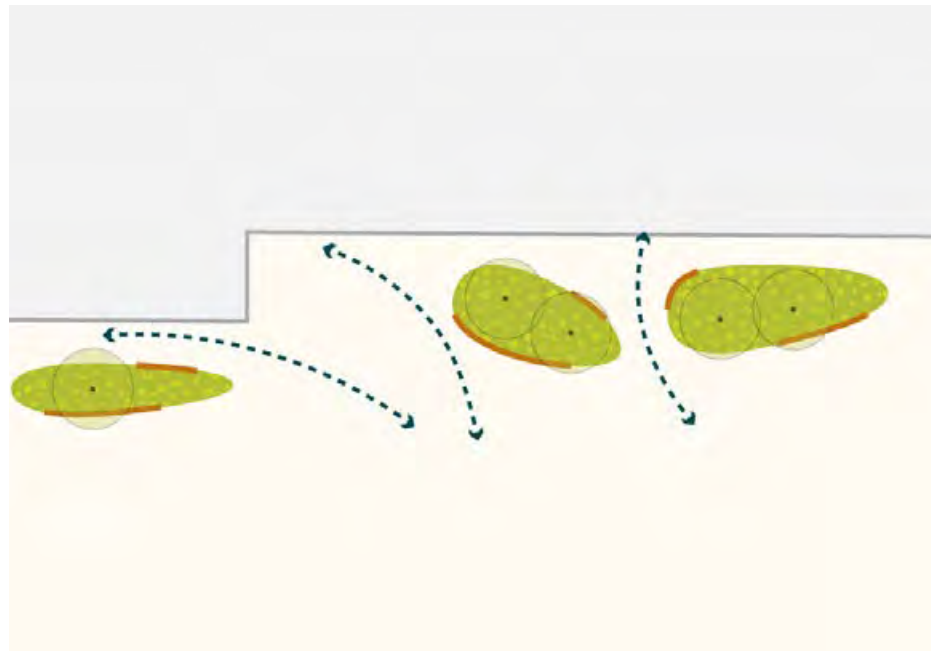
**PLANTERS WITH SEATING**



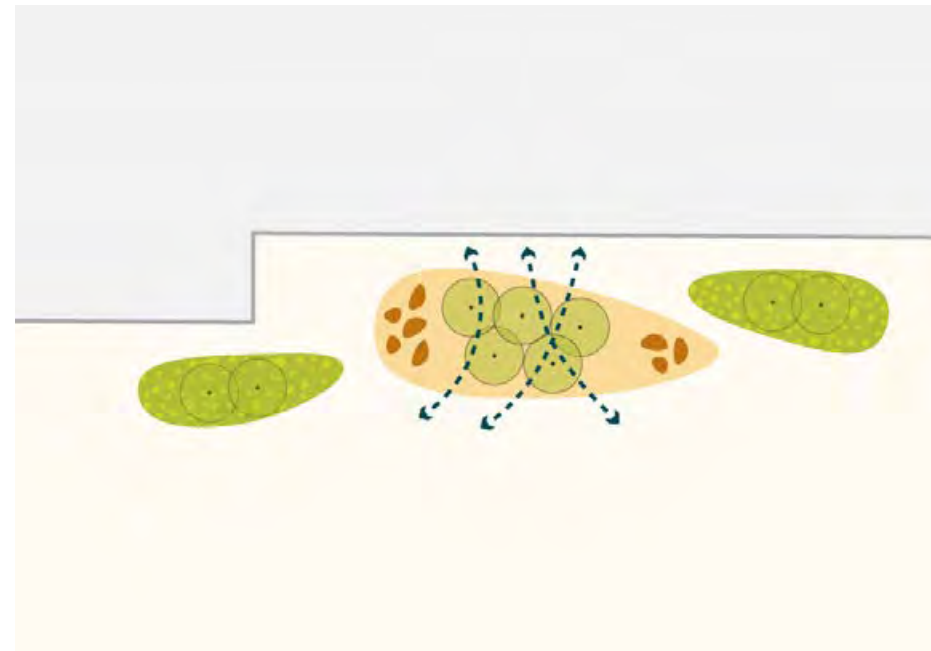
**FLEXIBLE SEATING AREAS**



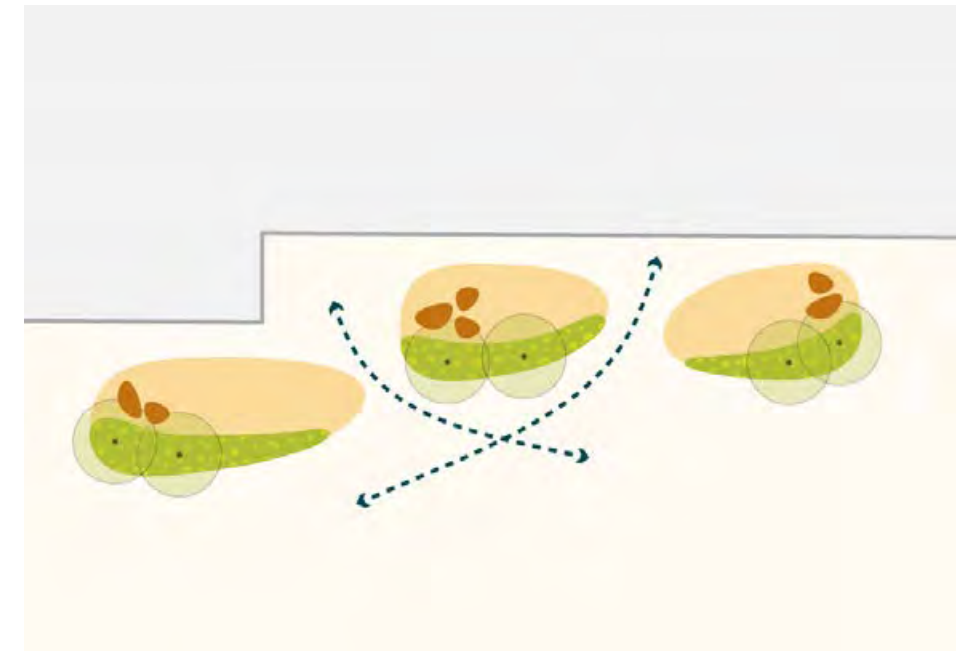
**PROGRAMMABLE POCKETS**



- Clearly defined circulation areas
- Seating along planting edges

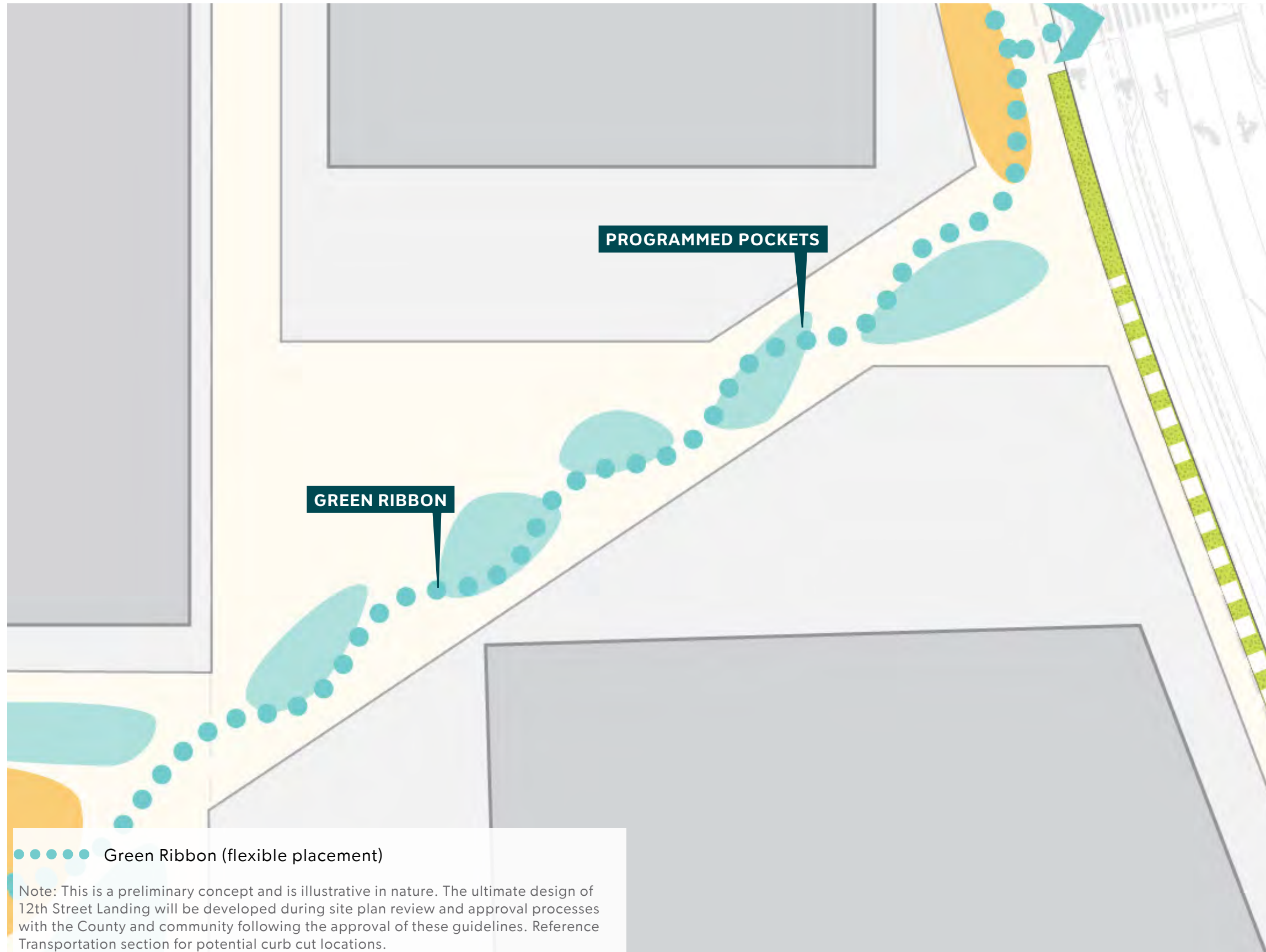


- Zones of activity and seating defined by planters
- Flexible circulation



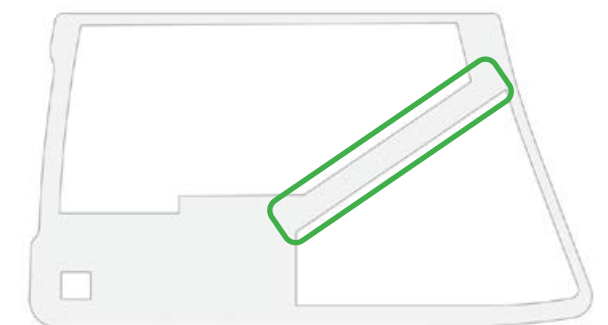
- Pockets create zones for activity at building edge
- Clearly defined circulation areas

