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FX FOWLE / **LAB**
LANDSCAPE ARCHITECTURE BUREAU

PenPlace DESIGN GUIDELINES

February 2022 update by:

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* *Design Guidelines updated through revisions and amendments to the original documents by the development team noted above, February, 2022.*

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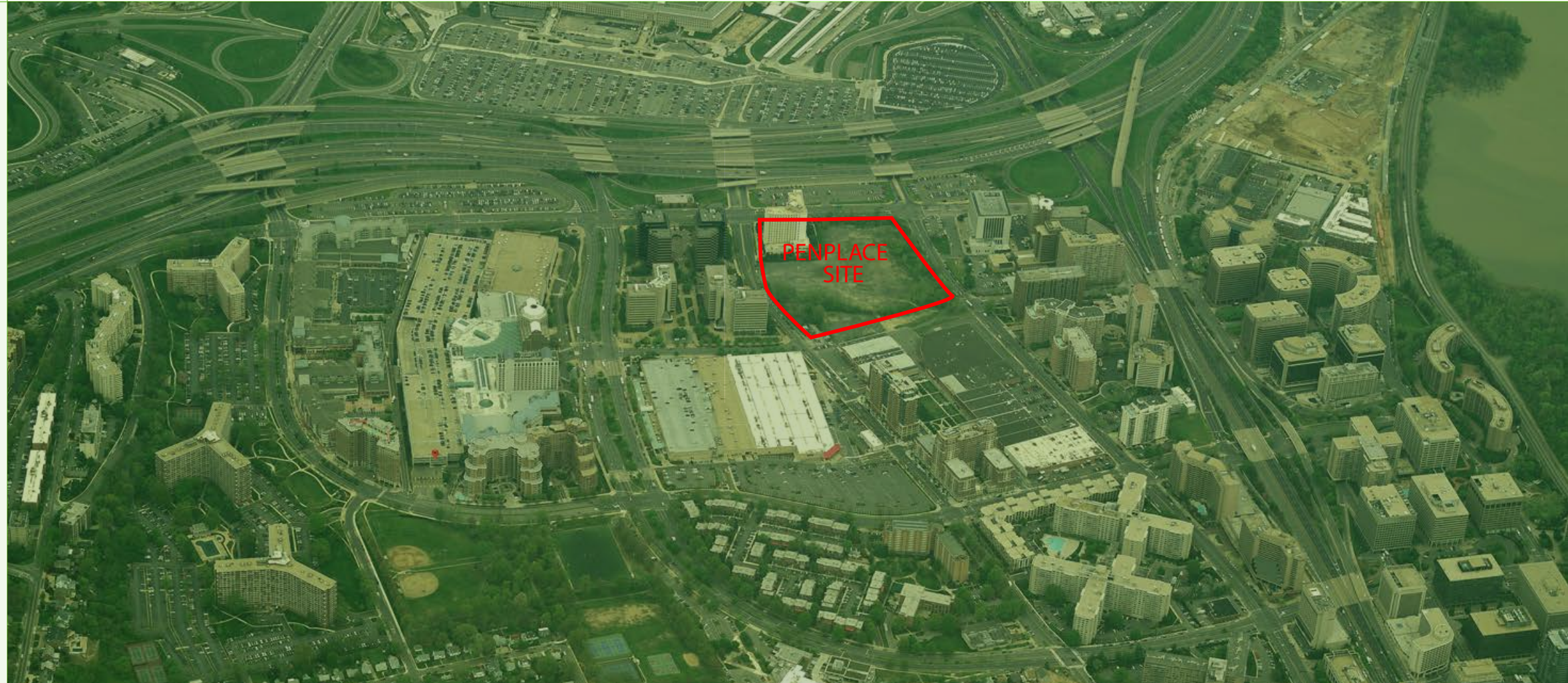




TABLE OF CONTENTS

INTRODUCTION	PAGE 01
CONCEPT PLAN	PAGE 25
STREETS / TRANSPORTATION	PAGE 35
OPEN SPACE	PAGE 55
BUILDINGS / ARCHITECTURE	PAGE 79

* *Secure building appendix not included in February 2022 design guidelines update.*



INTRODUCTION

- VISION
- CONTEXT
- HISTORY
- GUIDING PRINCIPLES

PROJECT SUMMARY

The twelve acre block known as PenPlace in the northeast corner of the Pentagon City Phased Development Site Plan area is the largest parcel of undeveloped, privately-owned land in Arlington County and the last section of Pentagon City to be designed and built. Its size and location make it unique and the Plan described in these Design Guidelines reflects the effort of the landowner and the community to take advantage of its unique features.

The northern boundary of the parcel is Army Navy Drive and its northern neighbors are Interstate 395 and the Pentagon. To its east will be the mixed use developments called for in the recently adopted Crystal City Sector Plan and to its south are the eight phases of the largest concentration of multi-family rental housing in the County totaling 3212 units in eight phases, five phases of which are built or approved for construction as of this writing. Transportation access to the PenPlace block rivals any site in the County as it is served well by two Metro stations (Pentagon City and Crystal City); the Crystal City VRE station; multiple bus lines; a planned streetcar running along 12th Street, its southern border; convenient bicycle and pedestrian access; easy exit from and entrance to Interstate 395 and I-395 HOV lanes; and a variety of at grade street routes from all four directions.

The size of the parcel and its location allow for a variety of possible commercial uses not achievable anywhere else in the County, from a possible multi-building private user requiring a million or more square feet to a government user desiring proximity to the Pentagon and requiring a highly secure building.

A set of Guiding Principles (see p. 20-22), developed by a Committee of the Planning Commission, and reviewed by the County Board, provided the basic direction for the preparation of these Design Guidelines and for the review of the specific Plan described in these pages. The following were among the Principles providing fundamental guidance:

- The site should help to balance the mix of uses in the Pentagon City Metro station area
- The development should finish the connection of 12th Street between Eads and Fern and activate it with ground level retail
- Given its proximity to the Pentagon, the site is an appropriate location for a secure government facility
- Given its relative distance from low-density residential neighborhoods, the site should contain the highest densities in the Pentagon City PDSP.
- Building heights may exceed those in other parts of Pentagon city but must be varied to break up the skyline.

These and other Guiding Principles led to the Plan put forth by the landowner calling for a mixed use block with up to 1.8 million square feet of office density, a hotel of 300 rooms, the option of a residential building along 12th Street and up to 50,000 square feet of traditional retail and professional and other services to enhance activity on the street.

These Design Guidelines are organized to separately show how the block will develop in two distinct ways: one with all of the office buildings having no special security requirements and a second with one building on the western edge of the site requiring certain setbacks to meet special security requirements. Many elements of the Plan are the same in either instance.

Since the approval of these guidelines, the site was selected for the location of a national corporate headquarters. While the program elements have evolved, the approved design guidelines remain the basis of design with added emphasis on the creation of a safe and inviting pedestrian realm.



PURPOSE OF THE GUIDELINES

The purpose of the Guidelines is to provide the vision and framework for the project site and direct its development over time. These guidelines will establish expectations for how the site will develop, and will be used by the County Board, Planning Commission, Staff and others to evaluate future 4.1 final site plan applications for each phase of the site.

PROJECT DESCRIPTION

PenPlace is a mixed-use development with office, retail, and public open space that will complement and enliven the surrounding area. PenPlace will complete 12th Street and help create a new main street for the neighborhood with lively ground-floor retail uses, provide new transit-oriented development that is a short walk to Metro, VRE and other forms of mass transit, create a pedestrian-friendly environment by adding an internal grid of streets and sidewalks to the existing superblock, and establish a new visual gateway into Arlington from the northern portion of the site.

INTRODUCTION

VISION

PLACE-MAKING

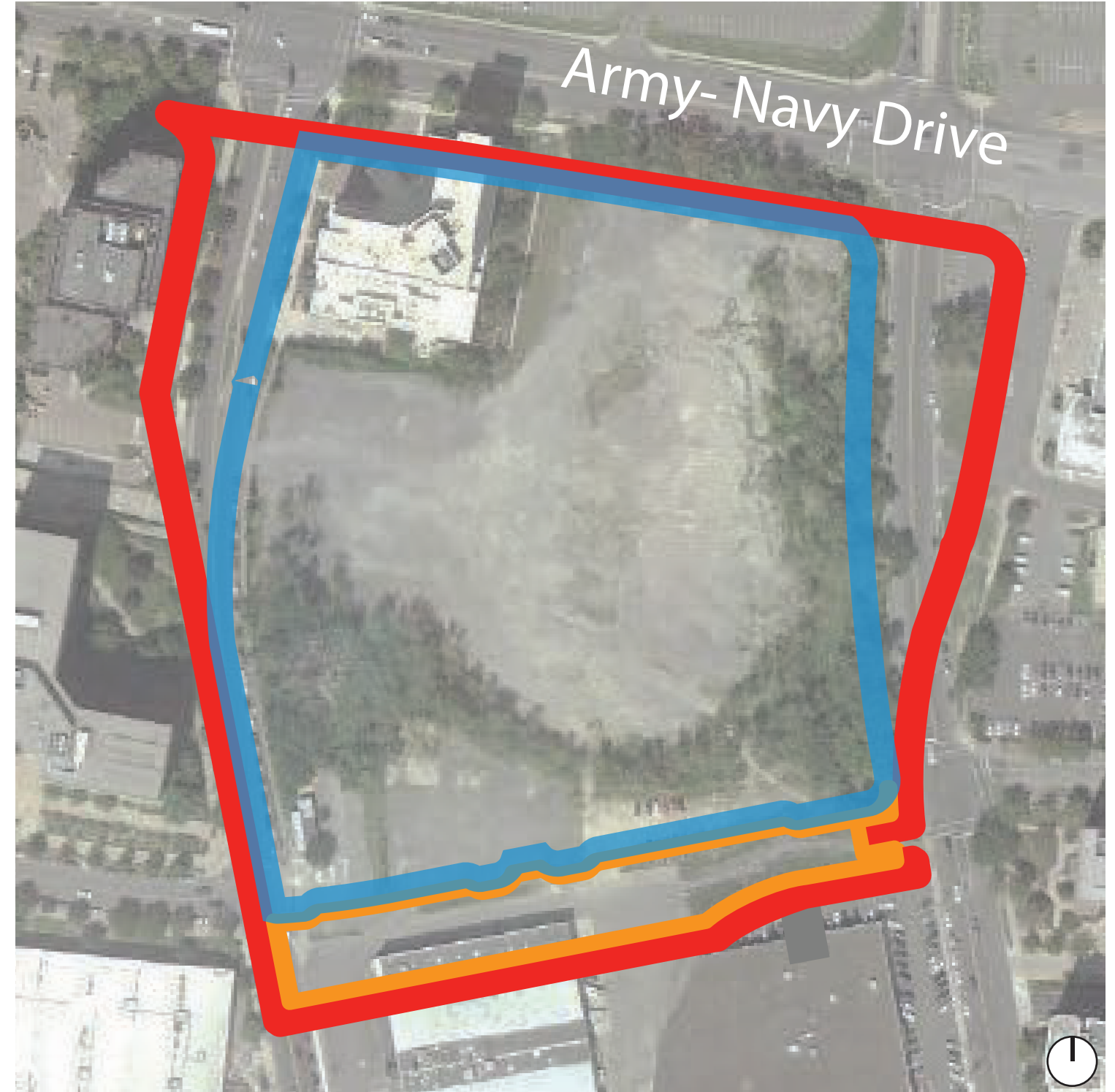
PenPlace will create a new place for the local community that is an attractive, animated, urban environment. It will introduce a mix of uses that complement the surrounding area, have lively retail uses on 12th Street with additional retail and service uses throughout to animate the entire site, will 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.



PRE-DEDICATION AREA TABULATION:

LOT 12A	65,753 SF or 1.50948 AC
LOT 12B	70,104 SF or 1.60937 AC
LOT 12C	36,399 SF or 0.83561 AC
PARCEL E	244,577 SF or 5.61471 AC
PARCEL G	128,748 SF or 2.95564 AC

TOTAL PRE-DEDICATION AREA	545,581 SF or 12.62481 AC
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*Buildable area includes sidewalks and streetscape up to the curblines.
**Included in Application

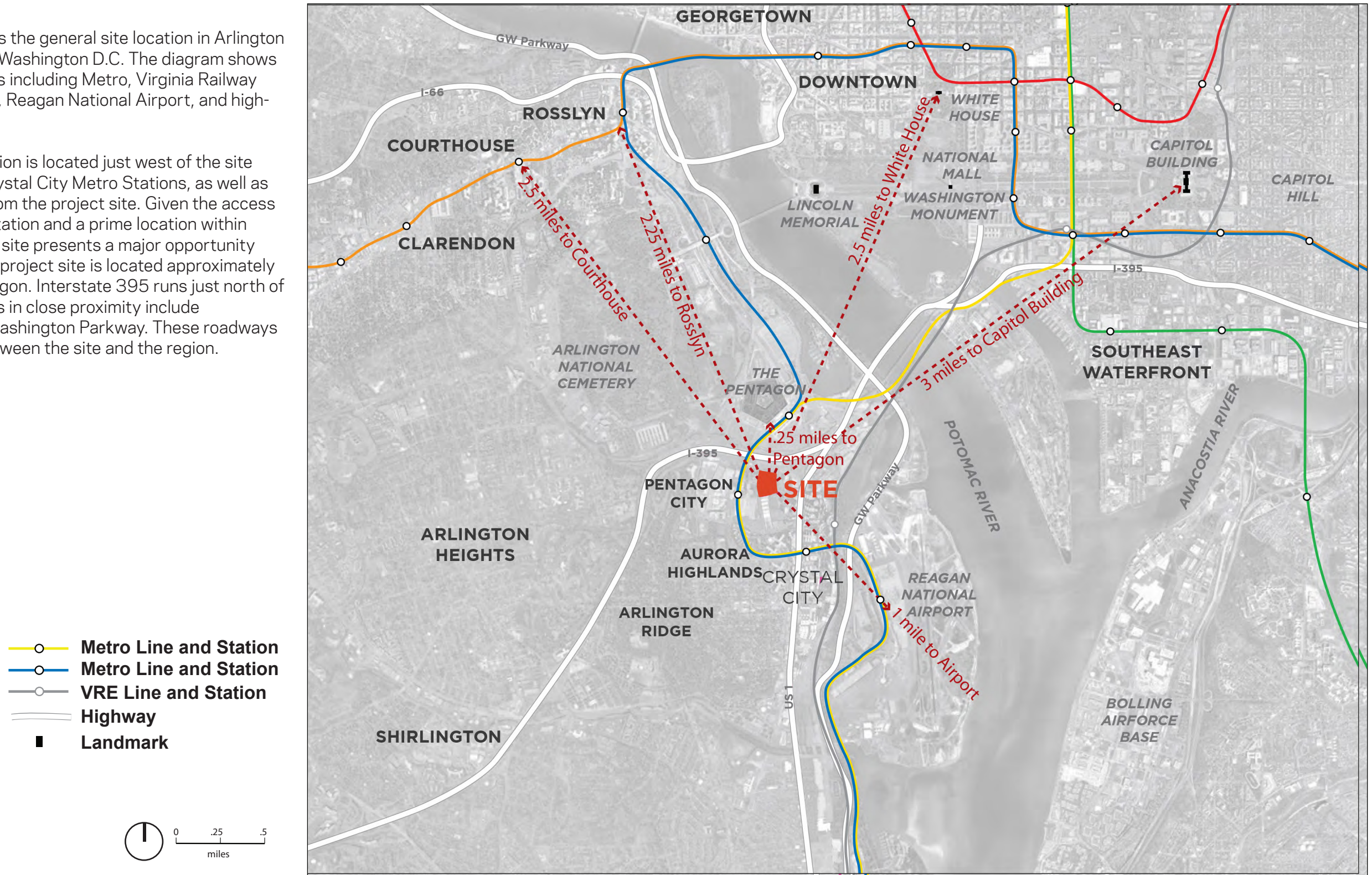
INTRODUCTION

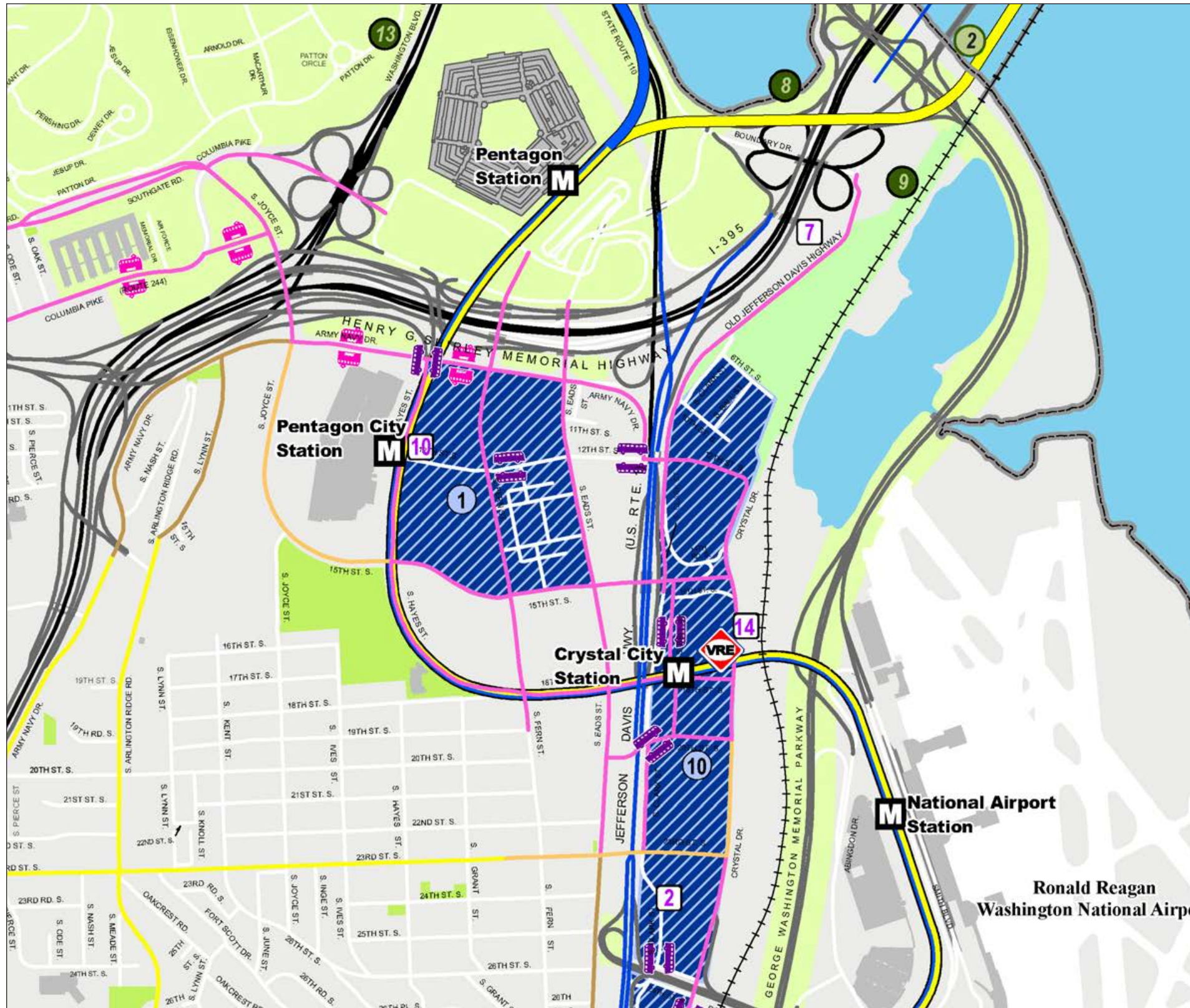
CONTEXT

REGIONAL

The diagram to the right shows the general site location in Arlington County and its relationship to Washington D.C. The diagram shows nearby transportation facilities including Metro, Virginia Railway Express (VRE) Commuter Rail, Reagan National Airport, and highways (I-395 and US 1).

The Pentagon City Metro Station is located just west of the site and the Pentagon City and Crystal City Metro Stations, as well as VRE trains are a short walk from the project site. Given the access to multiple modes of transportation and a prime location within the Washington D.C. area, the site presents a major opportunity for urban redevelopment. The project site is located approximately 1,000 feet south of the Pentagon. Interstate 395 runs just north of the site. Other major roadways in close proximity include US Route 1 and the George Washington Parkway. These roadways provide great connectivity between the site and the region.





MTP MAP

MASTER TRANSPORTATION PLAN

- Type A - Primarily Retail Oriented Mixed Use
- Type B - Urban Mixed Use
- Type C - Commercial Centers
- Type D - Garden Apartments and Townhouse Neighborhoods
- Type E - Primarily Single-Family Residential Neighborhoods
- Type F - Primarily Low to Medium Density Mixed Use

LEGEND

Arterial-Street Typologies

- Type A
- Type B
- Type C
- Type D
- Type E
- Type F

Neighborhood Streets

- Residential or Commercial
- Local Street

Limited-Access Routes



High-Occupancy-Incentive Corridors

- I-66, I-395, VA Rte. 110, VA Rte. 27

Public Transportation Facilities

- Metro Blue Line
- Metro Orange Line
- Metro Yellow Line
- Railroad

Bicycle/Pedestrian Trail Network

- Existing Major Trails
- Planned Major Trail Projects

Public Parks



Federal-Owned Lands



Key Facilities and Improvements

Bicycle / Pedestrian Facilities

- 1 Pentagon City/Metropolitan Park Area
- 10 Crystal City Redevelopment
- 8 Boundary Channel Bridge Underpass
- 9 North Tract/Mt. Vernon Trail Connection
- 10 Washington Blvd. West Side Trail
- 13 Arlington National Cemetery Wall Trail
- 7 Columbia Pike Streetcar Maintenance Yard
- 10 Pentagon City Metro Station Access Improvements & South Entrance
- 14 Crystal City Metro Rail Station Improvements & East Entrance

INTRODUCTION

CONTEXT

TRANSPORTATION OVERVIEW

The project site is very well served by vehicular, bicycle, and public transportation networks.

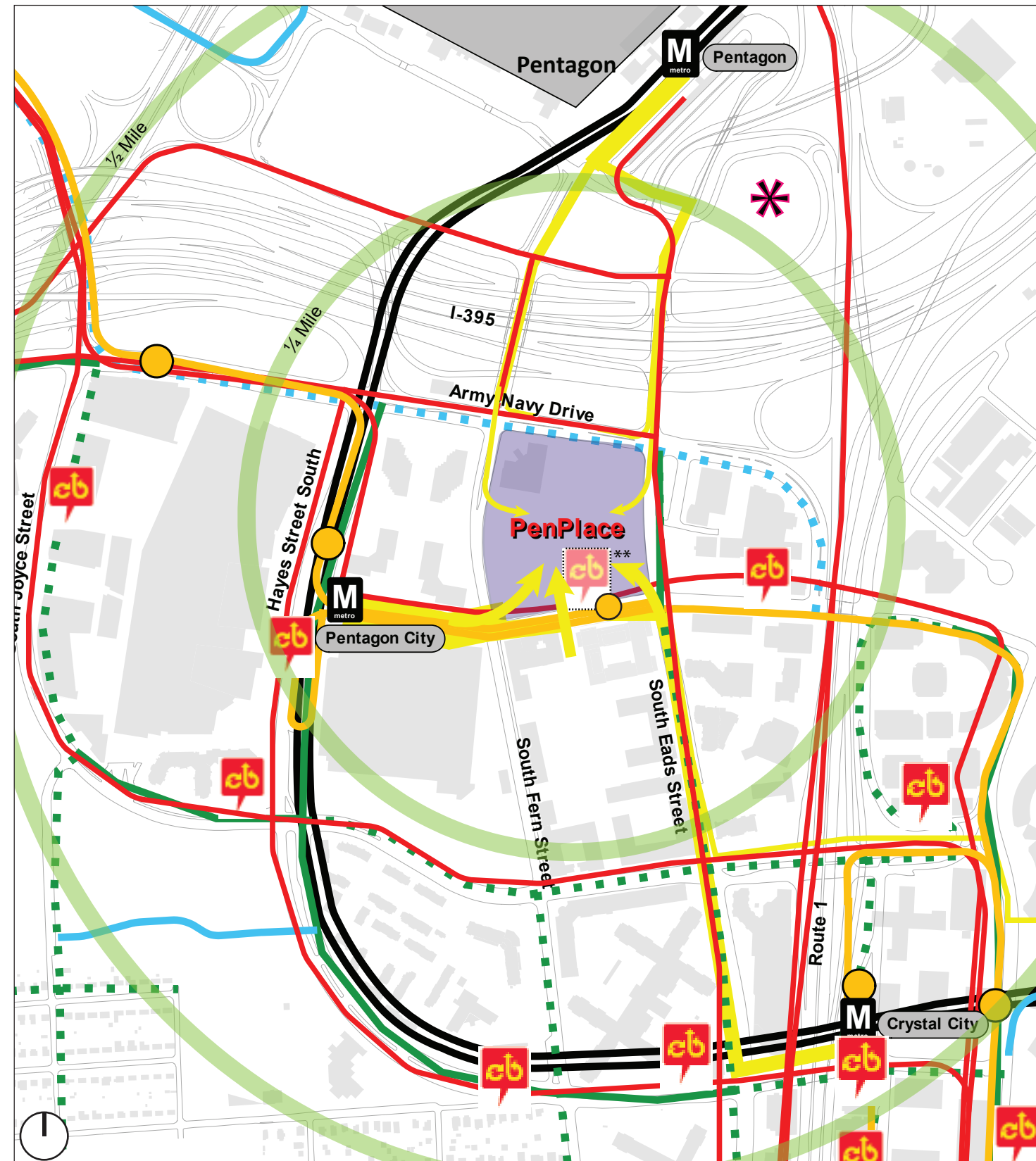
The Metro Yellow and Blue lines run west and south of the site with both the Pentagon City and Crystal City metro stations a short walking distance from the project site. Additionally, the Virginia Railway Express (VRE) commuter rail line runs east of the site and has one station within walking distance from the site. Bus lines including Metrobus, Arlington Transit (ART), Fairfax Connector, and Loudoun County provide 30 bus routes with stops on streets surrounding the site and the Pentagon Bus Transfer Station is a short walk from the site.

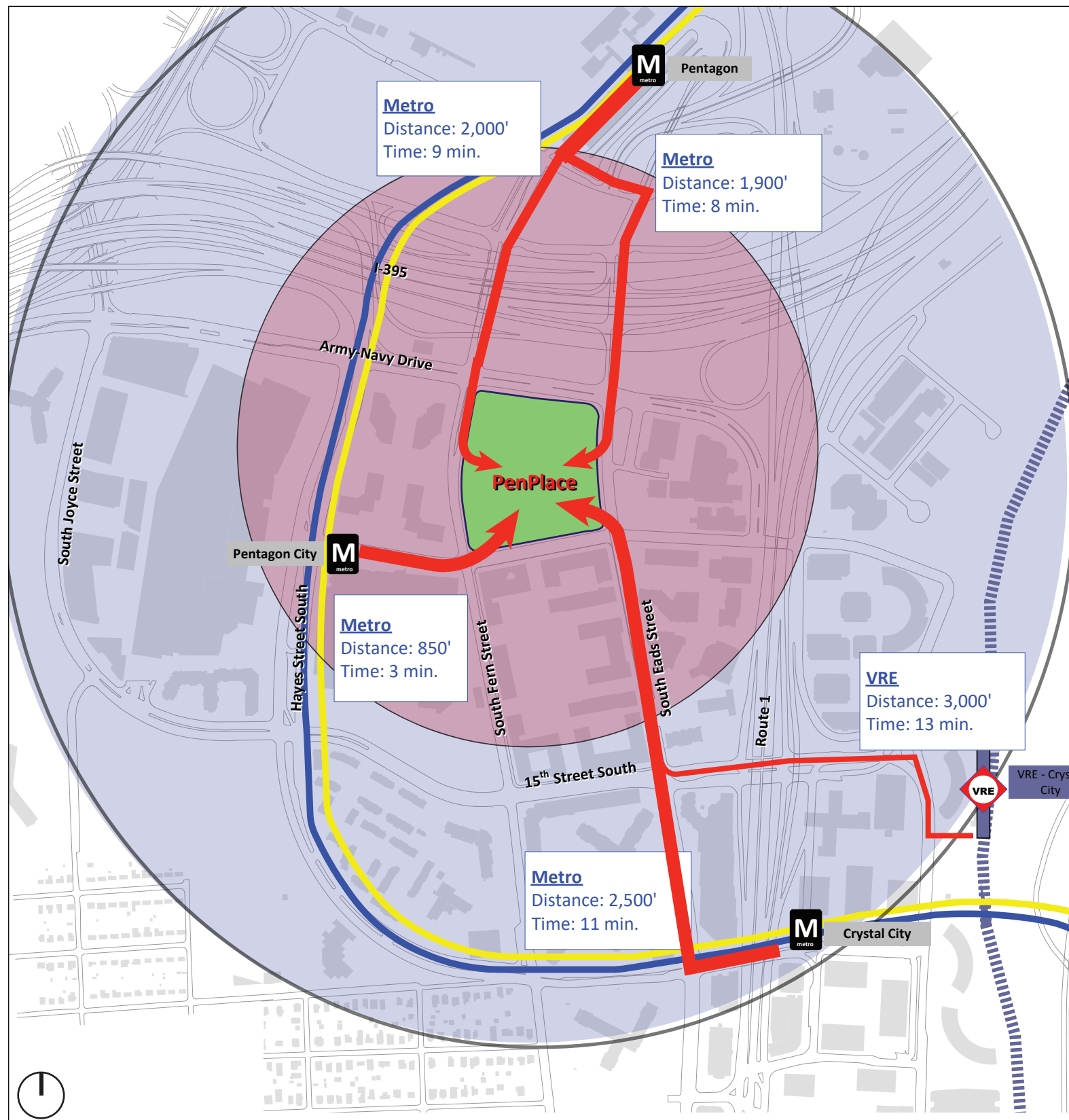
The project site is easily accessed to and from Interstate 395 and I-395 HOV lanes, located immediately north of the site. Other major roadways in close proximity include US Route 1 and the George Washington Parkway.

The project site is also well served by existing and proposed bicycle routes that connect to points in Arlington County and the region. These include current on street bicycle routes as well as a proposed two-way bicycle track along Army Navy Drive. Additionally, there are 14 existing Capital Bikeshare stations nearby in Pentagon City and Crystal City.

Legend

- - Bicycle Lane/Sharrow
- - - - On-Street Bike Route
- - Off-Street Bike Trail
- - - - Proposed Two-way Cycle Track
- cb - Capital Bikeshare Station
- cb - ** Proposed CB station in site
- - Pedestrian Route from Rail Transit
- - Bus Route
- - Proposed Streetcar Route
- - Proposed Streetcar Stop
- M - Metro Station
- - Metro Blue
- - VRE





METRO / VRE

PenPlace is uniquely located on a site that is proximate to both the Pentagon City and Crystal City Metro stations served by the Blue and Yellow lines. In addition, the regional Virginia Rail Express (VRE) system has a station within walking distance to the site. These transit stations are easily reached by routes distributed along the adjacent road network with a primary approach to the site via the 12th Street corridor.

The following is a summary of approximate walking times to Metro and VRE:

- Pentagon City Metro (3 minutes)
- Pentagon Metro (8-9 minutes)
- Crystal City Metro (11 minutes)
- VRE (13 minutes)

Legend

- Pedestrian Route
- Destination and Travel Time (Feet/Minutes)
- Metrorail Line
- Virginia Railway Express

INTRODUCTION










CONTEXT

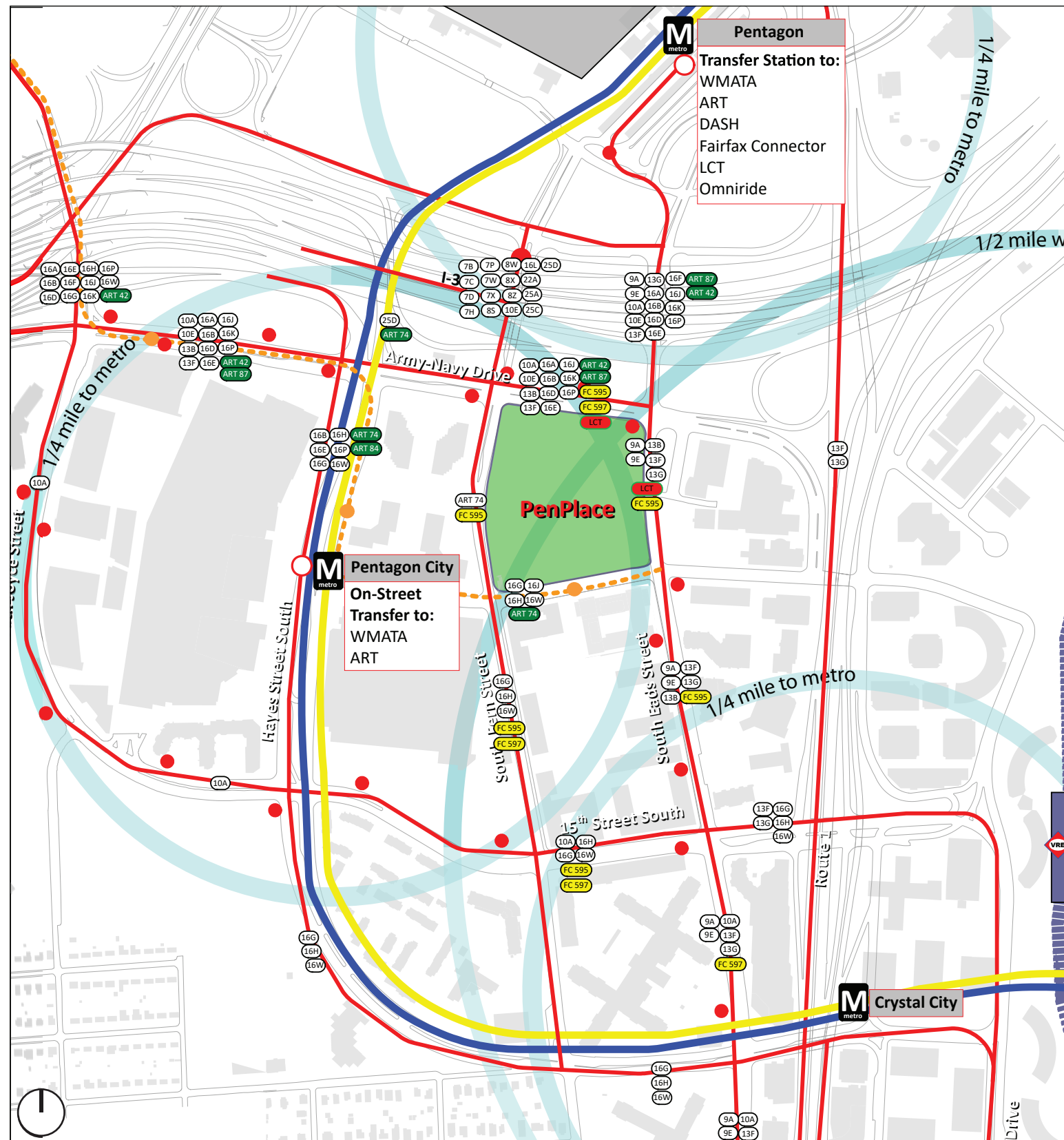
BUS

The proximity of the PenPlace site to Metrorail and the regional VRE rail system is complemented by an abundance of bus routes that connect the site to the immediate regional context.

- Approximately 30 bus routes within walking distance of PenPlace, including
 - WMATA (Approx. 21 routes)
 - ART (Approx. 4 routes)
 - Fairfax Connector (Approx. 2 routes)
 - Loudoun County Transit
- Bus Transfer Station located at the Pentagon Metro Station

Legend

-  Metrorail Station
-  Metrorail Line
-  Virginia Railway Express
-  WMATA Bus Corridor/Route
-  ART Bus Corridor/Route
-  Fairfax Connector Bus Corridor/Route
-  Loudoun County Transit (Various Routes)
-  Bus Stops
-  Bus Transfer Area



INTRODUCTION

CONTEXT

BICYCLE








PenPlace is located adjacent to a comprehensive network of bicycle routes that serve Pentagon City and connect the site to the regional context, including a planned two-way cycle track along Army-Navy Drive. This will provide a convenient alternative to vehicular and public transportation serving the site for both commuting and off-peak travel.


