

Site Plan Review Committee (SPRC)

Staff Report for PenPlace

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

Mail-in Comments:

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

Contact Staff:

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

Peter Schulz

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pschulz@arlingtonva.us

Contact the SPRC Chair

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

Tenley Peterson, Chair

Tenley.arlington@gmail.com

Elizabeth Gearin, Co-Chair

egearin@egearin.com

SITE PLAN REVIEW COMMITTEE

DATE: February 10, 2022, 7 p.m. EST
PLACE: MS Teams

SPRC STAFF COORDINATOR: Matthew Pfeiffer

Item 1. SP#105-7 PenPlace
(RPC#s 35003436, 35003438, 35003032, 35003031)
Planning Commission and County Board meetings **April 2022.**
Peter Schulz (CPHD Staff)

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

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

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

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

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

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

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

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

1. Online Engagement Session: October 28 - November 7, 2021
2. SPRC #2 (virtual) – December 6, 2021

Agenda:

- Architecture
- Public Space

3. SPRC #3 – January 24, 2022

Agenda:

- Changes since last meeting
- Sustainability
- Transportation
- Construction/Phasing

4. **SPRC #4—February 10, 2022**

Agenda:

- **Community Benefits**
- **Wrap-Up**

Glossary of Terms:

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

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

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

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

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

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

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

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

OVERVIEW: The applicant, JBG Smith, proposes a redevelopment of the PenPlace block representing the second part of Amazon’s “HQ2” project.

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

The PenPlace block represents one of several parcels historically governed by the Pentagon City Phased Development Site Plan (PDSP #105), which was originally approved by the County Board in 1976. At the time, the PDSP originally divided a 116-acre segment of Pentagon City into multiple parcels, each with their own use and density allocations. Designated as “Parcel 1D”, the PenPlace block remains the last largely undeveloped parcel within Pentagon City PDSP. In the early 1990s, a hotel was constructed on the northwestern portion of the site. This hotel has been purchased by the developer and has been demolished. The hotel site is proposed to be incorporated in the proposed site plan.



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

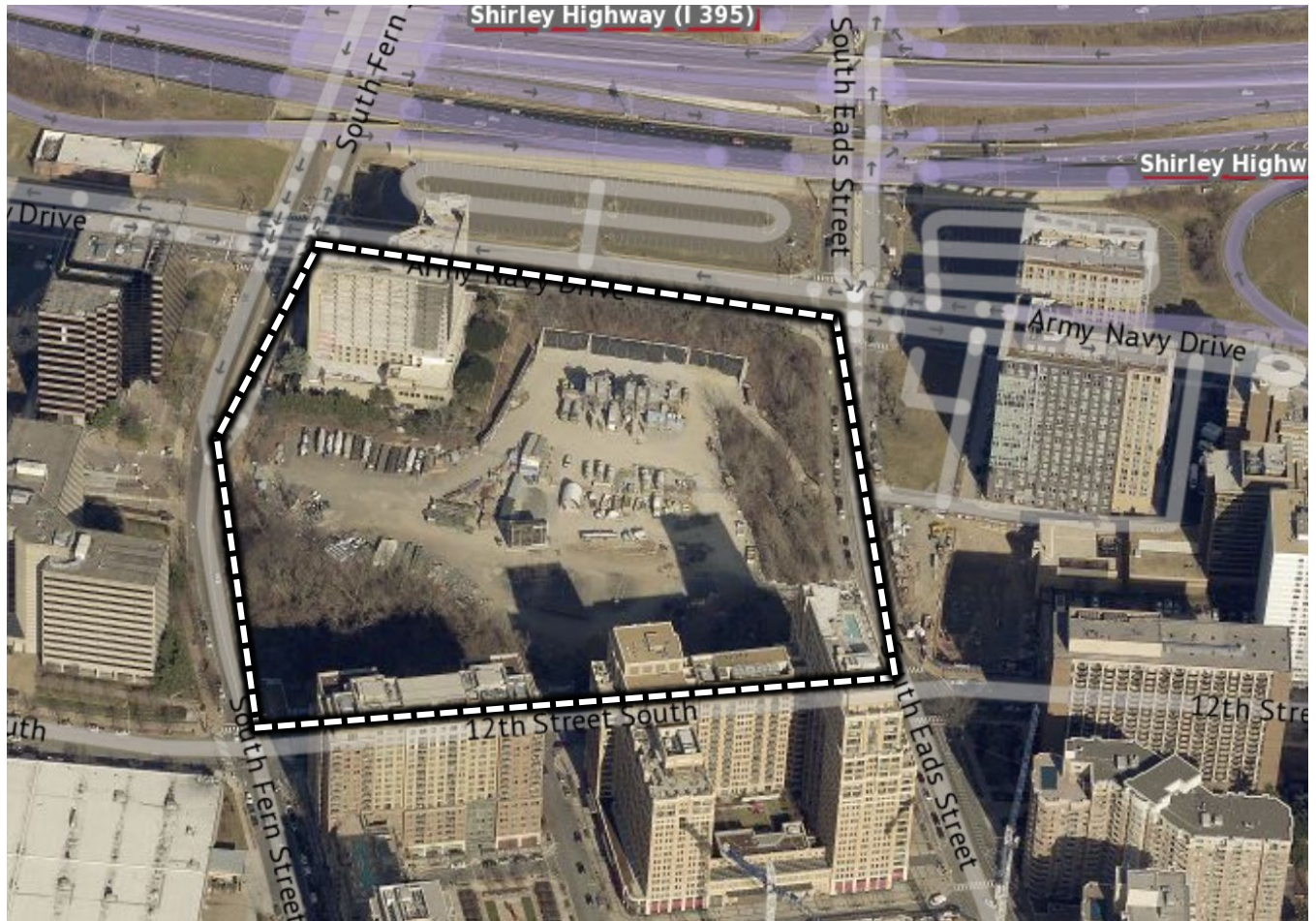


Figure 2: Aerial View of the Site—Pictometry 3/2021—Oblique angle

The PenPlace proposal consists of:

- Three (3) 22-story office towers, each with ground floor retail uses and approximately 305 to 308 feet in height (exclusive of mechanical penthouses);
- One (1) special building, the Helix, which will be an alternative workspace, measuring at 354 feet in height;
- Three (3) one and two-story retail pavilions;
- All underground parking and a centralized underground loading area;
- Approximately 20,000 square foot community facility (The Arlington Community High School); and
- 2.5 acres of open space, centrally located within the block, to be constructed and maintained by the applicant, with an associated easement for public park purposes.