Note: Images and concepts on this page are provided as illustrative examples of design elements and principles discussed in this section. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.



The Green Ribbon is the critical connection through site that ties the Public Plaza to the Node. Clear paths woven together with planting zones and program pockets to promote safety for pedestrians and slow multi-modal movement while enhancing connectivity through the center of the site site will be prioritized in the design of this site area. Through intentional design strategies, the following program objectives will be addressed in this zone of the site:

- Green Ribbon: the primary circulation route connecting the Public Plaza, Pentagon City Metro Station, and Hayes Street corridor to the southwest to the Node and Pen Place to the northeast
- Program Pockets: areas of program that might include small gathering spaces, furnishings, planting, lighting elements, or other moments of pause along the Green Ribbon



# OPEN SPACE GREEN RIBBON - CHARACTER



LAYERED PLANTINGS



SEATING OPPORTUNITIES



CLEAR CIRCULATION



FRAMED VIEWS



LAYERS OF ACTIVITY



MULTIMODAL CIRCULATION

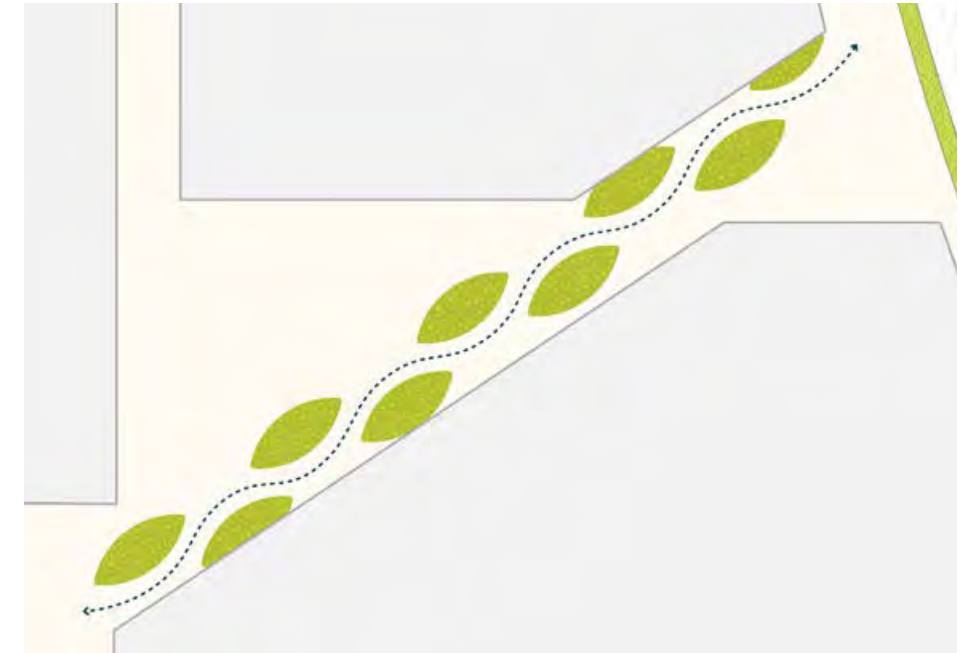
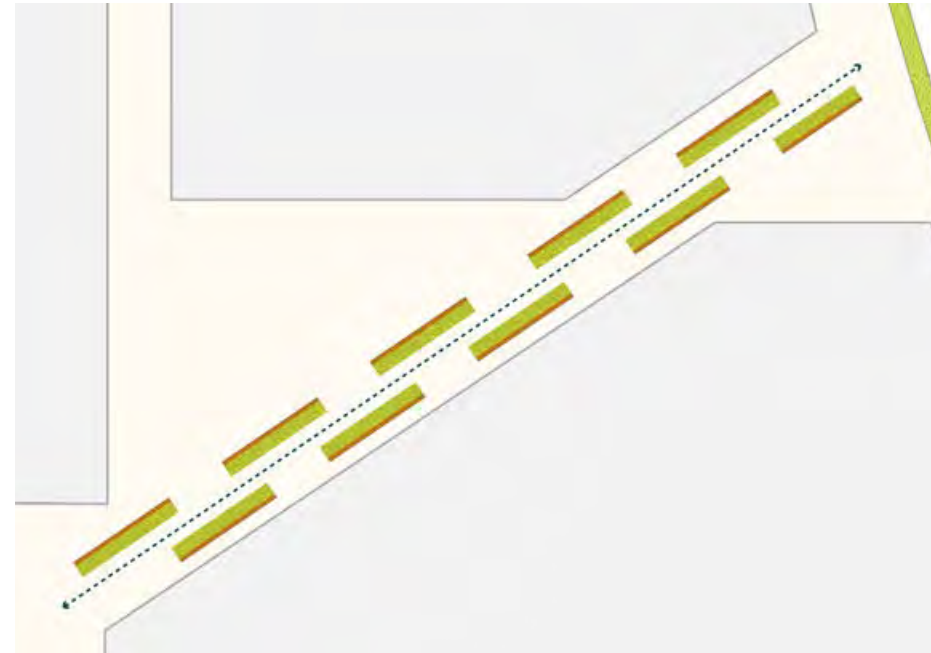


CAFE SEATING

The Green Ribbon will address the following program objectives: a primary path and program pockets.

Note: Images on this page are provided as illustrative examples of design elements and principles discussed in this section. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.





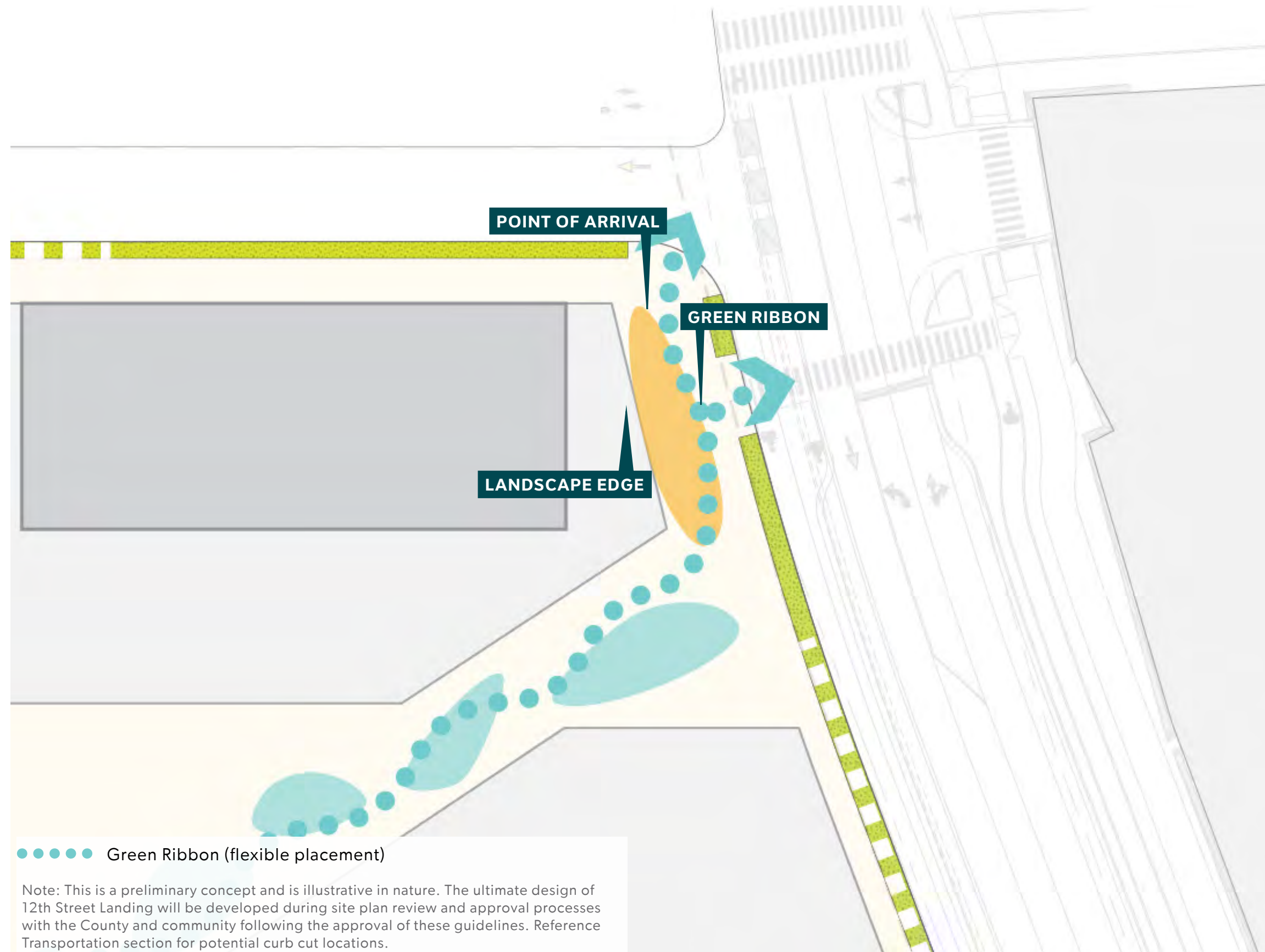
- Broadly sweeping paths and planting guiding circulation to primary connections for adjacent building program.