The site is also adjacent to several existing Capital Bikeshare stations and an additional station is planned on the site. The following is a summary of the Capital Bikeshare locations in the area:


- Pentagon City (5 existing bike stations, 1 proposed at PenPlace)
- Crystal City (9 existing bike stations)
- Total of 176 existing docks in Pentagon City/ Crystal City Area

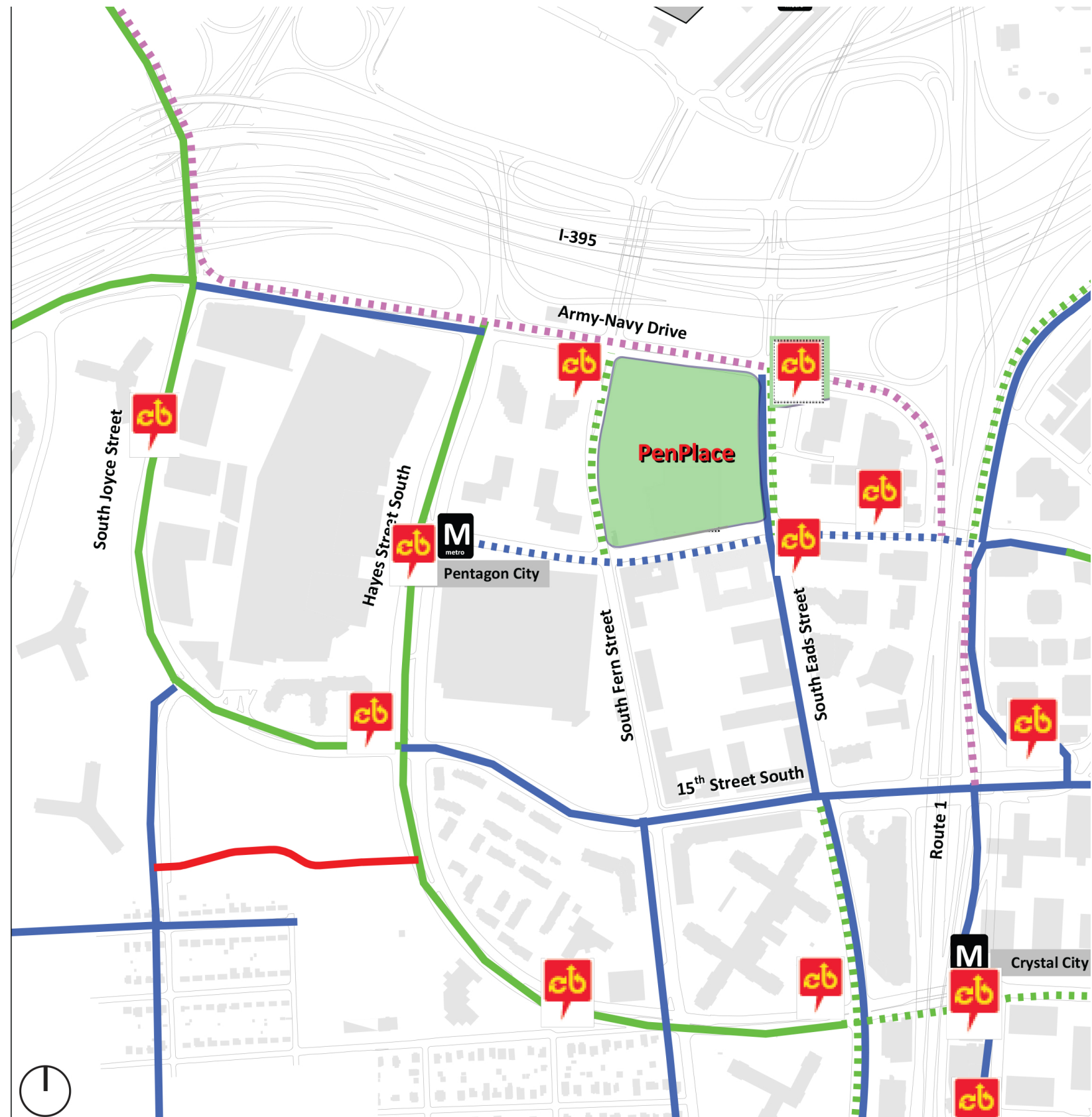
New protected bike lanes are planned for South Fern and Eads Streets.

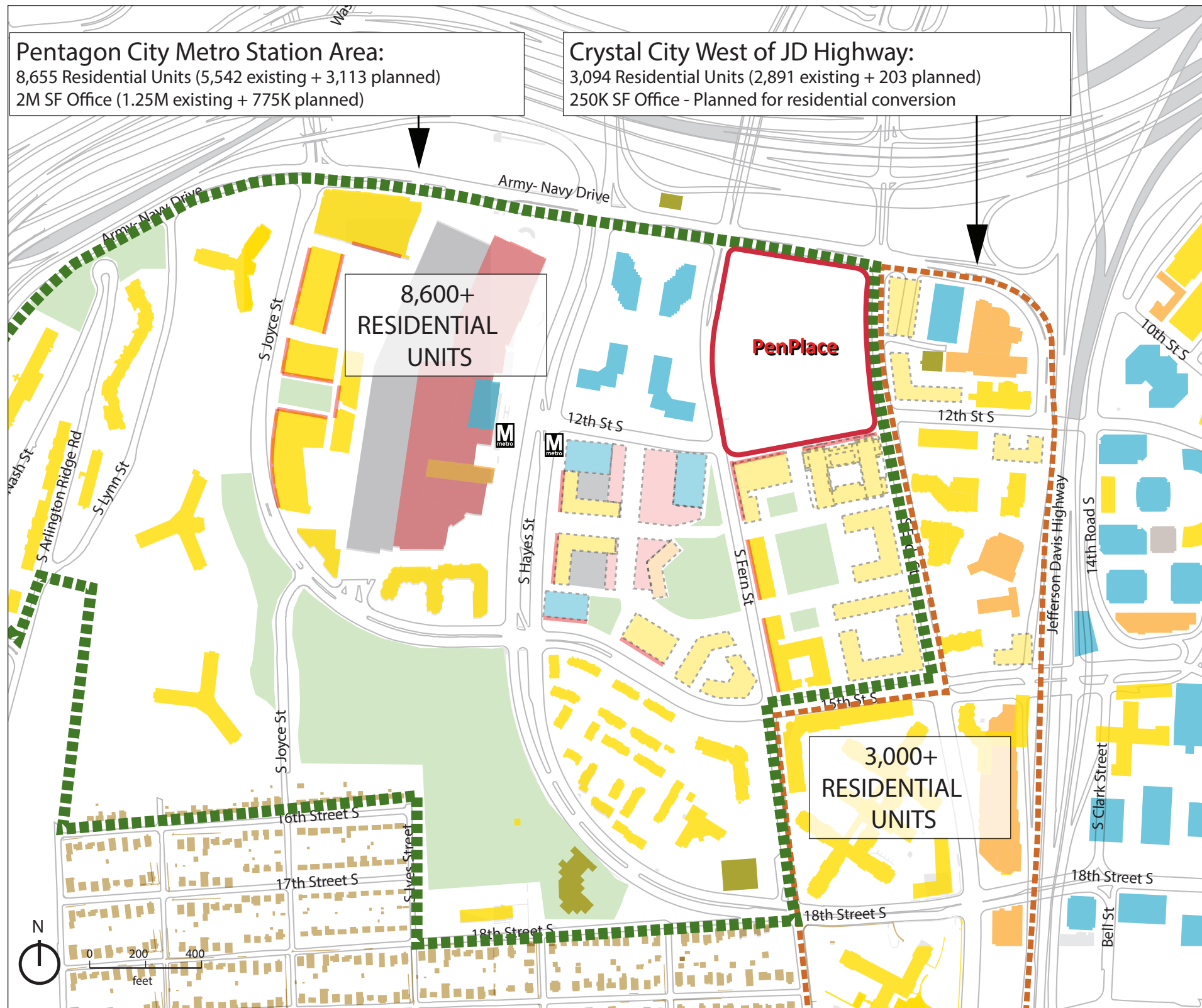
Legend

-  Existing Bicycle Lane/Sharrow
-  Existing Off-Street Trail
-  Existing On-Street Route
-  Proposed Bicycle Lane/Sharrow
-  Proposed Off-Street Trail
-  Proposed On-Street Route
-  Proposed Two way Cycle Track

 Capital Bikeshare

 Proposed CB Station in site

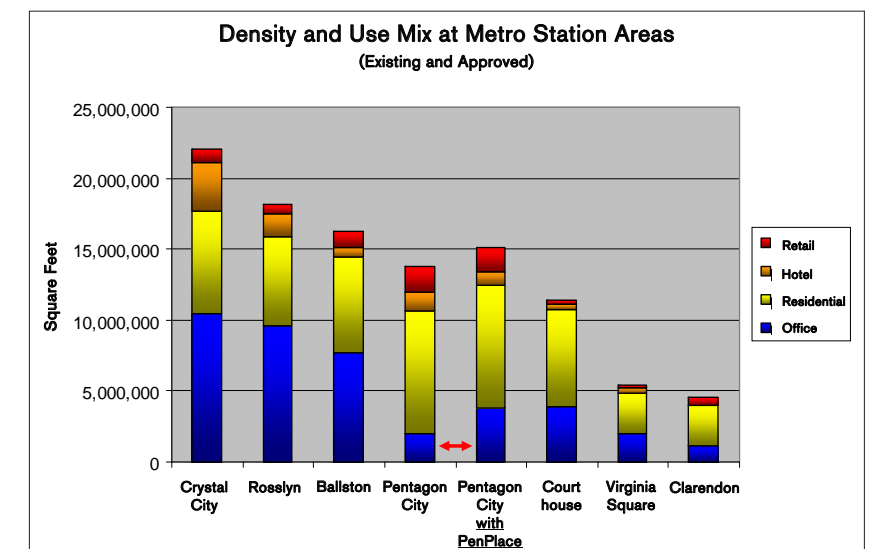




MIX OF USES IN THE AREA

The project site is bounded by Army-Navy Drive to the north, South Eads Street to the east, and South Fern Street to the west. The site abuts a new residential development to the south. 12th Street currently does not continue through the site but will be completed as part of the project*.

*Southern half of 12th Street to be constructed with the adjacent Metropolitan Park.



INTRODUCTION

CONTEXT

MIX OF USES ON ADJACENT BLOCKS

The dominant use in the immediate area around the site is Residential. This includes both existing and approved uses. The overall area around the Pentagon City Metro has the lowest percentage of offices in the area around it of any metro station in Arlington County. Providing a better balanced mix of uses and balance of daytime and nighttime activity is key to the vibrancy of new 12th Street, Parcels 1D and 3, and overall Pentagon City MSA.

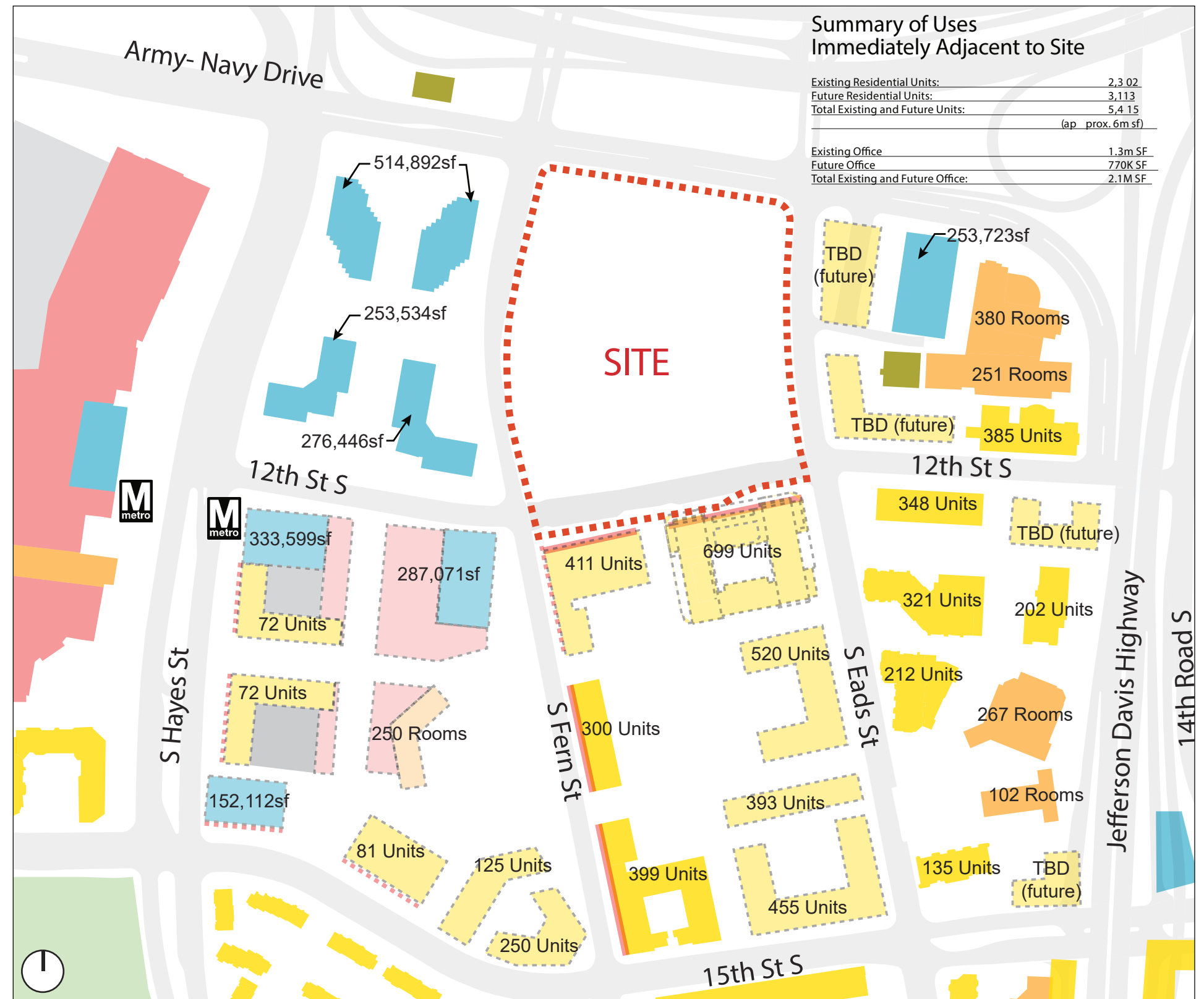
LAND AREA DIAGRAM

existing/built

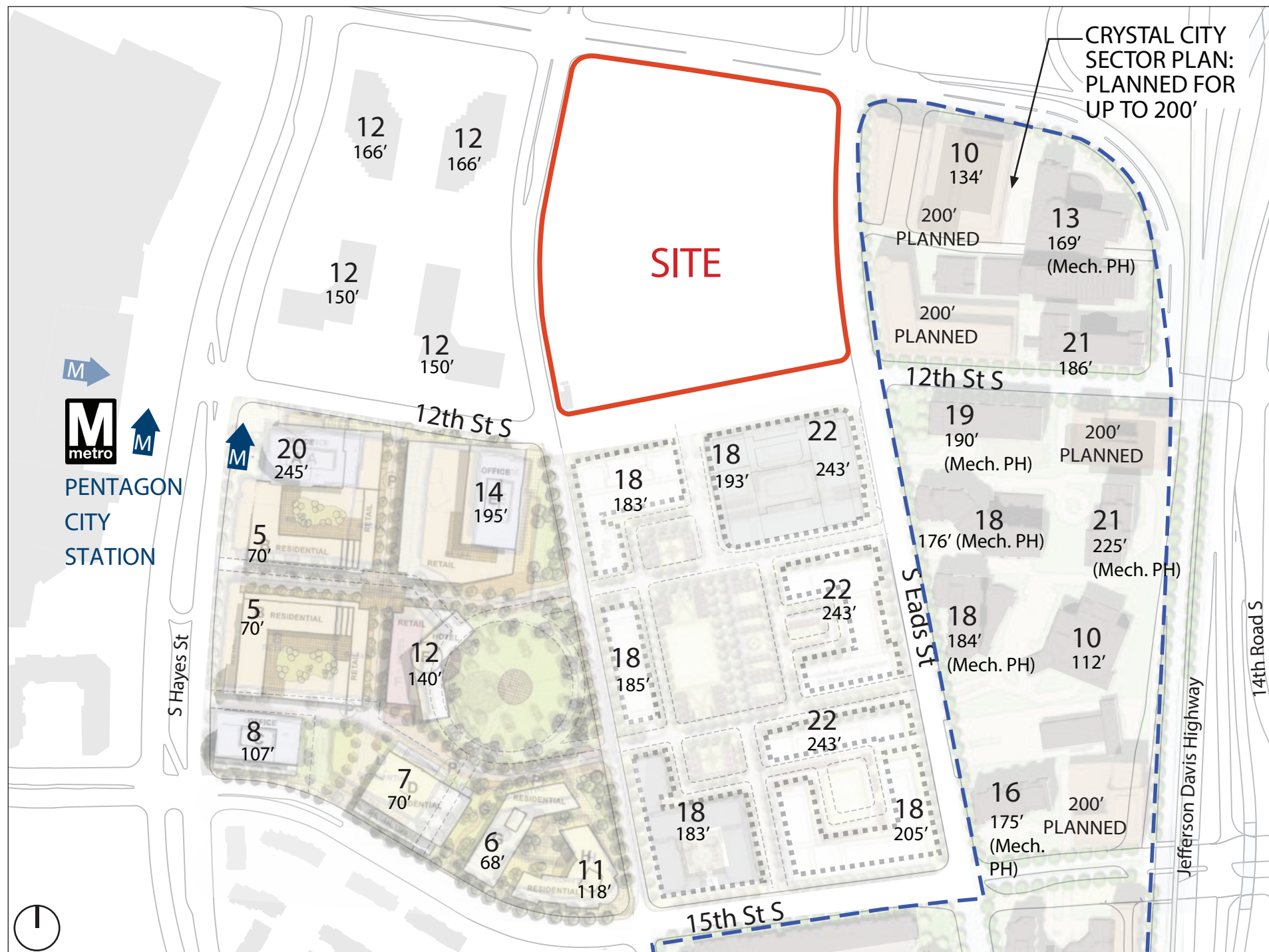
- Office
- Retail
- Hotel
- Residential Multi-Family
- Residential-Single Family
- Parking
- Infrastructure/ Services
- Park
- Ground Floor Retail

proposed/unbuilt

- Office
- Retail
- Hotel
- Residential Multi-Family
- Residential-Single Family
- Parking
- Infrastructure/ Services
- Park



SURROUNDING BUILDING HEIGHTS AND DENSITY



Note: Heights shown above do not include Penthouses.

INTRODUCTION

CONTEXT

Virginia Highlands Park - 18.4 Acres

- Baseball Fields (2)
- Tennis Courts (6) and Practice Walls
- Multi-Use Fields (2)
- Basketball Courts (2)
- Pentenque Courts (3)
- Volleyball Court
- Preschool-Age Playground
- School-Age Playground
- Picnic Shelter/Tables/Grills
- Paved Trail

Long Bridge Park - 30 Acres

Phase I (18 Acres)

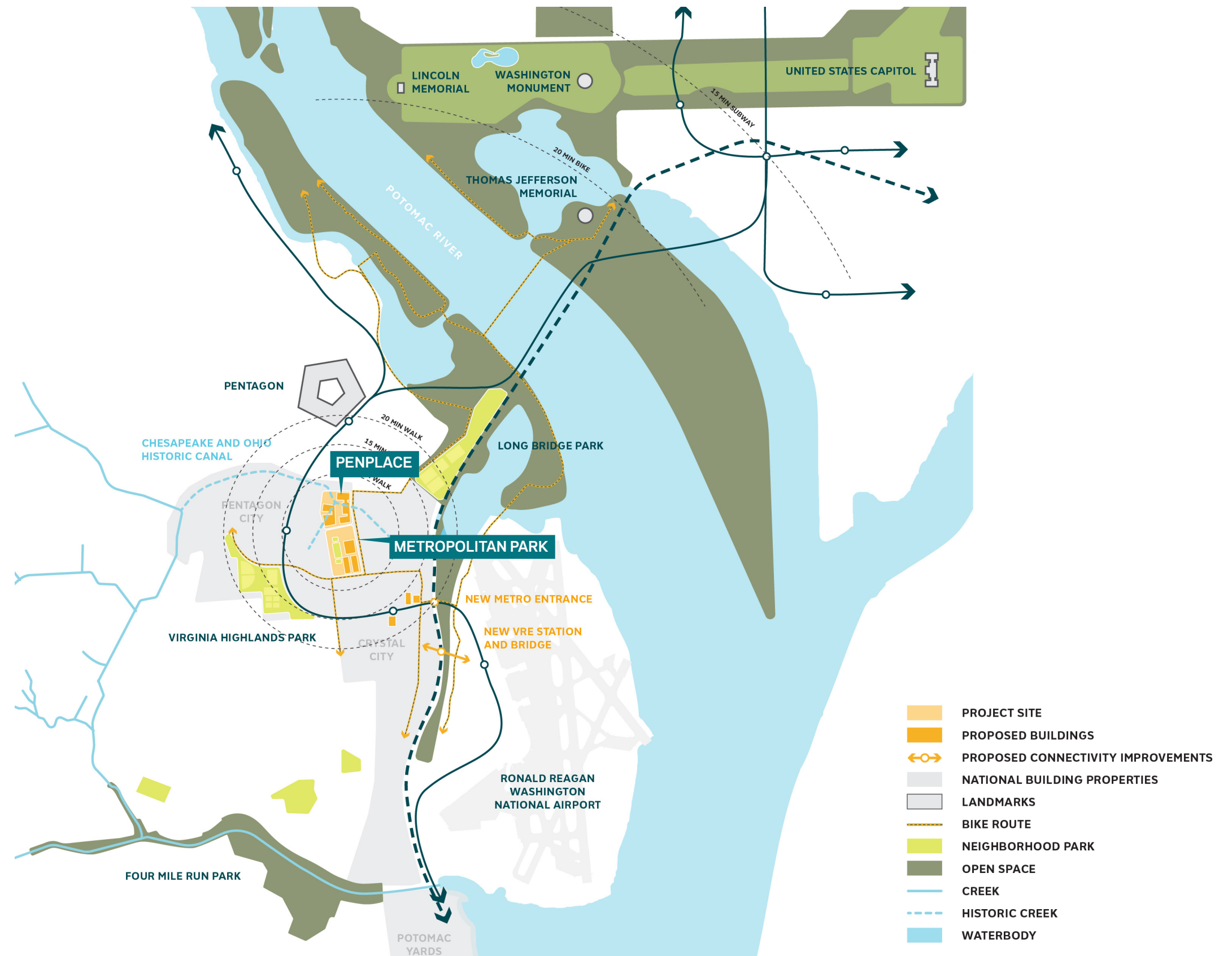
- Multi-Use Fields (3)
- Network of Walkways
- Capital Monuments Overlook
- Wave Arbor, a Public Art Feature
- 3/4 acre Rain Garden
- Bird Watching
- Picnic Areas

Phase II

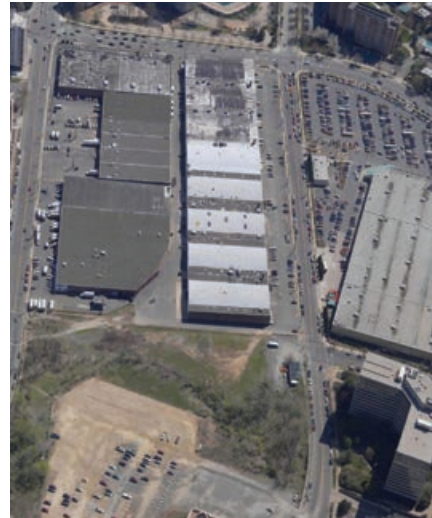
- State-of-the-Art Aquatics and Fitness Center
- 50m Pool
- 10m Diving Platform
- Leisure and Therapy Pool
- Exercise Rooms
- Short-Term Child Care
- Four Rectangular Fields with Synthetic Turf
- Half-Mile Long, Raised Walkway
- Trails to Walk, Run, Bike or Skate
- Large Public Event Area

Pentagon Row Plaza

- Shopping and dining
- Outdoor cafe and public plaza
- Lawn and fire pit lounge area
- Fitness club
- Ice skating rink



POST-WAR DEVELOPMENT - 1950's



Warehouses Industries and Warehouse Commerce 1940s-50s



Construction of Crystal City - 1960s



Construction of Pentagon City Mall

INTRODUCTION OF MASS TRANSIT - 1970's



Subway linkage to Washington



Underground Transit



Interior Connections to Pentagon City Mall

ZONING AND LAND USE

Parcel 1D
 Entitlement at the time of filing PDSP Amendment - 930 residential, 582 hotel units remaining
 Zoning - C-O-2.5
 Part of the Phased Development Site Plan for the 116-acre Pentagon City Tract

FEB 25, 1976

Phased Development Site Plan for Pentagon City approved.

Among planning goals and objectives in this approval:

- “A desirable mix of land uses should be provided to insure twenty four hour vitality in the new community.”
- “Highest densities, including office buildings, commercial uses and hotels, should be in the north and east portions of the site for ease of access to major traffic arteries and the metro rail station.”
- “Building heights should be varied to break up the skyline.”

NOV 12, 1997

Pentagon City Planning Task force report presented to County Board.

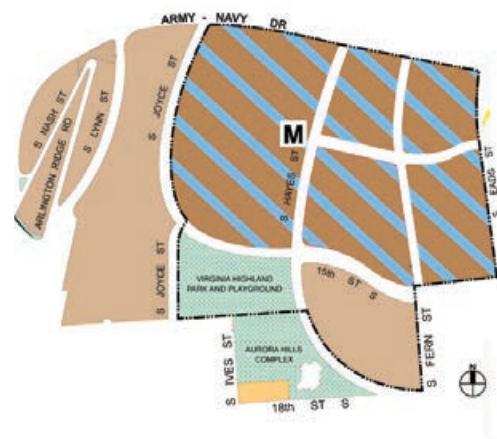
The following are generally re-affirmed in the task force report:

- “Highest densities, including office buildings, commercial uses and hotels, should be in the north and east portions of the (PDSP area) for ease of access to major traffic arteries and the metro rail station.”
- “Building heights should be varied to break up the skyline.”

PDSP AND PENTAGON CITY MSA



Pentagon City PDSP Area



Pentagon City Metro Station Area

CURRENT CONDITION



Existing Conditions Around Site

INTRODUCTION

HISTORY

FEBRUARY 10, 2004

Metropolitan Park Design Guidelines for Parcel 3 approved by County Board envisions residential units moving from Parcel 1D to Parcel 3 for Metropolitan Park and hotel units from Parcel 3 to Parcel 1D.

JULY 14, 2009

County Board approves amendment to Pentagon City Phased Development Site Plan to clarify and re-affirm permitted reallocation of density between Parcel 1D and Parcel 3.

SEPTEMBER 2010

Applicant filed an amendment to site plan #105 for development on parcel 1D. The “PenPlace” schemes to the right illustrate the conceptual plans.

LRPC Meetings

- January 27, 2011
- March 29, 2011
- May 12, 2011
- June 9, 2011
- August 1, 2011

2021 LRPC Meetings

- April 19, 2021
- May 12, 2021
- July 13, 2021

COUNTY BOARD - PLANNING COMMISSION WORK SESSION

November 1, 2011

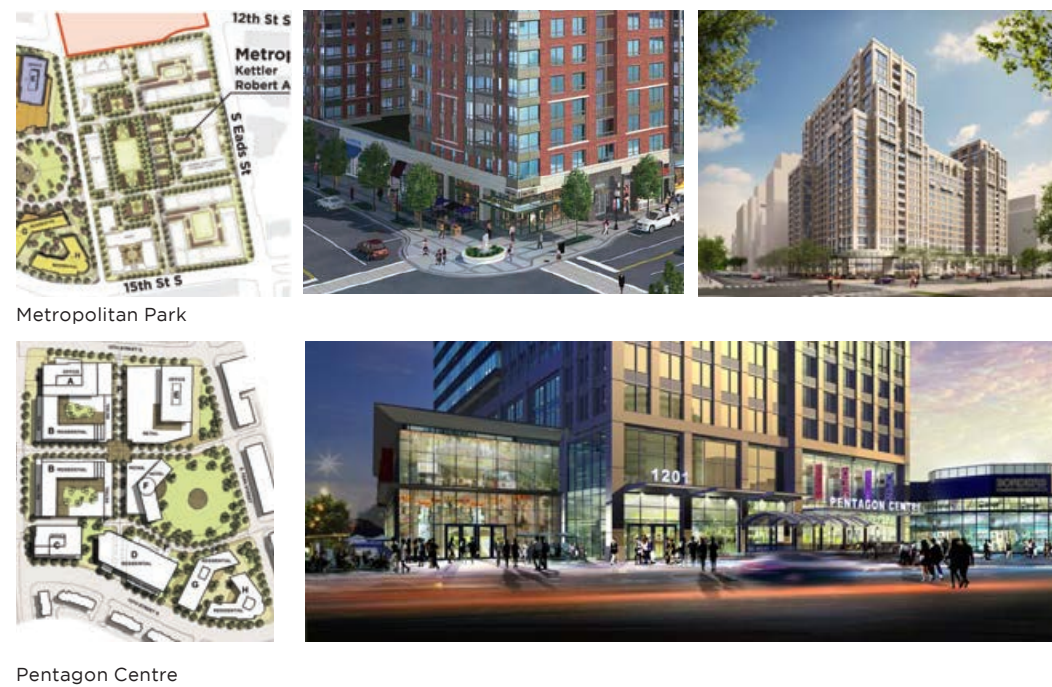
SPRC Meetings

- February 13, 2012
- April 26, 2012
- May 14, 2012
- June 11, 2012
- July 16, 2012
- September 27, 2012
- October 18, 2012
- November 19, 2012
- January 8, 2013
- February 25, 2013
- March 11, 2013
- March 18, 2013
- April 4, 2013
- May 20, 2013
- June 13, 2013
- July 8, 2013
- July 24, 2013

2021-2022 SPRC Meetings

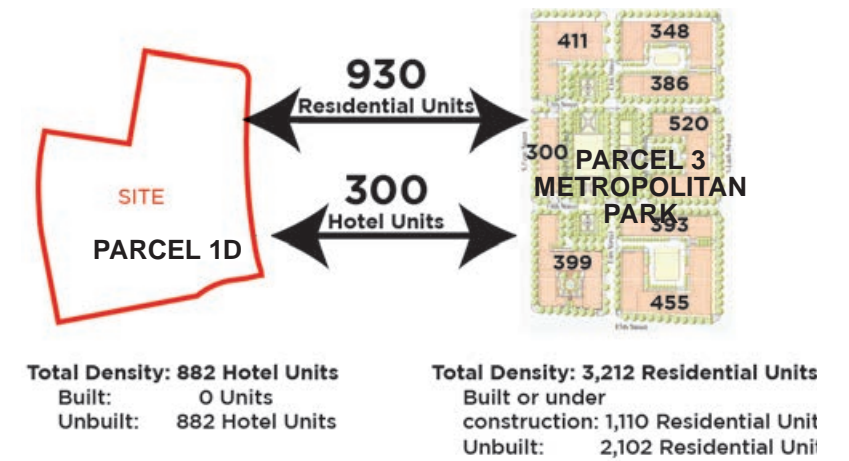
- October 28, 2021
- December 6, 2021
- January 24, 2022
- February 10, 2022

ADJACENT DEVELOPMENTS

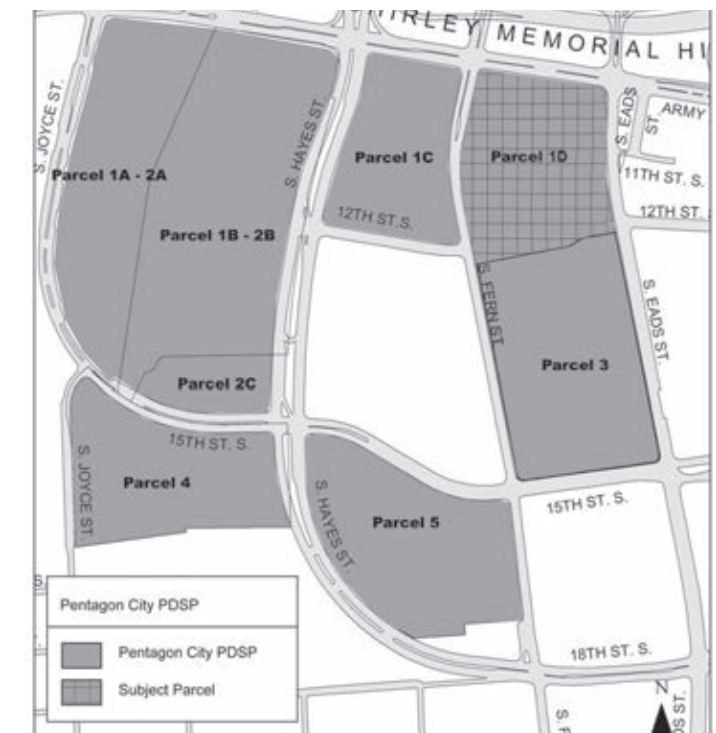
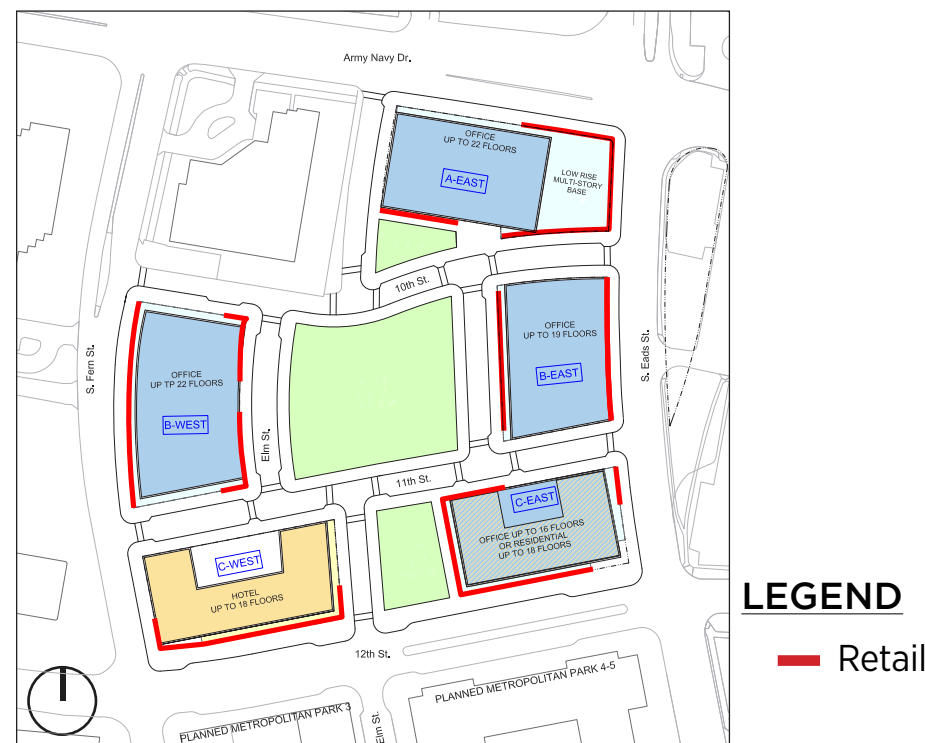


Pentagon Centre

DENSITY RELOCATION



PENPLACE



LRPC PROCESS

In October, 2010, the applicant filed an amendment to Site Plan #105, the Phased Development Site Plan (“PDSP”) for Pentagon City, seeking approval for its proposed development on Parcel 1D.

The Planning Commission directed its Long Range Planning Committee to develop Guiding Principles for the long-term build out of that site and a Special Study was undertaken to carry out that charge. The Committee conducting the Special Study included Members of the Planning Commission, representatives of three adjacent neighborhoods (Aurora Highlands, Crystal City and Arlington Ridge), and a representative of Vornado, the landowner and was facilitated by county staff.