To implement the above program, the applicant has submitted the following applications:

1. An amendment to the Pentagon City Phased Development Site Plan (PDSP #105) and to amend the PenPlace Design Guidelines that were adopted in 2013 and 2014;
2. A Site Plan Amendment to terminate the Residence Inn by Marriott Site Plan;
3. A Park Master Plan for the proposed public open space; and
4. A Final (new) Site Plan for the entire development of PenPlace.

BACKGROUND: In response to an application by Vornado, the previous majority owner of subject site, an extensive public process was initiated by the County in 2012 which resulted in the creation of general and open space [design guidelines](#) for the PenPlace block. At that time, the hotel site located on the northwest corner was under separate ownership and envisioned to remain indefinitely. As a result, it was excluded from the design guidelines developed for the majority of this block. The conclusion of this planning effort also resulted in several condition changes to the Pentagon City PDSP involving heights, uses and densities to ensure consistency with the recommendations found in the associated design guidelines.

Collectively, these changes envisioned a development scenario of approximately 1.8 million square feet of office, 300 new hotel units, up to 50,000 square feet of ground floor retail, and an option to convert one of the possible office buildings to residential use. A 20,000 square foot public community facility was also contemplated as part of this overall program. Maximum permissible building heights ranged from 16 to 22 stories. Additionally, an alternative development scenario with a secure office building was also developed. The adopted design guidelines also envisioned approximately 2 acres of public park space and new public streets within the block. It was anticipated that the site would be developed over an extended period of time, with individual site plans considered for each building. The County Board adopted the aforementioned design guidelines and PDSP amendment in September 2013, and the design guidelines for the proposed public open space were adopted by the County Board in 2014. Subsequently, a site plan application for residential use was submitted in 2018, but later withdrawn by the applicant during the public review process. To date, there have been no final site plans approved by the County Board under the current adopted guidance, and the site remains vacant.

In 2020, the applicant purchased the hotel site located on the northwest corner of the block, and soon began its demolition in 2021. During this time, other portions of the block began to function as a construction batching plant for the construction of the adjacent Metropolitan Park development, representing the first part of Amazon's permanent headquarters in Pentagon City.

Long Range Planning Committee (LRPC) and Park Master Planning Process

Following a formal community kickoff in March of 2021, the Long Range Planning Committee (LRPC) began to consider the developer's proposed application to ensure it was within the realm of further consideration by the Site Plan Review Committee. To confirm this, the LRPC evaluated a series of issues ranging from building heights, use and density allocations, and the nature of the revised internal circulation system, all within the context of the approved Pentagon City PDSP and its associated design guidelines. The LRPC also evaluated these issues from a perspective of the Pentagon City Planning Study which was ongoing at the time and still developing a number of recommendations for this and several adjacent properties. Following three (3) meetings between April and July, the LRPC concluded that the applicant's proposal could advance to the Site Plan Review Committee, subject to the applicant's ability to meaningfully revise the design of the three traditional office buildings by reducing their significant massing and uniformity while creating a more interesting skyline. With respect to the applicant's proposal to eliminate several planned internal street connections through this block, the LRPC also concluded that the applicant would need to further emphasize multimodal connectivity through the site for all users. Since the LRPC

process concluded in July, the applicant has significantly revised their proposed site plan to address input obtained through this initial review stage.

Between May 12 and June 2, 2021, the Department of Parks and Recreation (DPR) held an initial online engagement to formally begin the park master planning process to review the proposed design for the public open space located in the center of the PenPlace block. This first engagement garnered 163 responses, representing a broad spectrum of stakeholders. Based on the feedback, the developer subsequently refined their proposal. The refined proposal was considered at a second online public engagement process between December 6-27.

Preliminary Staff Discussion Topics:

Bollards: The developer proposes bollards at strategic areas for security purposes. Staff would encourage the developer to explore ways to either eliminate the need for bollards or make them more discreet.

The following provides additional information about the site and location:

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

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

Neighborhood: The site is in the boundaries of the Aurora Highlands Civic Association and is across South Eads Street from the Crystal City Civic Association area. The site is also located in the National Landing BID.

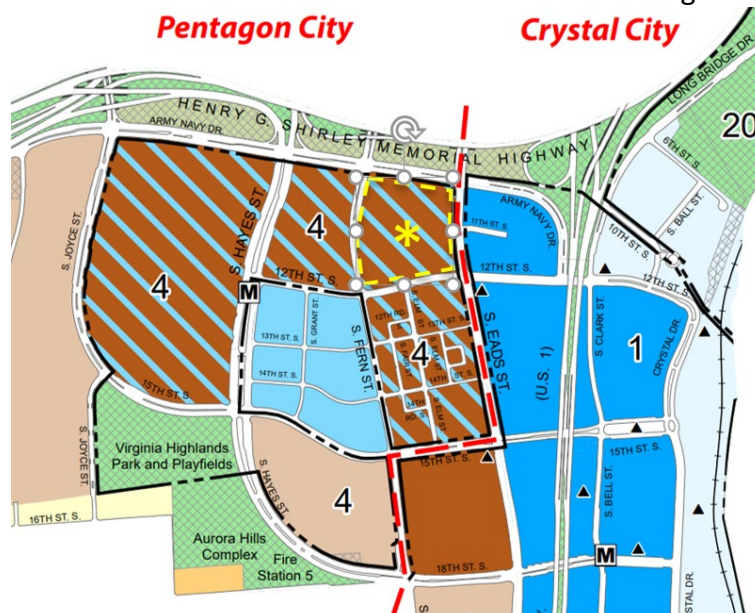





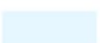



Figure 2: GLUP Map (proposed site area outlined in yellow)

Land Use Designation*	Range of Density/Typical Use	Zoning**		
Residential				
 Low	1-10 units per acre	R-20, R-10, R-10T, R-8, R-6, R-5		
 Low	11-15 units per acre	R2-7, R15-30T		
 Low-Medium	16-36 units per acre	R15-30T, RA14-26, RA8-18		
 Medium	Up to 37-72 units per acre	RA7-16, RA6-15, RA-H		
 High-Medium	Up to 3.24 F.A.R. (Floor Area Ratio) Residential	RA-4.8		
Office-Apartment-Hotel				
 Low	Office Density Up to 1.5 F.A.R.	Apartment Density Up to 72 units/acre	Hotel Density Up to 110 units/acre	C-O-1.5, C-O-1.0
 Medium	Up to 2.5 F.A.R.	Up to 115 units/acre	Up to 180 units/acre	C-O-2.5