- Direct circulation with areas for seating and connections to adjacent building program along the edges

- Meandering path and thickened planting areas directing circulation to areas of connection for adjacent building program

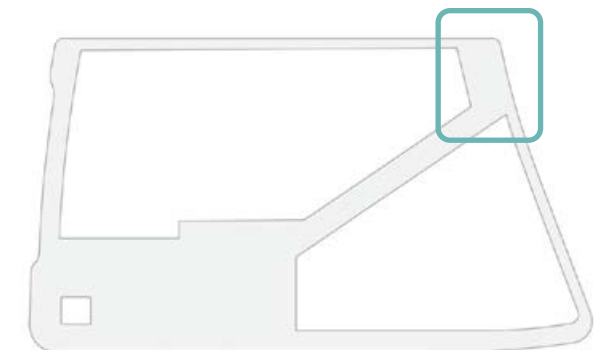
Note: Images and concepts on this page are provided as illustrative examples of design elements and principles discussed in this section. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.

OPEN SPACE  
**NODE - PROGRAM FRAMEWORK**



The Node is located at the northeastern corner of the site and is the first point of arrival when crossing the intersection at Fern Street and 11th Street. Clear paths of circulation that safely direct pedestrians will be prioritized in the design of this site area. Through intentional design strategies, the following program objectives will be addressed in this zone of the site:

- Point of Arrival: a moment of rest connecting 12th Street Landing visitors, Fern Street pedestrians, and Green Ribbon users
- Green Ribbon: a primary circulation route leading to the Public Plaza, Pentagon City Metro Station, and Hayes Street corridor through the Green Ribbon
- Landscape Edge: a zone supporting activity adjacent to ground floor uses (including retail, retail equivalent, and other uses) featuring planting and publicly accessible seating





**POROUS CANOPY**



**URBAN CONNECTIONS**



**CLEAR MOVEMENT AND CIRCULATION**



**PLANTED PLAZA**



**ACTIVE RETAIL EDGES**

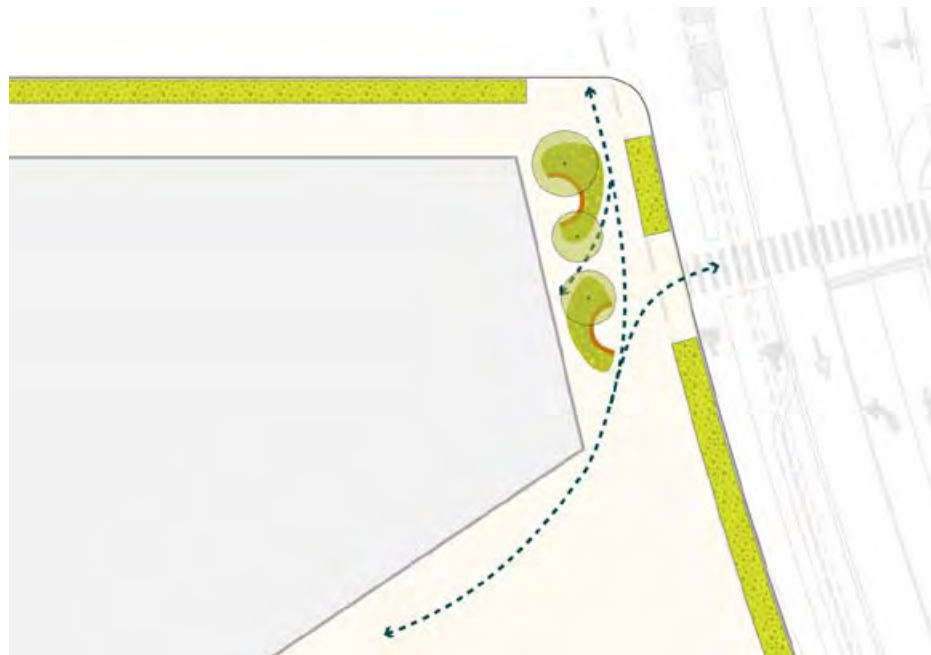


**SEATING NOOKS**

The Node will address the following program objectives: a point of arrival and a building edge.

Note: Images on this page are provided as illustrative examples of design elements and principles discussed in this section. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.

OPEN SPACE  
**NODE - DESIGN STRATEGIES**



- Clearly defined circulation areas
- Seating nooks carved out of planting



- Clearly defined circulation areas
- Seating along planting edges



- High canopy to provide shade and visibility
- Flexible movement

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OPEN SPACE  
**DESIGN ELEMENTS AND FEATURES - FURNISHING AND SEATING**



Site furniture will be present throughout the site to support pedestrian comfort, clarify program and spatial organization, and to define a unique identity at 12th Street Landing. Diverse furniture selection will create an inviting and engaging pedestrian experience. Elements may include benches, planters, café furnishings, and flexible multi-use furnishings.



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OPEN SPACE  
**DESIGN ELEMENTS AND FEATURES - STREET FURNITURE**



Street furniture will be provided along the sidewalks to enhance the streetscape experience. Elements may include benches, trash receptacles, bike racks, and bollards. Street furniture will be complementary with 12th Street Landing’s overall design language and will meet Arlington County’s standard requirements.



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OPEN SPACE  
**DESIGN ELEMENTS AND FEATURES - SITE LIGHTING**

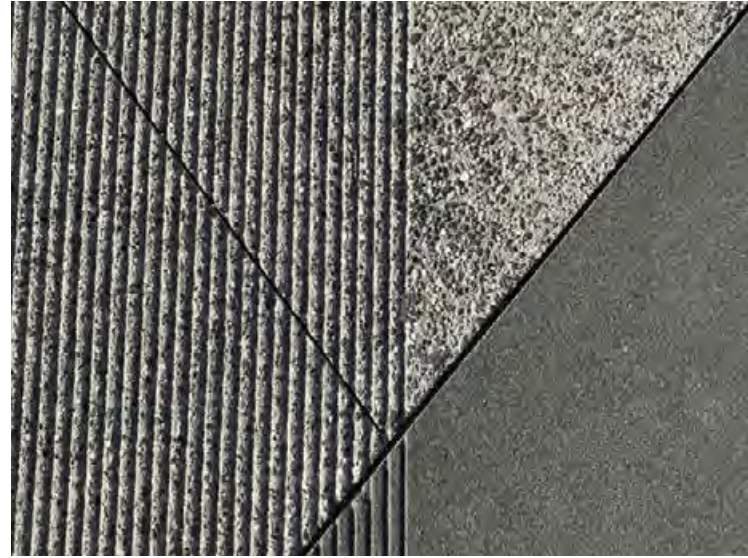


12th Street Landing will be well-lit using a combination of street lighting and landscape lighting at a range of scales. The lighting strategy will ensure pedestrian safety while striving to meet appropriate energy efficiency standards. Lighting may include pole lighting, bollard and path lights, and accent lighting to highlight different program areas and needs.



Note: Images on this page are provided as illustrative examples of design elements and principles discussed in this section. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.

OPEN SPACE  
**DESIGN ELEMENTS AND FEATURES - PAVING**



Paving materials will be integral to creating legible circulation throughout the site and an identity for 12th Street Landing’s public realm. The paving strategy at 12th Street Landing will clearly identify circulation spaces, building entrances, outdoor café zones, and other distinct publicly accessible program elements.

The incorporation of the Green Ribbon offers a unique opportunity for the paving at 12th Street Landing. The Green Ribbon may vary in width as it threads through the site. A variety of strategies will be employed along its length coordinating intent and adjacent programming and uses.

Paving materials may include and are not limited to: cast-in-place concrete, unit pavers, stone screenings, brick or wood decking.



Note: Images on this page are provided as illustrative examples of design elements and principles discussed in this section. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.



OPEN SPACE  
**DESIGN ELEMENTS AND FEATURES - PLANTING**



Creating an intentional strategy for locating trees and planting on the site is critical to the achievement of 12th Street Landing’s overall goals and to the organization of an engaging public realm. A varied planting strategy incorporating ground cover, shrubs, and trees will create visual interest and variety on site. A diverse selection of plant species native and adaptive to the region will be incorporated, including species from Arlington County’s recommended tree species list. Across the site, deciduous, evergreen, and perennial plants will provide seasonal variety.



Note: Images on this page are provided as illustrative examples of design elements and principles discussed in this section. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.

OPEN SPACE  
**DESIGN ELEMENTS AND FEATURES - SUSTAINABILITY**



Best management practices will be utilized to manage stormwater on site. Plantings will be designed to reduce irrigation requirements and address urban heat island effects on site. Localized strategies such as rain gardens or well-distributed planting areas may be employed to integrate sustainable principles into the overall design of 12th Street Landing’s public space components. Use of native plants will provide multiple benefits, including increasing habitat areas and improving human access to nature within an urban environment.