The Committee met five times in 2011, reviewed the Planning Principles established in the 1976 PDSP, and in the 1997 Report of the Pentagon City Planning Task Force. It reviewed recent County Board actions relating to Pentagon Centre (to the immediate southwest of the site), Metropolitan Park (to the immediate south of the site) and Crystal City (to the immediate east of the site).

The Committee developed Guiding Principles covering the following issues: compatibility, mix of land uses, distribution of densities and heights, open space, circulation and pedestrian routes, and other urban design elements. The Guiding Principles were discussed at a Work Session with the County Board and were intended for use by the Planning Commission’s Site Plan Review Committee in its review of the specifics of the Vornado proposal for Parcel 1D.

GUIDING PRINCIPLES - AN INTRODUCTION

The following guiding principles have been developed in response to a Phased Development Site Plan (PDSP) amendment application for Parcel 1D of the 116-acre Pentagon City PDSP. Parcel 1D comprises the block bounded by South Fern Street, Army Navy Drive, South Eads Street, and the future extension of 12th Street South with the Metropolitan Park site to the south.

The PenPlace site comprises the majority Parcel 1D, and does not include the existing Marriott Residence Inn property at the northwestern portion of the block. Parcel 1D lies at the northeastern portion of both the area designated as the Pentagon City “Coordinated Development District” on February 9, 1974 and the Pentagon City PDSP boundary established by the Pentagon City Master Plan adopted in 1976. Parcel 1D is a total of 10.2 acres. Within this, the PenPlace site comprises 9.2 acres (buildable area) from a total of 12.2 acres of land owned by JBG Smith. All of Parcel 1D is zoned C-O-2.5 with a General Land Use Plan (GLUP) designation of three-fourths “High-Medium” Residential and one-fourth “Medium” Office-Apartment- Hotel established in 1979. The PenPlace site itself is currently vacant.

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

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

The development site now comprises all of Parcel 1D, including the Marriot Residence Inn property.

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

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

* Note: 930 residential units and/or 300 hotel rooms shall be located on either Parcel 1D or 3

On October 4, 1997, in response to the development proposal for Pentagon Row, the County Board established the Pentagon City Planning Task Force and charged this group to review the approved PDSP, to develop planning principles for the remaining unbuilt portions of Pentagon City, including the Pentagon Centre site and to identify two to three development scenarios meeting these principles. The report focused on guidelines for Pentagon Row. The Task Force report was presented at a County Board work session on November 12, 1997.

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

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

INTRODUCTION

GUIDING PRINCIPLES

This update clarifies how the intent of the principals and design guidelines established through this multi-year process has been applied to the current project together with a series of project enhancements, such as an increased pedestrian focus, expanded public open space and additional retail. The project has been preceded by approval of the last two phases of Metropolitan Park.

In response to a PDSP amendment application for the PenPlace site, the Long Range Planning Committee (LRPC) of the Planning Commission met 5 times, on January 27, March 29, May 12, June 9, and August 1, 2011 in order to 1) update and refine the planning principles established in the 1976 Pentagon City Master Development Plan and addressed in the 1997 Report of the Pentagon City Planning Task Force and to 2) develop guiding principles specific to long-term goals for full build-out of Parcel 1D, including the PenPlace site. The Special Study considered the following issues: compatibility, mix of land uses, distribution of densities and heights, open space, circulation and pedestrian routes, and other urban design elements. Planning Commission members were joined by invited community representatives and County staff. All meetings were open to the public. Guiding principles for Parcel 1D were developed based on LRPC Committee discussions, and build upon relevant planning principles from the 1976, 1997, and 2008 planning documents. For consistency and ease of comparison, the principles are generally presented under the same categories established in the 1997 report as well as the 2008 Pentagon Centre Site Guiding Principles, with new categories added, and are not intended to suggest a hierarchy. These principles will be used to evaluate the PenPlace PDSP amendment application, future Final Site Plans submitted for the PenPlace site, and other site plan applications filed for Parcel 1D.

A. COMPATIBILITY

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

B. MIXED-USE DEVELOPMENT

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

C. DISTRIBUTION OF DENSITIES & HEIGHTS

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

D. OPEN SPACE

1. Significant publicly accessible open space should be incorporated on Parcel 1D. In addition, a public plaza along 12th Street that is activated with retail and connected to transit nodes should be encouraged.
2. Open space should be well-designed, visible from the street, incorporate universal design principles, and provide permanent public access through a public access easement.
3. The design of public spaces should include links to established pedestrian connections created by surrounding development and access to existing and future transit nodes on and around the site.
4. Public spaces should be lighted in a manner that promotes safety, while minimizing unwanted impacts on surrounding uses and complying with appropriate Dark Sky and energy efficiency standards.
5. Publicly accessible recreational space should be provided on Parcel 1D or an adjacent site to help meet the recreational needs of employees, residents and visitors.

E. CIRCULATION & PEDESTRIAN ROUTES

1. The superblock should be broken up with new pedestrian corridors. The new corridors should connect with and enhance the street grid in the Pentagon City area.
2. A north-south connection should be provided to connect Army Navy Drive and 12th Street.
3. Vehicular movements should be relocated underground, allowing services (parking garage entrances and loading) to be removed from the interior of the site. New pedestrian corridors should be designed as narrower streets reflecting a more pedestrian nature. Parking and loading access drives should align with the existing street grid. Street frontages should, in general, be activated with building entrances and storefronts, with the exception of Army Navy Drive.
4. Projects should include aggressive transportation demand management (TDM) plans tailored to achieve mode splits that will limit traffic impacts.
5. Parking ratios should be established to reflect the multi-modal nature of the site.
6. All parking resources should be maximized through measures such as shared parking, building on the parking synergies inherent in mixed-use developments.
7. 12th Street should be developed to support future planned transit on this corridor as identified in the Master Transportation Plan and should be activated with retail uses to enhance pedestrian experience along the corridor.

INTRODUCTION

GUIDING PRINCIPLES

F. OTHER ELEMENTS OF GOOD URBAN DESIGN

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

G. SUSTAINABLE DESIGN

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

H. ACCESSIBILITY

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

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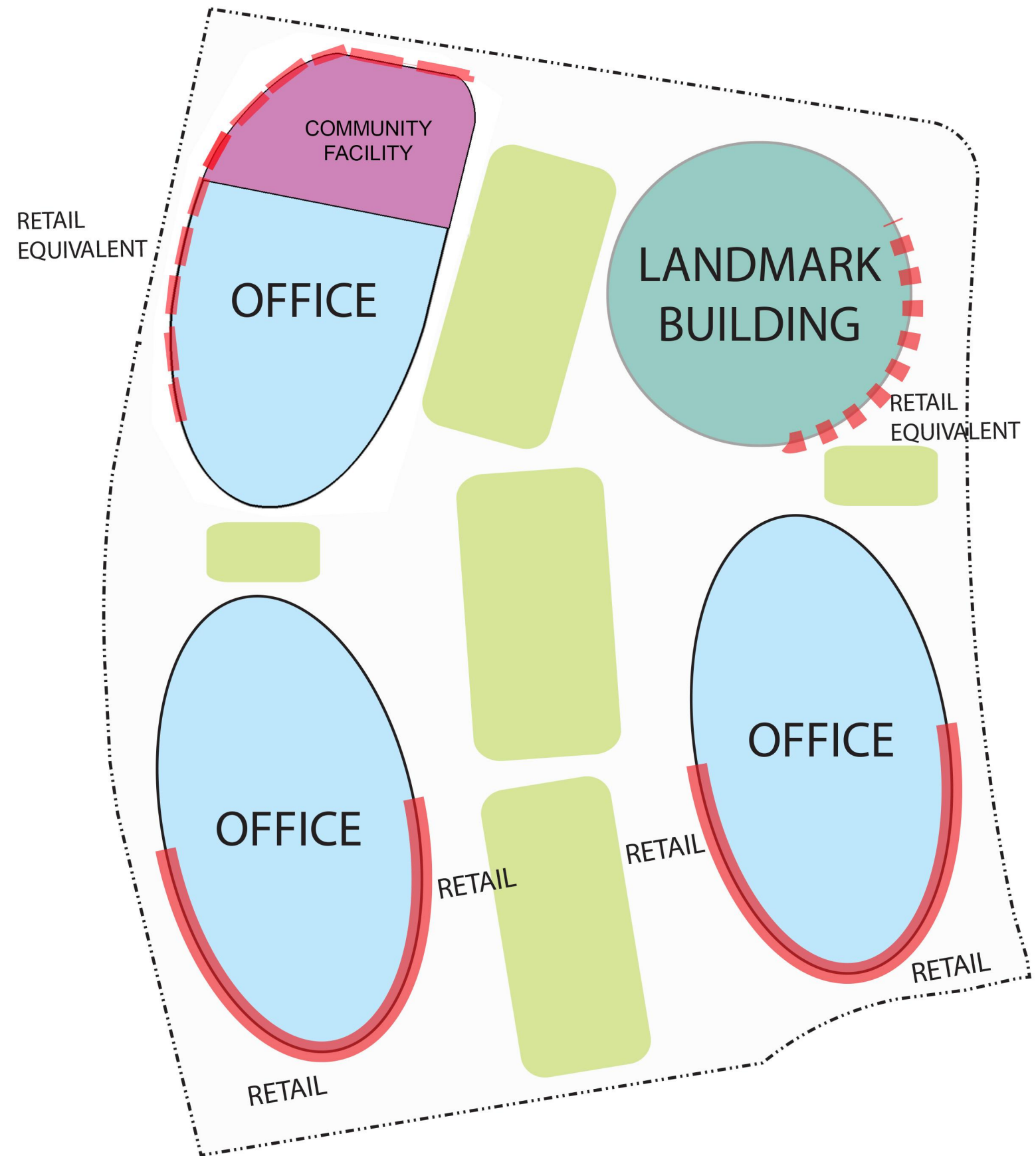


CONCEPT PLAN

CONCEPT PLAN

CONCEPTUAL FRAMEWORK

The site will be divided into separate zones with a network of pedestrian corridors or pathways and open space. The open space will occupy the center of the site, extending from 12th street into the site terminating on the northernmost block.





LEGEND

- Landmark Building
- Office Tower
- Retail Pavilion
- Open Space / Plaza

SUMMARY OF PLAN

The approved Concept Plan for PenPlace is included in this section. The plan would allow for:

- Up to 1,809,000 square feet of office office space (no more than one building on 12th Street)
- Up to 300 hotel rooms.
- Up to 300 residential units on 12th Street (replacing up to 420,000 square feet of office square footage).
- Up to 50,000 square feet of ground floor retail and service uses
- Potential for a community amenity of up to 20,000 square feet at A-East or B-East.

The proposed Concept Plan for PenPlace includes approximately:

- 2,800,000 sf GFA of office in three towers
- 115,000 sf GFA of retail
- 400,000 sf GFA of space in Landmark Building
- 20,000 sf GFA of community space

Refer to the Final Site Plan for final densities.

The County Board has also affirmed the B-West parcel of PenPlace as an acceptable location for a secure office building. Since the exact future requirements for a secure facility at this location were not known at the time of approval of the amendment to the PDSP and these Design Guidelines, the Secure Building Illustrative Plan shown in the appendix provides just one option for siting a secure facility to be considered during Final Site Plan review. The Secure Building Option appendix of these Design Guidelines sets forth a series of elements a future Board would review and consider when evaluating a Final Site Plan for a secure facility on the B-West parcel, with the assumption that a building setback of up to 82 feet should only be pursued if such a setback is required and if other design tradeoffs that could reduce this setback are not practical.



CONCEPT PLAN

RETAIL FRONTAGE

Retail uses, retail equivalent uses and community amenity space are planned as part of the overall site framework to further activate the site during day and nighttime hours throughout the week and on weekends.

Retail uses should be located on 12th Street.


Retail and/or retail equivalent uses (such as child care, business services, small professional offices and medical services) should be located throughout the site north of 12th Street.

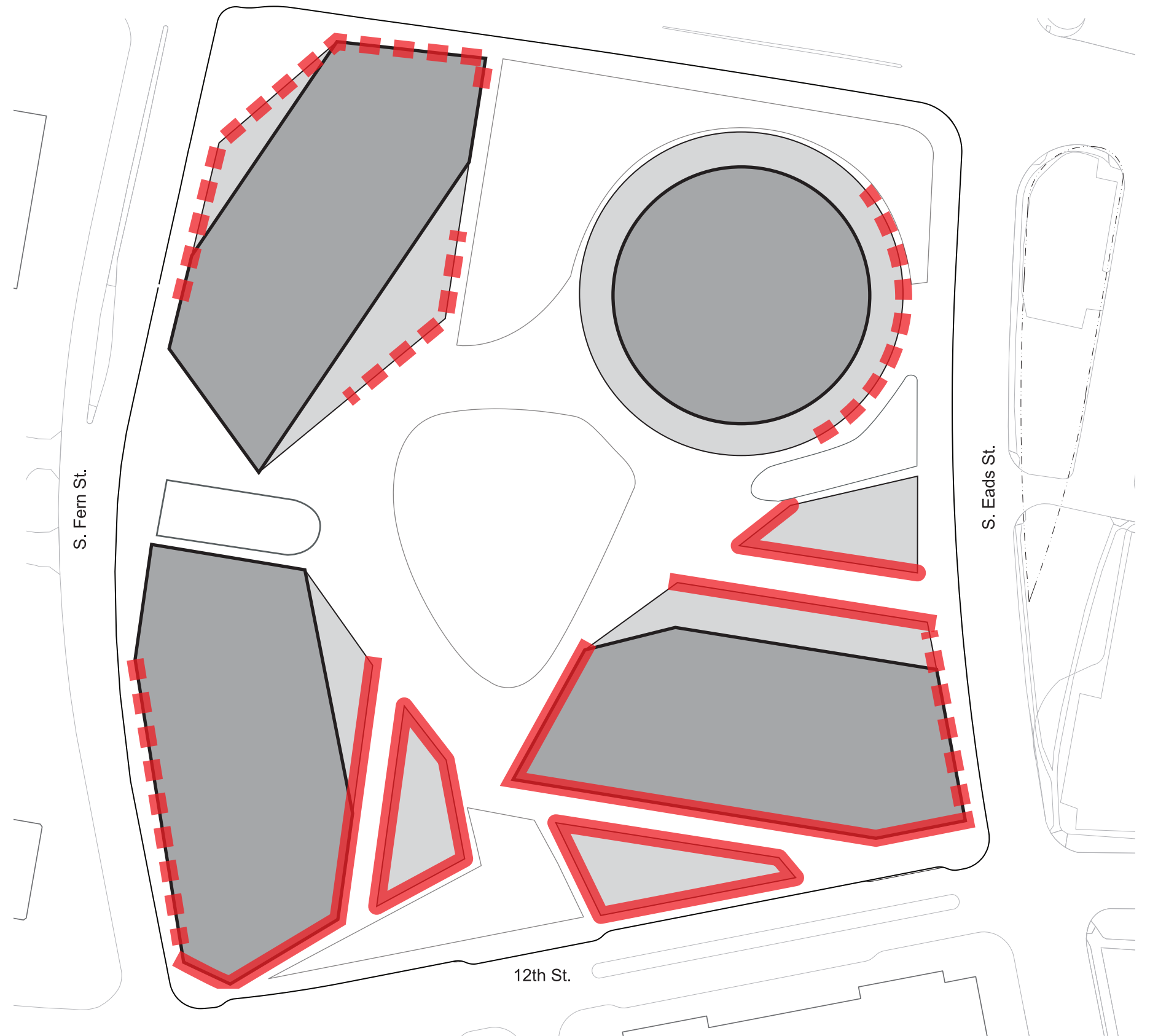
A community amenity should be located at either A-East or B-East and have some connection or relationship with the centralized open space (up to 20,000 SF).

This mix of activities will ensure vitality along 12th Street and activate the interior of the block by inviting workers, shoppers and nearby residents into the site.

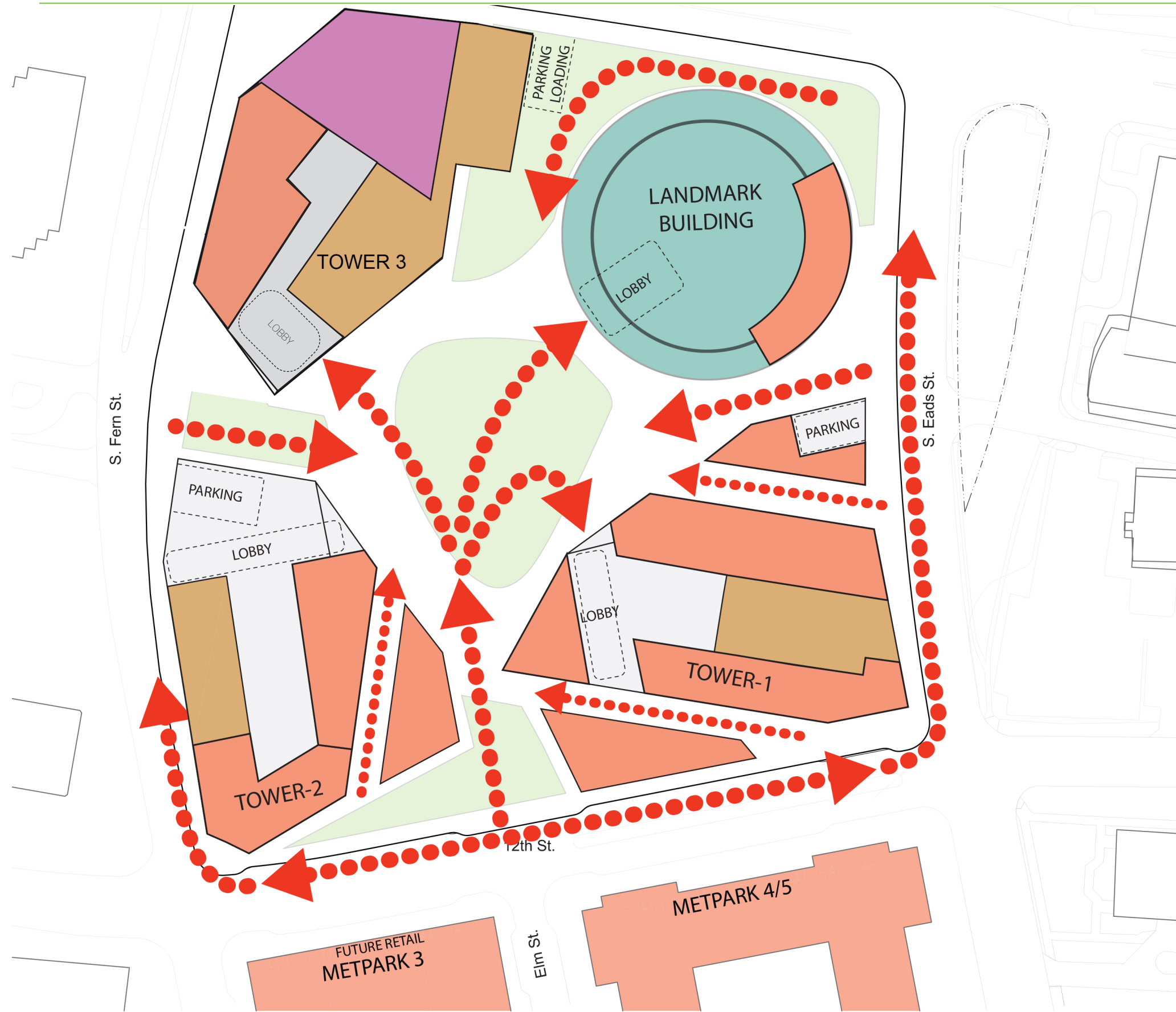
LEGEND

 Potential Location of Retail Frontage

 Potential Location of Retail and/or Retail Equivalent Frontage



Note: The plan shown at left is conceptual only and shows the approximate amount of retail, retail equivalent, and community amenity spaces included in the framework. Final locations and layouts of these active use spaces will be determined at the 4.1 final site plan for each building and may vary based on the final building design.



LEGEND

- Potential Retail and Retail Equivalent Location
- Potential Community Amenity
- Potential Bicycle Parking
- Pedestrian Circulation



CONCEPT PLAN

OPEN SPACE

PenPlace is planned for an internal series of open spaces comprised of a major civic, urban plaza along 12th Street, a park-like Central Green in the heart of the district and a smaller urban plaza at the western edge along 10th Street. This significant amount of open space will accommodate a range of activities, recreation and cultural events to serve community needs.

This is a preliminary concept only. Applicant will engage in further design process for the open space with the county and community following approval of these Guidelines.

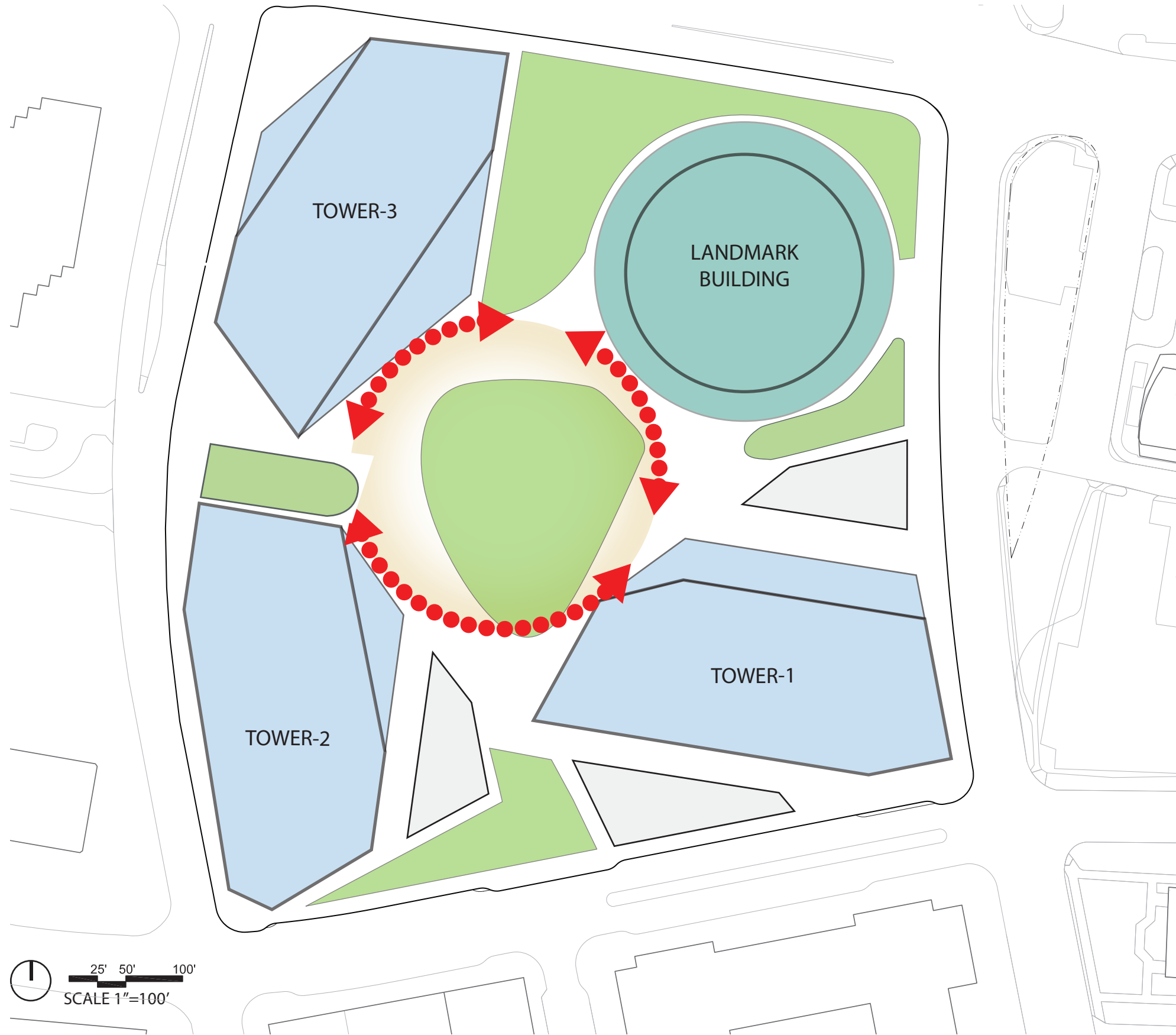
The updated Concept Plan adds an elevated forest with an amphitheater, water feature, pedestrian scramble and multiple small gathering opportunities on the northern end of the site.



POTENTIAL FOR LARGE CORPORATE USER

This site presents a great opportunity for Arlington County to attract a large corporate user that may want to locate their headquarters or significant professional services requirement in this area, and spur other associated businesses to do the same.

This could provide a significant economic boost to the County and enable the site and community amenities to be developed sooner.



CONCEPT PLAN

COMMUNITY AMENITY



Community Facility



Incubator Space

COMMUNITY AMENITY

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 and location will be determined with the 4.1 final site plan.



Educational / University

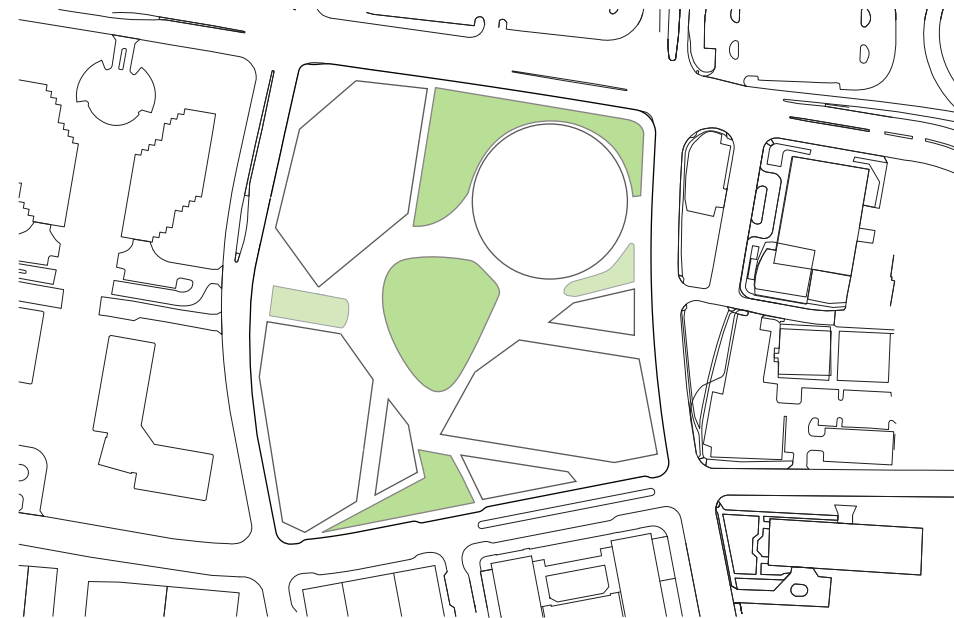


Library

STREETS / TRANSPORTATION



OPEN SPACES

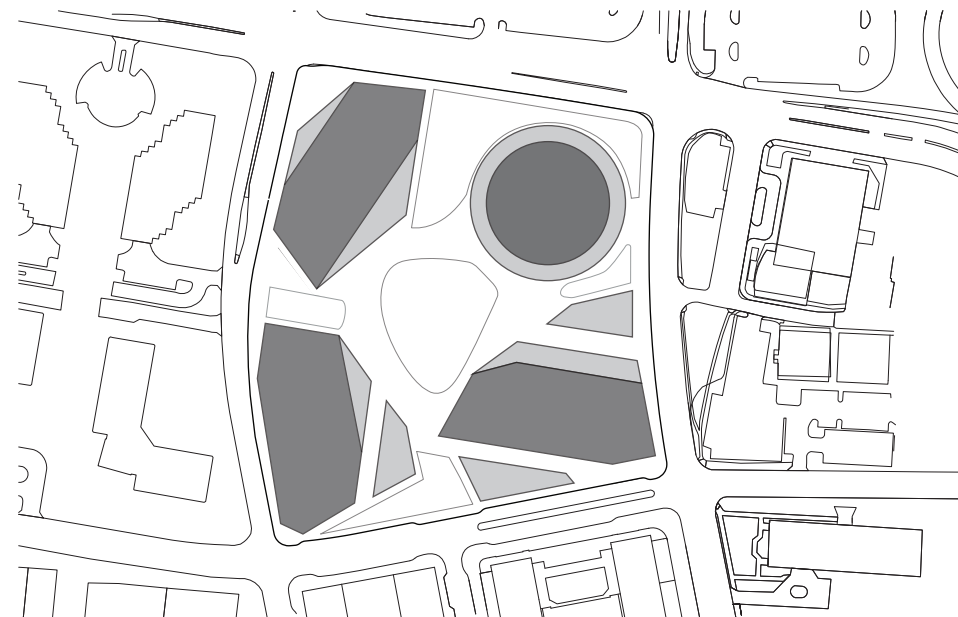


The concept plans will be composed of three important elements:

- Streets / Transportation
- Open Space
- Buildings and Architecture

The diagrams at left illustrate the basic configuration of each of these elements within the concept plans. Each of these elements will be the basis of the guidelines outlined in the following sections and will be described in greater detail there.

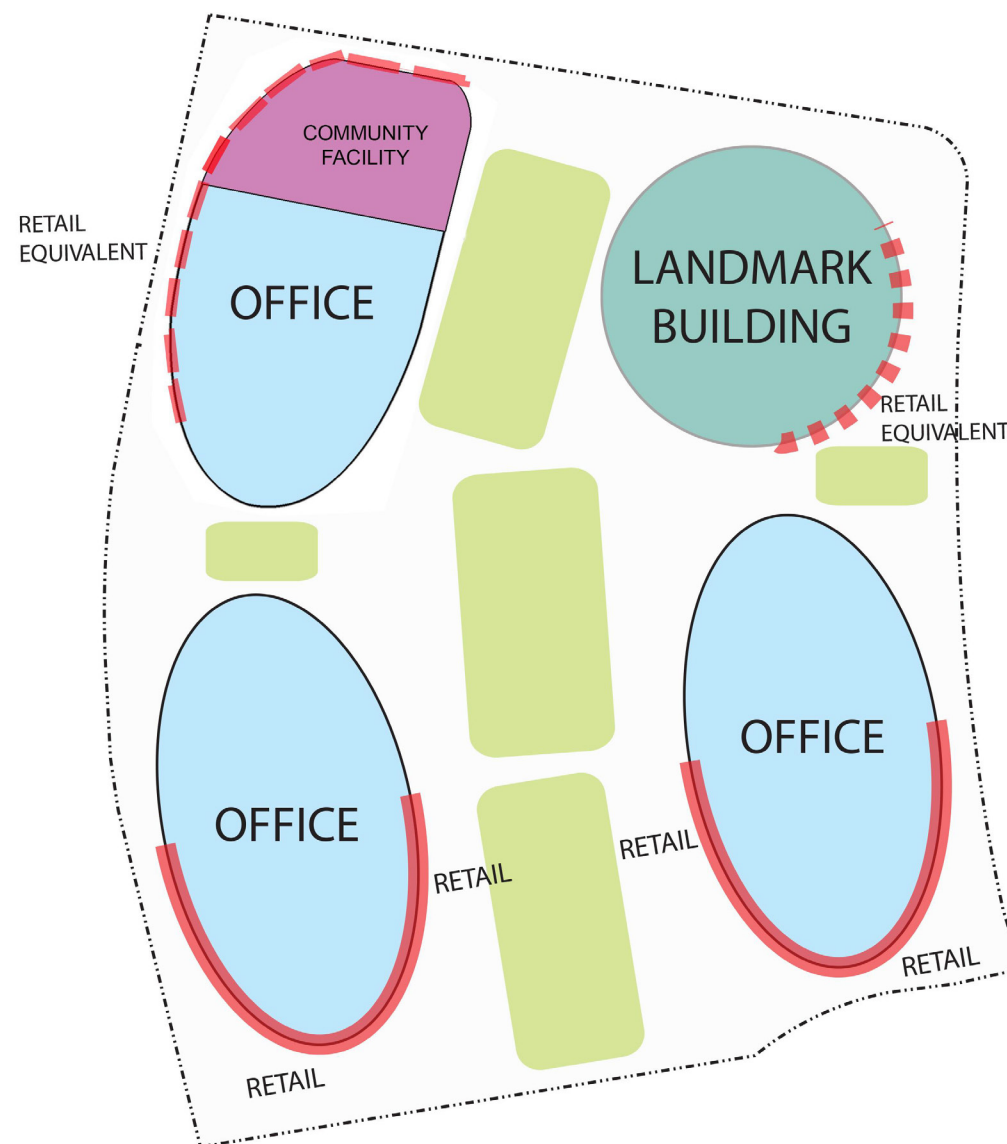
BUILDINGS / ARCHITECTURE





STREETS / TRANSPORTATION

GUIDING PRINCIPLES

**A. COMPATIBILITY**

4. Parking should be located underground.
5. Given the site's location adjacent to the Pentagon and its unique edge conditions adjacent to an elevated highway, the site is an appropriate location to consider placing secure office facilities. Any secure office facility on the site should be designed to be compatible with the surrounding uses and projected future uses, and to minimize negative impact on the pedestrian experience. Specifically, safe, publicly accessible pedestrian paths accommodating convenient north-south and east-west linkages should be provided. The location of secure facilities should ensure that open space and interior roads are not inhibited. Secure facilities shall not be located along 12th Street.
6. Building and site designs should support and promote a diverse range of transportation alternatives to car ownership and single occupancy vehicle driving.
9. Development should realize the vision for 12th Street as a fully activated retail and transit-oriented corridor.

D. OPEN SPACE

3. The design of public spaces should include links to established pedestrian connections created by surrounding development and access to existing and future transit nodes on and around the site.

E. CIRCULATION AND PEDESTRIAN ROUTES

1. The superblock should be broken up with new streets. The new streets should connect with and enhance the street grid in the Pentagon City area.
2. A north-south connection should be provided to connect Army Navy Drive and 12th Street.
3. New internal streets should be designed as secondary streets allowing services (parking garage entrances and loading) to be removed from the perimeter of the site. These secondary streets should be designed as narrower streets reflecting

a more pedestrian nature. Parking and loading access should not be located along Fern Street, Army Navy Drive, Eads Street and 12th Street. These street frontages should, in general, be activated with building entrances and storefronts, with the exception of Army Navy Drive.

4. Projects should include aggressive transportation demand management (TDM) plans tailored to achieve mode splits that will limit traffic impacts.
5. Parking ratios should be established to reflect the multi-modal nature of the site.
6. All parking resources should be maximized through measures such as shared parking, building on the parking synergies inherent in mixed-use developments.
7. 12th Street should be developed to support future planned transit on this corridor as identified in the Master Transportation Plan and should be activated with retail uses to enhance pedestrian experience along the corridor.

F. OTHER ELEMENTS OF GOOD URBAN DESIGN

1. The streetscape along 12th Street should be designed to complement proposed County transit improvements for the Pentagon City-Crystal City area.
2. On-street parking should be provided to the extent possible to accommodate short-term visitors and retail customers, providing a buffer between pedestrian and vehicular traffic which will enhance the pedestrian experience.

H. ACCESSIBILITY

1. Spaces, such as sidewalks, plazas, and parks, as well as buildings should be designed to be usable by all people. The needs of all potential users, regardless of ability, should be considered at an early stage of design to better ensure that barriers to access are eliminated and equitable use of all facilities and spaces is promoted.