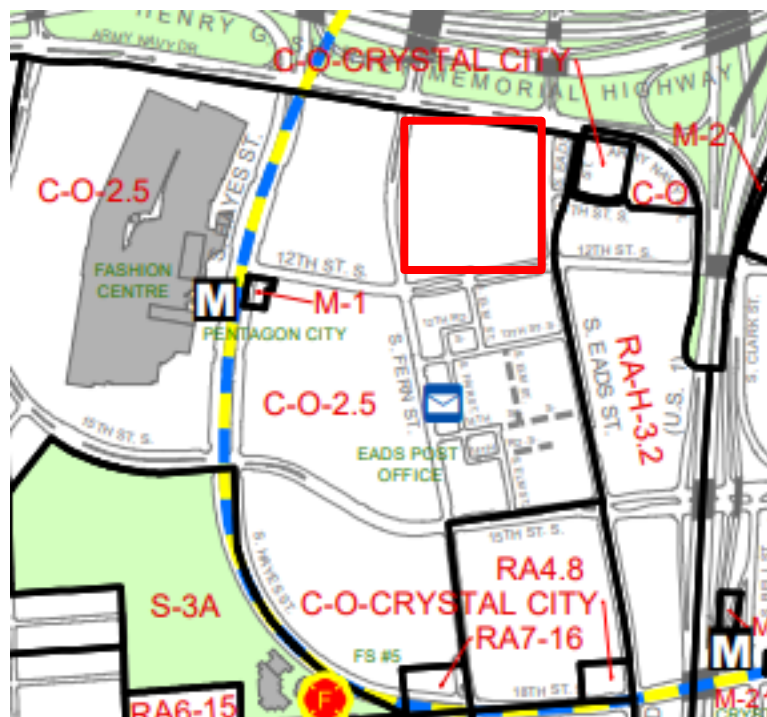


Figure 3-- Zoning Map

Existing Development:

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

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

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

	Proposed
Site Area	
Before street dedication	12.5 acres
After street dedication	10.4 acres
Density (all figures are in square feet)	
Gross Floor Area (GFA) by use¹	
Office	3,165,351
Retail	80,944
Public	26,500
Childcare	14,527
Total	3,287,322
GFA by use by building	
T1	
Office	937,675
Retail	28,964
Exclusions	(37,902)
Total	966,639
T2	
Office	911,163
Retail	24,336
Requested Exclusions	(43,712)
Total	935,499
T3	
Office	921,740
Childcare	14,527
Public	26,500
Requested Exclusions	(57,618)
Total	962,767
Helix	
Office	212,200
Retail	8,546
Requested Exclusions	(313,949)
Total	220,746
Below Grade GFA ²	
Miscellaneous	176,072

¹ Figures are after subtracting requested exclusions

² Includes auditorium.

Requested Exclusions	(561,268)
Total	176,072
Pavilion 1	
Retail	10,210
Requested Exclusions	(3,947)
Total	10,210
Pavilion 2	
Retail	8,188
Requested Exclusions	(3,388)
Total	8,188
Pavilion 3	
Retail	7,201
Requested Exclusions	(6,127)
Total	7,201
Total Requested Exclusions (GFA)	1,027,911
Building Heights	Height figures are from Average Site Elevation
Average Site Elevation	39.49'
T1	305' 8"
Stories	22
T1 Penthouse Height	31'
T1 Total Height	336' 8"
T2	306' 2"
Stories	22
T2 Penthouse Height	41' 5"
T2 Total	347' 7"
T3	307' 8"
Stories	22
T3 Penthouse Height	28' 10"
T3 Total	336' 6"
Helix	354' 9"
Helix Penthouse Height	N/A
Helix Total	354' 9"
Pavilion 1	41' 4"
Stories	2

Pavilion 2	41' 4"
Stories	2
Pavilion 3	27'
Stories	1
Parking (spaces)	1,984
Office	1,823 (1:1,523 sf g.f.a)
Retail	111 (1:1,098)
High School	50
Compact (15% max. permitted)	284 14%
Loading	Proposed
Total	7 spaces

DISCUSSION:

New Final Site Plan – Density and Uses:

The density of the proposed development consists of:

- Approximately 3.2 million square feet of office development (for density purposes, the Helix and the underground conference center is considered office space);
- Approximately 87,000 square feet of ground floor retail;
- An approximately 15,000 square foot childcare center;
- And an approximately 26,500 square foot public use (the previously announced Arlington Community High School).

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

Total Density Proposed by Applicant (Sq. ft. of GFA)	2013 County Board approved density	Density gained by conversion from hotel to commercial use (300 + 299 units from the	Total Base Density	Density requested to be earned through sustainability commitments	Additional density that needs to be earned (Sq. ft. of GFA)

		Marriott)			
3,287,322	1,164,099 of office and retail GFA; 300 hotel units	434,275	1,598,374	300,070	1,388,878

Site Design and Architecture: The developer proposes three (3) traditional office buildings and one (1) spiral-shaped building are placed at the four (4) quadrants of the site. The tallest building, the Helix, is placed at the Northeast corner in accordance with the recommendations of the PenPlace Guidelines and the Pentagon City Master Plan. The office buildings and retail pavilions are used to frame the public streets surrounding the site and the public open space within. Each of the office buildings (Towers 1-3 and the Helix) use a different palette of colors and materials and varying treatments of the skyline to distinguish one from another, and varied treatments within the buildings themselves to break down the perceived mass into smaller sub-facades. The Helix, the focal point of the site, would be unique in Arlington because of its spiral shape and internal design as a biophilic indoor garden and arboretum. The Pavilions are largely similar to each other, with a palette of storefront glass on the ground floor and wood open-air trellises on the upper levels.

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

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

The child care center and the associated playground are placed at the south side of the T3 building. The developer agrees that the childcare center (which will be operated by a third party) will be open to the general public and accept students with state subsidies.

The proposed architecture and massing of Towers 1 through 3 (“Towers”) changed significantly through the public review process. The original Towers designs were considered by the community to be boxy and undistinguished, with uniform rooflines, and that while the developer had worked to

differentiate the individual buildings using materials, the differentiation was not strong enough. Through the summer of 2021, the developer significantly revised the massing and the architecture of the Towers, with a greater emphasis on breaking up the massing within the individual buildings and a stronger palette of materials and colors to distinguish the Towers from each other. In addition, the rooflines were showed greater variation, and helped achieve that variation by including solar panels on the building roofs.