Note: Images on this page are provided as illustrative examples of design elements and principles discussed in this section. The ultimate design of 12th Street Landing will be developed during site plan review and approval processes with the County and community following the approval of these guidelines.

# ARCHITECTURE



Crystal City, Arlington, VA



Pentagon City, Arlington, VA



Rosslyn, Arlington, VA

The following elements should be considered when determining architectural form and quality of future buildings at the 12th Street Landing site:

- Sustainable Design
- Building/public realm edge
- Ground floor design: safe, convenient, inclusive, active, green
- Retail and active edges
- Upper floor stepbacks & sculpting
- Upper floor facade variation

The following pages contain precedent imagery that address these design considerations and show several possible ways that these considerations may be met. These precedents are shown for the purpose of illustrating ways in which the individual elements addressed above may be incorporated into building design, but should not be read as examples of how the overall buildings at 12th Street Landing may ultimately be designed

### • ACTIVE GROUND FLOOR USES

Ground floor uses to further activate the pedestrian realm, including retail, retail equivalent, and spaces that serve those uses.

### • TRANSPARENT GLAZING

Transparent glazing will allow for views in and out, thereby building strong indoor-outdoor visual connections. Bird friendly glazing at lower levels can help to mitigate bird strikes at glass facades.

### • TRANSITIONAL SPACE ALONG BUILDING FACE

Site buildings to create intermittent transitional spaces between sidewalk passage corridor and new building facades, that create active and passive uses that promote community interaction.



101 Lincoln Avenue  
Bronx, NY - Brookfield Properties



One Blue Slip  
Brooklyn, NY - Brookfield Properties

## 4.4 Ground Floor Design: Safe, Convenient, Inclusive, Active, Green

Throughout Pentagon City, the Plan continues Arlington County’s goal of maximizing the presence of **active ground floor uses along primary pedestrian streets and walks**. See 4.5, Retail and Active Edges, for more guidance in coordination with the Arlington County Retail Plan on priority locations for future retail.

As the Arlington County Retail Plan highlights, the format and needs of successful retail continues to evolve and concentrate. Ground floor design cannot only depend on retail uses to be successful and attract pedestrians. For areas designated “Green” in the Arlington County Retail Plan—**free from retail use and design standards**—buildings should meet these design standards that aim to **build strong indoor-outdoor connections** while also respecting privacy needs of different uses. These design guidelines are meant to help enable long-term flexibility for a variety of retail, community-serving, and other uses at the ground level of mixed use buildings. While there are recommended dimensions included in these guidelines, they are meant to establish a range; the dimensions and circulation of a given site may require going outside these dimensions, but should still advance the guiding principles, including pedestrian-oriented and biophilic design.

### Policy Approach

- Include entrances frequently, aiming for every 50–75 feet. Where residential uses front the street, individual entrances are encouraged. Where there is a significant entryway for non-residential or retail uses, such as a hotel lobby, major office lobby, or cultural space, longer spacing is appropriate.
- Provide **transparent glazing that allows for views in and out of space** (following recommendations in the County Retail Plan) while addressing bird safety challenges where possible.
- When facing primary pedestrian streets, public parks/plazas or the Green Ribbon, ground floor facades should not extend more than 20 feet horizontally without **transparent glazing, public art, or a significant biophilic feature** like a planted green wall. When a biophilic feature or public art is provided, the remaining ground floor facade should have increased levels of transparency and high-quality design.
- Buildings should be sited to provide intermittent **transitional space between sidewalk passage corridor and new building façades for at least half of their frontage**. This space can usefully serve dining or other program at active uses, and provide occupiable landscape (gardens, patios, stoops, porches) at passive uses (residential, office, education, institution), adding amenity and flexibility for ground level uses. For residential uses, stoops, porches, or front gardens of at least 4 feet deep should be provided, including along the Green Ribbon, to provide a transition zone, more opportunities for biophilia, and more space for community interaction.



Three Halley Rise  
Reston, VA - Brookfield Properties

## 5. BUILDING HEIGHT AND FORM GUIDELINE UPPER FLOOR STEPBACK & SCULPTING

### • BASE DISTINCT FROM UPPER MASSING

Distinct building base to address the pedestrian experience and reinforce the human scale at the street level.

### • FLEXIBLE UPPER FORM

Visual breaks and step back between base and towers that strengthens architectural scale and composition, while preserving daylight and views.

### • ENCOURAGE TERRACE USES AND PLANTING

Transition zones between base and tower can provide opportunities for terraces or other intermediate surfaces that can provide useful outdoor space and potential green roofs.



Halley Rise Block D1 - Reston, VA  
Morris Adjmi - Brookfield Properties



The Yards, Parcel G2  
Washington, DC - Brookfield Properties

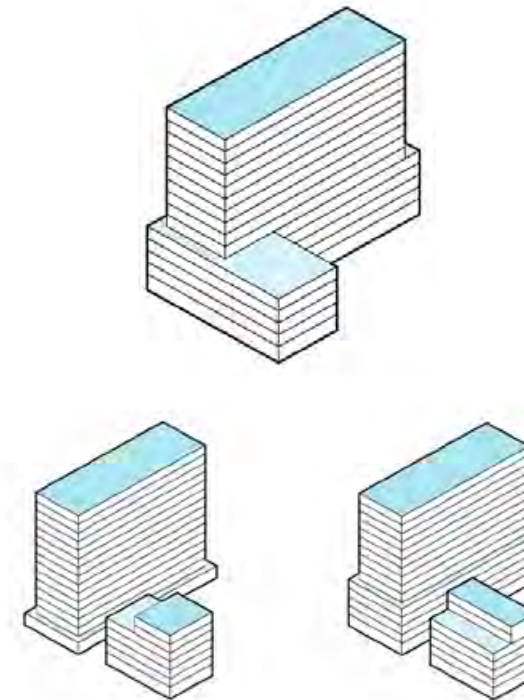
## 4.6 Upper Floor Stepbacks & Sculpting

Building composition is encouraged to include a base section rising one or more stories that primarily impacts the street experience, and an upper section with more flexible form options. The transition between base and upper levels offers important opportunities for terraces or other intermediate surfaces that can provide useful outdoor space, advance sustainability and biophilia goals, mitigate scale and/or shadow impacts, and/or contribute to attractive architectural composition.

### Policy Approach

- Compose **façades facing public rights of way to include a “base” of one to five stories, distinct from any upper floor massing.** The base may be distinguished by material, changes in plane, differences in extent of transparency, or other compositional approaches. At ground level, include transparency, entrances, and other features as per 4.4 and 4.5.
- Encourage **stepbacks of upper stories** from the street façade and/or other edges **especially at lower levels** (approx. 2–5 stories above grade) to support:
  - Direct sun access to public realm
  - Reinforce human scale of street
  - Planted roof surfaces with vegetation visible from street level and/or upper floors

- Green roofs or other facilities managing stormwater and preventing solar heat gain
- Dispersal of downward windflow away from sidewalks
- Occupiable outdoor space
- Space intervals between building towers that preserve views
- **Stepbacks at higher levels** are also welcome for usable outdoor space, green roofs, architectural composition, or other purposes
- Stepbacks count toward façade plane variation called for in 4.7.
- See also **Building Coverage** section 1.5 for limitations on floor area above 5th floor



Example apportioning of massing among one or more buildings on site.

- Multiple options for allocating volume up to 5 stories and above 5 stories
- Allocation may be distributed among multiple buildings on common site



2001 South Bell Street  
Arlington, VA - STUDIOS Architecture

## 5. BUILDING HEIGHT AND FORM GUIDELINE

### UPPER FLOOR FACADE VARIATION

#### • VARIATION IN MATERIAL

Variations in material to help transition large scale building volumes to a more human scale.

#### • TRANSITION SCALE OF BUILDING

Upper floor facade variations and relief in building facade plane provide compositional interest and further the relation to the human scale.

#### • MINIMIZE OVERALL FACADE LENGTH

Limiting overall facade lengths to help break up massing and help scale building volumes down.

### 4.7 Upper Floor Façade Variation

Variations in building façade plane are encouraged for compositional interest, human scale, and to expand opportunities for usable outdoor space, plantings, and shading that contribute to biophilia and sustainability. Building stepbacks described in 4.6 contribute to these goals, but this guideline applies a further level of variation at finer scale. Prominent vertical composition lines—which may be marked by variations described above, and/or variations in material—are also required periodically to help transition large scale building volumes to human scale.

Terraces and balconies provide one useful means of accomplishing this variation, whether recessed into or projecting beyond a primary façade plane.

#### Policy Approach

- For building façade area up to six stories above grade, some of the façade area should be displaced at least six inches from the prevailing adjacent façade plane(s) to provide relief. Design strategies such as enclosed projecting bays, open projecting balconies, recessed balconies, window surrounds, exterior building shading, stepbacks per guideline 4.6, and other variations of façade surface are all appropriate to achieve this goal.
- Terraces, balconies, and other upper floor outdoor areas help provide amenities for building occupants and biophilic experiences. These design elements can also be a feature of building design, and are encouraged throughout the district. These elements are encouraged within the footprint of the building site, with no limitation on size where they do not encroach into the public right of way.