STREET SECTIONS

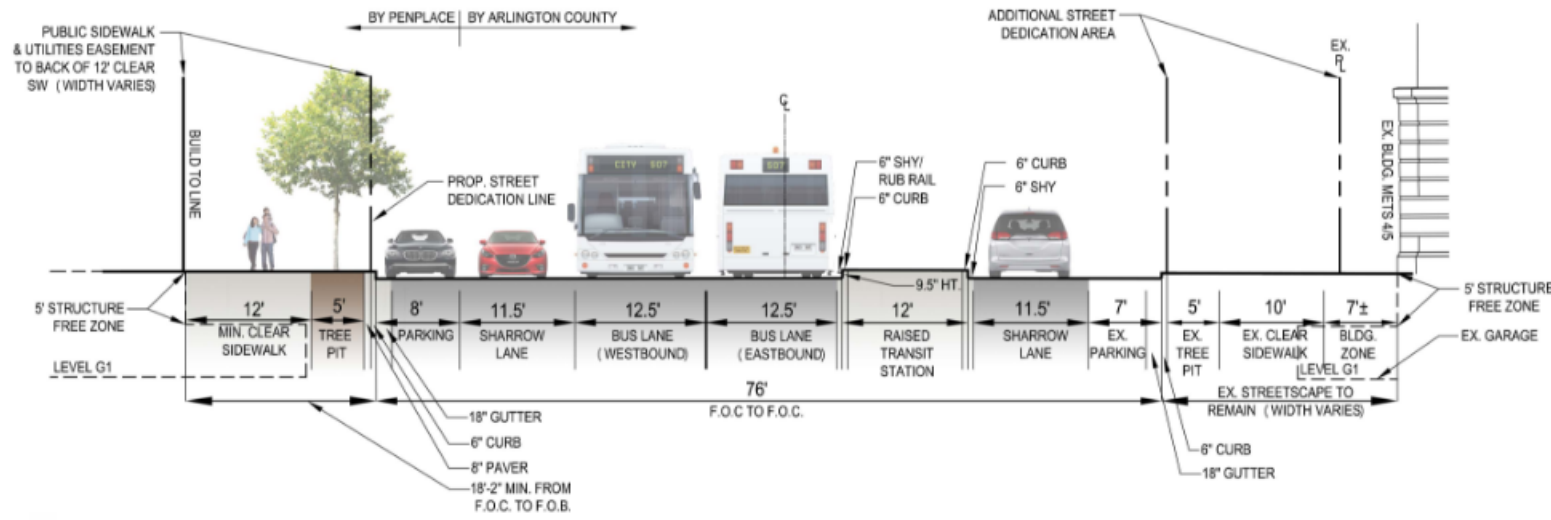
Streets are an important component of the public realm, serving both a transportation function and contributing to the overall urban character. The components that make up the streets of PenPlace are designed and organized in a way that will accommodate vehicular circulation while also providing an ample, welcoming, and inviting pedestrian environment.

Roadways in PenPlace are sized to accommodate travel lanes and provide on-street parking lanes where possible. The number of travel lanes for each particular street is informed by the traffic load studies examined in the Multimodal Transportation Study.

The following section includes diagrams that illustrate how the various components of the streets are configured. Each typical street configuration is documented with a dimensioned section diagram, a corresponding partial plan. Key plans are provided to indicate which segment of a given street is addressed by these plans and sections. The dimensions for street elements shown in each street section diagram represent the typical condition for that particular portion of the street.



STREET SECTION: 12TH STREET

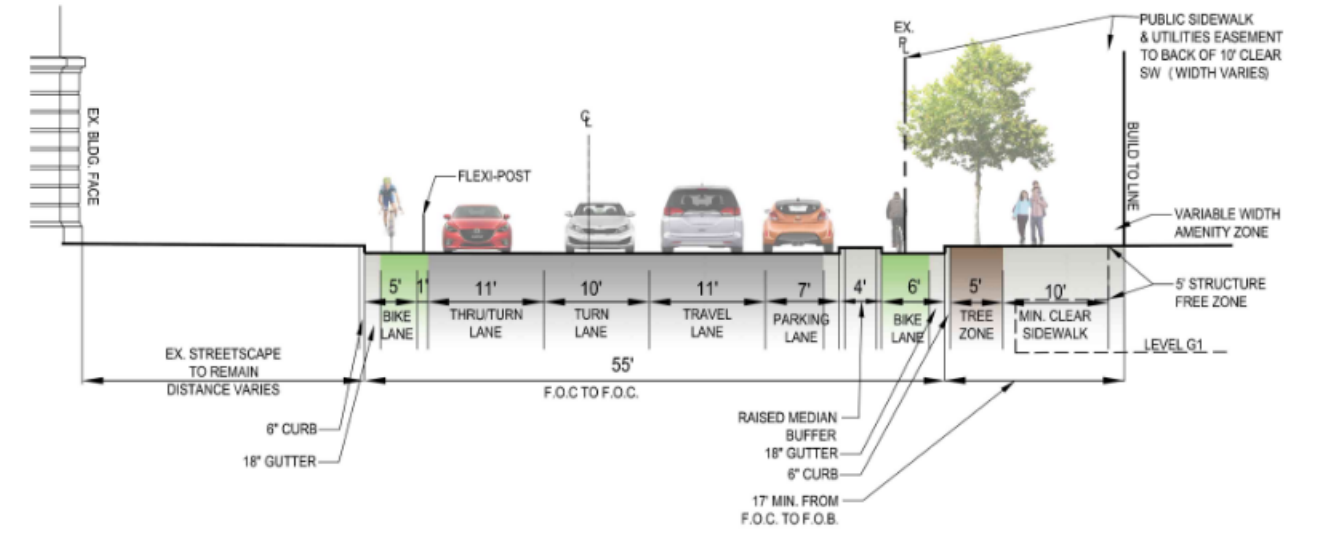


SECTION A-A (LOOKING EAST)

12TH STREET SOUTH

SCALE: 1"=10'

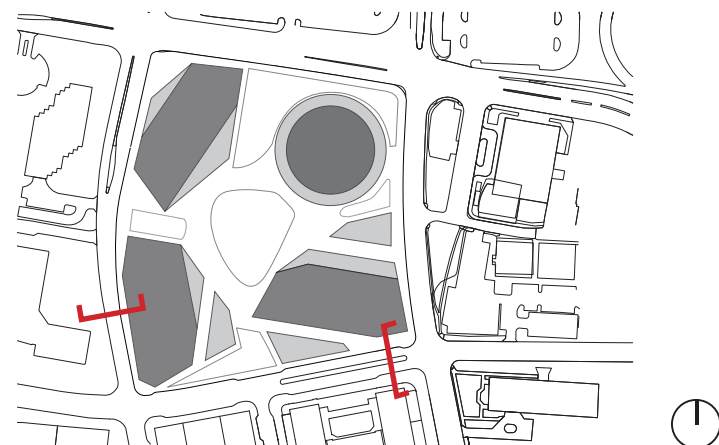
STREET SECTION: FERN STREET



SECTION E-E (LOOKING NORTH)

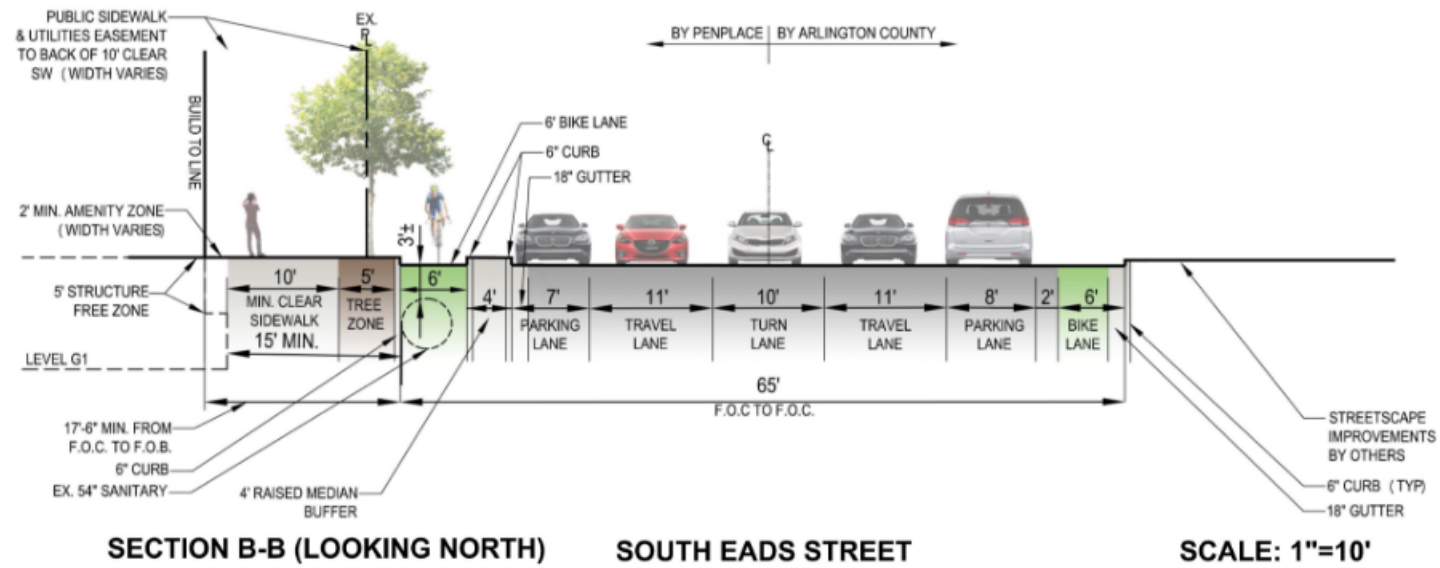
SOUTH FERN STREET

SCALE: 1"=10'

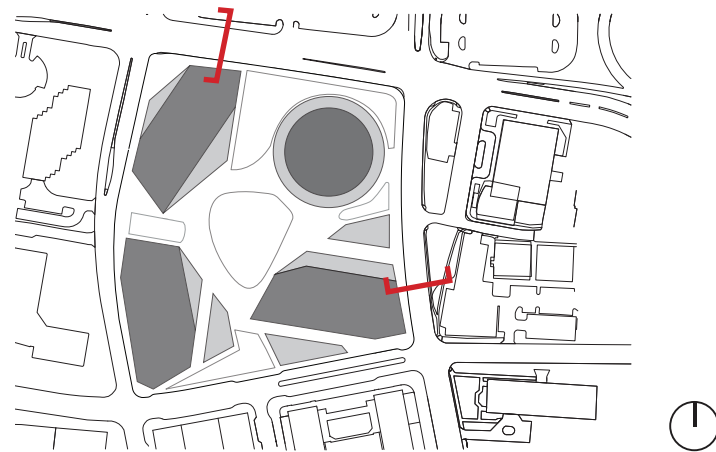
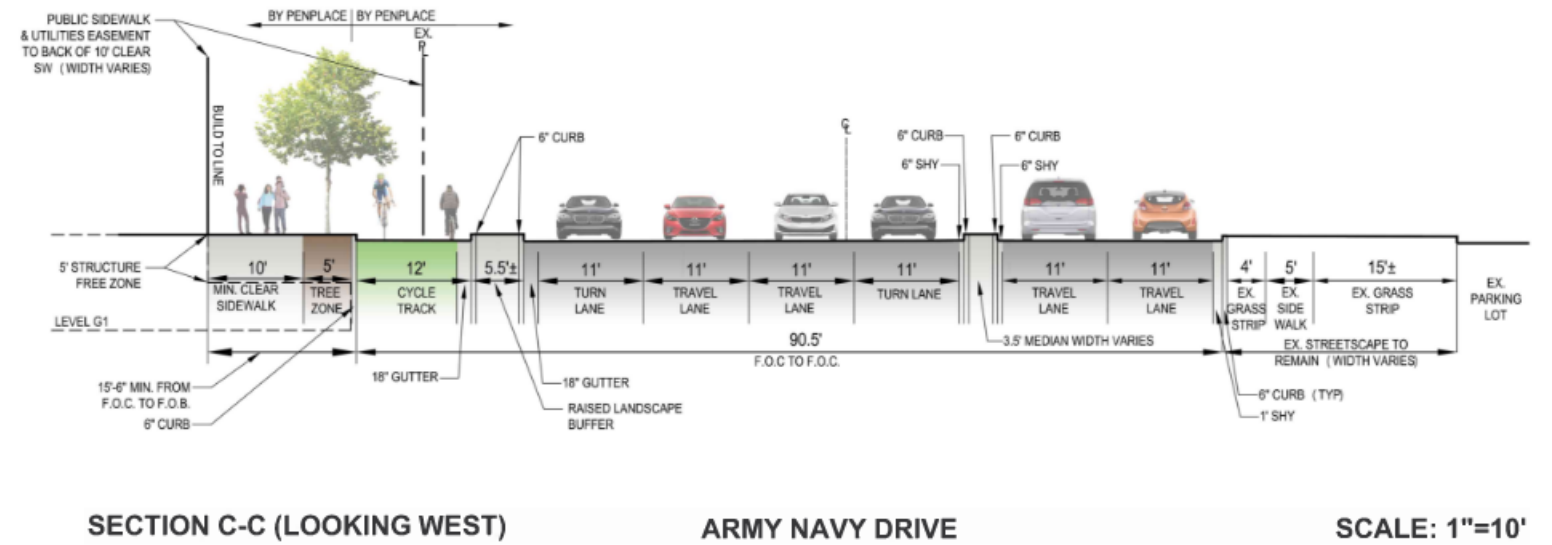


STREETS / TRANSPORTATION

STREET SECTION: EADS STREET



STREET SECTION: ARMY NAVY DRIVE



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Streetscape Section (A)

12th Street, Eads Street, Fern Street, and Army Navy Drive



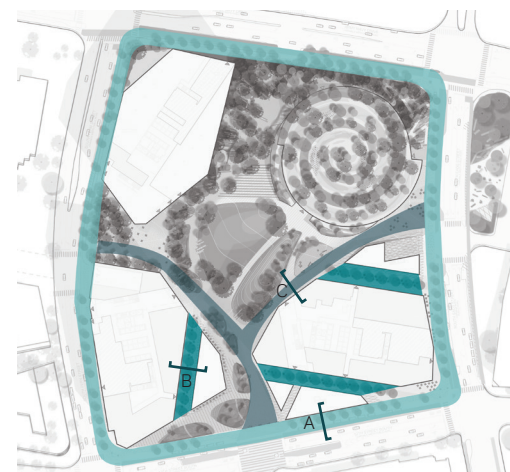
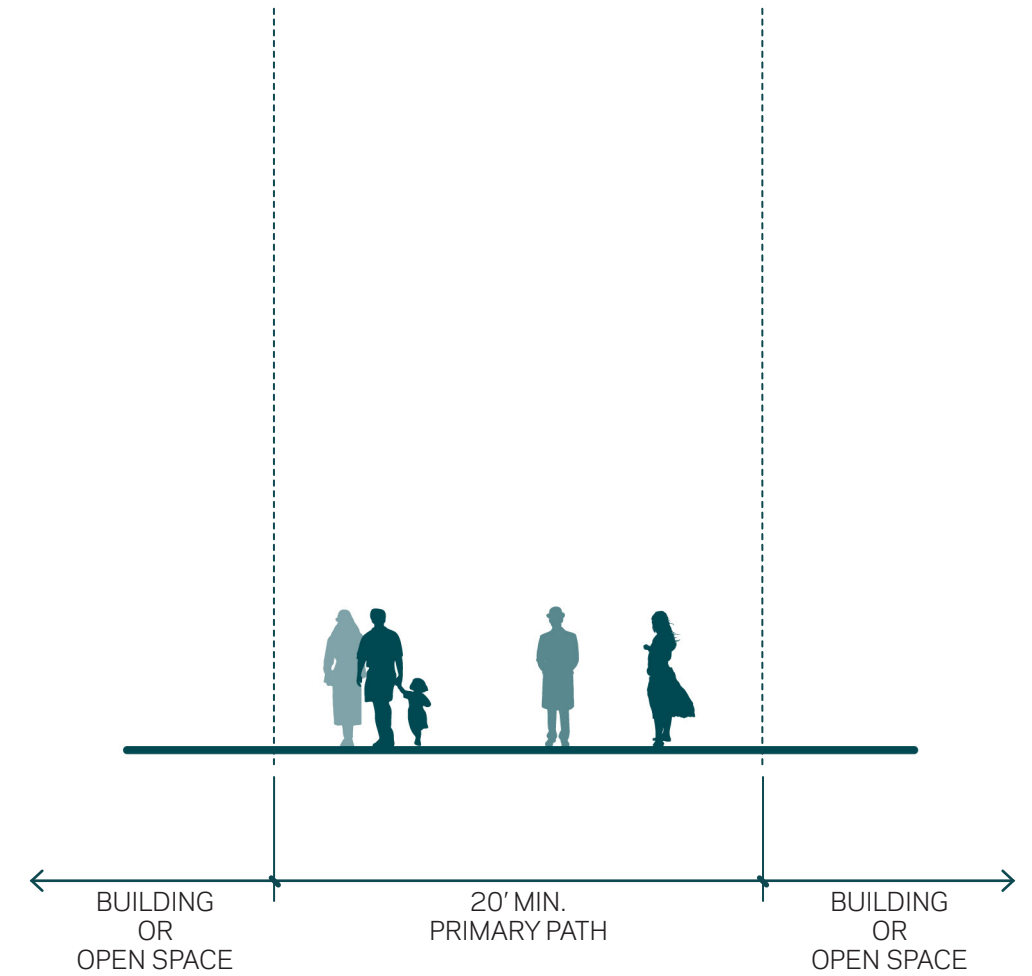
Pedestrian Corridor Section (B)

Mews between Pavilion 1 and Tower 1; Pavilion 2 and Tower 2; and Tower 1 and Pavilion 3



Pedestrian Corridor Section (C)

Primary Pedestrian Paths



Key Plan



14TH & U STREET NW, WASHINGTON, DC



8TH STREET SE, WASHINGTON, DC



FEDERAL HILL, BALTIMORE , MD

Sidewalks in PenPlace are between 16' and 23' wide. For reference, the widths of the sidewalks in each particular area of PenPlace can be seen on the sections and plans in the Streets / Transportation section of the design guidelines. The following standards for sidewalk elements apply to all sidewalks:

- Tree Planting/Street Furniture Zone: Where it occurs, this zone will be 5' wide, or as otherwise determined by Arlington County.
- Street Trees: Street trees will be planted approximately 25' - 30' on-center. Tree species will be as determined by **coordinated with** Arlington County.
- Street furniture: Street furnishings will include seating, bicycle racks, trash receptacles and, if necessary, wayfinding signage. The color of street furnishings will be coordinated.
- Seating: Benches and other seating will be of durable materials and placed in a manner that will not obstruct pedestrian passage in the clear path.
- Bicycle Racks: Bicycle racks will be manufactured from powder coated steel or other compatible materials and will provide two locking points per bicycle.
- Trash receptacles: Trash receptacles will be manufactured from powder-coated steel or other compatible materials with removable liners.

STREETS / TRANSPORTATION

MULTIMODAL ACCESS

TRANSPORTATION MANAGEMENT PLAN

As part of the PenPlace project, a Transportation Management Plan (TMP) will be prepared and implemented to decrease single-occupancy vehicle (SOV) trips to and from the PenPlace site. The location of the site, with immediate proximity to Metrorail, Metrobus, VRE, commuter buses, Capital Bikeshare, Zipcar carsharing, I-395 HOV Lanes, and the future Crystal City and Columbia Pike Transitways, offers extensive multimodal transportation options. The TMP will promote and encourage use of the multimodal options available to employees, tenants, and visitors to the site, and will include the elements below:

- Designation of a TDM Coordinator
- Contribution to Arlington County Commuter Services (ACCS)
- Provision of SmartTrip cards with a pre-loaded balance to office, retail, residential, and on-site property management and maintenance employees
- Display and distribution of transit-related information
- Submission of an annual report to the County regarding TDM activities of the site
- Participation in transportation performance monitoring studies of the site
- Provision of bicycle parking consistent with Arlington County's standards



ACCS



ART Bus



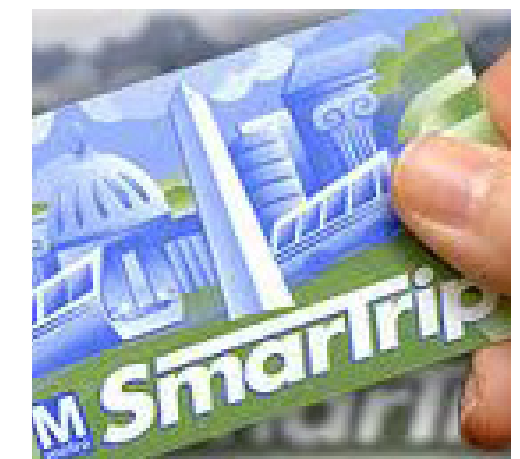
Transit Information



Capital Bikeshare



Car Sharing



Smarttrip Cards

PAGE TO BE DEVELOPED
FURTHER WITH STAFF

STREETS / TRANSPORTATION

PHASING: TEMPORARY OPEN SPACE

TEMPORARY OPEN SPACE AMENITIES

Temporary landscape amenities such as turf and asphalt paths will be used to improve site conditions during phasing of the project.



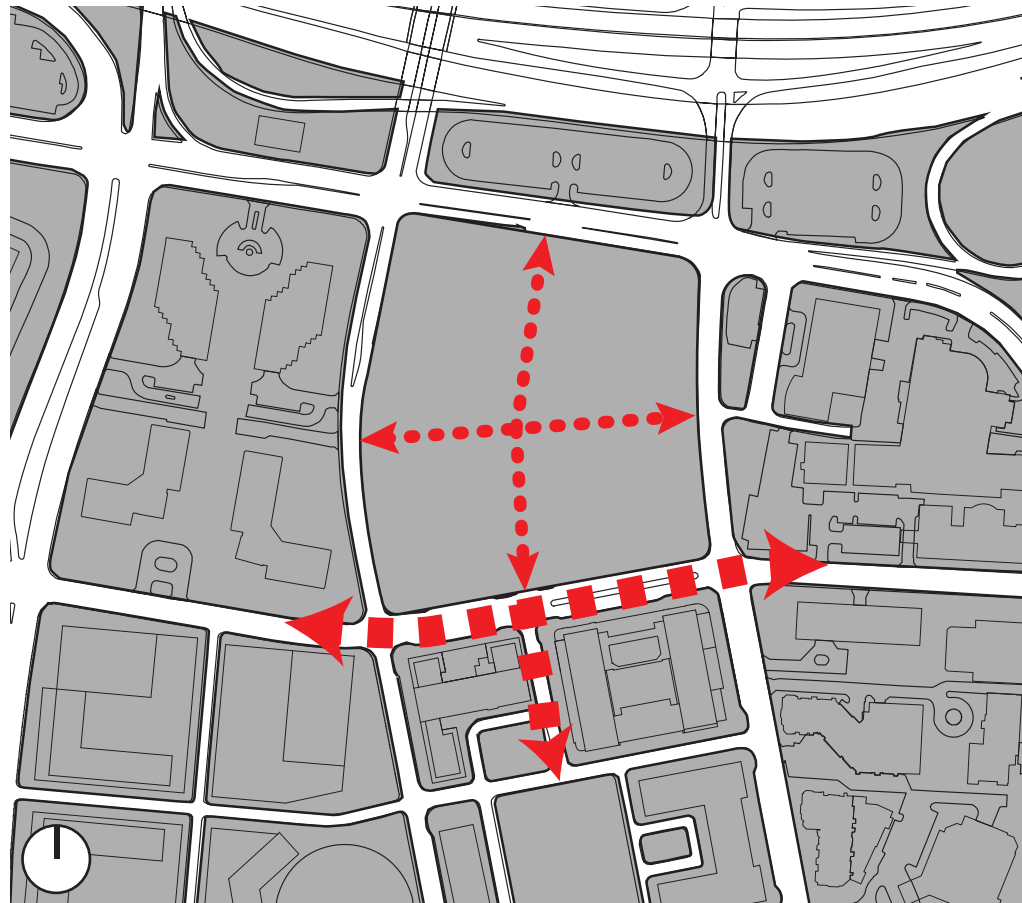
TEMPORARY LANDSCAPE FEATURES



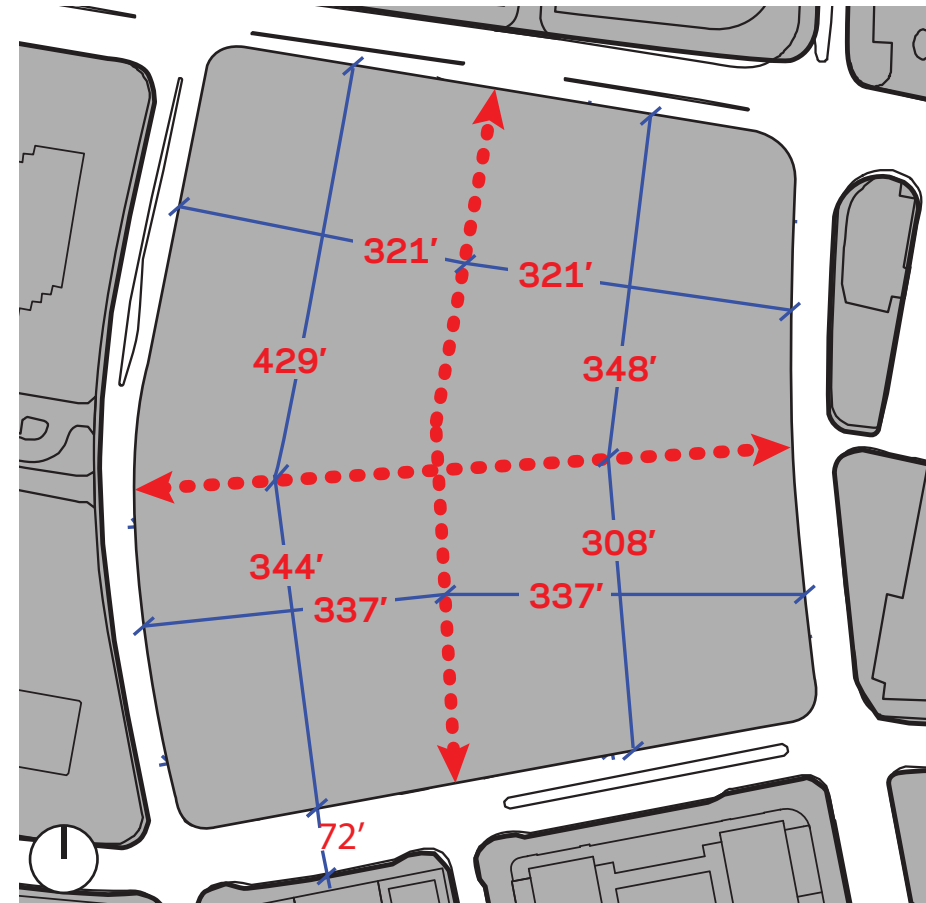
TURF



ASPHALT



BLOCK STRUCTURE



BLOCK DIMENSIONS

BLOCK STRUCTURE

The parcel is broken up by extending Elm Street to Army Navy Drive and forming urban street grids that maximize access and connectivity to and from the site. Additionally, two new east-west secondary streets are proposed for PenPlace with a variety of proposed streetscape treatments and landscape design.

The street network encourages pedestrian activity and accommodates vehicular transportation through the site.

Note: Dimensions are approximate and to be confirmed at final site plan.






STREETS / TRANSPORTATION

PRINCIPLES AND GOALS

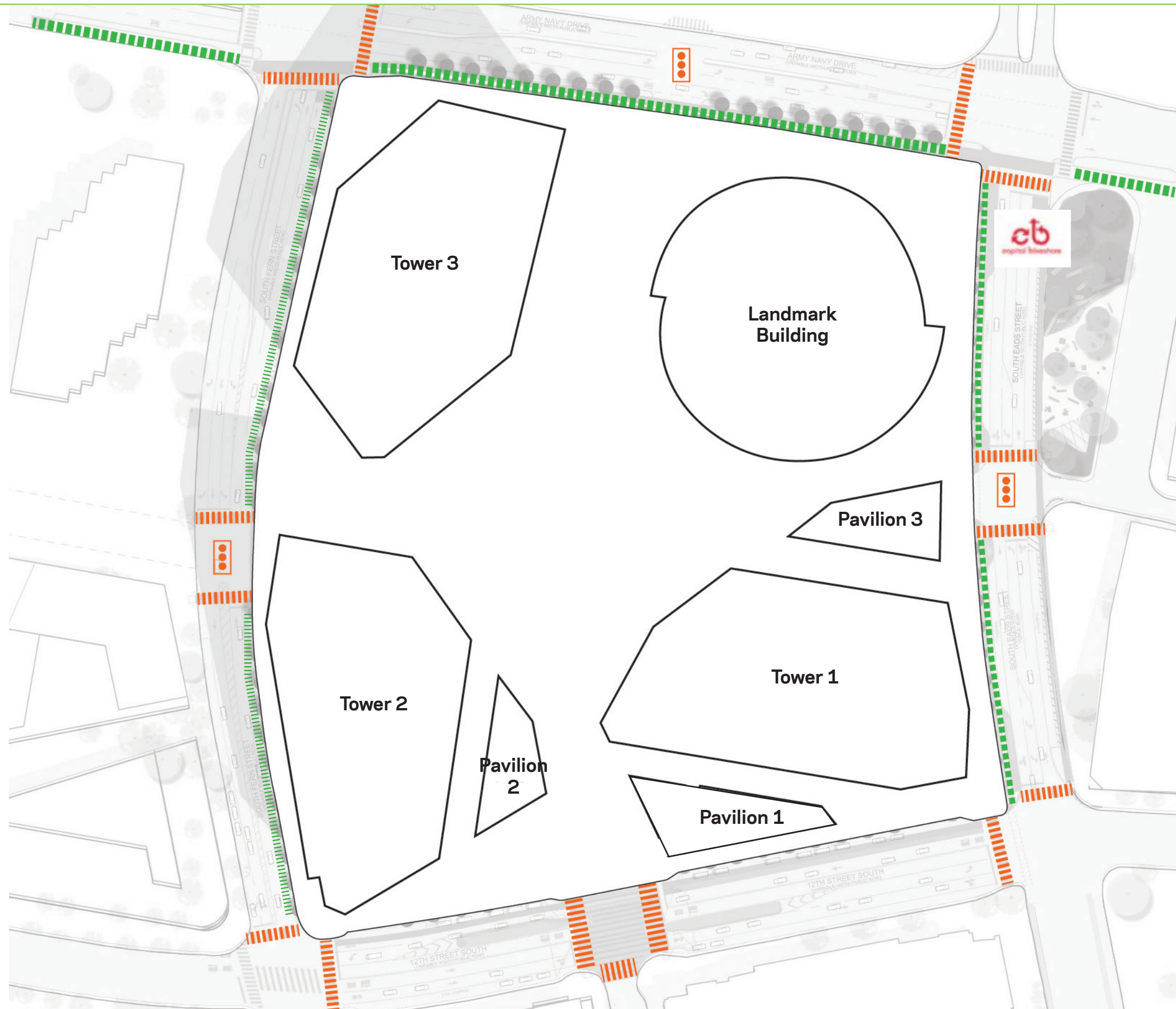
Streetscapes at PenPlace will be the primary interface between the public and the new development. Carefully considered streetscape design, with elements that provide safety, comfort, and beauty, will make PenPlace a truly positive addition to Pentagon City.

The existing streets surrounding PenPlace are primarily urban arterials. These streets connect PenPlace with existing neighborhoods to the south, and to existing office, retail and residential buildings within Pentagon City. The new open space development within PenPlace will create an urban grid between Army Navy Drive, South Fern Street, South Eads Street and the new 12th Street South, providing access connectivity for pedestrians and cyclists.

There are differing streetscape conditions on the streets that border and pedestrian ways that proceed through PenPlace. Each of them will be addressed in the guidelines that follow.

-  Arterial - Primarily Retail Oriented Mixed Use
-  Arterial - Primarily Urban Mized Use
-  Local (Urban Center) to be used as a Fesitval Street to serve events
-  Primary Pedestrian Way
-  Secondary Pedestrian Way





- Crosswalks
- - - Planned Cycletrack
- cb capital bikeshare Bikeshare Station



STREETS / TRANSPORTATION

ON STREET PARKING

ENLIVEN STREETS

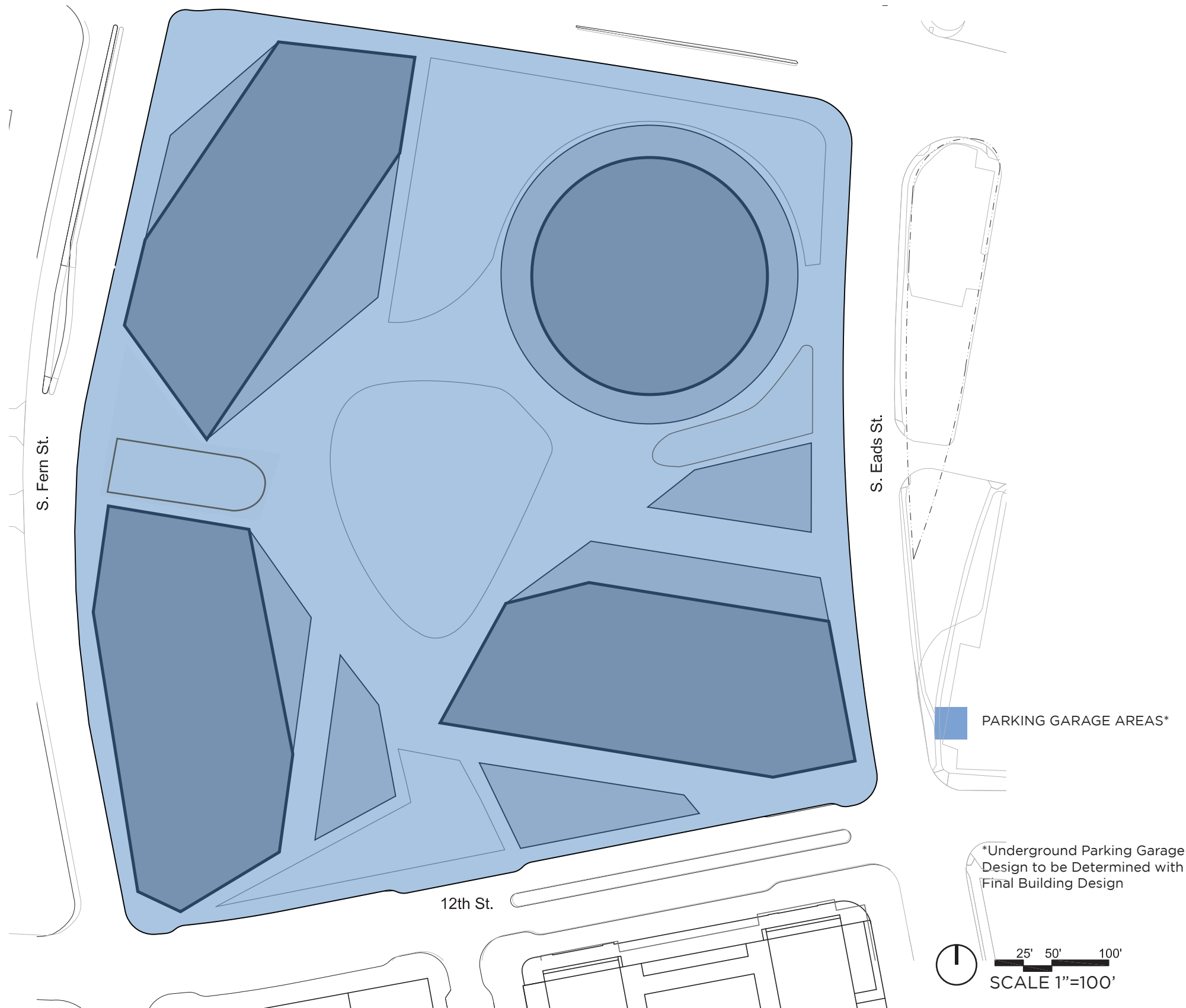
Incorporate zones of on-street parking throughout PenPlace to activate and enliven streets, and support retail uses.



ON STREET PARKING: BUFFER BETWEEN PEDESTRIAN AND VEHICULAR TRAFFIC



Note: Parking, loading and building entries and exits will impact on-street parking shown here. See also page 52 for additional information on potential locations for these entries and exits.



PRIORITIZE PEDESTRIAN CIRCULATION

Parking, Service, and Loading are necessary components for the functionality of the project. It is imperative that parking entrances be designed in a manner sensitive to the pedestrian experience. Where parking entrances cross pedestrian routes, visual cues such as continuity of pedestrian paving materials shall be used to prioritize pedestrian circulation movements.