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

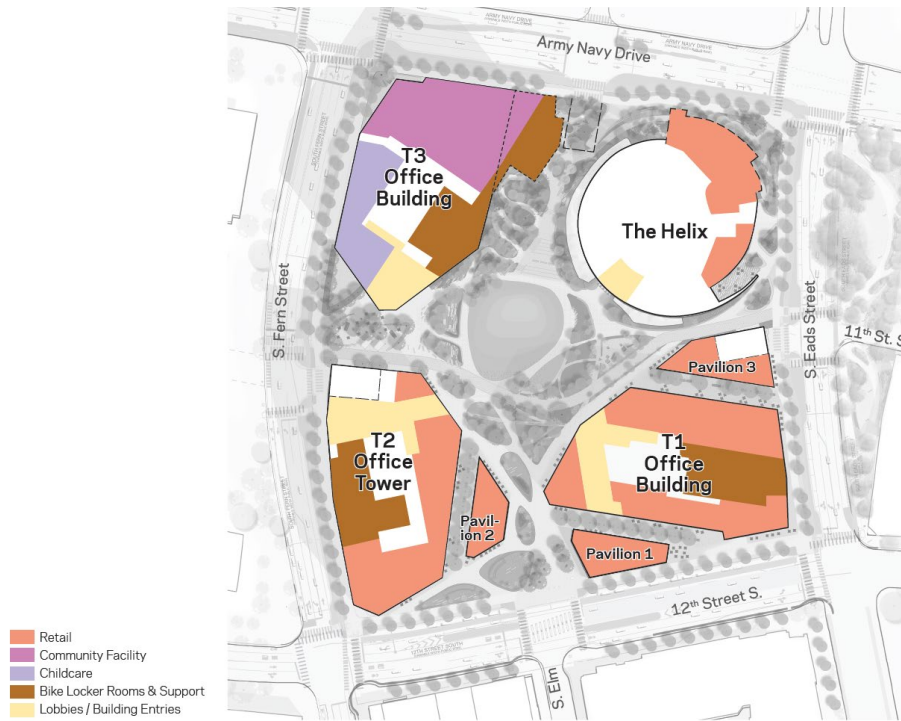


Figure 5-Proposed Ground Floor Layout

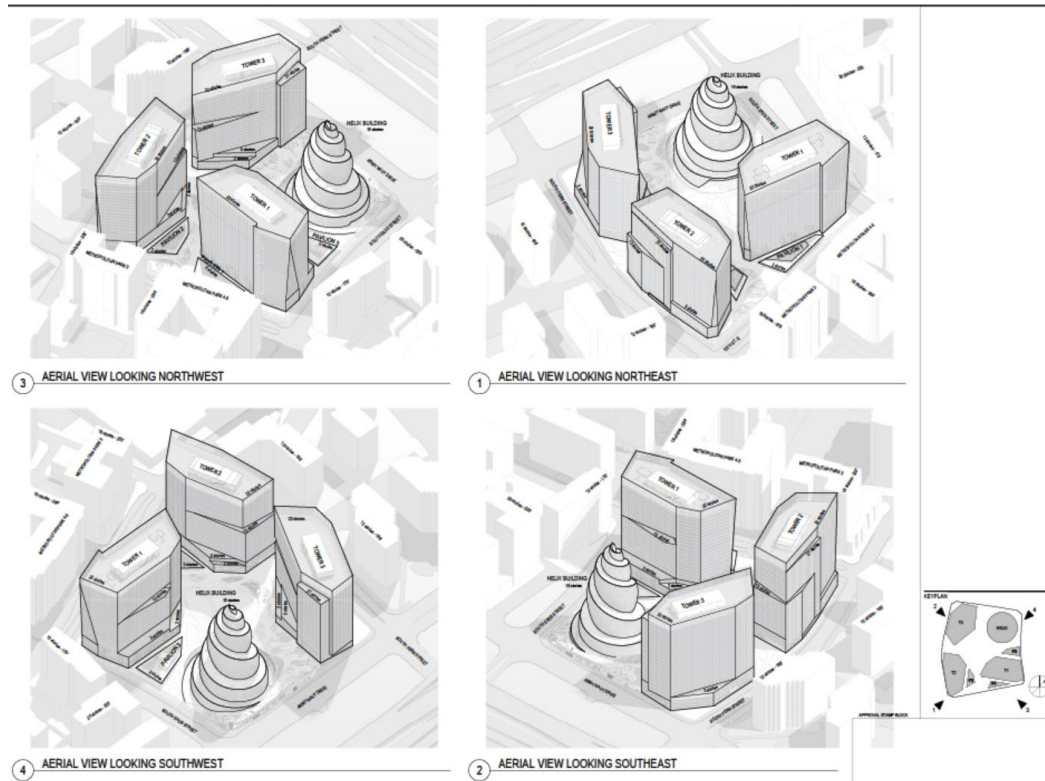


Figure 6--Axonometric Renderings



Figure 7-- Helix NE Facade



Figure 8-- Tower 1

Figure 9-- Tower 1 Color and Material Detail



Figure 10-- Tower 2

Figure 11-- Tower 2 Color and material detail



Figure 12-- Tower 3

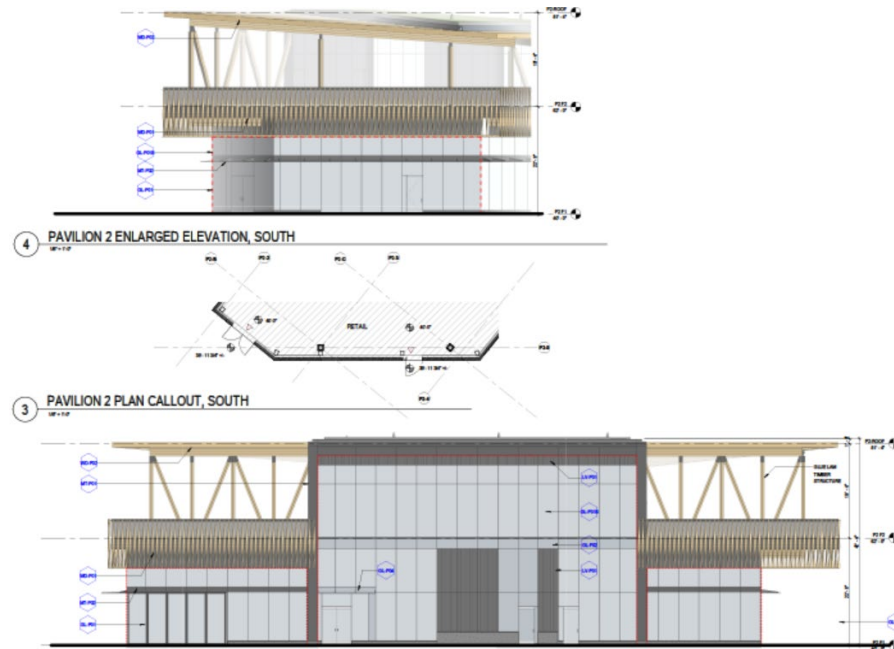


Figure 13-- Pavilion 2

Proposed Open Space

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

Aspects of the proposed public open space include:

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



Figure 14--Courtesy Applicant

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

Sustainable Design: The applicant proposes to achieve LEED Platinum certification, Energy Optimization Performance Improvement, ENERGY STAR building certification with a minimum score of 90 or equivalent approach for the Helix, a minimum of 6 items from the "Extra" list including Renewable Energy Plus Storage and Additional Energy Optimization (minimum 30% improvement over LEED v4), and Carbon Offsets to earn an additional 0.55 FAR of density, pursuant to the County's recently updated (December 2020) Green Building Density Incentive Policy. They propose to achieve a 10% reduction in embodied carbon, 30% energy saving over the baseline, 100% carbon emissions offsets, and utilize 100% renewable energy with a combination of on-site and off-site

sources. Additionally, they propose electric vehicle charging stations with the ability to expand the quantity of stations based on demand within the garage, bird-friendly glass along the building facades and incorporate dark sky principles into the rooftop lighting designs. They are proposing to utilize a central plant system for all the buildings and pavilions to maximize energy efficiencies across all the buildings and manage demand effectively. This aligns with the draft Pentagon City Sector Plan guidance for a minimum LEED Gold certification and innovative strategies to further the goals of the Community Energy Plan. The LEED scorecard, energy model, energy star target finder, and zero carbon assessment are available on the project website for review.

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

A Multimodal Transportation Analysis (MMTA) was submitted by the applicant on February 22, 2021, and revised on January 19, 2022, prepared by Gorove/Slade. The MMTA provides an analysis of the impact of the development on the adjacent street network, a summary of the existing transit, bicycle, and pedestrian access around the site, and proposed mitigation based on the impacts of the proposed development. The MMTA assessed 22 intersections for the existing and future conditions. The updated MMTA and associated VISSIM transportation model is still under review by staff. VISSIM was utilized due to the size of the development, the proposed adjacent multimodal infrastructure including the Transitway and proposed Army Navy Drive cycletrack, and the large volume of pedestrians, transit users, and bicyclists expected to travel to the site. VISSIM is a traffic engineering tool used to evaluate multimodal network performance, and offers some enhanced functionality over other more traditional MMTA tools.

Utilizing VISSIM, the project team provided results that indicated that mitigation is needed at 19 of the 22 study intersections including off-site impacts. The proposed mitigation includes changes to signal operations, geometric and/or restriping changes to the streets. The proposed mitigations are recommended to offset the increased future traffic generated by the proposed development. Generally, the proposed mitigation measures do address most of the challenging operational issues outlined in the MMTA. However, the intersection of Army Navy Drive and South Eads Street is an area that is a known challenging location to process the vehicles currently. With the proposed development, there may be additional delays along Army Navy Drive west of South Eads Street and along South Eads Street south of Army Navy Drive in the vicinity of the proposed development. As such, staff will continue to work with the applicant on a robust Transportation Management Plan (TMP) to minimize impacts associated with the traffic generated by the proposed development at the garage access points.

The proposed mode split assumptions are shown below:

Table 10: Summary of Mode Split Assumptions by Land Use

Land Use	Mode			
	Auto	Transit	Bicycle	Walk
Office	30%	54%	6%	10%
Amenity	30%	54%	6%	10%
Daycare	50%	20%	5%	25%
Neighborhood Retail	5%	15%	5%	75%
Community	50%	20%	5%	25%

The proposed trip generation information is shown below.

Table 11: Multi-Modal Trip Generation (2025 and 2031 Horizon Years)

Mode	Land Use	ITE Code	Mode Split	Development Size	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Auto	Office	710	30%	2,777,079 SF	635 veh/hr	94 veh/hr	729 veh/hr	108 veh/hr	565 veh/hr	673 veh/hr
	Helix	580	30%	388,272 SF	28 veh/hr	5 veh/hr	33 veh/hr	3 veh/hr	18 veh/hr	21 veh/hr
	Daycare	565	50%	14,527 SF	43 veh/hr	37 veh/hr	80 veh/hr	38 veh/hr	43 veh/hr	81 veh/hr
	Retail	820	5%	87,444 SF	3 veh/hr	1 veh/hr	4 veh/hr	8 veh/hr	8 veh/hr	16 veh/hr
	Community Center	495	50%	20,000 SF	11 veh/hr	7 veh/hr	18 veh/hr	11 veh/hr	12 veh/hr	23 veh/hr
Total					720 veh/hr	144 veh/hr	864 veh/hr	168 veh/hr	646 veh/hr	814 veh/hr
Transit	Office	710	54%	2,777,079 SF	1347 ppl/hr	202 ppl/hr	1549 ppl/hr	228 ppl/hr	1201 ppl/hr	1429 ppl/hr
	Helix	580	54%	388,272 SF	85 ppl/hr	13 ppl/hr	98 ppl/hr	10 ppl/hr	53 ppl/hr	63 ppl/hr
	Daycare	565	20%	14,527 SF	31 ppl/hr	27 ppl/hr	58 ppl/hr	28 ppl/hr	31 ppl/hr	59 ppl/hr
	Retail	820	15%	87,444 SF	14 ppl/hr	8 ppl/hr	22 ppl/hr	44 ppl/hr	47 ppl/hr	91 ppl/hr
	Community Center	495	20%	20,000 SF	10 ppl/hr	5 ppl/hr	15 ppl/hr	9 ppl/hr	10 ppl/hr	19 ppl/hr
Total					1487 ppl/hr	255 ppl/hr	1742 ppl/hr	319 ppl/hr	1342 ppl/hr	1661 ppl/hr
Bike	Office	710	6%	2,777,079 SF	150 ppl/hr	22 ppl/hr	172 ppl/hr	25 ppl/hr	134 ppl/hr	159 ppl/hr
	Helix	580	6%	388,272 SF	9 ppl/hr	2 ppl/hr	11 ppl/hr	1 ppl/hr	6 ppl/hr	7 ppl/hr
	Daycare	565	5%	14,527 SF	8 ppl/hr	7 ppl/hr	15 ppl/hr	7 ppl/hr	8 ppl/hr	15 ppl/hr
	Retail	820	5%	87,444 SF	5 ppl/hr	2 ppl/hr	7 ppl/hr	15 ppl/hr	15 ppl/hr	30 ppl/hr
	Community Center	495	5%	20,000 SF	2 ppl/hr	2 ppl/hr	4 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr
Total					174 ppl/hr	35 ppl/hr	209 ppl/hr	50 ppl/hr	166 ppl/hr	216 ppl/hr
Walk	Office	710	10%	2,777,079 SF	250 ppl/hr	37 ppl/hr	287 ppl/hr	42 ppl/hr	223 ppl/hr	265 ppl/hr
	Helix	580	10%	388,272 SF	16 ppl/hr	2 ppl/hr	18 ppl/hr	2 ppl/hr	10 ppl/hr	12 ppl/hr
	Daycare	565	25%	14,527 SF	39 ppl/hr	34 ppl/hr	73 ppl/hr	35 ppl/hr	39 ppl/hr	74 ppl/hr
	Retail	820	75%	87,444 SF	70 ppl/hr	42 ppl/hr	112 ppl/hr	218 ppl/hr	237 ppl/hr	455 ppl/hr
	Community Center	495	25%	20,000 SF	12 ppl/hr	7 ppl/hr	19 ppl/hr	12 ppl/hr	12 ppl/hr	24 ppl/hr
Total					387 ppl/hr	122 ppl/hr	509 ppl/hr	309 ppl/hr	521 ppl/hr	830 ppl/hr