- Limit overall façade length to approximately 250 feet for buildings under 8 stories, and 300 feet for taller buildings. Follow design guidelines to break up massing, including introducing prominent vertical composition lines, providing mid-block connections, shifting building materials or design, and/or providing major building entrances.
- On first five stories of residential buildings, include additional vertical composition lines.
- Buildings should consider bird-aware design to mitigate the threats of fatal bird strikes on building glass. Areas of particular emphasis involve spaces where reflectivity and invisibility can present threats including:
  - building glass below 50 feet on most facades,
  - glass on building corners, and
  - glass throughways.



**Bankside**  
Bronx, NY - Brookfield Properties



**Origin Apartments - Ballston**  
Arlington, VA - Brookfield Properties

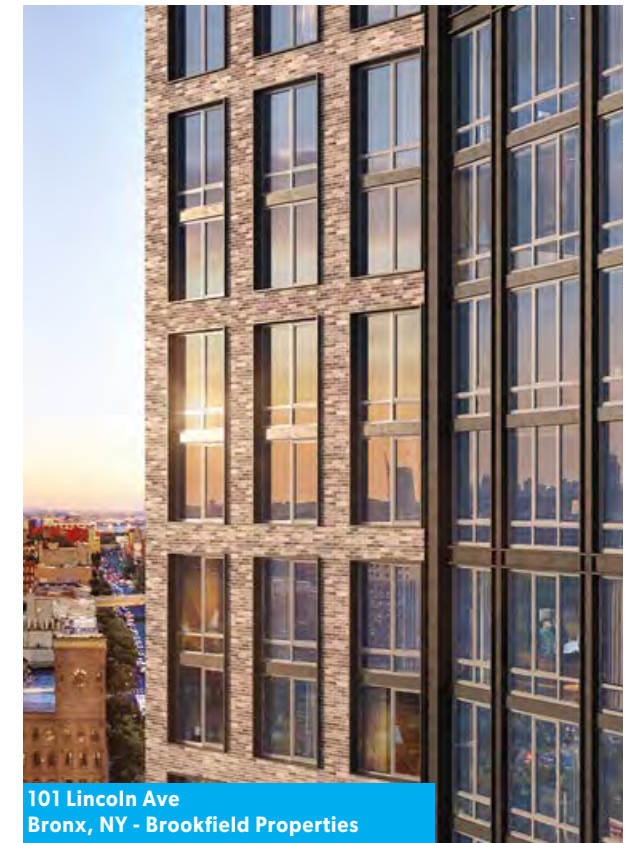
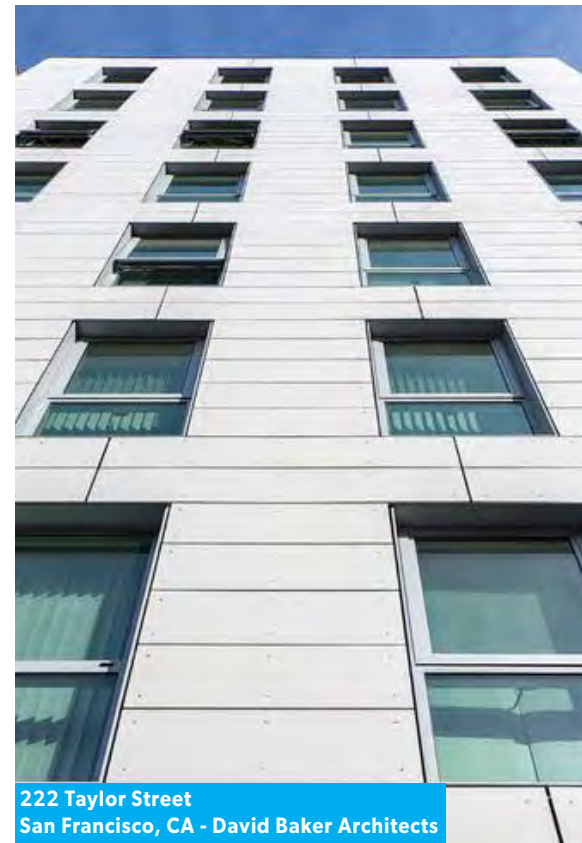
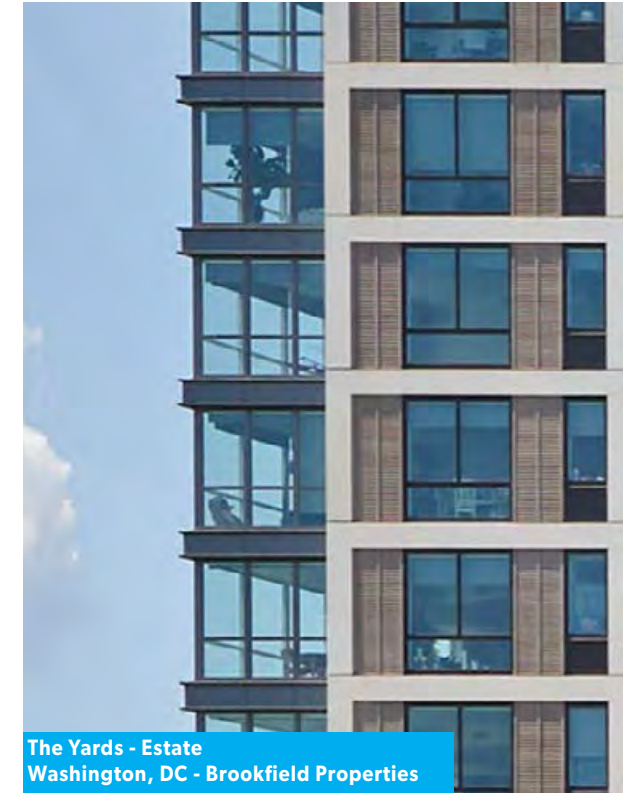


**The Yards Parcel G1**  
Washington, DC - Brookfield Properties

# 5. BUILDING HEIGHT AND FORM GUIDELINE

## BUILDING MATERIALS

- **MASONRY** - BRICK, CEMENTITIOUS PANELING
- **GLASS** - CURTAINWALL, STOREFRONT, WINDOWS
- **METAL** - PANELS, TRIM, SIDING