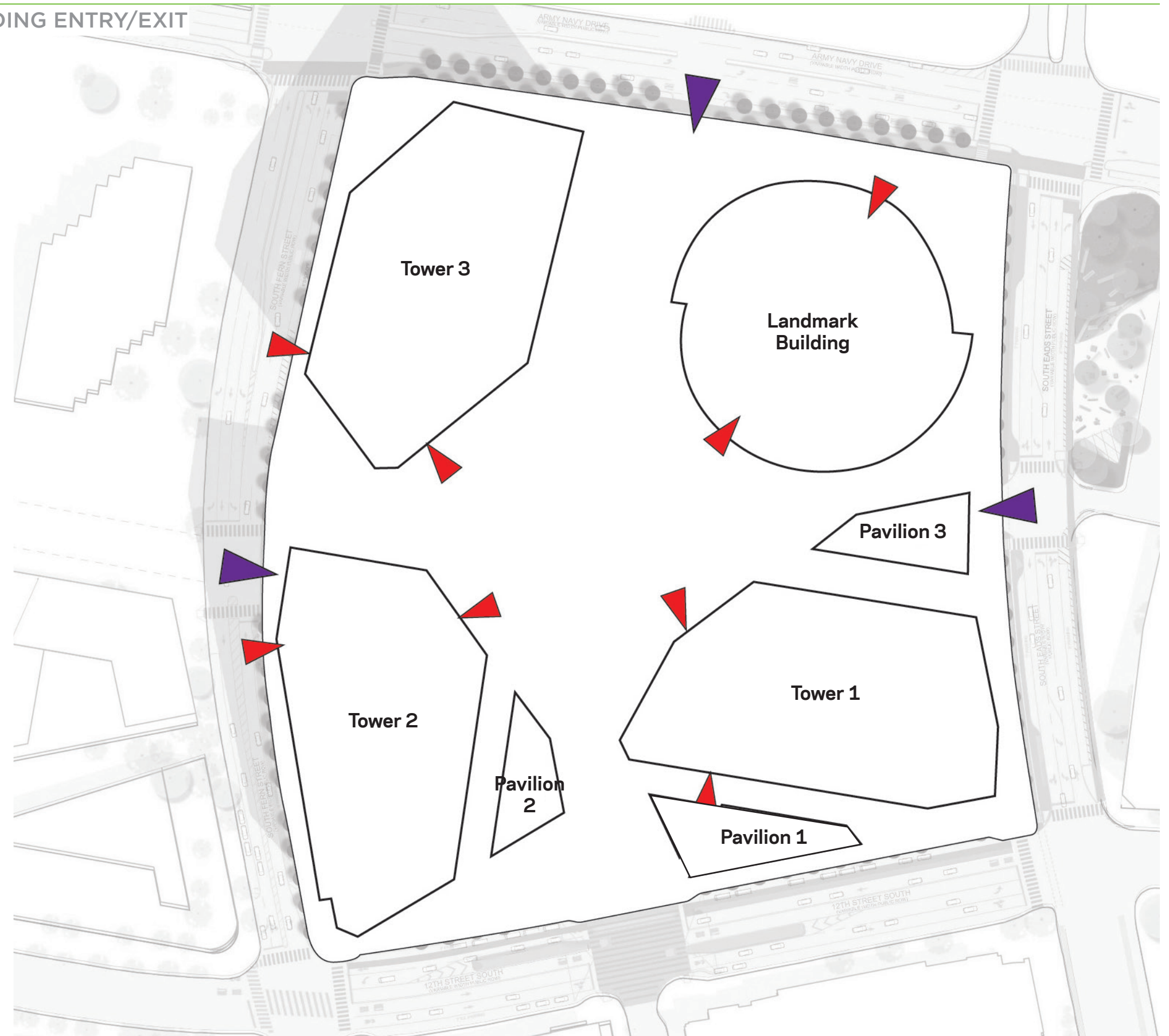
PARKING ENTRY AND CURB CUTS


APPROXIMATE PARKING TOTALS

1,985 Maximum / 1,950 Minimum Total Parking Spaces for Office, Retail, Service, and other uses.

STREETS / TRANSPORTATION

BUILDING ENTRANCES, PARKING AND LOADING ENTRY/EXIT



-  Potential Location of Building Entrances
-  Parking and Loading Entry/Exit

 
SCALE 1"=100'

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OPEN SPACE

A. COMPATIBILITY

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

B. MIXED-USE DEVELOPMENT

2. *12th Street should be activated with ground floor retail uses and should include neighborhood-serving retail, restaurants, and services.*

D. PUBLIC SPACE

1. *Significant publicly accessible public space should be incorporated on Parcel 1D. In addition, a public plaza along 12th Street that is activated with retail and connected to transit nodes should be encouraged.*
2. *Public space should be well-designed, visible from the street, incorporate universal design principles, and provide permanent public access through a public access easement.*
3. *The design of public spaces should include links to established pedestrian connections created by surrounding development and access to existing and future transit nodes on and around the site.*
4. *Public spaces should be lighted in a manner that promotes safety, while minimizing unwanted impacts on surrounding uses and complying with appropriate Dark Sky and energy efficiency standards.*
5. *Publicly accessible recreational space should be provided on Parcel 1D or an adjacent site to help meet the recreational needs of employees, residents and visitors.*

F. OTHER ELEMENTS OF GOOD URBAN DESIGN

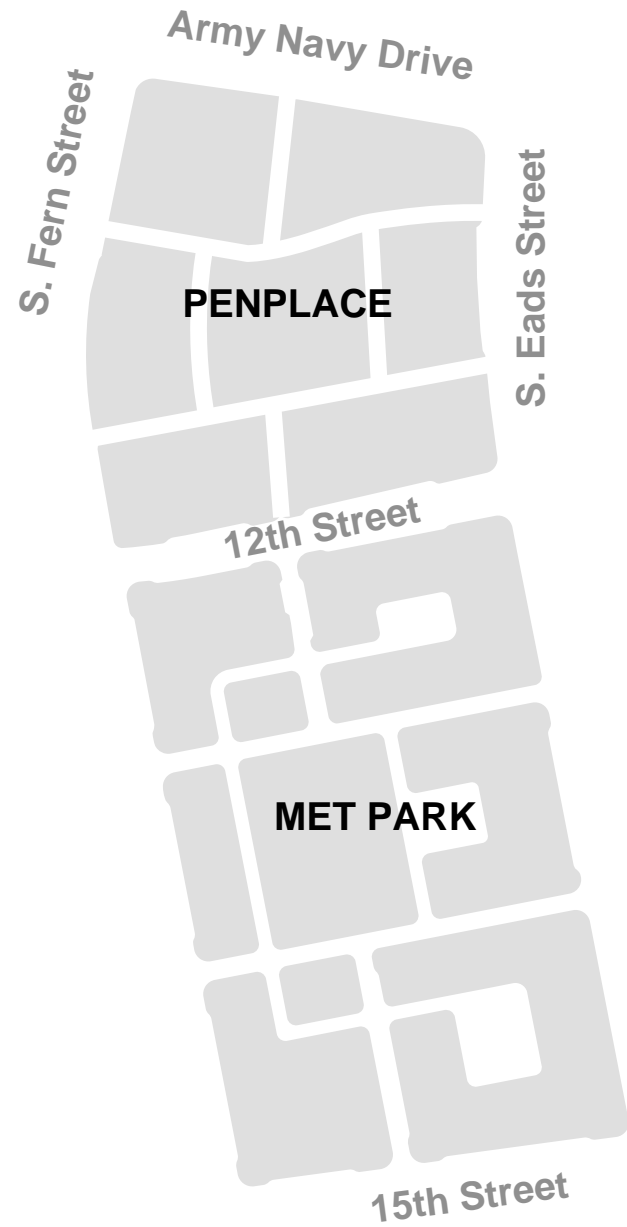
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2. *On-street parking should be provided to the extent possible to accommodate short-term visitors and retail customers, providing a buffer between pedestrian and vehicular traffic which will enhance the pedestrian experience.*

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OPEN SPACE / PUBLIC SPACE

GENERAL OPEN SPACE ANALYSIS



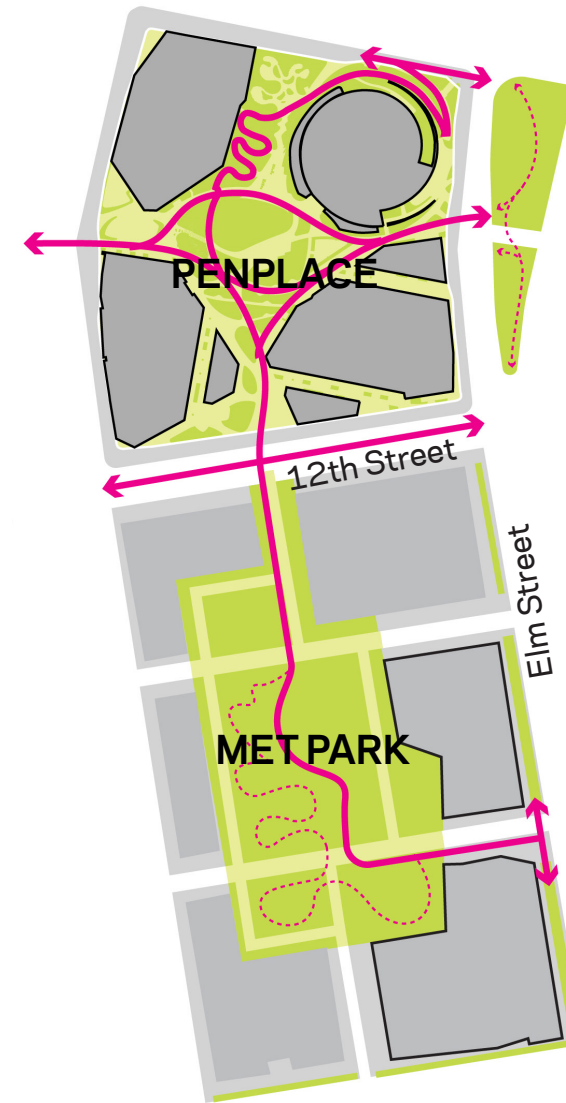
BLOCKS / STREETS



OPEN SPACE/
PUBLIC REALM



PREVIOUS
COMPOSITE DIAGRAM



PROPOSED
COMPOSITE DIAGRAM



CONCEPTUAL SITE PLAN

The design of the buildings that line the streets will be critically important in giving an immediate impression to the public of the sort of place PenPlace will be. It is the design of the open spaces between the buildings, however, that will define the nature of the everyday experience of PenPlace to those who enter into it, whether by car, bicycle, or on foot.

In the section of the design guidelines that follows, the typology of these open spaces will be discussed and defined. They range in size and complexity from the sidewalks that promote easy and gracious movement of pedestrians around PenPlace to plazas and parks that serve as gathering places, social spaces and venues for events, fairs and performances.

PenPlace will include the full range of urban open space:

- streetscapes
- plazas
- parks
- private cafe seating areas

Each has an important role to play, both in enlivening the public realm and in making it urbane and elegant. These qualities, in concert with carefully designed buildings, will be hallmarks of PenPlace, making it a desirable place to work, shop and enjoy life. This section of the design guidelines will describe each of these open space types.

* This is a preliminary concept only. Applicant will engage in further design process for the open space with the County and community following approval of these Guidelines.

OPEN SPACE / PUBLIC SPACE

12TH STREET PLAZA +/- 0.47 Acres

The conceptual site plan for 12th Street Plaza, located at the intersection of 12th Street and Elm Street, will be a neighborhood gathering place and destination for pedestrians moving along the active 12th street corridor. Being composed of hard-scape material and pollinator meadows, it will both extend and concentrate the retail activity of 12th Street. The retail space of the office buildings and pavilions to the east and west will wrap the corner to extend along the 12th Street Plaza. This provides the opportunity for restaurants to have outdoor dining and for casual retail activity as well. The 12th Street Plaza will be a singular, imageable place.

Uses should include:

- Benches
- Seating for public use
- Shade trees
- Unique paving design

Shade will be provided by canopy trees. Lighting may be used not only to provide illumination for nighttime activities but also, by its selection and placement, to make 12th Street Plaza visually exciting by night.



FOCAL FEATURE



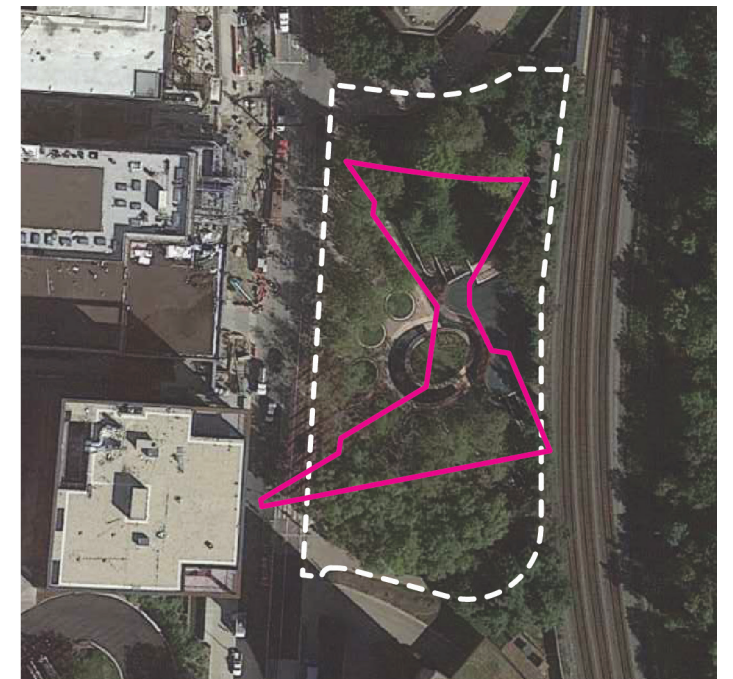
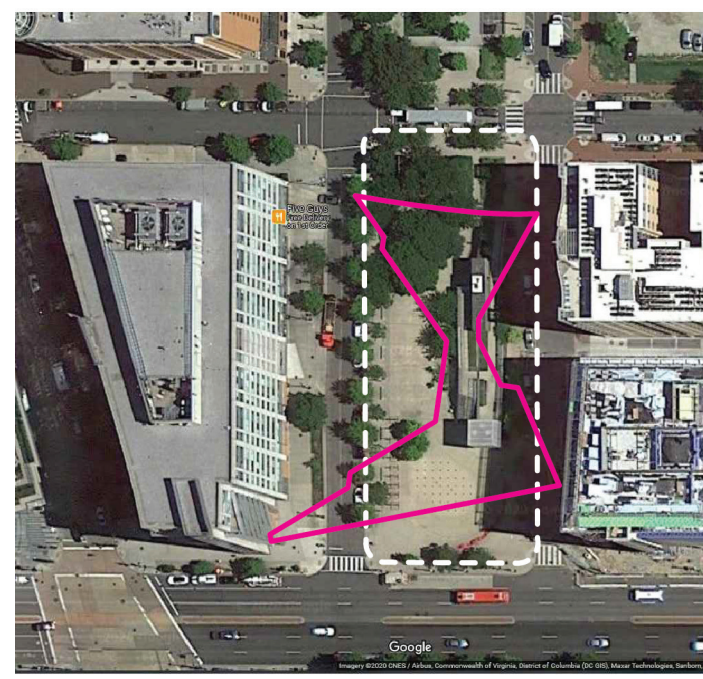
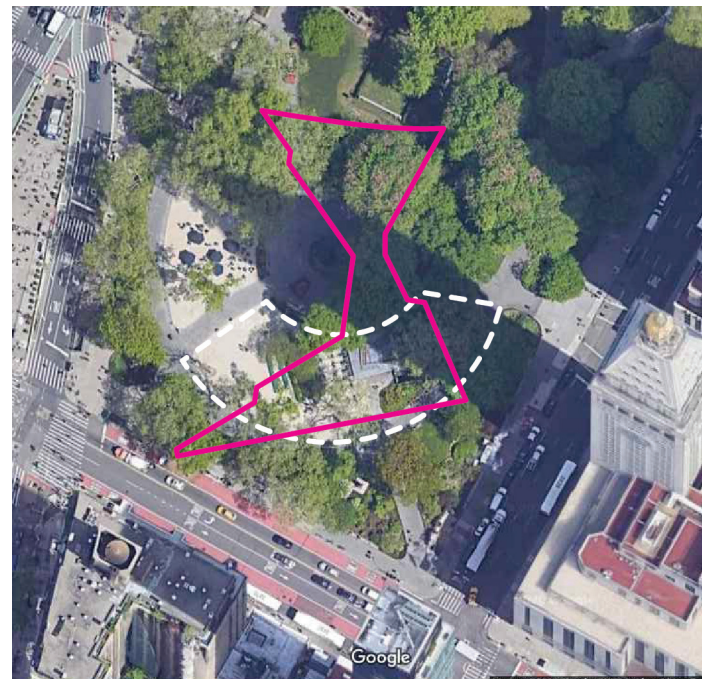
OPEN FLEXIBLE



PERFORMANCES



PLAZAS / CAFES



12th Street Plaza
+/- 0.47 Acres



Shake Shack - Madison Square Park
+/- 0.42 Acres



Washington Canal Park
+/- 1.04 Acres



Crystal City Waterpark
+/- 1.6 Acres

OPEN SPACE / PUBLIC SPACE

CENTRAL GREEN +/- 1.22 Acres

Designed as the focal public space, the Central Green is located in the center of PenPlace. The concept design includes a multipurpose lawn, market promenade, amphitheater, and dog run. Having both the size and simple dignity of a civic space, it is intended to be predominantly softscape with strategic durable natural or artificial turf and hardscape to support more intensive and frequent activations. These areas may be assessed over time and the locations and the mix of plantings, natural or artificial turf, and hardscape may be adjusted depending on the usage of the spaces and maintenance required to support the desired activations. A multi-function lawn paired with the market promenade allows it to be used in many different ways:

- Reading and lounging
- Picnicking / Casual recreation
- Farmers markets / Festivals / Winter markets
- Installations and performances
- Retail activities / Outdoor films
- Casual children's play

- Other forms of impromptu active recreation such as croquet, volleyball, etc.
- Decorative water feature

On the east and west edges is envisioned a paved space for pedestrians--visitors can be dropped off at any of the three main entrances along 12th Street, Eads Street, or Fern Street, while preserving the opportunity for special events on occasion. Connections with the retail / service uses in the adjacent buildings should be emphasized.



FARMERS MARKET



MULTI-FUNCTION LAWN



IMPROMPTU ACTIVE RECREATION



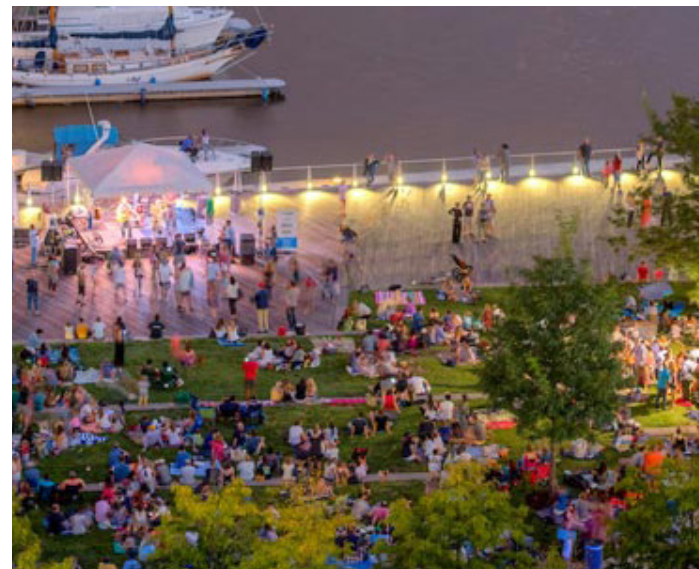
EVENTS / CONCERTS



KIOSKS / SEATING



Central Green
+/- 1.22 Acres



The Yards
+/- 0.59 Acres



Bryant Park
+/- 1.14 Acres



Brooklyn Bridge Park, Pier 1
+/- 0.88 Acres

OPEN SPACE / PUBLIC SPACE

FERN STREET PLAZA +/- 0.21 Acres

Located on the mid-block of Fern Street and the western entrance of the multi-modal path, the plaza is characterized by a shaded seating grove framed by ground-level planting and will present opportunities such as:

- Casual seating
- Table tennis, Chess, Bocce
- Small performances
- Focal feature
- Food carts
- Markets and pop-up events
- Green ribbon connection



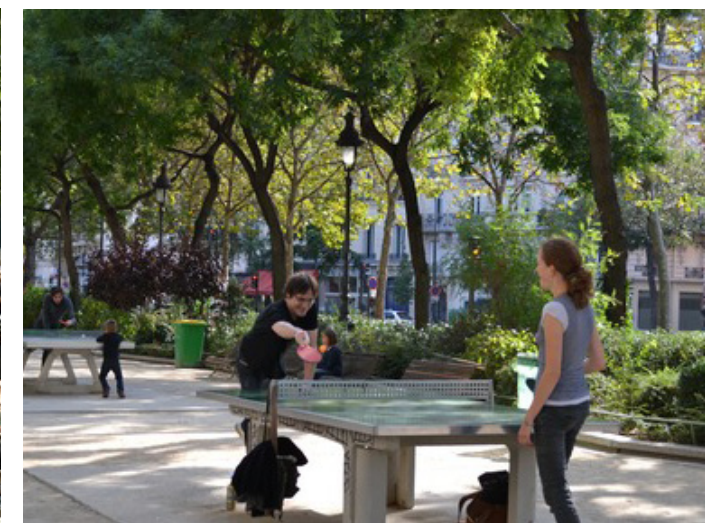
FOCAL ELEMENT



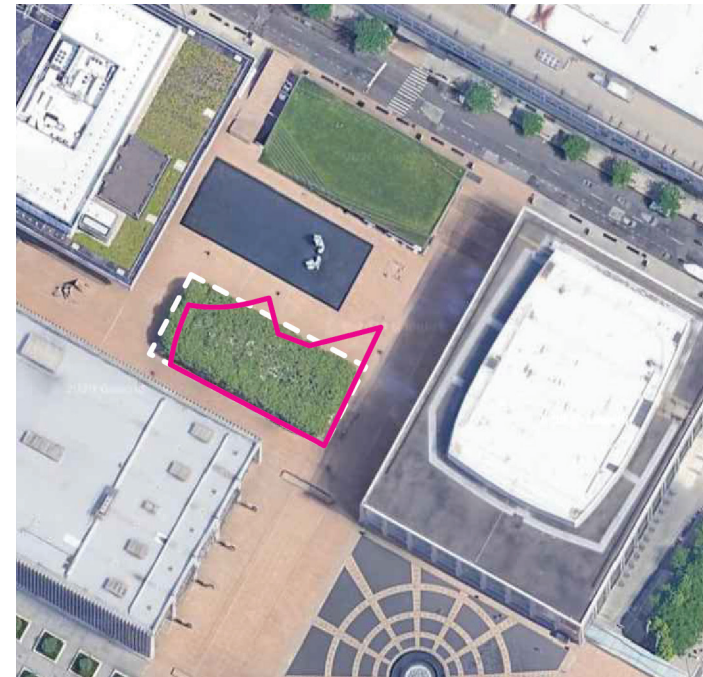
PLAZA / CAFE SEATING



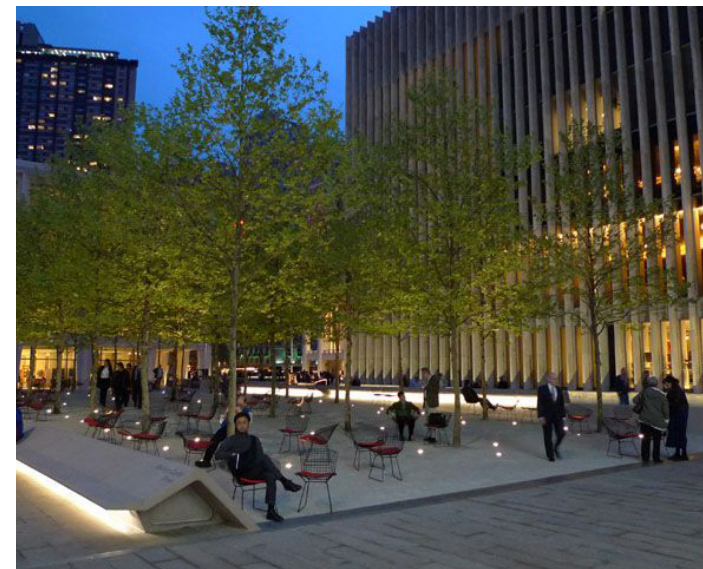
CASUAL SEATING / PERFORMANCES



LIGHT ACTIVE RECREATION



Fern Street Plaza
+/- 0.21 Acres



Lincoln Center Grove
+/- 0.25 Acres



The Picnic House at the Battery
+/- 0.35 Acres



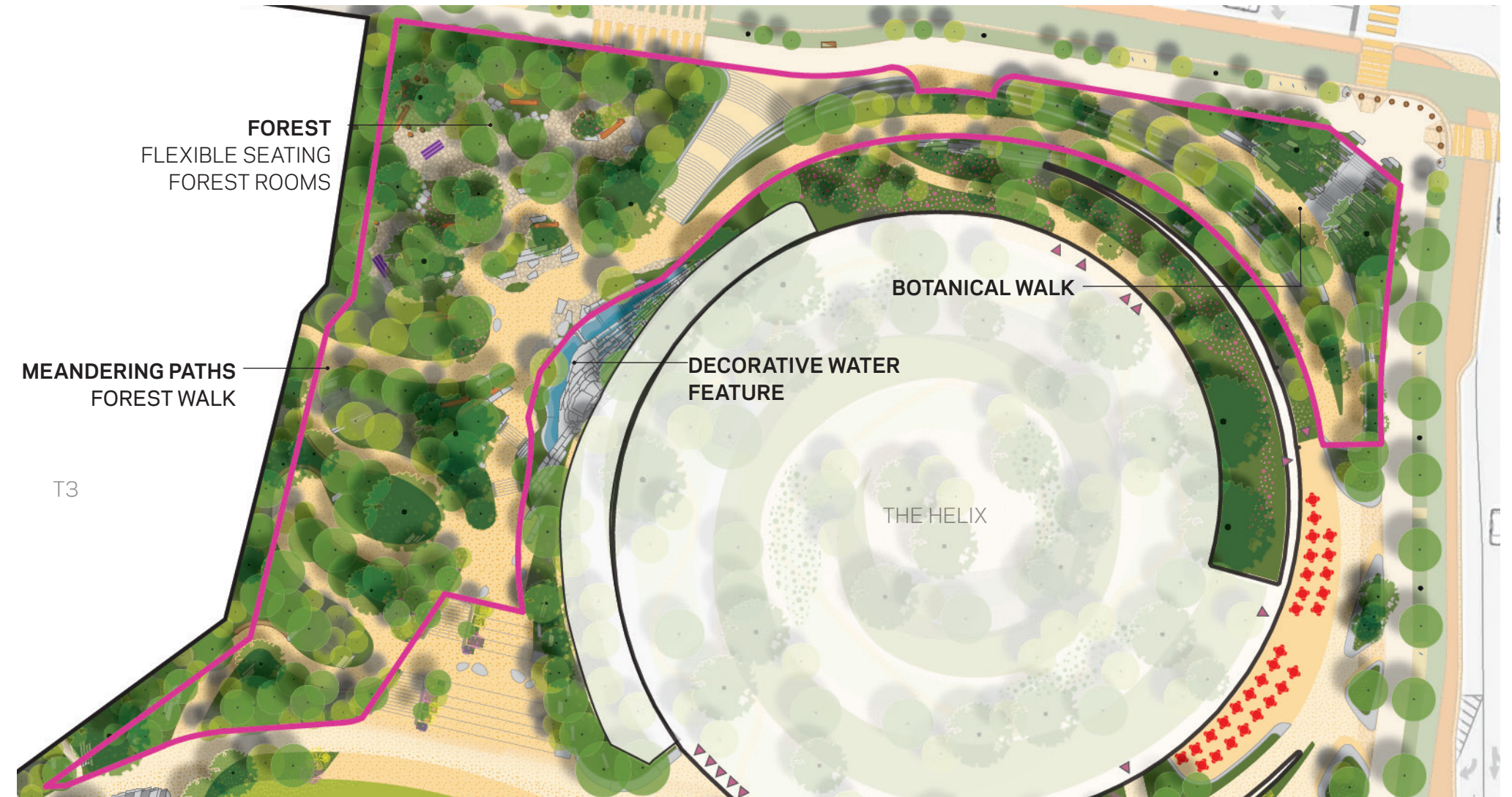
Harvard Commons
+/- 0.36 Acres

OPEN SPACE / PUBLIC SPACE

10TH STREET PLAZA CONCEPT PLAN FOREST +/- 0.72 Acres

The Forest is located at the north end of the site. It slopes up from The Central Green which helps buffer noise and views to the parking lot and highway 395 to the north; it is inspired by the Appalachian Forest and it will feature native planting species and programming for the community such as:

- Meandering paths
- Forest rooms, small gathering areas
- Decorative water feature
- Flexible tables and chairs
- Natural seating elements
- Educational opportunities
- Forest bathing



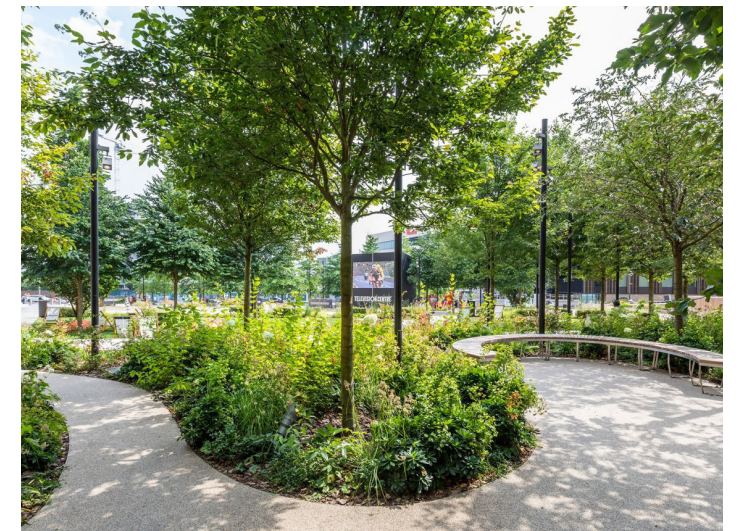
SHADED SEATING



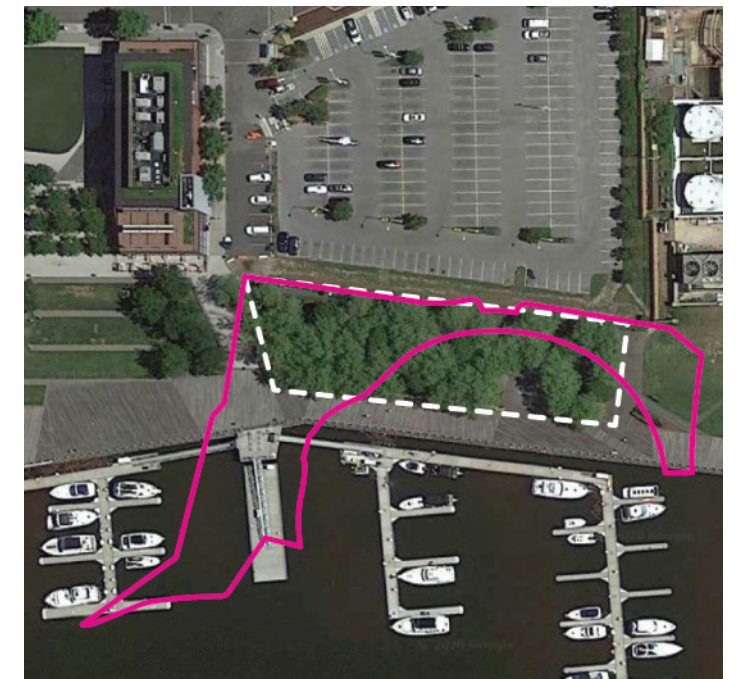
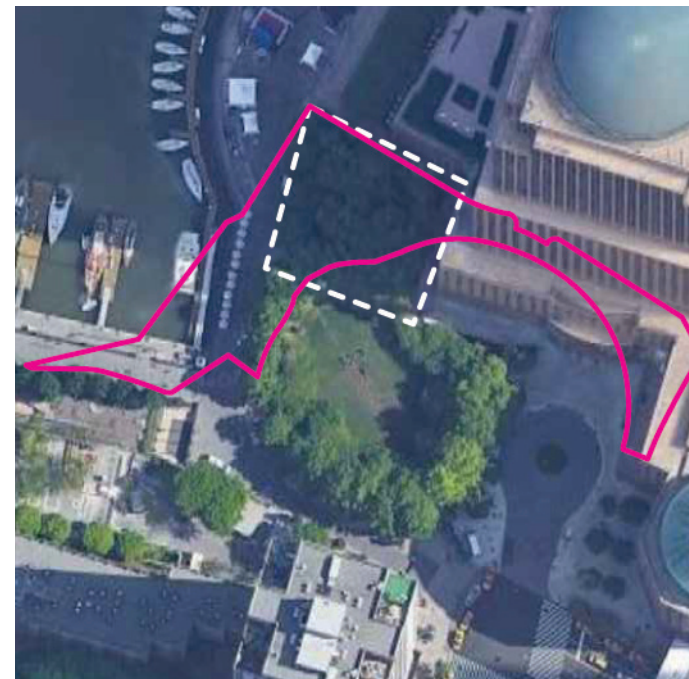
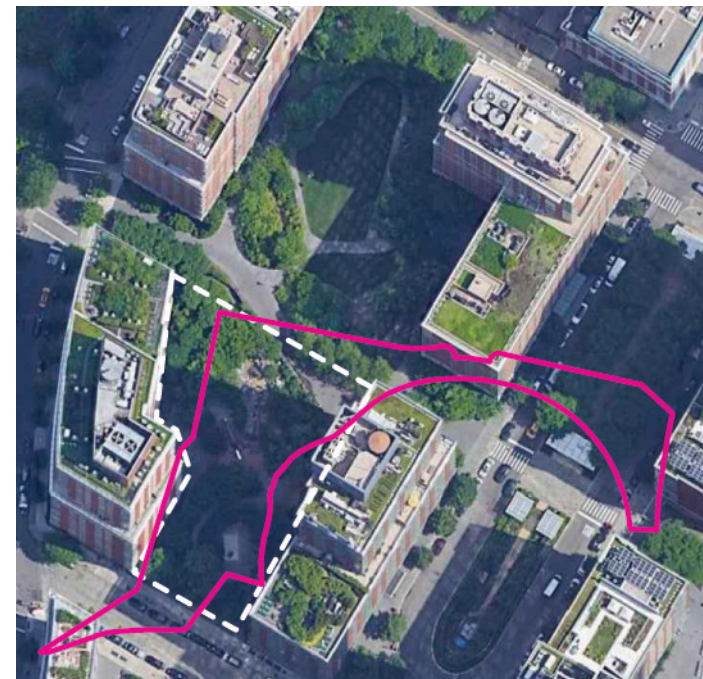
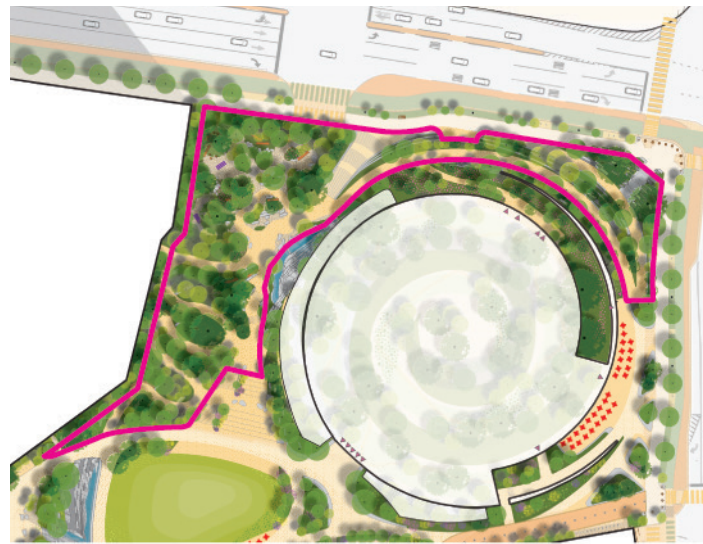
COOLING MIST