A summary of the proposed mitigations is shown below:

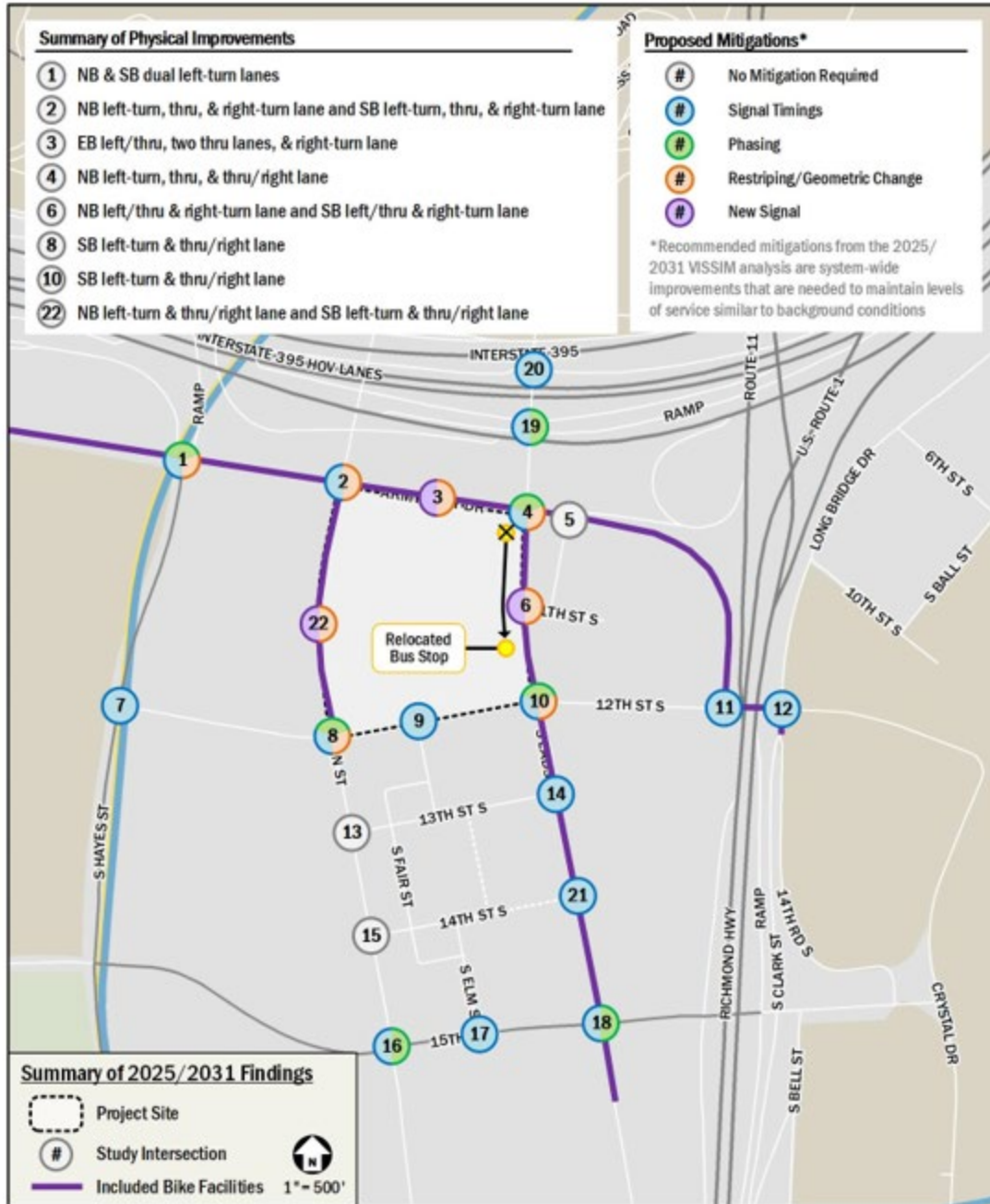


Figure 1: Summary of 2025/2031 Mitigated Future Scenario Findings

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

Army Navy Drive will be reconstructed as part of a County Capital project from South Joyce Street to 12th Street South. The proposed design includes a physically separated two-way protected

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

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

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

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

South Eads Street is proposed to be modified to a three-lane cross section comprised of one lane in each direction and a middle turn lane with an additional turn lane at Army Navy Drive, a southbound right turn pocket at 11th Street South, a bikeshare station adjacent to southbound South Eads Street at Army Navy Drive, and on-street parking and separated bicycle facilities in both directions. A garage entrance with a traffic signal is proposed to align with 11th Street South. The west side will be completed as part of the proposed development. The east side of Eads Street is part of a County Capital project in conjunction with the New Park at South Eads Street and Army Navy Drive. The street and park project are in design with construction anticipated to begin in Spring 2023. South Eads Street is proposed to have a 10' clear sidewalk and 5' tree zone along the entire project frontage.

The draft Pentagon City Sector Plan proposes improvements to the pedestrian network with a

minimum 8' clear zone along South Fern Street and South Eads streets and a minimum 10' clear zone along 12th Street South. The proposed development is meeting and exceeding these minimum clear zones along all project frontages.