# PHASING

# PHASING EXISTING SITE CONDITIONS

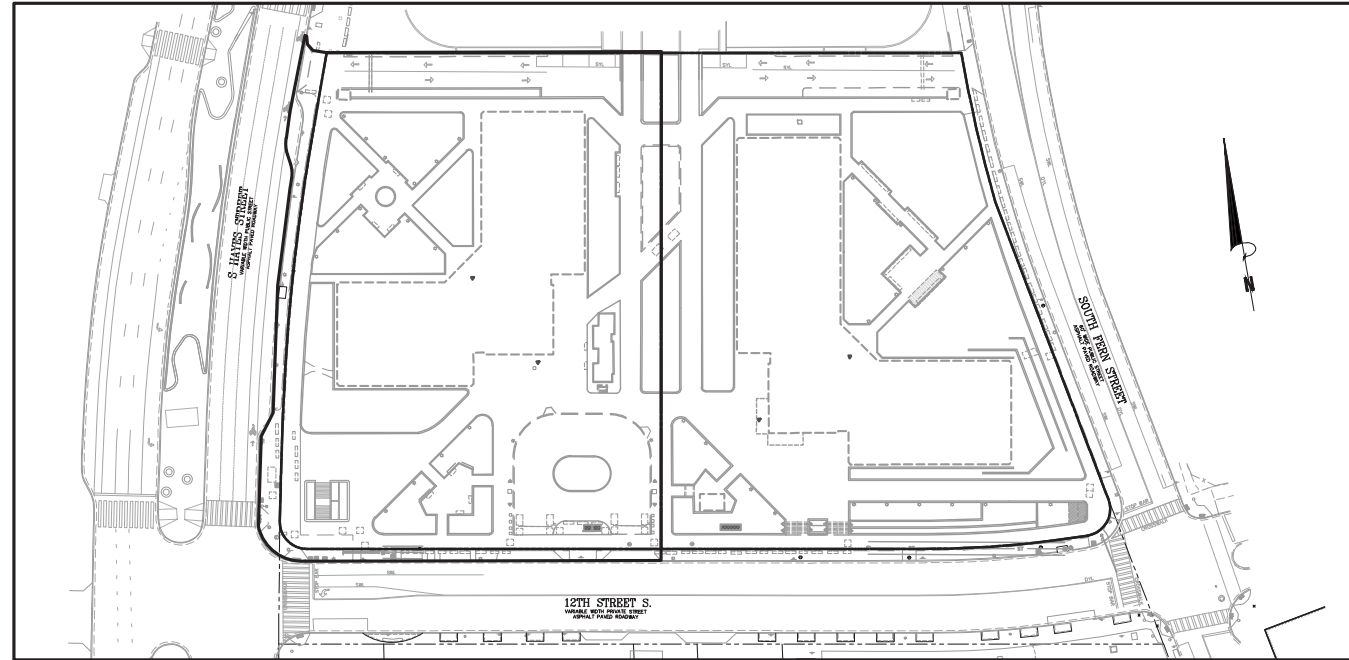


**PROPERTY LINE**

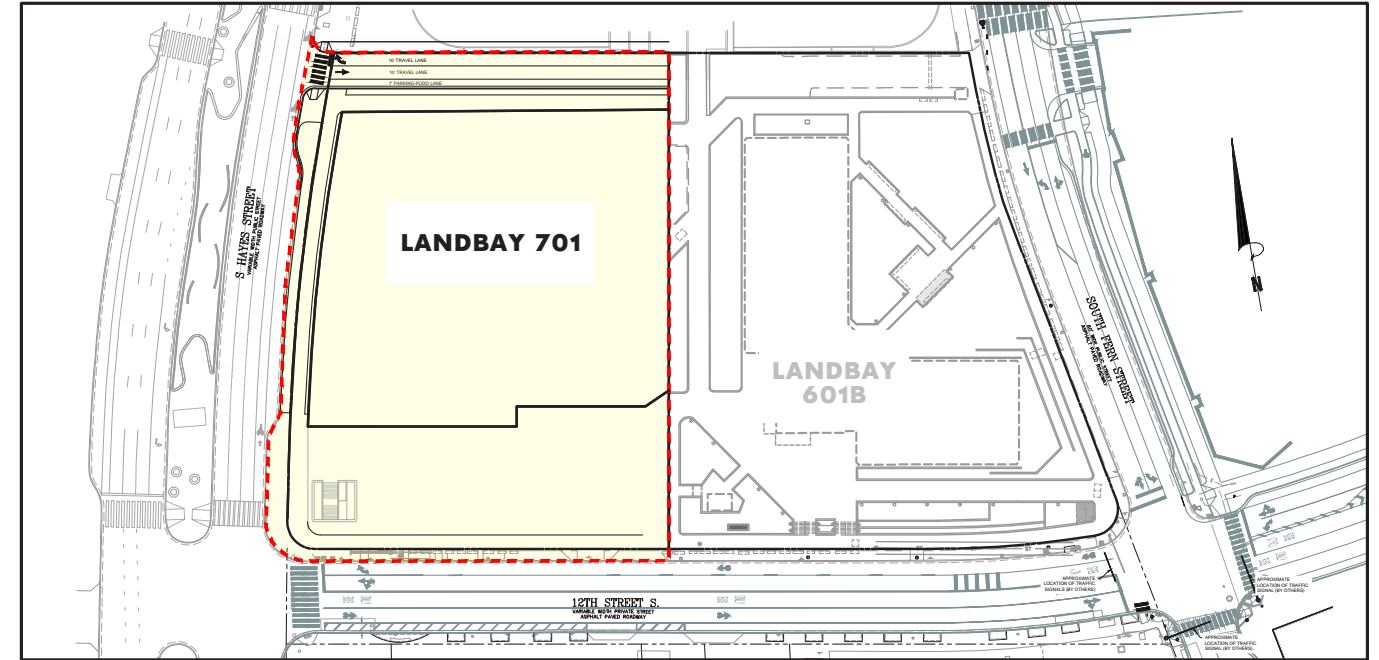
**BELOW GRADE GARAGE EXTENTS**



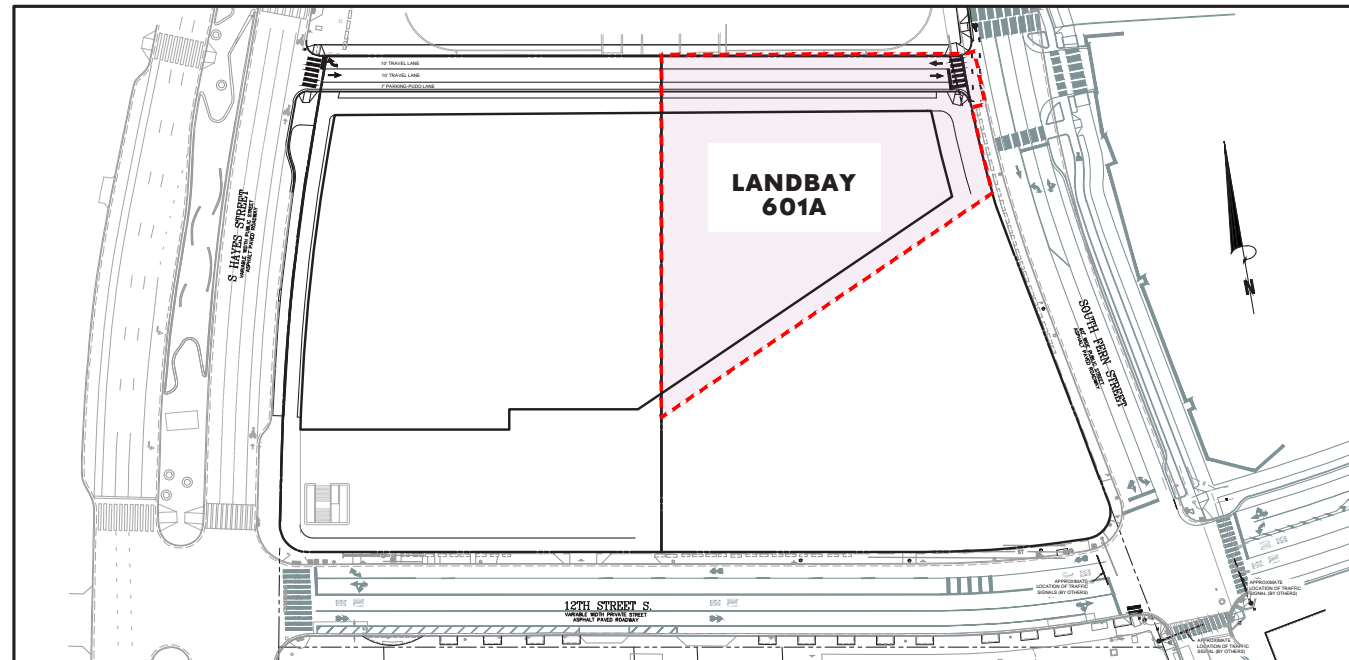
# PHASING LANDBAY PHASING



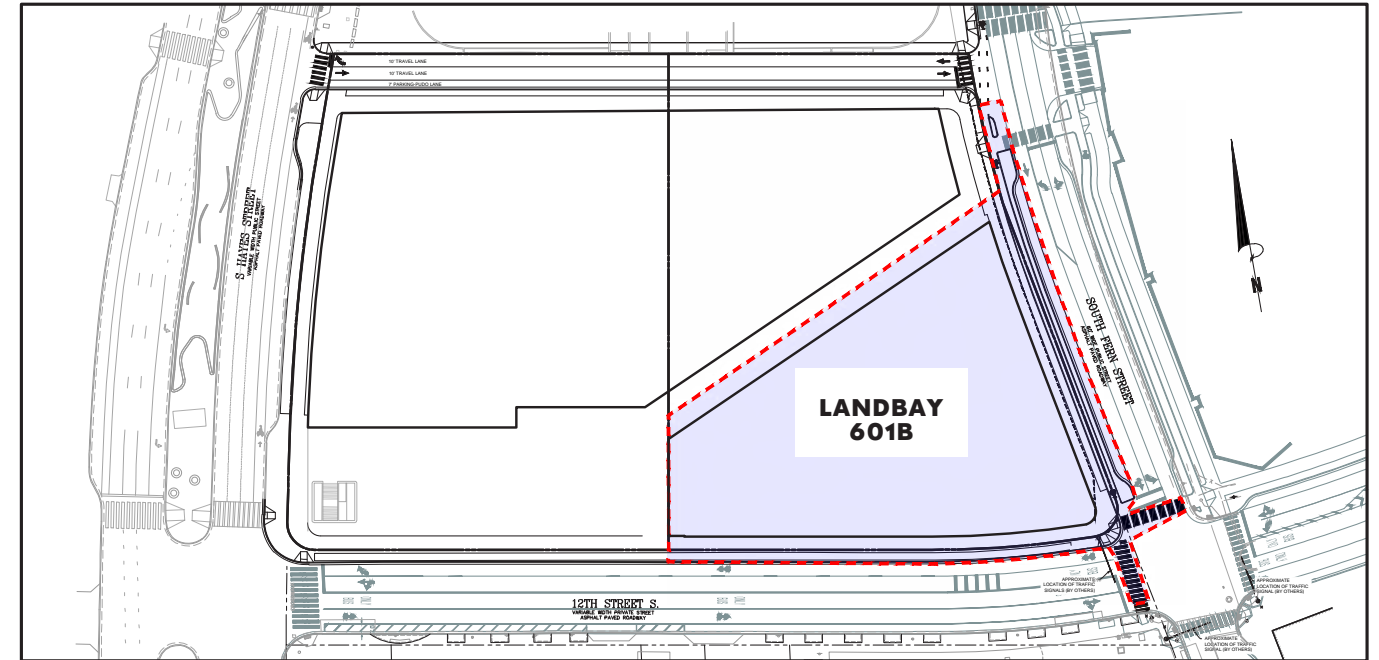
**EXISTING CONDITION**



**LANDBAY 701** Public Plaza in place with Landbay 701



**LANDBAY 601A** Green Ribbon Link to be in place following the first of 601A or 601B

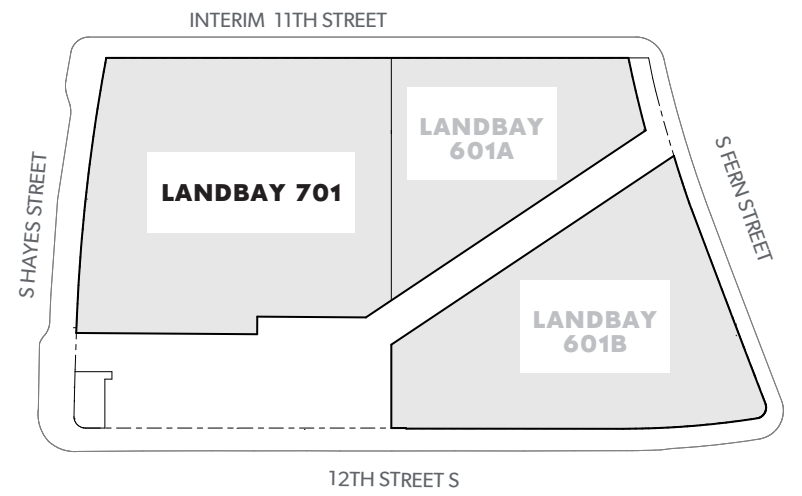