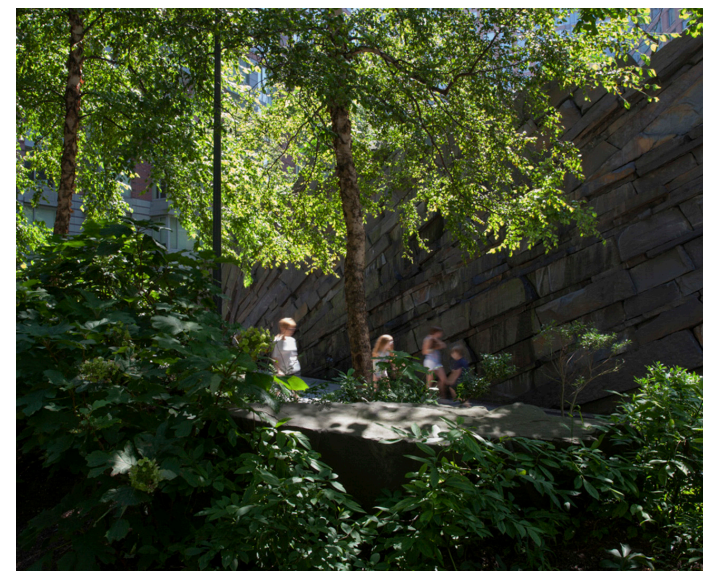
EDUCATIONAL OPPORTUNITIES



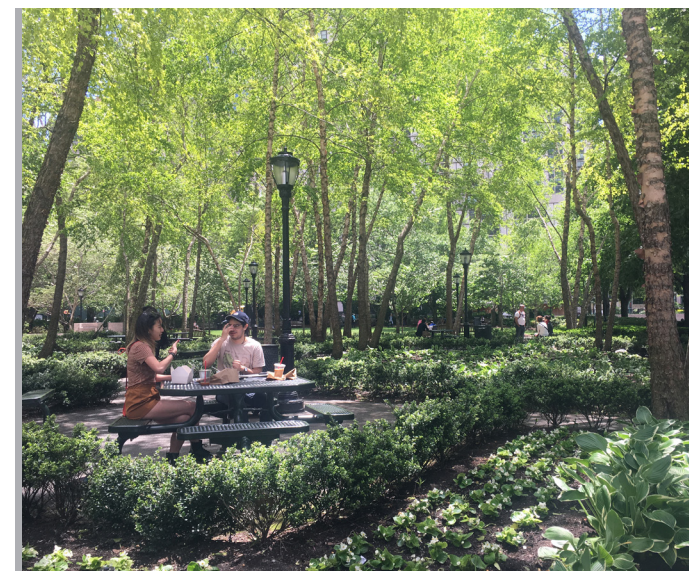
MEANDERING PATHS



Forest
+/- 0.72 Acres



Teardrop Park (South Side)
+/- 0.62 Acres



Pumphouse Park @ Battery Park City
+/- 0.37 Acres



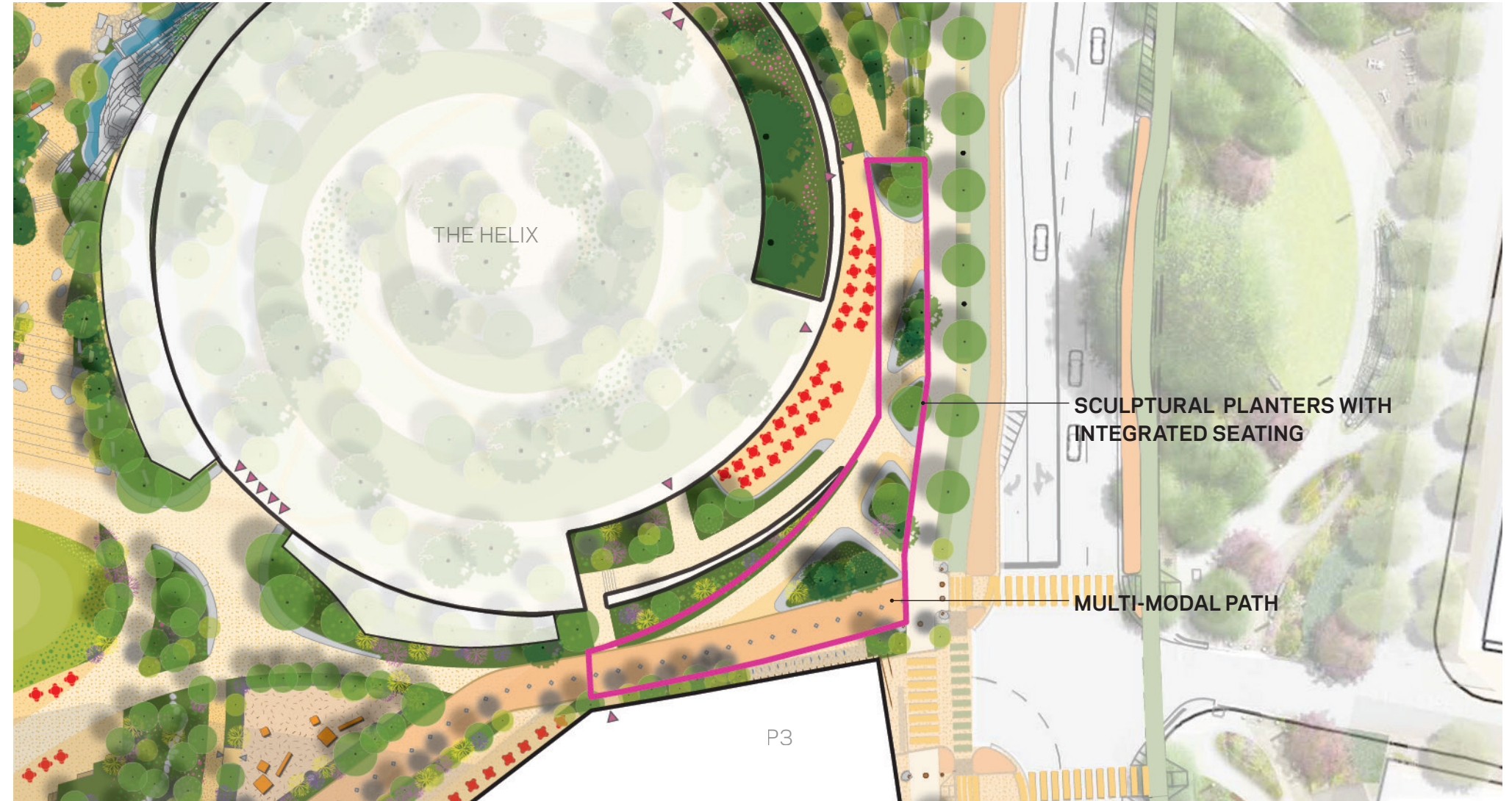
Yards Park Shade Garden
+/- 0.54 Acres

OPEN SPACE / PUBLIC SPACE

10TH STREET PLAZA CONCEPT PLAN EADS STREET PLAZA +/- 0.13 Acres

Located at the mid-block of Eads street and the eastern entrance of the multi-modal path, the proposed plaza is characterized by raised planters and will present opportunities such as:

- Small gatherings
- Green Ribbons connection
- Raised planters with thicket plantings



SCULPTURAL SEATING



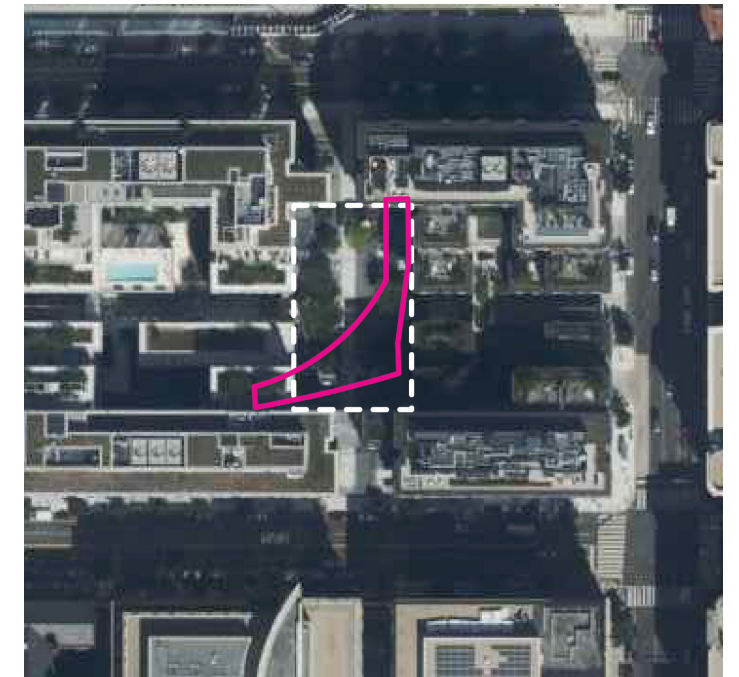
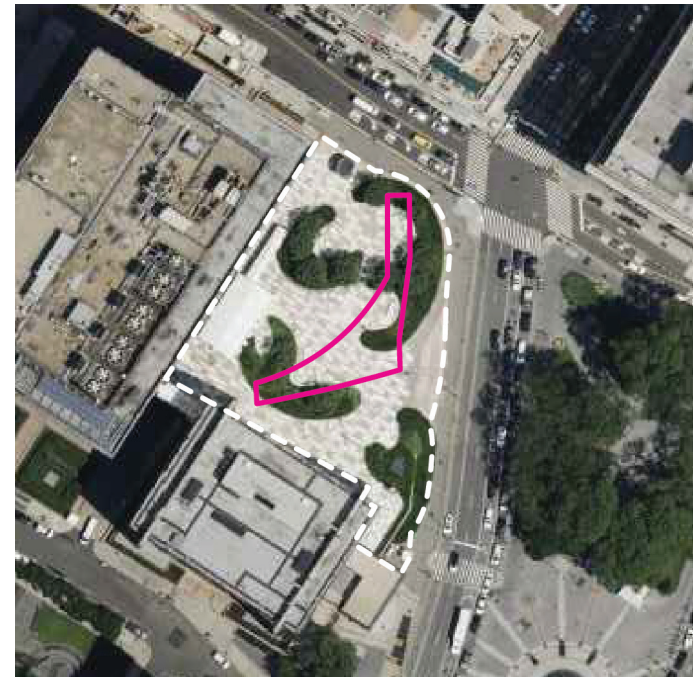
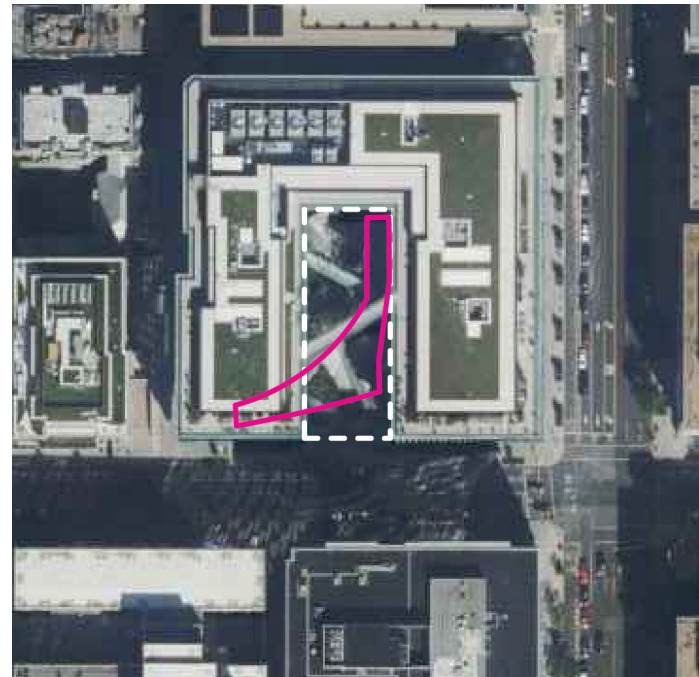
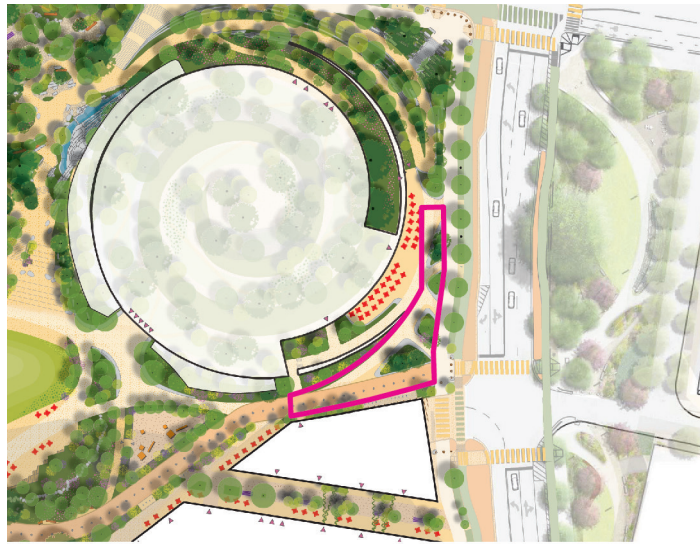
RAISED PLANTERS



MULTIMODAL PATH



SEATING WITH BACK



Forest
+/- 0.13 Acres



Midtown Center Plaza
+/- 0.34 Acres



Jacob Javits Plaza
+/- 0.93 Acres



DC City Center Plaza
+/- 0.33 Acres

OPEN SPACE / PUBLIC SPACE

CENTRAL GREEN : MULTI-FUNCTIONAL



PICNICS



FRISBEE



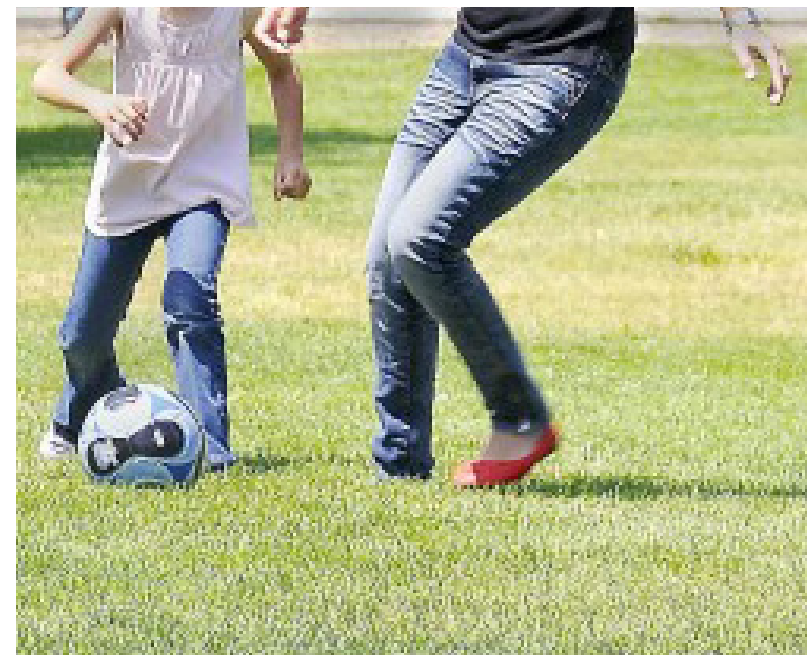
LIGHT ACTIVE RECREATION



SCREEN ON THE GREEN



OUTDOOR FITNESS



IMPROMPTU ACTIVE RECREATION



EVENTS

Central Green, 12th Street Plaza and Fern Street Plaza: Pavilion and Shade Element

Shade through canopy trees and shade structures is encouraged. Trees, shade structures, and retail pavilions can also be used as focal elements-helping create distinctive public spaces. Retail pavilions also serve a traditional purpose as places where community events can be announced. Retail pavilions and shade structures shall be made of durable materials. Food trucks can also add to the vitality of the central green.



KIOSKS



FOOD TRUCKS / PAVILIONS



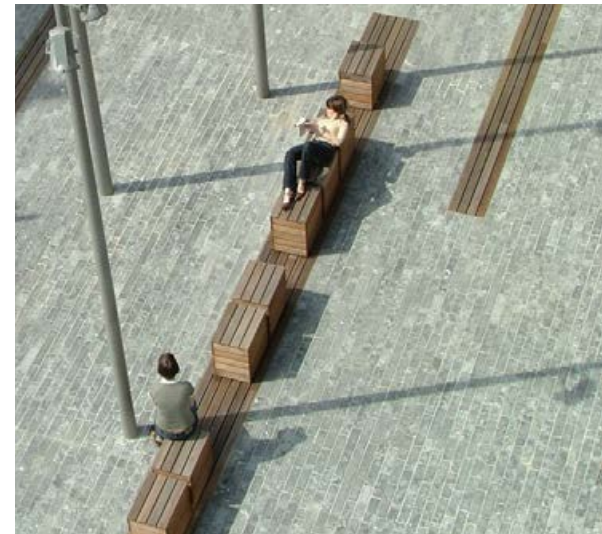
TRELLIS



OPEN SPACE / PUBLIC SPACE

PLAZAS : QUALITY FURNISHINGS / SEATING

Adequate seating and benches made of durable materials will be provided. Innovative seating design, including the provision of moveable seating, should be encouraged.



QUALITY PUBLIC SPACE FURNISHINGS



DIVERSE SEATING TYPES



FURNITURE FOR PERFORMANCE AND INTERACTION

OPEN SPACE / PUBLIC SPACE

QUALITY FURNISHINGS / STREET FURNITURE

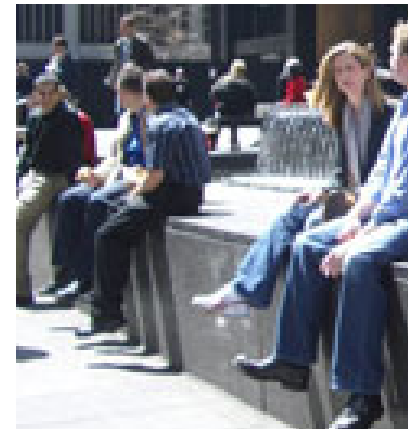
Street furniture and outdoor amenities will be provided that contribute to the convenience as well as the recreational needs of pedestrians. These include benches and seating, trash receptacles, bike racks, street signs, bollards, and kiosks.



DURABILITY



DESIGN



FUNCTION



BIKE RACKS



TRASH / RECYCLING RECEPTACLES



OPEN SPACE / PUBLIC SPACE

PLAZAS : ART / FOCAL ELEMENTS / ACCENT LIGHTING



LIGHTING AS ART



ACCENT LIGHTING IN PAVING

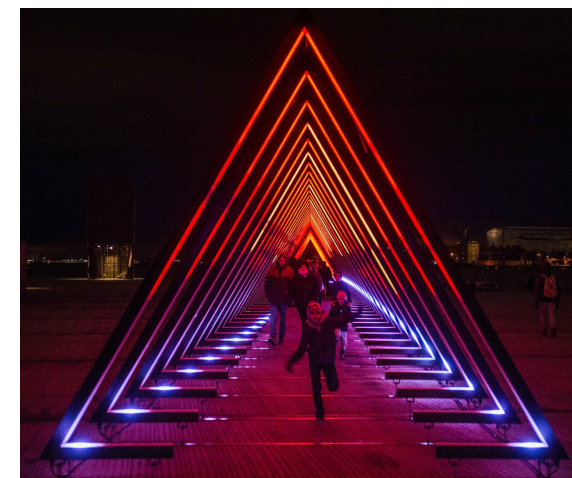


PAVING PATTERN / FOG FOUNTAINS

OPEN SPACE / PUBLIC SPACE

PLAZAS : ART / FOCAL ELEMENTS / ACCENT LIGHTING

Art, focal elements and accent lighting will be provided that add visual vibrancy to a space, create points of interest and help create a sense of place that can promote public engagement.

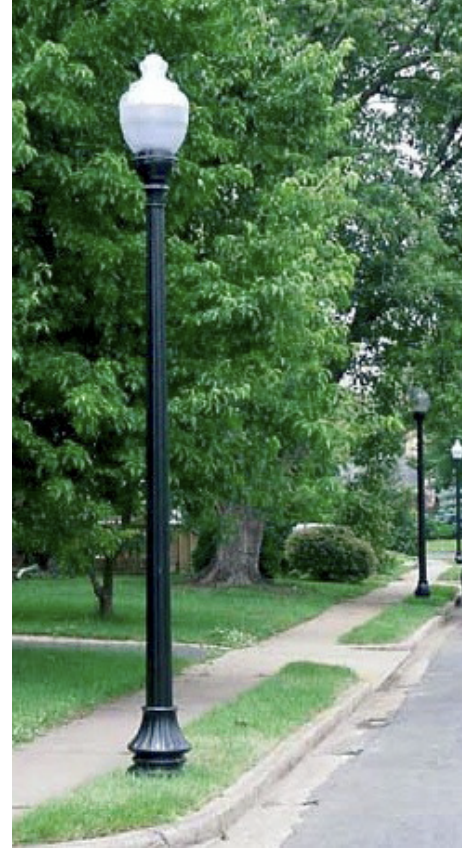


OPEN SPACE / PUBLIC SPACE

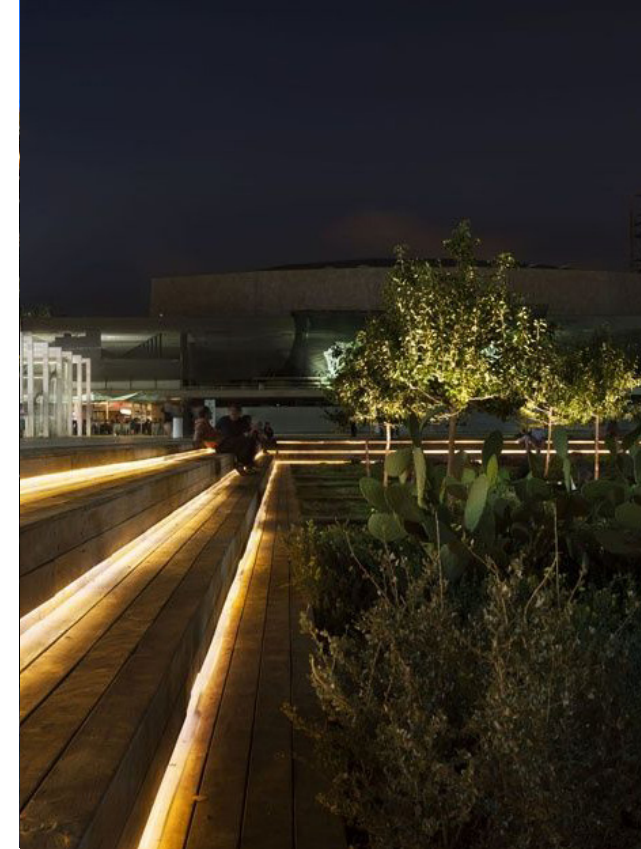
STREET LIGHTING

Public spaces will be lighted in a manner that promotes safety, while minimizing unwanted impacts on surrounding uses and complying with appropriate Dark Sky and energy efficiency standards.

- All street lights should be in accordance with Arlington County Standards.
- Landscape/Garden Lighting can be used to maintain a more subtle and intimate environment.
- Amenity and Accent Lighting - Help unite and define the identity of pedestrian areas and provide a unique, inviting atmosphere.



STREET LIGHT - 'CARLYLE'



DISTINCTIVE LANDSCAPE LIGHTING



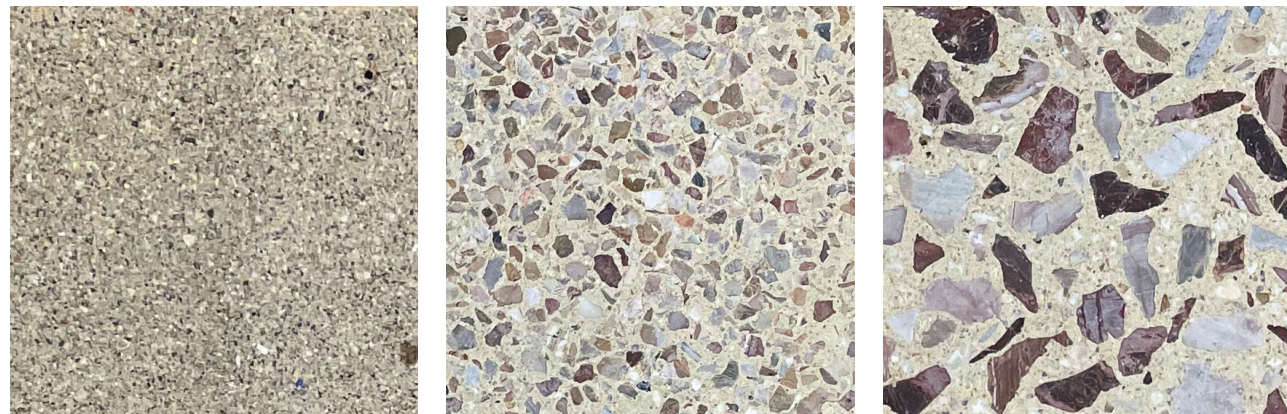
DISTINCTIVE LANDSCAPE LIGHTING



DISTINCTIVE LANDSCAPE LIGHTING



DISTINCTIVE LANDSCAPE LIGHTING



DECORATIVE CONCRETE - SEATING GROVES



MULTI-MODAL PATH

ACCENT PAVING



SCALAR AGGREGATES



WARM TONES + TEXTURES



PRIMARY CIRCULATION



MULTI-MODAL CIRCULATION

Paving materials will be carefully selected, and may include:

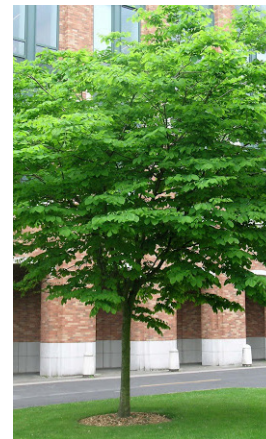
- Pavers - Pavers may be used in the linear tree planting and street furniture zone adjacent to roadways in order to differentiate it from pedestrian clear path
- Poured Concrete - The smoothness and durability characteristics of on-site poured concrete makes it appropriate for areas where heavy foot traffic occurs. Arlington County accessibility standards require the use of poured-in-place concrete for the pedestrian clear path.
- Concrete Paver - Concrete pavers may be used for the areas adjacent to buildings where distinct paving is desired to mark building entrances or outdoor cafe zones. Straight-edge pavers are preferred. They may also be used for the multi-modal path.
- Natural Stone

OPEN SPACE / PUBLIC SPACE

PLANTING

Careful selection and placement of trees and plantings contribute to the overall visual interest of the site. The design principles are:

- **Composition** - Tree and planting design should be reminiscent of the natural environment. It should incorporate different landscaping layers including ground cover, shrubs and low trees, and higher tree canopies.
- **Trees/Shrubs** - Trees and shrub choices should include a mix of deciduous and conifer trees. For trees, including street trees and smaller landscape trees, species will be selected from Arlington County's recommended tree species list.
- **Diversity** - Provide a variety of species, preferably species native to Virginia, for landscape on site. For street trees, provide diversity through planting different species on every block face on site.
- **Ground Cover** - Ground cover should include a variety of annual, biennial, and perennial plants to provide seasonal variety.
- **Sustainability** - Native gardens can provide the opportunity for stormwater management, rain water harvesting and support biodiversity.



AMERICAN YELLOWWOOD



EASTERN DOGWOOD



PIN OAK



SCARLET OAK



SILVERBELL



SOUR GUM



TULIP POPLAR



WHITE OAK



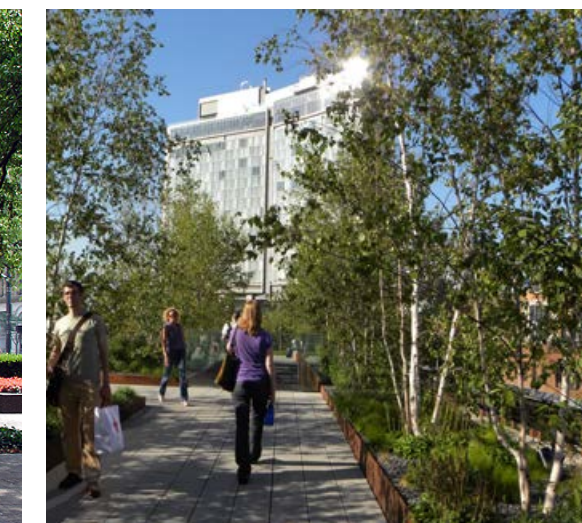
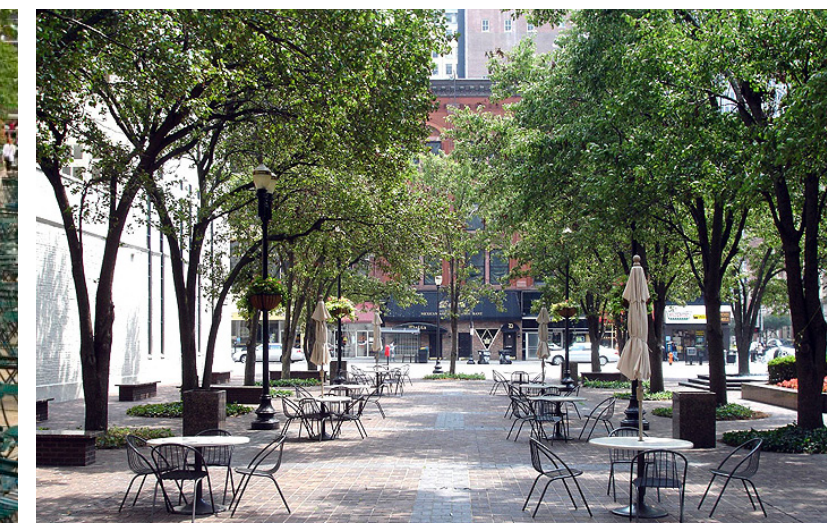
WHITE PINE



BIODIVERSE GROUND COVER / RAIN GARDEN



DIVERSE PLANTING SUPPORTS WILDLIFE



PLANTING DESIGN FOR PUBLIC USE

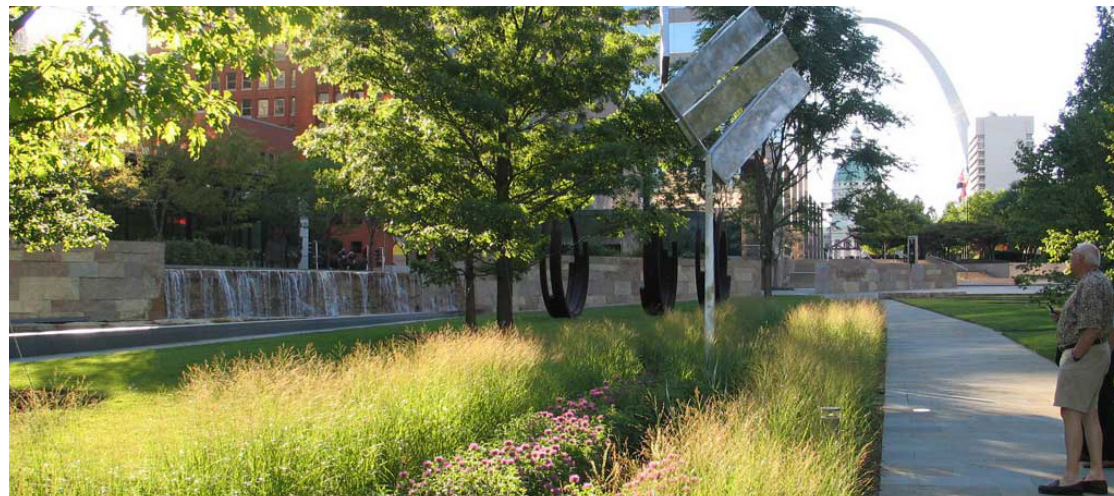
- Best Management Practices will be utilized for stormwater on the site.
- Public spaces will be planned and designed to minimize irrigation requirements and reduce the heat island effect.



SUSTAINABILITY



BIORETENTION



RAIN GARDENS





BUILDINGS AND ARCHITECTURE

A. COMPATIBILITY

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

B. MIXED-USE DEVELOPMENT

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

C. DISTRIBUTION OF DENSITIES & HEIGHTS

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

F. OTHER ELEMENTS OF GOOD URBAN DESIGN

3. Building designs should include rooftop treatments that contribute to an engaging skyline.
4. Building designs should include high-quality building materials and exemplary architecture.

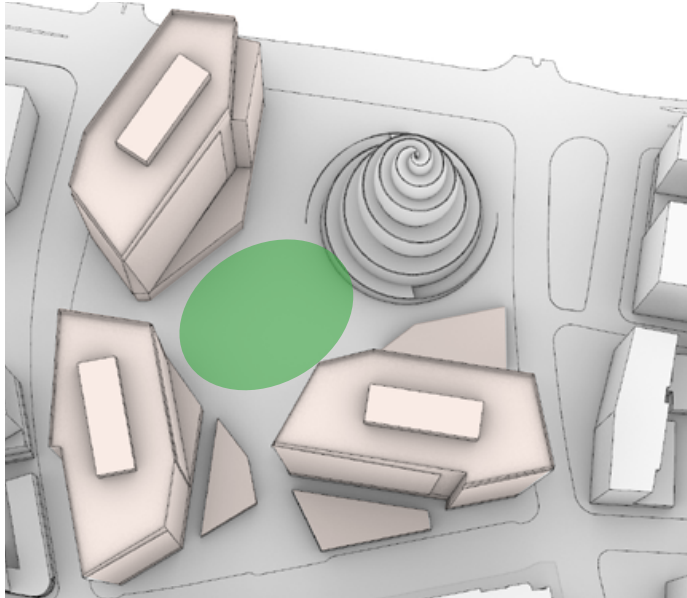
G. SUSTAINABLE DESIGN

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

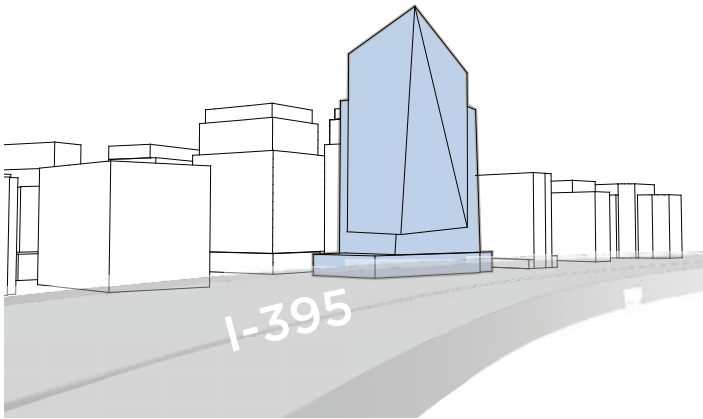
H. ACCESSIBILITY

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

DESIGN OBJECTIVES



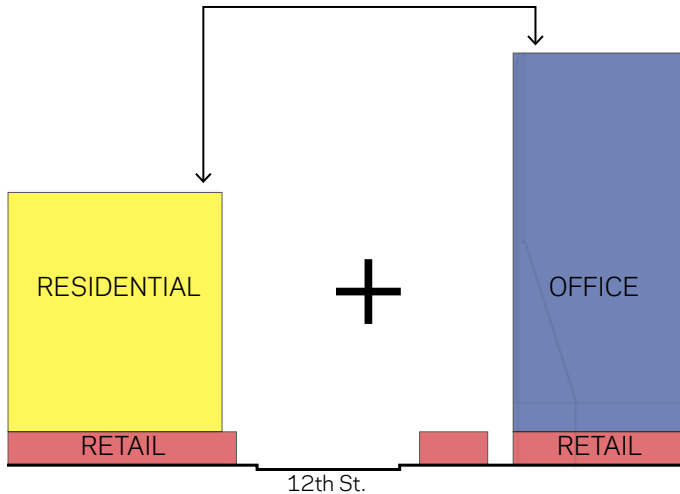
1 Street Edge Definition: Buildings should be used to define street edges and open space.



3 Visual Landmark: Create a visual landmark and gateway to Arlington from the Interstate



2 Vary-Building Heights: From a high point at the landmark building fronting the Interstate to lower contextual heights at 12th Street.



4 Pedestrian Scaled Design: Create a pedestrian scaled, active retail corridor along 12th Street with continuous retail uses at the base that connect with and compliment the adjacent community.

While the basic architectural components have been identified and have been roughly articulated in the PDSP, it is anticipated that this plan will be implemented over time, and the actual design for each building will be established during the SPRC process for a final plan. Therefore, the purpose of this architectural intent section is to establish general building design guidelines for the buildings that will become a part of PenPlace and will provide a framework for future design.