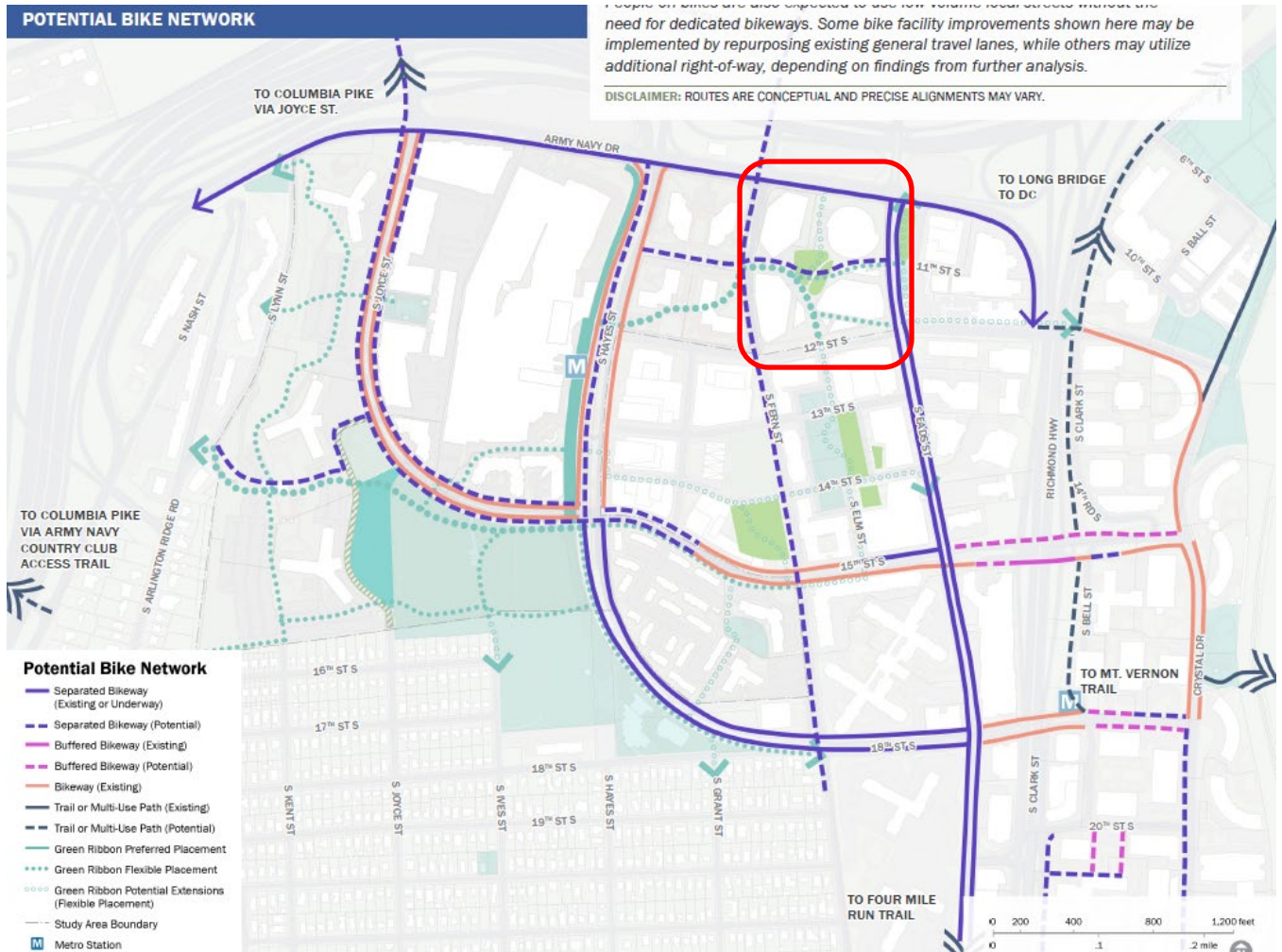
Public Transit: The project is well served by transit being located approximately ¼ mile from the Pentagon City Metrorail Station, ½ mile from the Pentagon Metrorail Station and ¾ mile from the Crystal City Metrorail Station with an additional sixteen bus stops located within ¼ mile of the site. Completion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

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

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

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

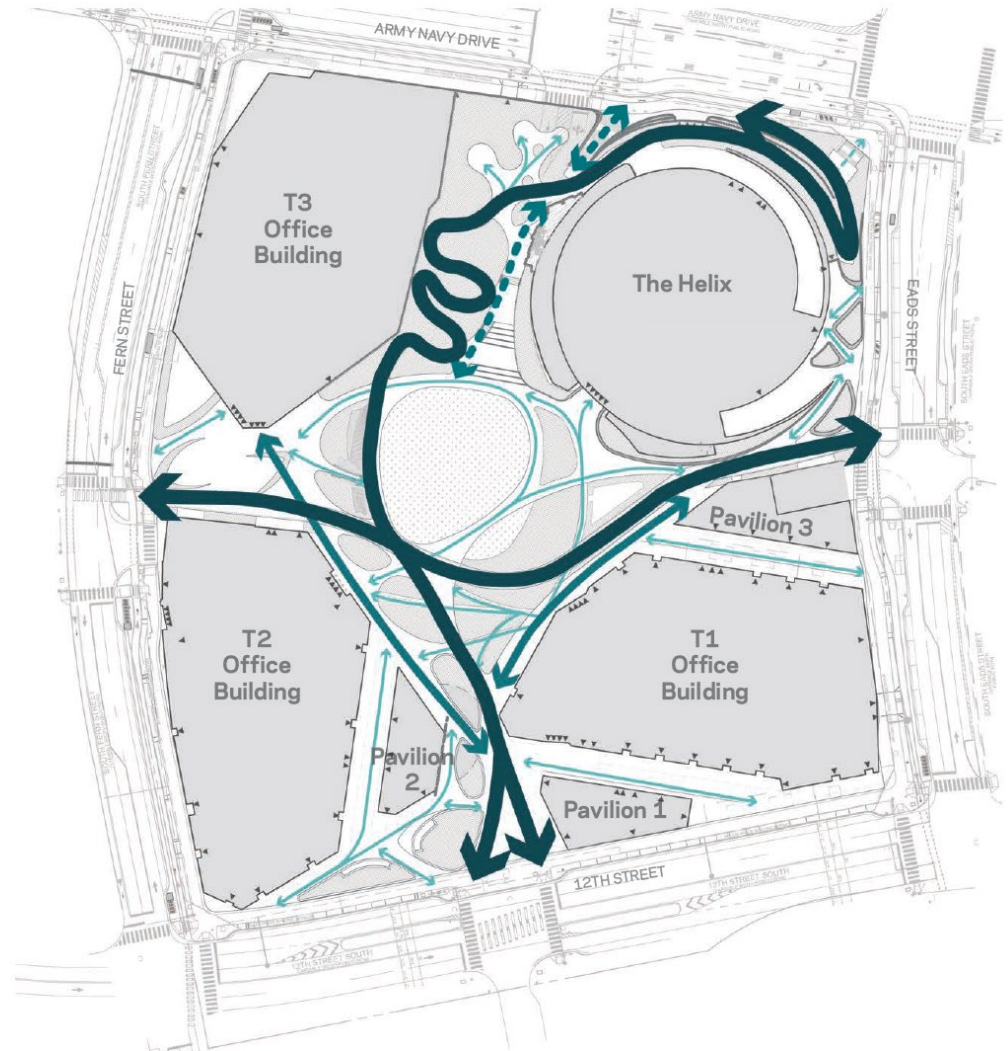
The draft Pentagon City Sector Plan proposes improvements to the bicycle network to increase the ability to bicycle through and to the area. Per the Plan, bicycle facilities are proposed on South Fern Street, Army Navy Drive, South Eads Street, and east-west along the alignment of 11th Street South. The proposed bicycle facilities align with the draft Plan as shown below. The proposed development site is shown in red.