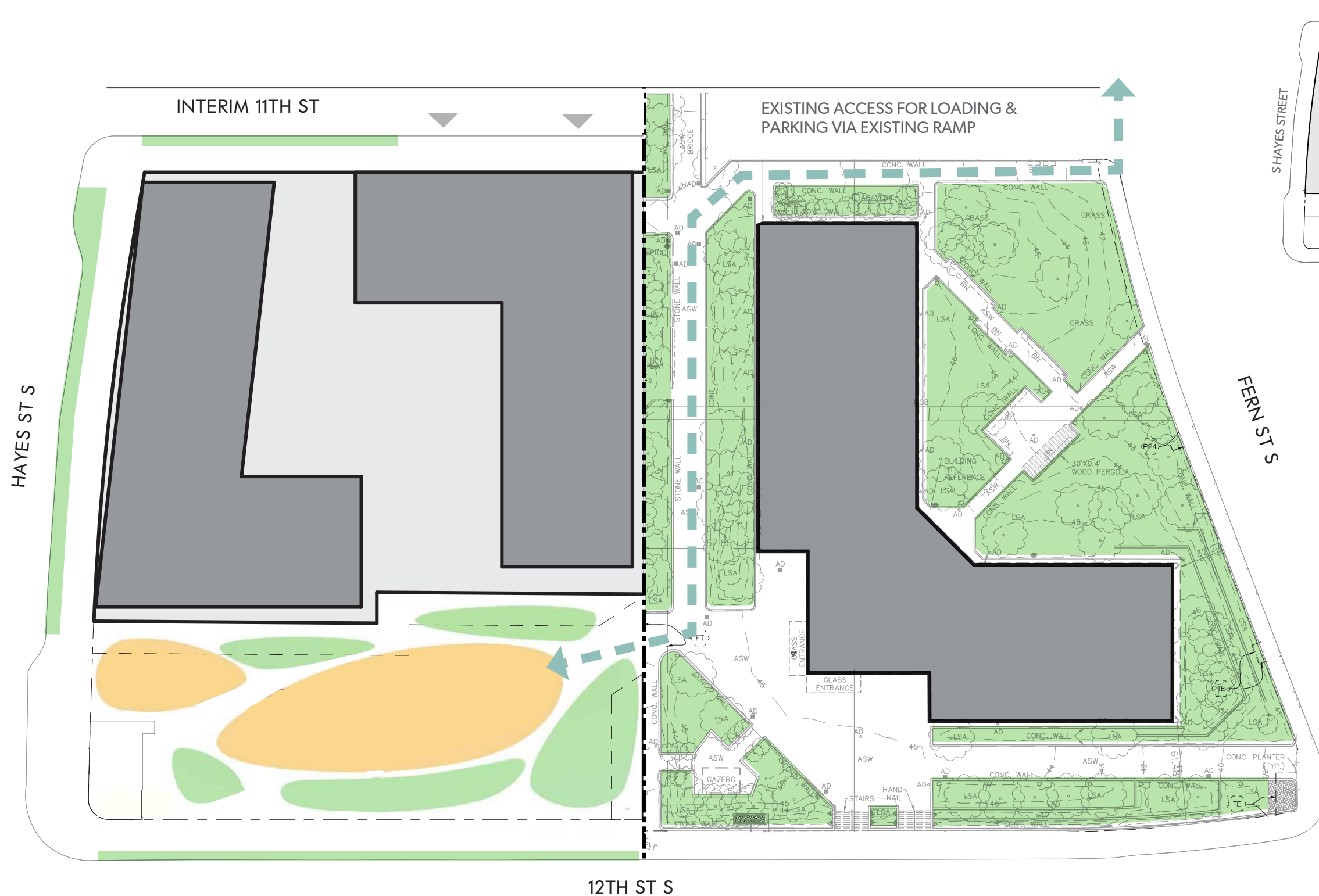


**LANDBAY 601B** Green Ribbon Link to be in place following the first of 601A or 601B

Note: Limits of Infrastructure, including but not limited to street cross sections, sidewalks, streetscape elements, traffic signals, and public and private utilities to be installed with each phase to be determined during Final Site Plan.

# PHASING LANDBAY 701 PLAN - BASELINE PROGRAM

APRIL 8TH, 2024

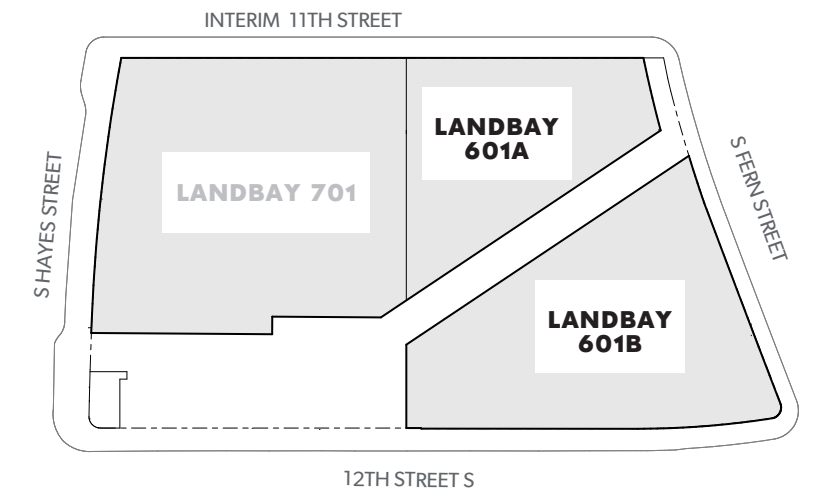
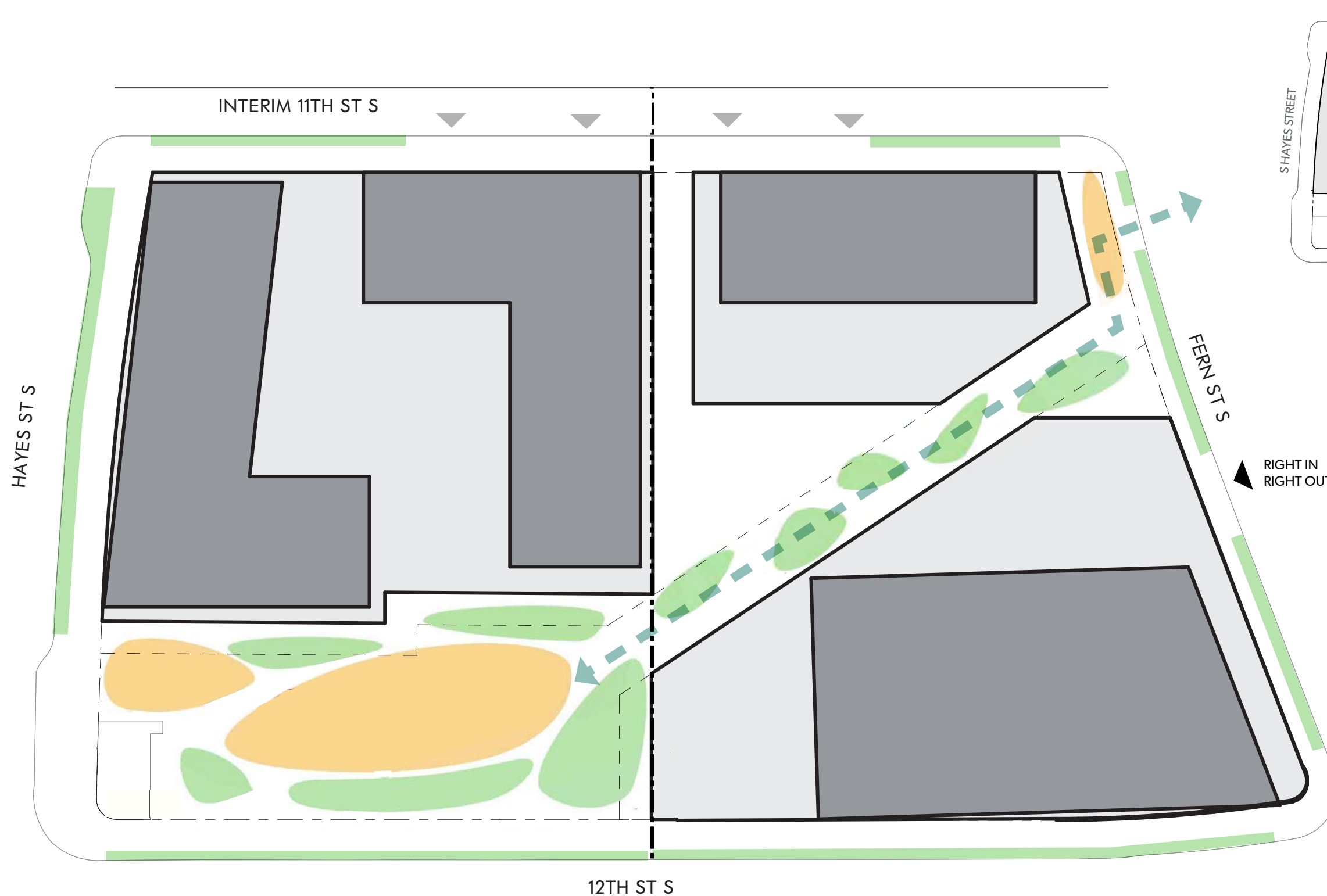