BUILDINGS / ARCHITECTURE

BUILDING HEIGHTS AND DENSITY

HEIGHTS

The heights of buildings along 12th Street should be compatible with the scale of adjacent developments.

Office tower 1: 22 stories including a 3 story podium

Office tower 2: 22 stories including a 3 story podium

Office tower 3: 22 stories including a 3 story podium

Landmark Building: 355' above grade

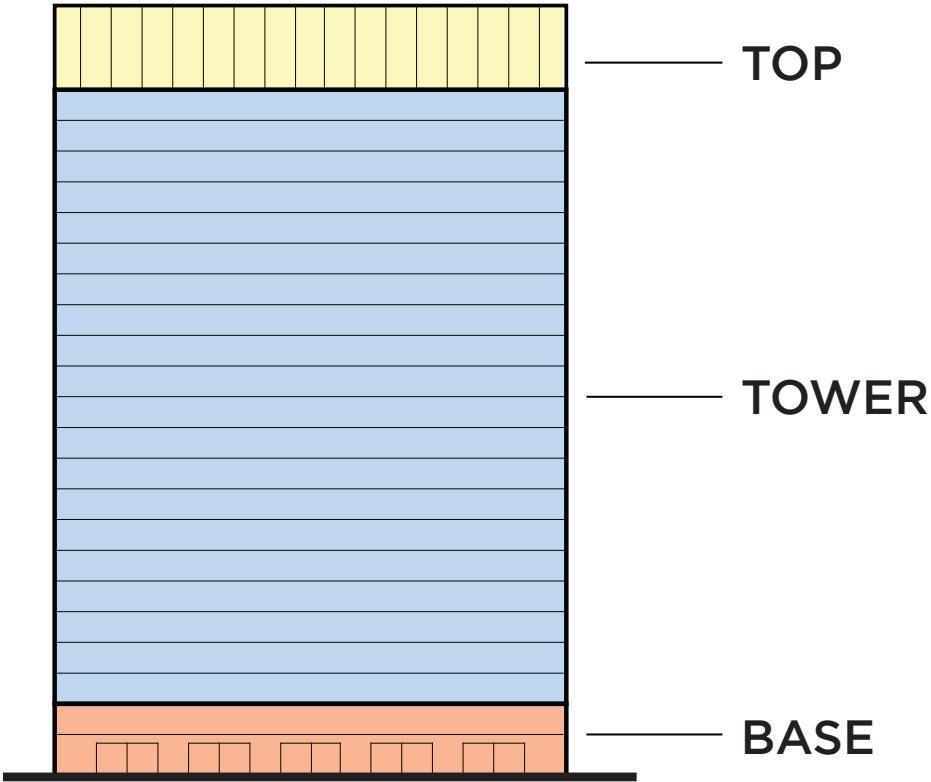
Retail pavilions 1, 2 and 3: 1 or 2 stories

DENSITY

Highest densities should be planned for Parcel 1D given its proximity to current and future transit nodes and distance from existing single family home neighborhoods.



Note: Heights shown above do not include Penthouses unless noted.



GENERAL

- A broad range of architectural expression and diversity among the design of towers and tops is encouraged.
- Buildings should generally have a clearly defined base and roof edge so that the façade has a distinct base, middle, and top. The intent is to create building scale and design that relates to an individual person while also relating to the scale of surrounding buildings and promoting creative and distinctive architecture.
- The design of the building base and upper stories should be expressed in a manner that defines the pedestrian space at ground level, provides relief in the building massing, helps to distinctively articulate the skyline, and creates a relationship between the tower and the movement of pedestrians at grade.
- Fenestration, articulation and massing of all buildings should be designed to create visual interest, pedestrian scale, and rich streetscapes for adjacent public spaces.
- Buildings should be designed with high quality materials including glass, metal, brick, natural and cast stone, terra cotta, wood and architectural precast concrete.
- Vary materials, textures, patterns, colors, and details on building facades to reduce the perceived mass of large buildings.
- Buildings and facades should be well-proportioned and/or divided to minimize the perception of large or monolithic buildings.
- Special building elements and expressions such as towers and special entries should be used strategically at street intersections and vista terminations to provide interest along the block, add interest in the skyline/rooflines, and create a human-scale.
- Subtle lighting may be used to accent the architecture or special architectural elements (such as distinctive building rooftops).
- Buildings should be attractive and pedestrian friendly both from the interior and exterior of the block.
- Elements to avoid:
 - Minimal differentiation of the building facade between the building base and upper story design; and
 - Storefronts set back from sidewalks and public spaces, arcades and colonnades.

BUILDINGS / ARCHITECTURE

BUILDING DESIGN GOALS

BASE

- Building bases should be the first 2 to 4 stories of the building.
- There should be a distinct visual difference between the base and the tower through a transition in building volume, facade treatment, cornices or other architectural features, or an expression line between the base and tower.
- Building bases should reinforce and animate the adjacent public spaces.
- Utilize human-scaled architectural elements to break up large expanses along the street edge such as cornice lines to define a building's base and multiple building entries and windows along the ground floor retail.
- Entrances should be distinctive, visible, and welcoming.
- Rhythm of windows and entrances should provide interest and engage pedestrians
- Blank walls at the ground level should be avoided wherever possible.
- Service and loading access points and doors should be designed as an integral element of the facade and should utilize materials compatible with other material used through the project.
- Special lighting should be utilized to highlight main building entrances and add interest to the building façade.
- Secondary building entrances and parking/ loading/ service access points should have lighting, compatible with the project's lighting, to maintain a safe environment around the entire project especially where pedestrians and other building tenants require circulation.



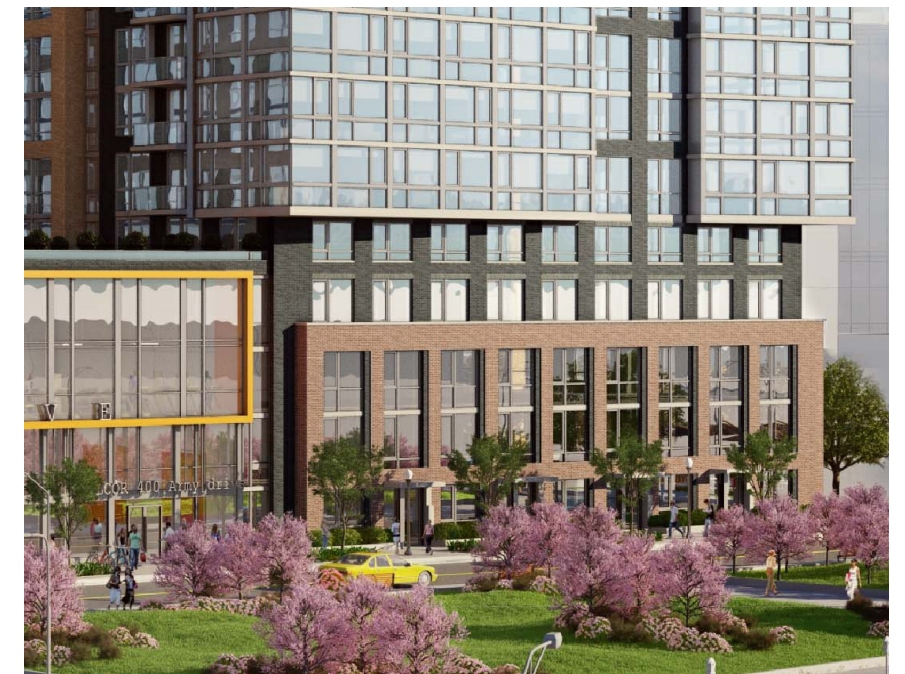
Articulate Massing



Establish Transition



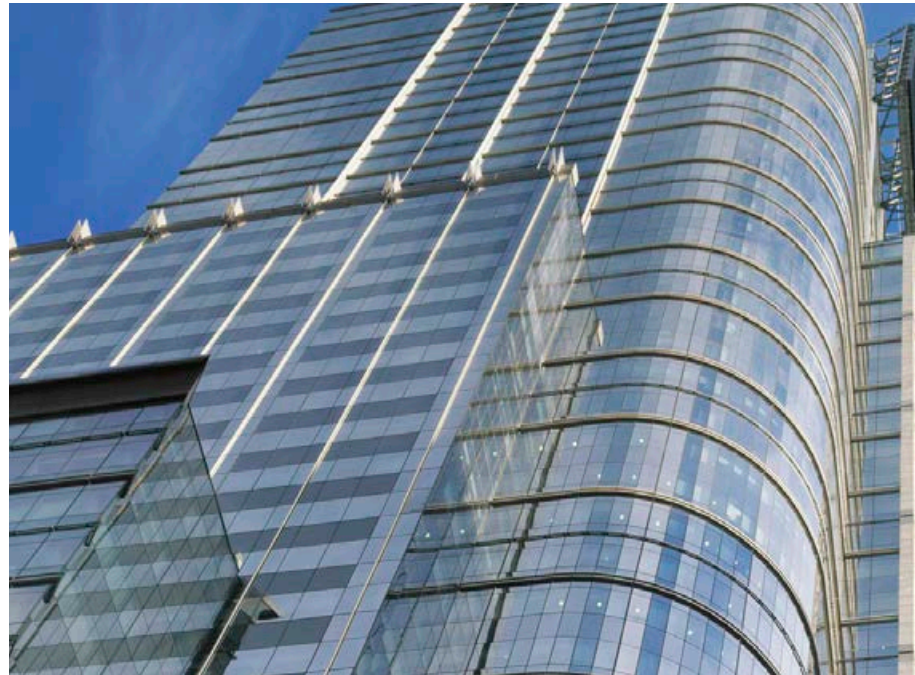
Building articulation



Engage Pedestrian Scale



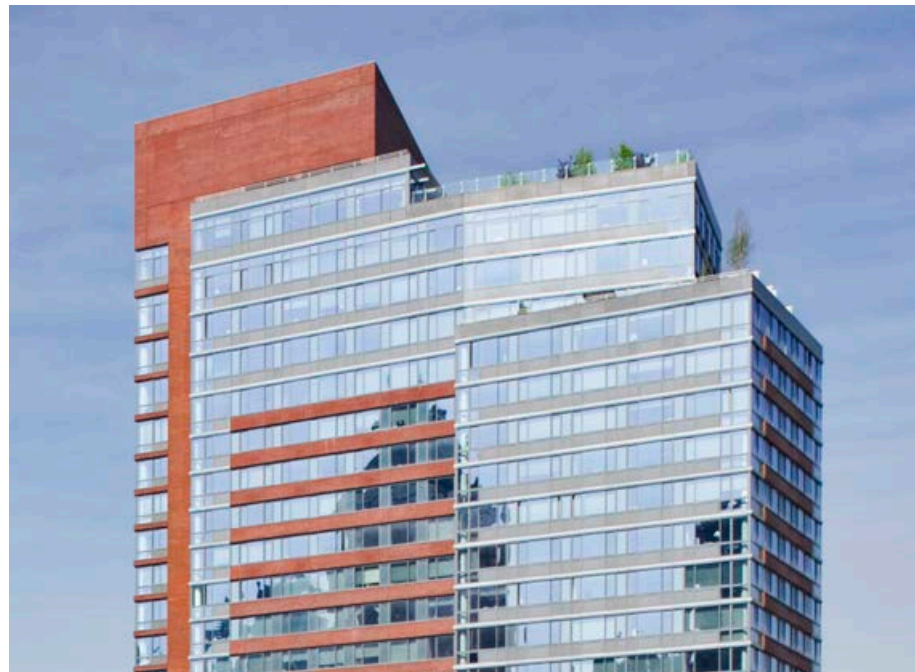
Compelling Form



Articulation



Dynamic Massing



Articulation

TOWER

- Building towers begin above the base and continue to building top.
- The design of each building tower should vary to avoid a single architectural expression.
- Subdivide and articulate the buildings to reduce the perceived mass. Incorporate vertical or horizontal articulations or distinctive volumetric expression to minimize perception of continuous monolithic blocks.
- Provide visible volume articulation to differentiate distinct building features such as major entrances and to respond to particular tower orientation.
- Where building step backs occur, it is not the goal to have uniform step backs between buildings, variation is desirable.
- All sides of all buildings should be addressed and feature consistent architectural details, façade elements and fenestrations that add distinction to the façade of the structures.
- Tower footprints should step back an appropriate amount from podiums in order to create a clear and pleasing distinction at each tower base.
- At least 75% of the full height tower facades will be set back from the frontage along 12th street.
- Tower design should meet the requirements of the sculpting framework on the following pages.

BUILDINGS / ARCHITECTURE

BUILDING DESIGN GOALS

TOP

- Building tops may include the upper floors of the building or just the area of the building above the top floor.
- Design of the building tops should distinguish the building and contribute to the composition of the skyline.
- Building tops may be an integral part of the tower design.
- Roof equipment and mechanical penthouses should be designed as a natural extension of the building and employ building materials and design treatments consistent or compatible with the balance of the building.
- Any Penthouse structure occurring above the Tower should occupy an area that does not exceed 80% of the floor area for the occupied floor immediately below it. The Penthouse shall step back at a distance no less than the height of the penthouse for at least 50% of the perimeter of the floor immediately below it. Exceptions to this requirement may be made if it is located within the areas designated for special architectural features (page 95). All penthouse structures should incorporate enhanced façade treatments of a quality and character consistent with the building tower's façade.



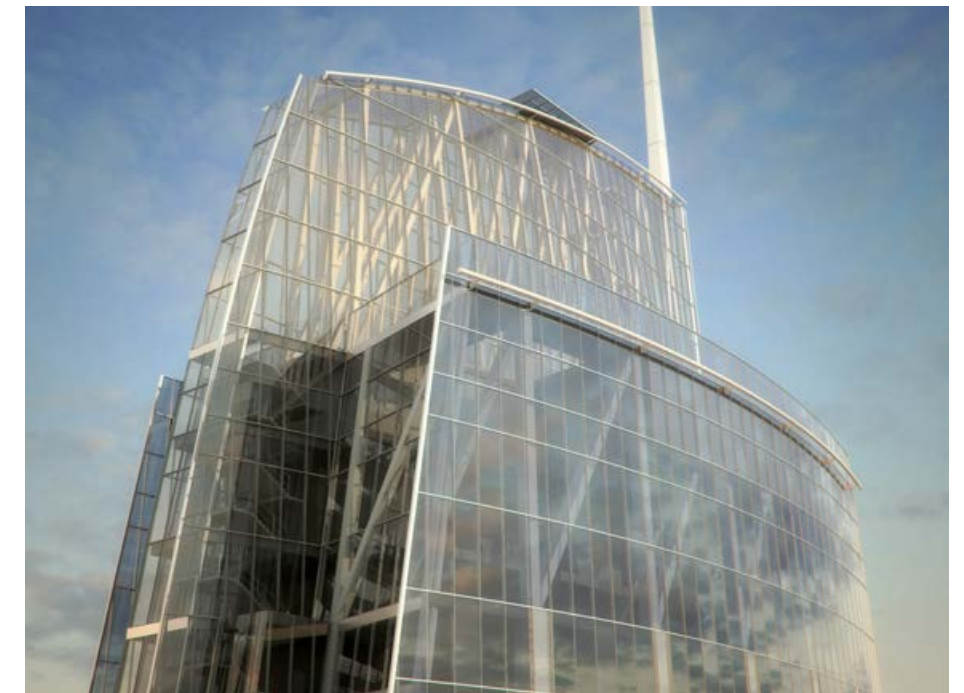
Penthouse as Extension of Building



Integrated Tower and Top



Create Dynamic Skyline



Mark Site as Gateway to Area



RETAIL

- Approximately 25,000 SF of retail uses shall be located along and within the buildings on 12th Street. Approximately 25,000 SF of retail and retail equivalent uses shall be located in the buildings north of 12th street.
- Retail facilities will be an important contributor to the successful street life of the project, and should be concentrated around major focal points including 12th street and the plazas. Potential retail space locations are shown on the retail plan pages. All of the retail space should be designed and constructed to include interior and exterior improvements necessary to ensure that the space is functional and attractive to retailers including, but not limited to, floor to floor heights of at least 15', direct access to service corridor/ areas wherever possible, ventilation required for restaurant use, direct frontage on streets or public areas and access, and clear glazing on the windows. Storefronts should be readily identifiable, and differentiation through individual signage and storefront design is encouraged.
- Awnings and overhangs are encouraged. Awnings should be made of canvas cloth, metal, glass or equivalent high quality material.
- Functioning entry door(s) along the retail frontage should be encouraged at intervals not greater than 80 feet wherever possible.
- Ground-floor retail and restaurant spaces should be designed with internal and external storefront illumination to enhance the pedestrian space and encourage window shopping even when stores are closed.

BUILDINGS / ARCHITECTURE

BUILDING DESIGN GOALS

HOTEL / RESIDENTIAL

- Hotel and residential buildings should generally taper with height variation and setbacks as they approach streets.
- The main entrance should be at the front facade and articulated as a major public entrance.
- Street-level commercial space should feature large windowed retail space with awnings and/or signage that varies with the commercial use.
- Blank walls that may result from the creation of large conference facilities require special ground floor articulation treatments to mitigate any impact on surrounding streets such as display windows, public art, etc.
- Street-level residential should feature individual entrances, views of courtyard open space and/or building articulation, to animate the facade and add interest to the streetscape.
- Where balconies are provided, they should be designed as an integral component of the facade.
- Mechanical systems should either be internalized within the building or be carefully designed to blend into the building facade.



Articulation



Fenestration



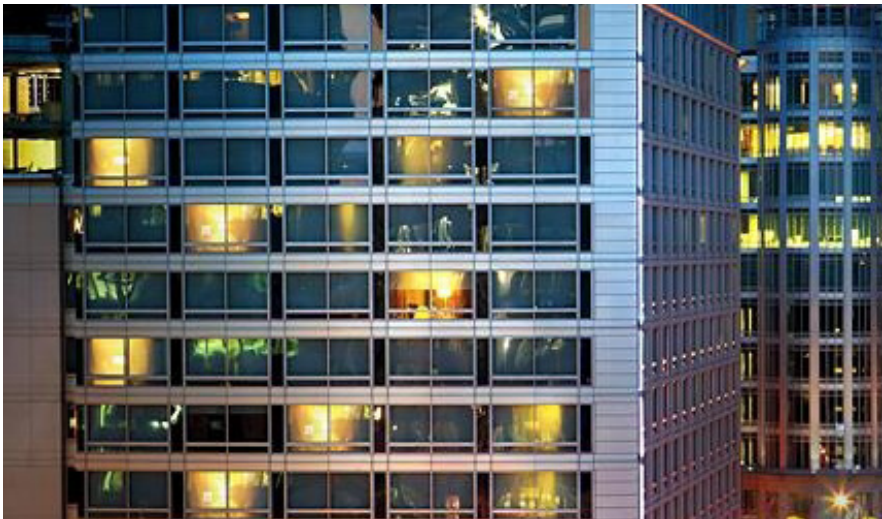
Articulation



Lobby Entrance



GLASS CURTAIN WALL



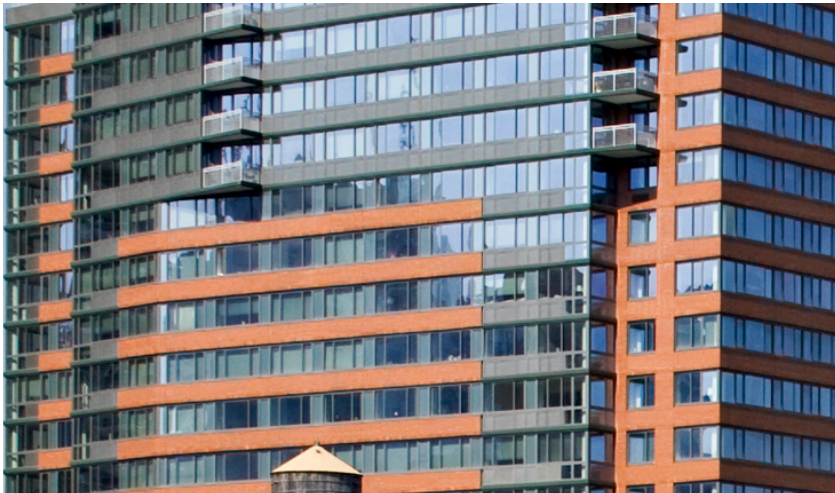
METAL AND GLASS PANELS



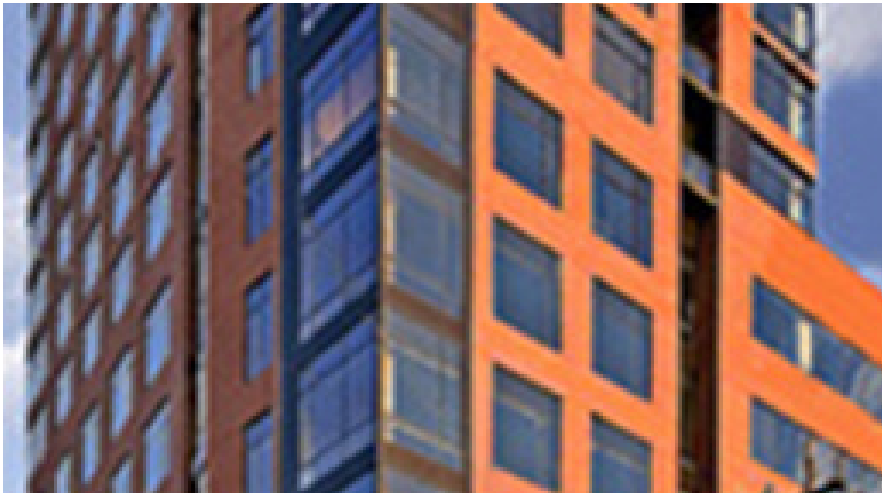
TERRA COTTA AND GLASS



PRECAST



MASONRY AND GLASS



MASONRY

ARCHITECTURAL DETAILS

Materials should be selected to help emphasize the massing articulation of the building and be distributed to encourage diversity in the scale and character of the overall development. Materials used in the facades, in their combination and integration, should provide a warm, friendly and welcoming impression.

Materials will be high quality, durable and long-lasting while avoiding an institutional expression. Particularly at the base, they should be easily maintainable. Classic to contemporary building materials are welcomed, as they are integrated into the overall expression. The material palette should reflect an innovative and contemporary use of both contextual materials such as masonry and stone but should also allow for more modern materials such as glass and metal.

MATERIALS PALETTE

Buildings within PenPlace will be composed of three primary material typologies:

1. Vision glass, Spandrel glass, Coated/ fritted glass, Colored glass
2. Wood, Textured metal, Colored/ modeled metal
3. Natural stone, Precast concrete, Masonry

BUILDING ENVELOPE AND FENESTRATION

Building envelopes and fenestration will in large part determine the character and appearance of both individual buildings and the collective whole of PenPlace. To achieve variation, it is necessary to add depth and articulation to the building facades and fenestration.

BUILDINGS / ARCHITECTURE

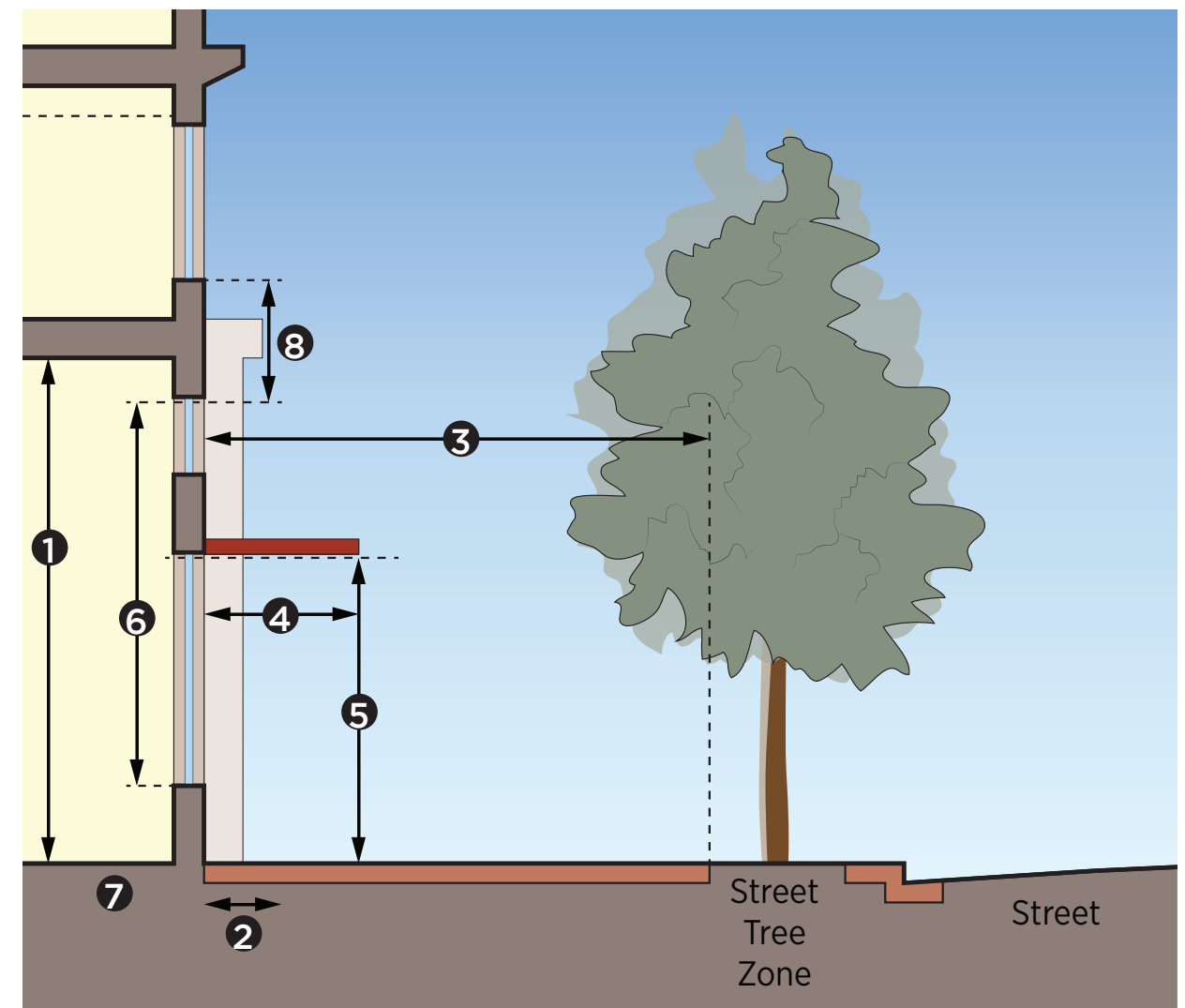
BUILDING FRONTAGE

BUILDING FRONTAGE

Retail and Commercial building frontage includes a number of features intended to support an active streetscape.

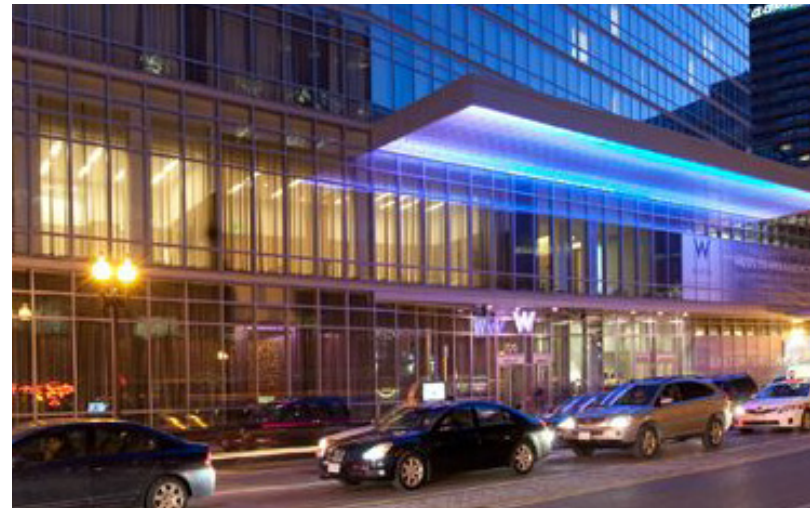
In order to be successful, retail frontage guidelines must identify, and promote building and façade elements characteristic of retail establishments in a robust urban setting. To that end:

- 1 Minimum clear height in retail space will be 15 feet.
- 2 A limited set of building frontage elements, such as bays, balconies, cornices, and blade signage may encroach and project across the sidewalk for a distance not to exceed 42 inches, so long as the designated sidewalk clear zone is not narrowed to less than six feet. Where they occur, supports for such structures should not encroach within the designated clear zone. Encroachments will be considered at final site plan.
- 3 Marquees, fixed canopies, and other over-head entry features may encroach beyond the sidewalk more than four feet, but should not project into or beyond the Street Tree and Furnishing zone.
- 4 Retail awnings may encroach and project across the sidewalk for a distance not to exceed six feet.
- 5 Retail awnings, marquees, fixed canopies, cornices, balconies, and other overhead projections must maintain a projecting minimum clear height of nine feet (10 feet is required for signs).
- 6 Provide display windows amounting to a minimum of 50% of the surface area of the ground floor façade, with the area between 3 and 8 feet above grade reaching a minimum of 80% transparency.
- 7 Retail floors should match the grade of exterior sidewalk to the extent feasible.
- 8 A continuous signage band above ground floor fenestration should be incorporated into the design of the façade.





WELCOMING ENTRANCE



WELCOMING ENTRANCE



INTEGRATED SERVICE AREAS



WELL-DESIGNED PARKING ENTRANCE



SCREEN LOADING



MINIMIZED CURB CUTS

ENTRANCE CONDITIONS

The lower levels will be where the towers meet the pedestrian and public realm. This will be an important component in the overall character of the project. The design of entrances and tower base should reflect the intimate scale of the pedestrian zone.

- Entrances should be welcoming, where recessed they should entice pedestrians
- Entrances should be distinct from the adjacent facade but be part of an overall unified design.

Canopies and other techniques should be incorporated to protect visitors from the weather and to create a transition between the interior and exterior experiences.

PARKING, SERVICE, AND LOADING GUIDELINES

Parking, service, and loading are necessary components for the functionality of the project. The careful integration of these components will enhance the visitor experience. The intent of this section of the guidelines is to reinforce the design integrity of the environment by ensuring that parking, service, and loading functions will be incorporated into the project in a way that will minimize detrimental impact on this visitor experience.

Buildings cannot function without adequate parking and loading services. The following guidelines are to ensure efficient parking and service areas while minimizing negative aesthetic impacts or interference with pedestrian experience and the overall image of the project:

- Locate parking garage entrances and exits within designated areas, as shown on pages 52.
- Parking entries should be inviting and welcoming.
- Parking, service, and loading access points should be screened from the public realm and doors should be designed as an integral element of the facade, utilizing complimentary materials.
- Any vents or mechanicals for parking garages or loading areas that are visible on building facades should be screened or well-integrated into the building architecture in terms of its materials, color, architectural expressions, etc.
- Visual cues such as continuity of pedestrian paving materials should be used to prioritize pedestrian circulation movements. Traffic calming shall be employed as appropriate to improve pedestrian safety.
- Service and loading should be designed to meet functional requirements without compromising pedestrian access or aesthetics

BUILDINGS / ARCHITECTURE

BUILDING MASSING & SCULPTING

BUILDING SCULPTING

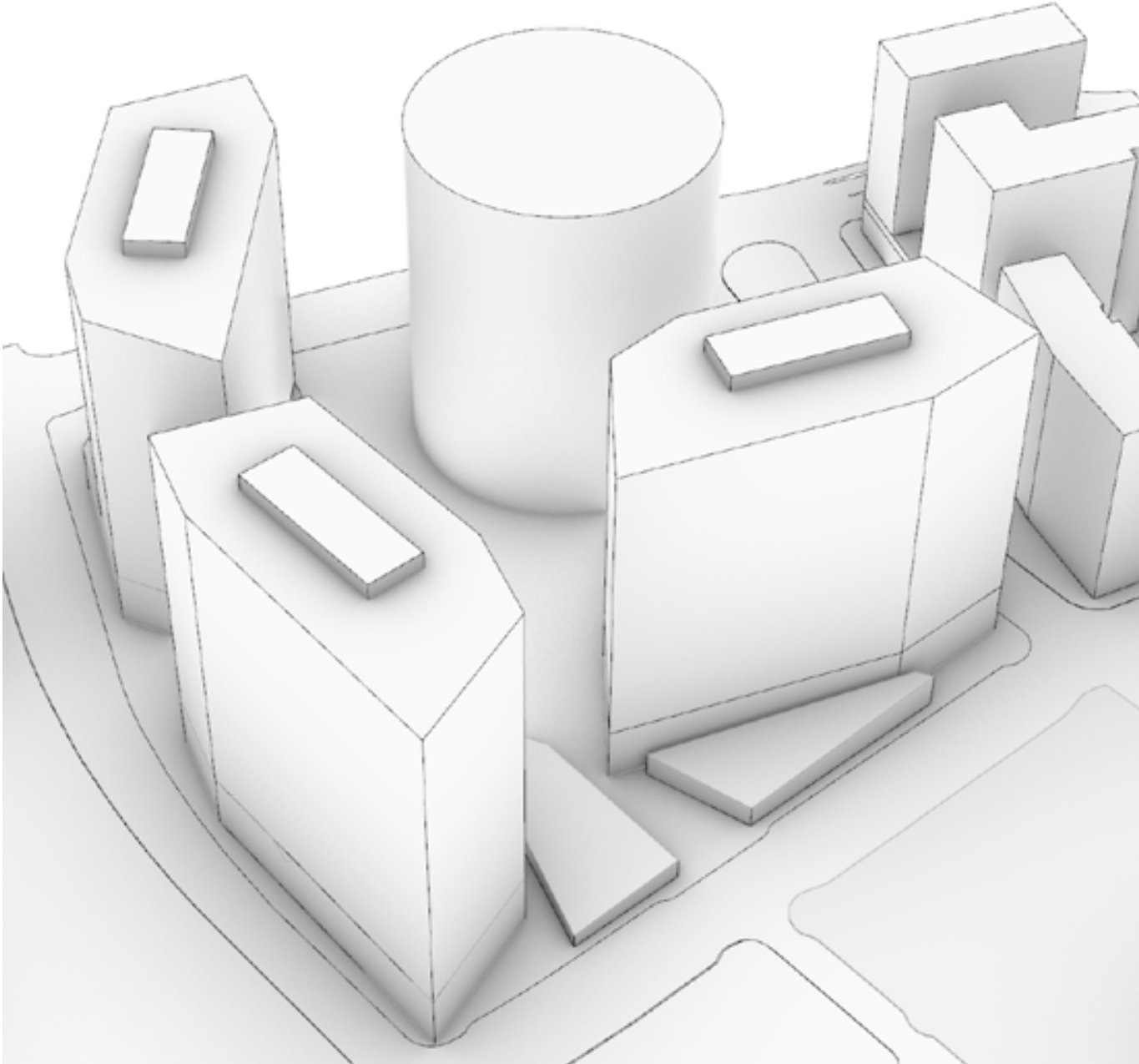
Buildings should be sculpted to ensure that each will incorporate distinctive design, character and interest that contributes to the community, while avoiding uninteresting boxy buildings or a sense of monotony between the design of multiple buildings. There should be flexibility to design world class architecture, incorporate new means and methods of building design, and address the evolving needs of future tenants.

- The Building Base Diagram (at right) establishes the Base Envelope for each building.
- The base of each building should engage the Base Envelope within 0 to 2 feet for a minimum of 80% of the street frontage, and base facades should not be built more than 10 feet behind the Base Envelope.



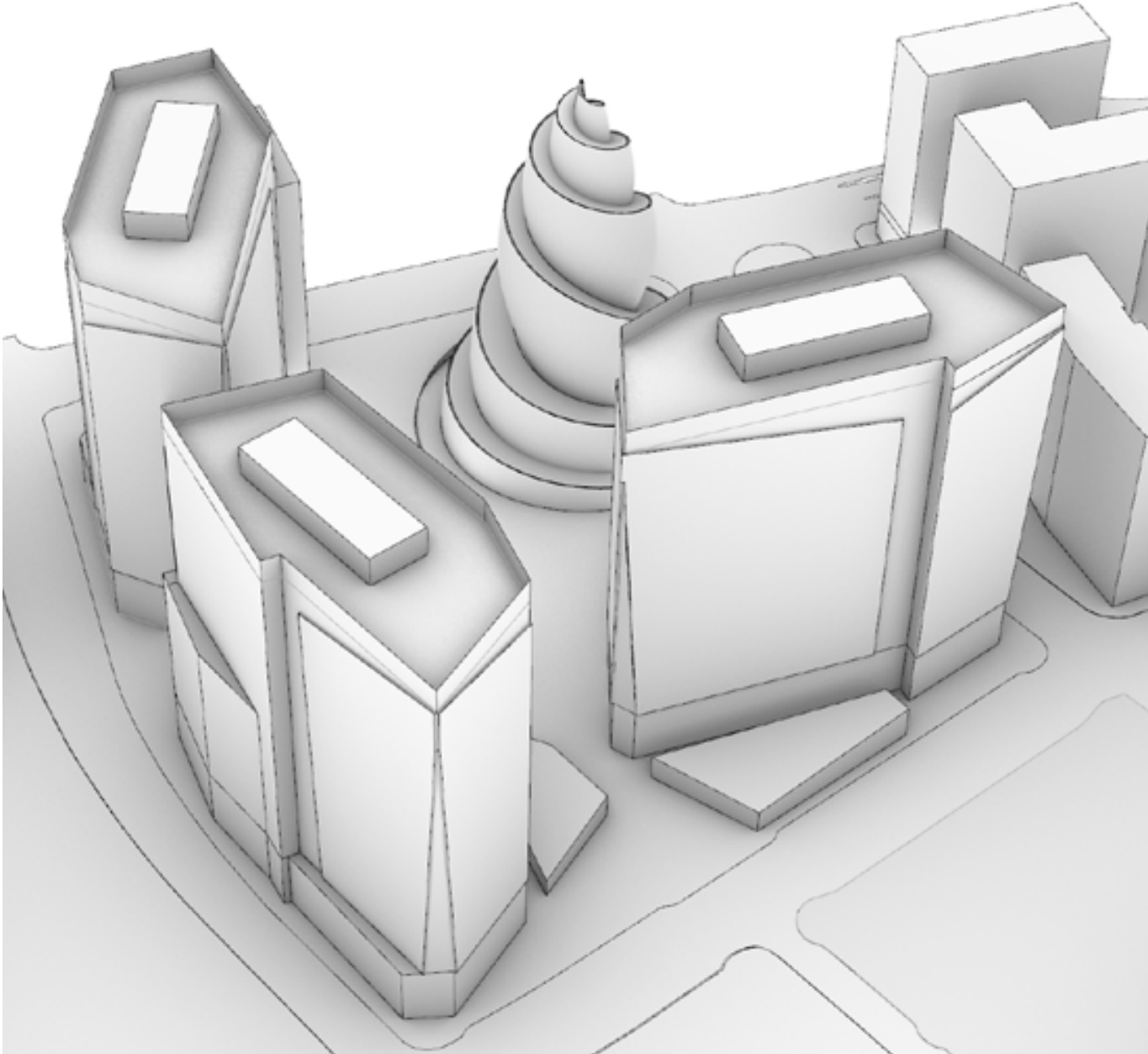
POTENTIAL TOWER VOLUME*

* This illustration shows the potential tower volume for each building with no sculpting

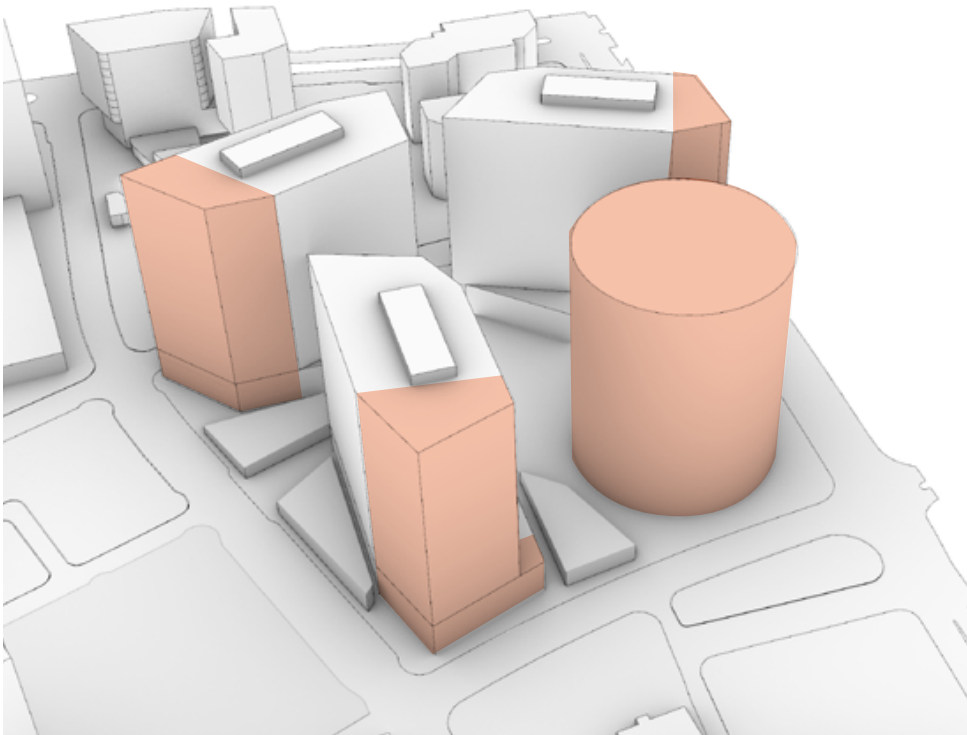


SCULPTING EXAMPLE 1

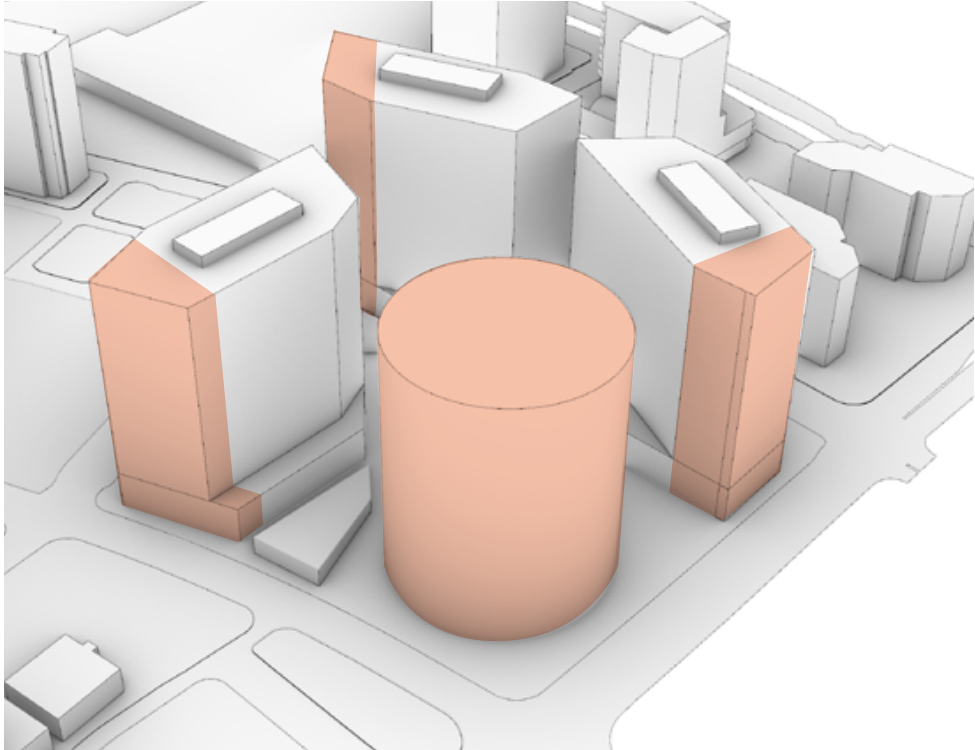
* Conceptual Illustration Only



Note: These conceptual illustrations represent the approximate total amount of density within the planned framework on page 27, while demonstrating examples of sculpting each building. Final building design, heights and sizes may vary in accordance with these guidelines.



VIEW FROM SOUTHEAST



VIEW FROM NORTHEAST

An important objective of the Master Plan is the creation of landmark architectural features that establish a distinct identity of place, symbolically mark gateways and significant points of interest, and contribute to the visual and architectural character of the Pentagon City streetscape and skyline. The Architectural Features Map shown here identifies locations at PenPlace where special architectural features would contribute to this objective.

- Innovative architectural expression should be given wide latitude in featured locations; guidelines on massing and setbacks may be relaxed.
- Architectural features range from a special corner treatment to a complete building tower.
- Feature locations are often paired; each location should respond in a reciprocal manner as part of a larger urban-design composition.



SPECIAL CORNER TREATMENT



ICONIC FORM



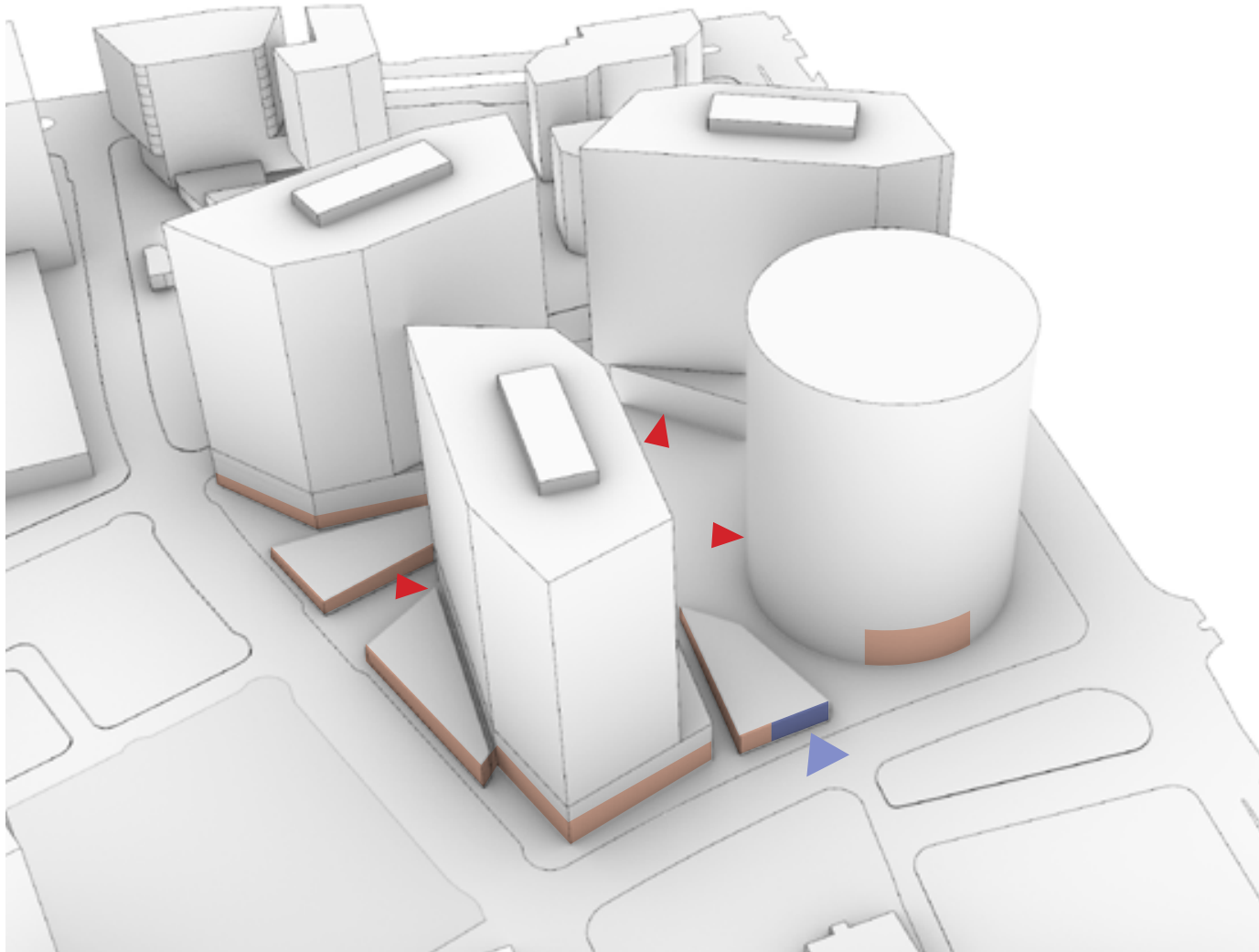
ARTICULATE MASSING

PRECEDENTS

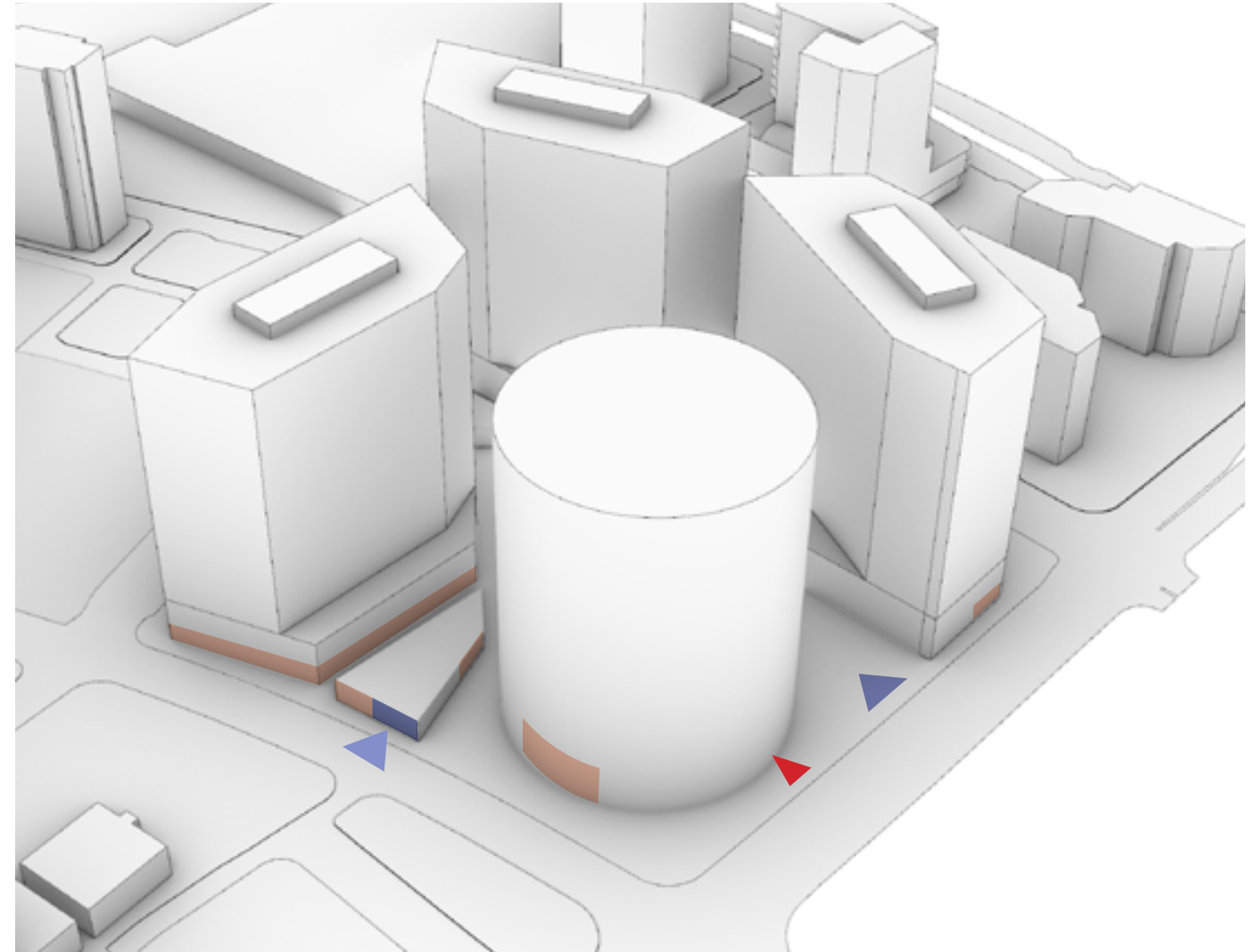
PENPLACE DESIGN GUIDELINES

BUILDINGS / ARCHITECTURE




BUILDING FRONTAGE, ENTRANCES, PARKING AND LOADING



VIEW FROM SOUTHEAST

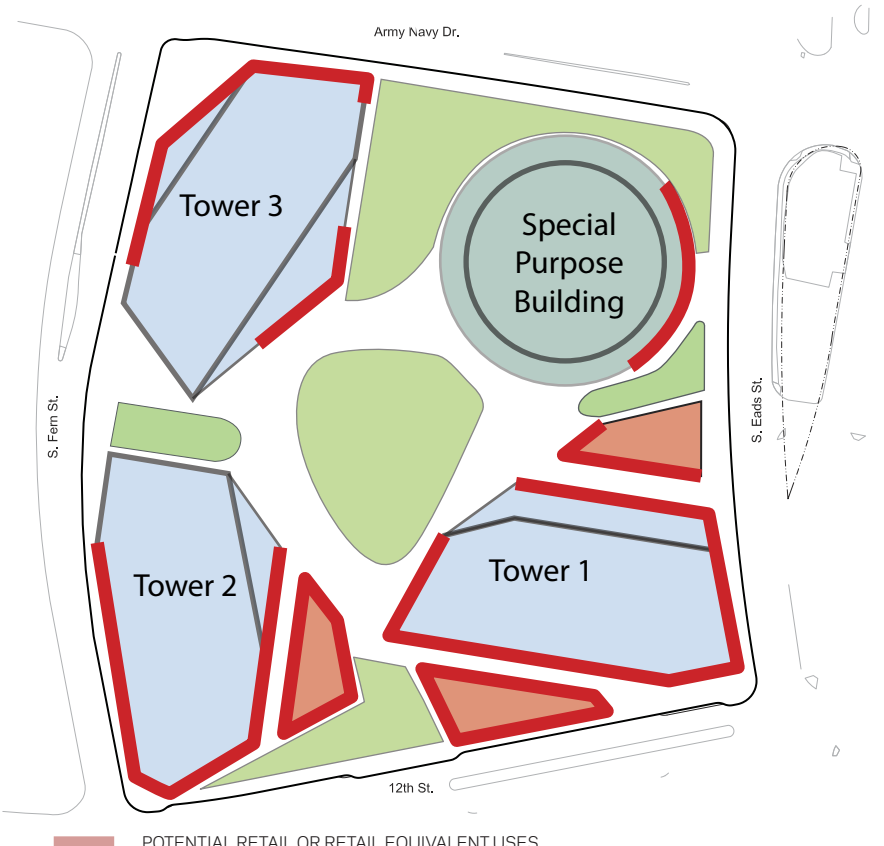


VIEW FROM NORTHEAST

-  Potential Location of Building Entrance
-  Potential Location of Retail and/or Retail Equivalent Frontage
-  Potential Location of Parking and Loading Entry/Exit

PROGRAM

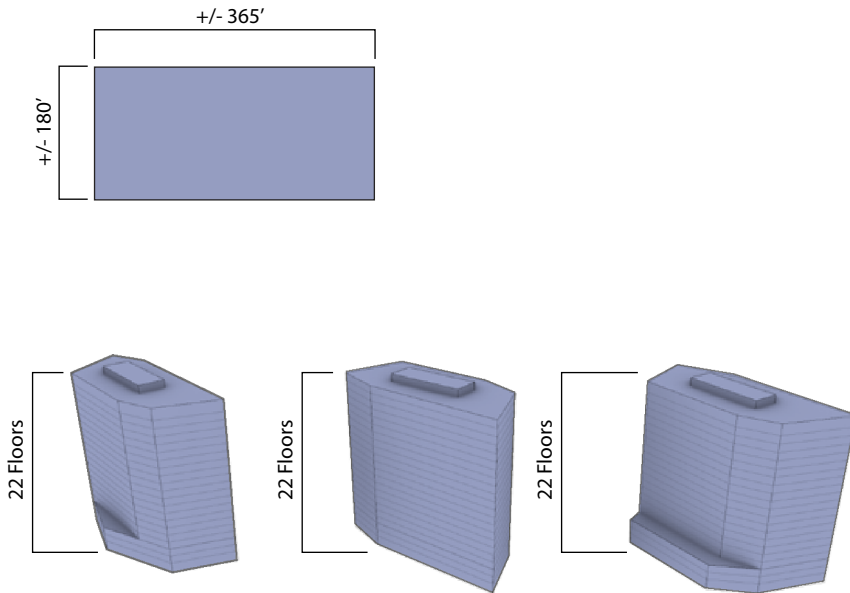
NO SECURE BUILDINGS SCHEME



OFFICE 1,809,000 sf *
 Tower 1 - UP TO 22 FLOORS
 Tower 2 - UP TO 22 FLOORS
 Tower 3 - UP TO 22 FLOORS
 Special Purpose Building - UP TO 22 FLOORS

RETAIL AND RETAIL EQUIVALENT USES 100,000 sf

PRIVATE OFFICE



PRIVATE OFFICE



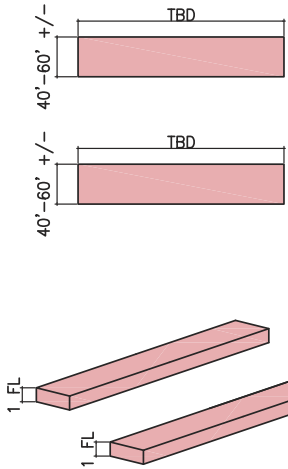
PRIVATE OFFICE



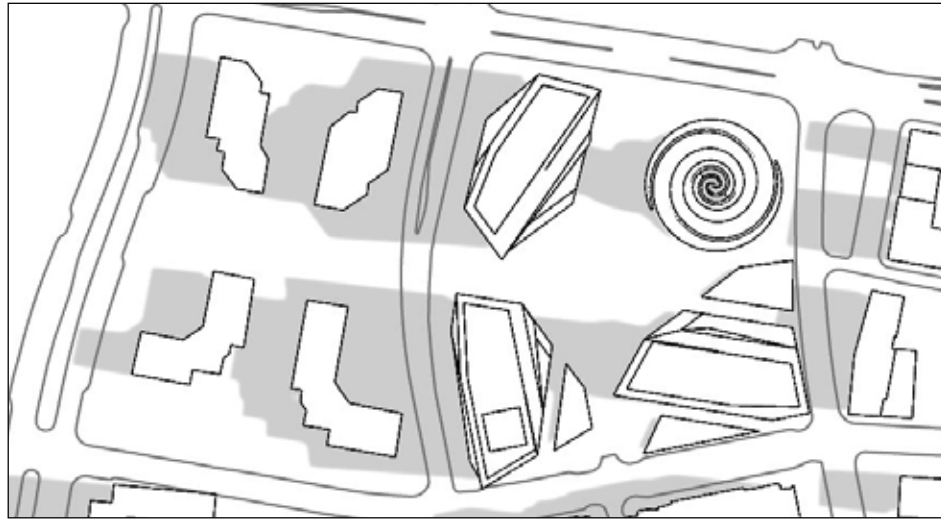
RETAIL

RETAIL AND/OR RETAIL EQUIVALENT

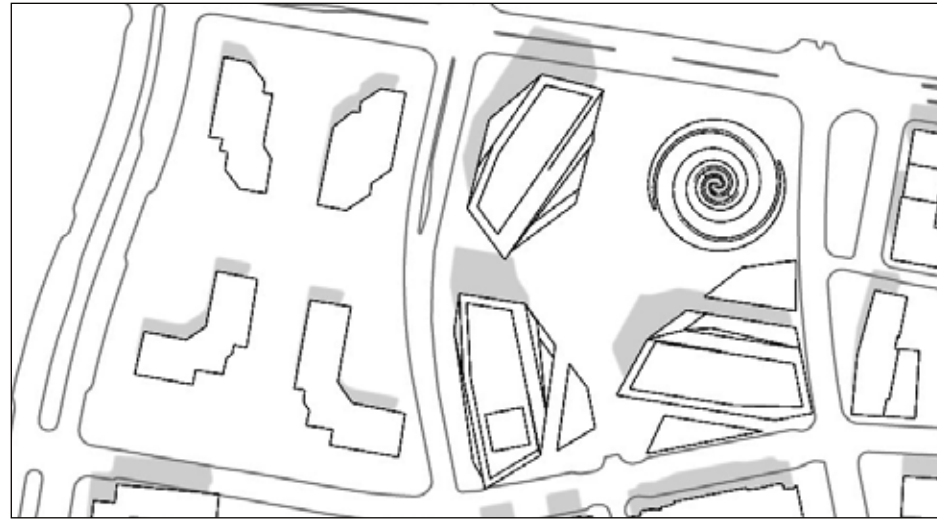
Storefront Retail
 100,000sf +/-
 1 story



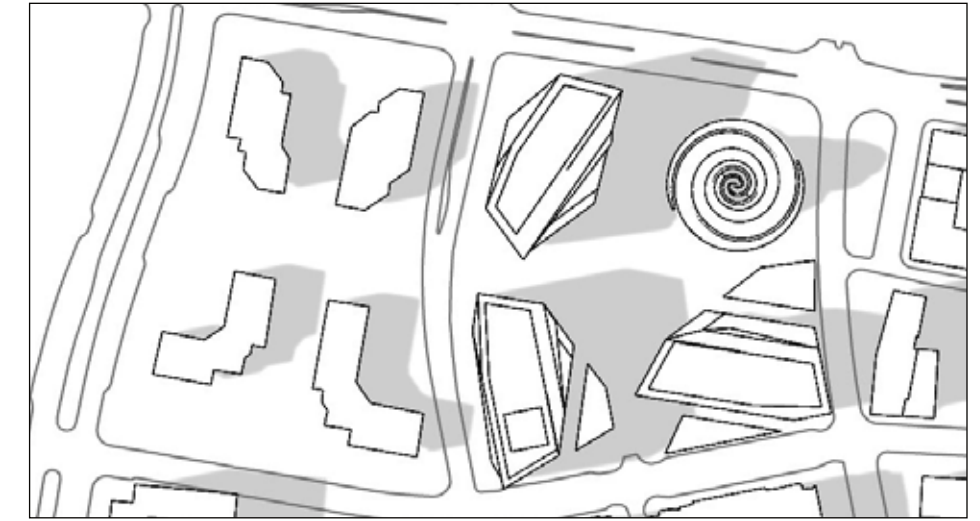
Summer Solstice - Jun 21



9 AM

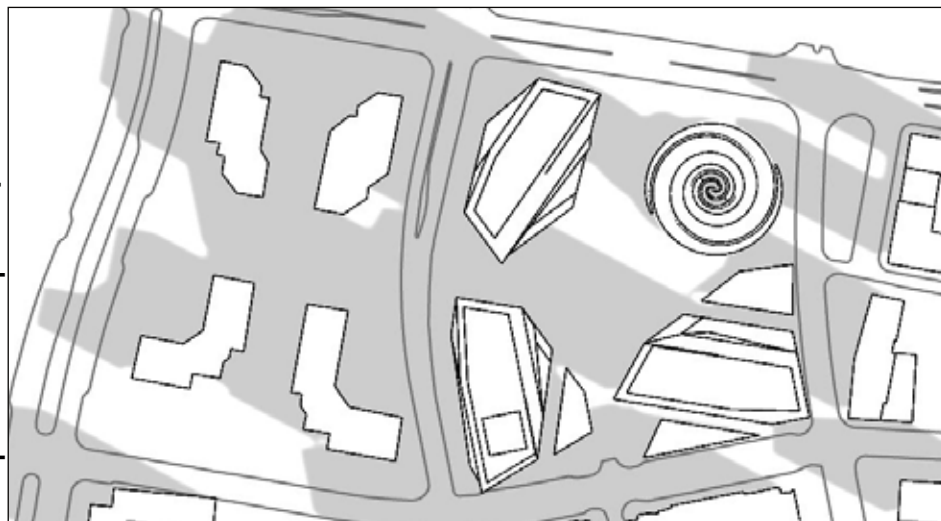


12 PM

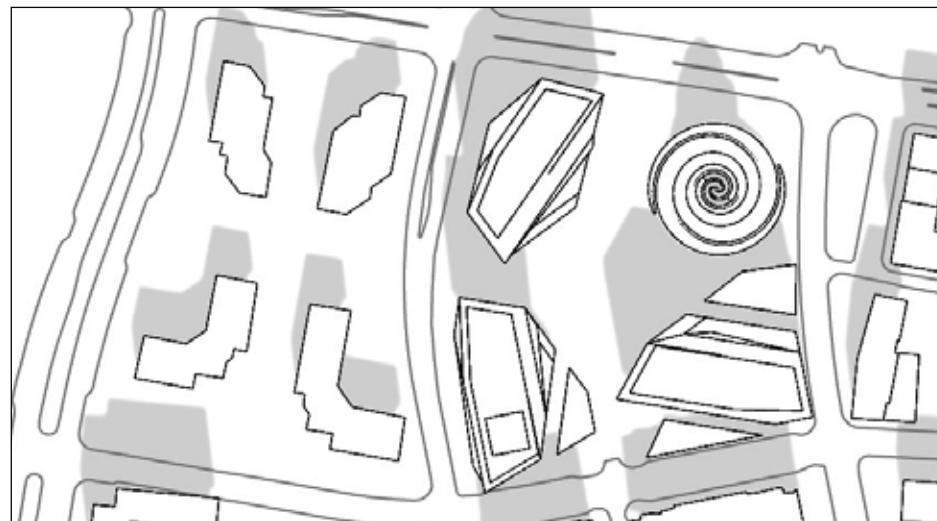


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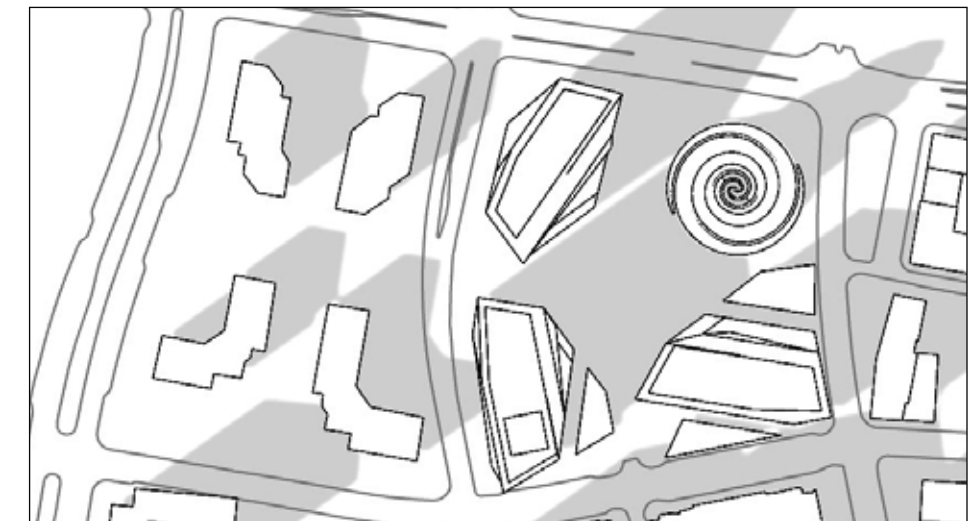
Equinox - Sep 22 / Mar 20



9 AM

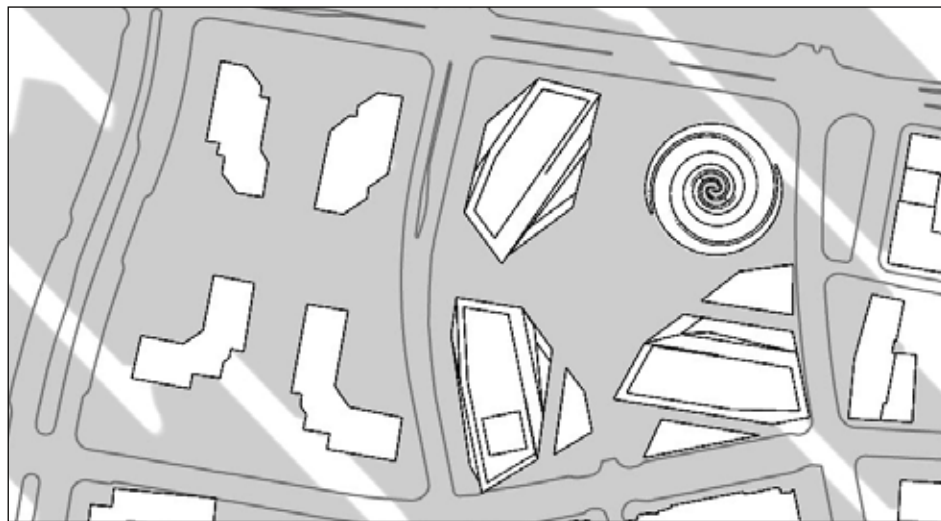


12 PM

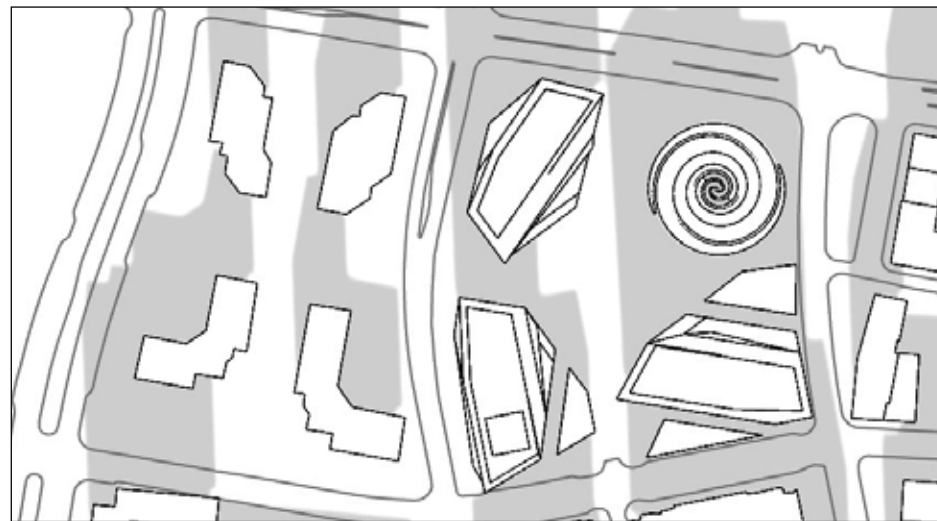


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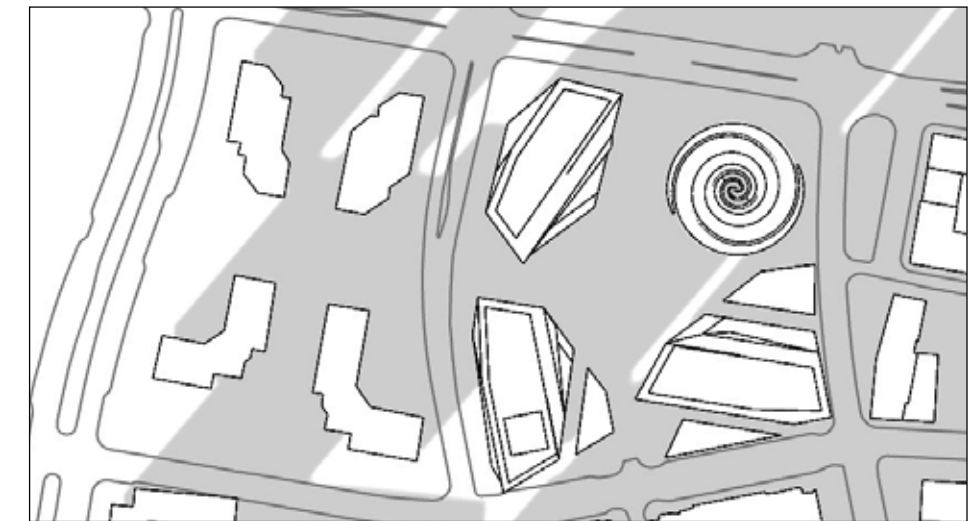
Winter Solstice - Dec 21



9 AM



12 PM



3 PM

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