- INTERIM PATHWAY PROVIDED VIA EXISTING PATHWAY THROUGH EAST PARCEL
- PUBLIC PLAZA IN PLACE WITH LANDBAY 701
- LANDBAY 701 STREETScape IN PLACE
- LANDBAY 701 PORTION OF INTERIM 11TH STREET IN PLACE
- ALL CROSS SECTION ELEMENTS, INCLUDING STREET, LANE, SIDEWALK, AND STREETScape ELEMENTS, TRAFFIC SIGNALS, AND PUBLIC AND PRIVATE UTILITIES TO BE INSTALLED WITH EACH PHASE TO BE DETERMINED DURING FINAL SITE PLAN

- PARKING OR SERVICE ENTRY
- SERVICE ONLY ENTRY



\*Drawings are illustrative and examples only of potential development scenarios and massing. Images are conceptual in nature and subject to change

# PHASING LANDBAY 601A & 601B PLAN - BASELINE PROGRAM



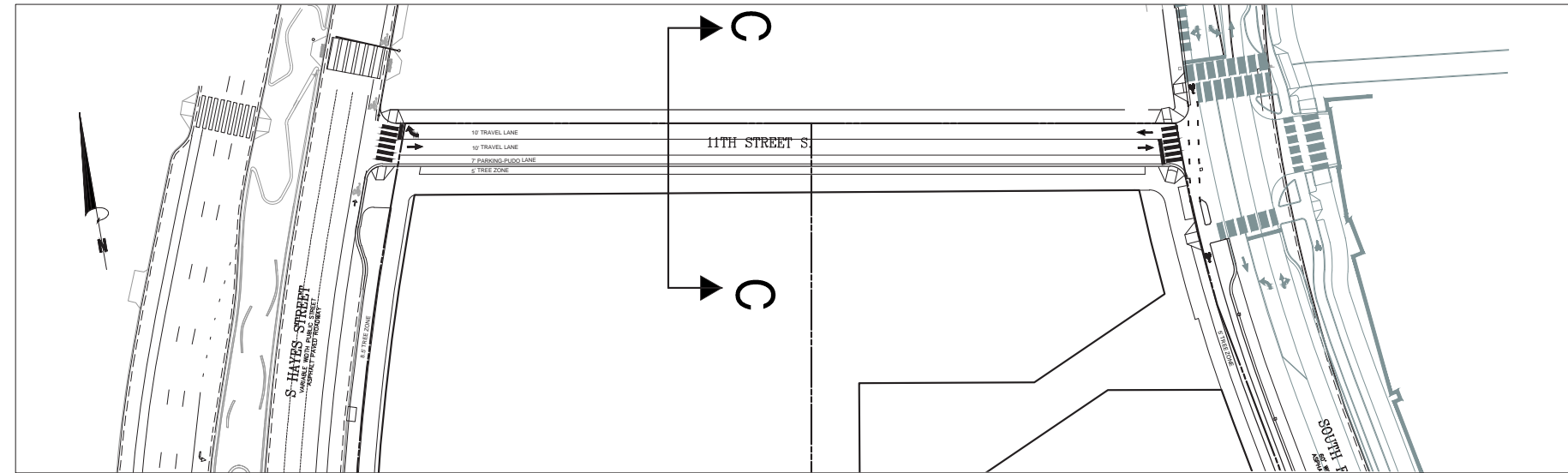
- GREEN RIBBON IN PLACE W/ 1ST OF 601A OR 601B
- PUBLIC PLAZA PROVIDED IN 701
- NODE IN PLACE
- ALL STREETScape IN PLACE
- INTERIM 11TH STREET CONNECTS E-W
- BIKE LANE IN PLACE ON FERN ST
- ALL CROSS SECTION ELEMENTS, INCLUDING STREET, LANE, SIDEWALK, AND STREETScape ELEMENTS, TRAFFIC SIGNALS, AND PUBLIC AND PRIVATE UTILITIES TO BE INSTALLED WITH EACH PHASE TO BE DETERMINED DURING FINAL SITE PLAN

RIGHT IN  
RIGHT OUT

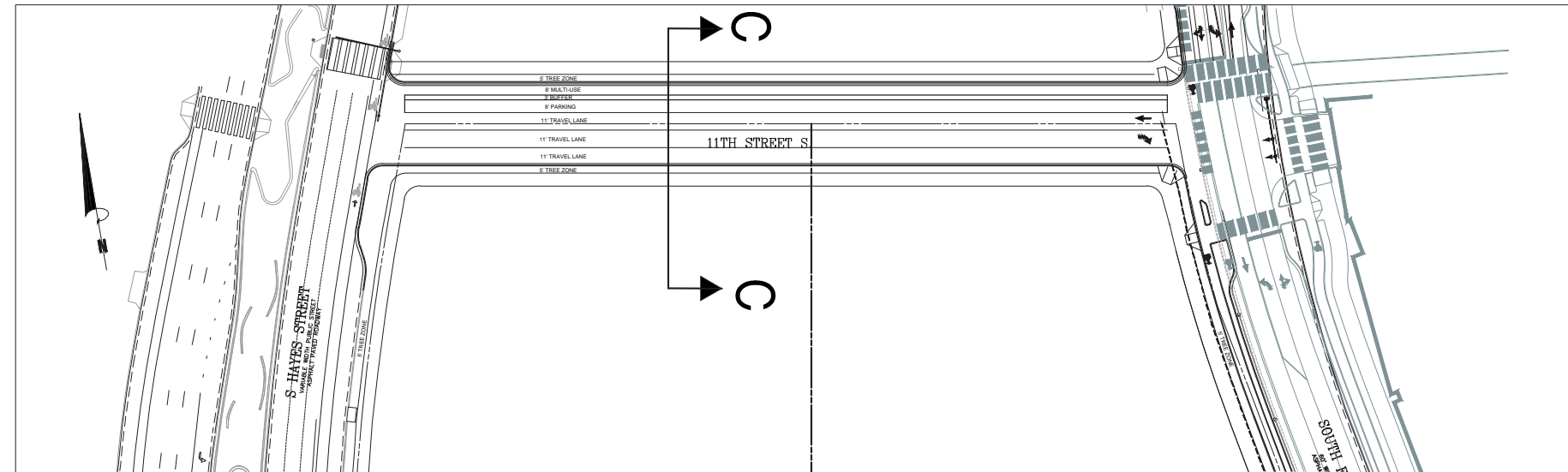
- PARKING OR SERVICE ENTRY 
- SERVICE ONLY ENTRY 

\*Drawings are illustrative and examples only of potential development scenarios and massing. Images are conceptual in nature and subject to change

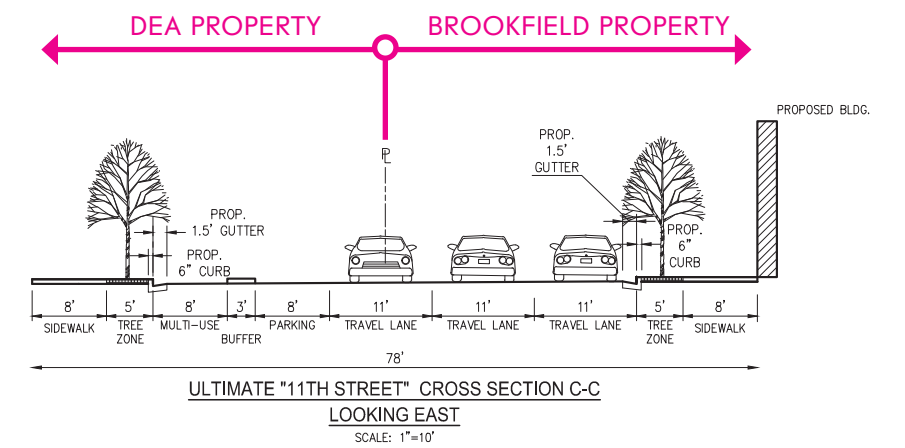
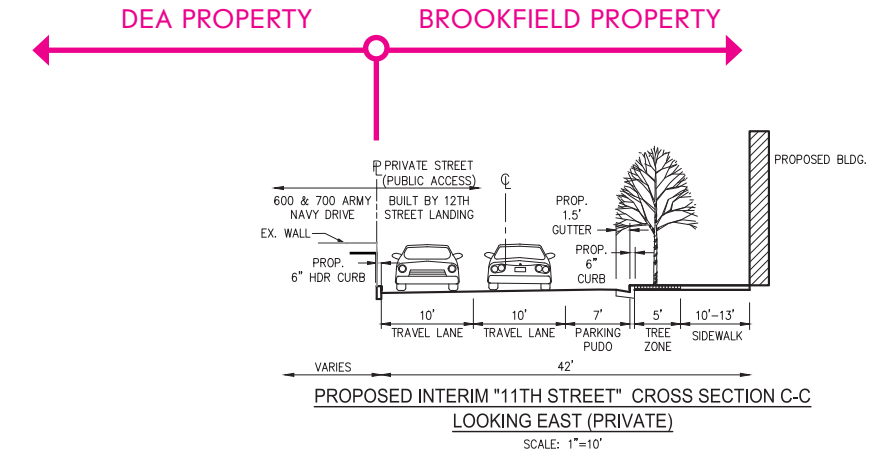
# PHASING 11TH ST S - INTERIM & ULTIMATE CONDITION



PROPOSED INTERIM "11TH STREET"  
SCALE: 1"=50'



PROPOSED ULTIMATE "11TH STREET"  
SCALE: 1"=50'



• ALL CROSS SECTION ELEMENTS, INCLUDING STREET, LANE, SIDEWALK, AND STREETSCAPE WIDTHS TO BE DETERMINED DURING FINAL SITE PLAN