Internal Circulation: The previously approved PDSP for PenPlace included internal streets in the north-south and east-west direction to support loading activities, access through and to the site, and on-street parking. The applicant has proposed to remove all the internal streets and only provide non-vehicular connections through the site. An east-west multi-user path approximately 15' wide is proposed through the site in the approximate location of 11th Street South that will provide a means for slow-moving bicyclists to traverse through and to the site. This path is for all individuals including pedestrian and shared mobility devices and is not intended for high-speed bicyclists. A north-south multi-user path is proposed through the site from the mid-block on Army Navy Drive to South Elm Street. There is a proposed stairs and ramping system on the northern portion to accommodate the proposed grade change that can be used by all individuals and is also intended for slow-moving bicyclists to traverse through and to the site. The proposed stairs will have a runnel to provide easier means of utilizing the stairs with a bicycle and shared micromobility device. There are several other paths through the site to access the various office buildings, retail pavilions, and open space amenities. Bicycle racks and micromobility corrals will be located throughout the interior of the site adjacent to the multi-user path, buildings, and other strategic locations for visitors.

SITE CIRCULATION

-  PRIMARY PATH
-  SECONDARY PATH
-  TERTIARY PATH
-  STAIR



The draft Pentagon City Sector Plan introduces the Green Ribbon as a signature feature to provide a biophilic, safe, and inviting path that connects people to park facilities and other destinations in 22202 and beyond. The path is meant for pedestrians and slow-moving bicyclist and have a clear pedestrian path of 8-12 feet. Per the Plan, the Green Ribbon is proposed to traverse the proposed development site and aligns with the proposal as shown below. The proposed development site is shown in red.



Parking and Loading: The project proposes to have 1,984 parking spaces within an underground garage under the entire site. The parking garage has three proposed entrance/exit points that can be utilized to access all the garage parking spaces. Access points are located at the intersection of South Eads Street and 11th Street South, South Fern Street mid-block, approximately 11th Street South, and Army Navy Drive mid-block. The proposal includes 1,823 spaces for the office use (1:1,523 SF) and 111 spaces for retail uses (1:1,098 SF), and 50 unreserved spaces for the high school. On street spaces are proposed along South Eads Street, 12th Street South, and South Fern Street that can accommodate parking, pick-up/drop-off activities, and loading zones. Arlington County regulates the uses of these spaces based on requests and demand for the specific use to provide the most appropriate use mix and location. These uses and allocations are adjusted based on demand and may change due to varying travel patterns and need throughout the life of the site plan. Additionally, the curb space may be utilized for bus stops, bikeshare stations, and shared micromobility devices corrals as needed. Proposed pick-up/drop-off and shuttle stop spaces have been noted, however the final locations will be determined outside of the Site Plan process and are not tied to the project approval. The proposed office and retail project parking ratio is less than the Pentagon City PDSP Parking Ratio of 1:640 SF and the Reduced Parking Policy for Site Plan Office Buildings ratio for this location of 1:975 approved by the County Board in December 2013. The project proposes a compact ratio of less than 15%, meeting the Zoning Ordinance maximum. The proposed parking ratios are being evaluated by staff.

The project proposes to have all the loading facility within the underground garage accessed from the entrance on Army Navy Drive. The underground loading facility has seven loading docks with additional space for smaller vans and all trash equipment for the entire site. Loading will be coordinated within the garage and all maneuvering of loading and trash vehicles with occur within the garage. Due to the loading entrance/exit point design, intersection design, and transportation network performance on Army Navy Drive, the large trucks, WB-67, will only be permitted during off-peak hours. The proposal includes seven loading docks that meet the Zoning Ordinance and Site Plan Conditions minimum standards for quantity and size.

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

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

- General Land Use Plan (GLUP)
- Zoning Ordinance (ACZO)
- Arlington County Retail Plan (2015),
- *Pentagon City Master Development Plan* and associated Phased Development Site Plan approvals and conditions;
- Pentagon City Sector Plan as adopted February 2022, and the;
- PenPlace Design Guidelines (2013), and as proposed to be amended by the applicant.

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

Zoning: The site is zoned “C-O-2.5” Mixed-Use District, and there is no proposed rezoning with this project. As described above, the County Board previously approved additional density for the site, above the base density for the zoning district. The ACZO allows for building heights of 12 stories for office buildings, unless otherwise approved by the County Board. The County Board also has the authority to approve additional heights through amending the Pentagon City Phased Development Site Plan (PDSP). The applicant’s proposed building heights, at 22 stories, are within the range of what has been approved by the County Board previously for this site (22 stories).

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

Vision statement adopted in 2013:

“PenPlace will create a new place for the local community that is an attractive, animated, urban

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

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

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

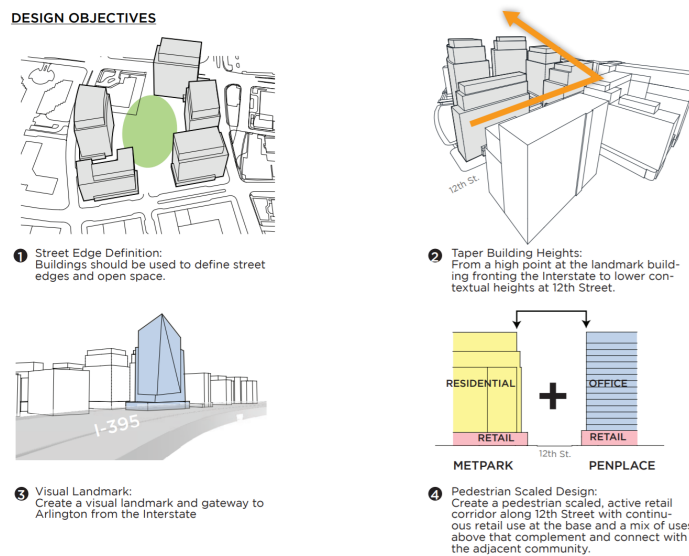


Figure 15--2013 Design Guidelines—Design Objectives

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

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

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

Uses may include:

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

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

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

Additional Density: The applicant is requesting 1,688,948 square feet of gross floor area over the base density provided by the existing PDSP and Final Site Plan. The applicant may earn the additional density in accordance with ACZO 15.5.9. Requesting a bonus FAR of 0.55 (or 300,070 square feet) for achieving LEED Platinum with Arlington Priority Credits. The applicant proposes to earn the remaining density in exchange for contributions to the Affordable Housing Investment Fund (AHIF), public open space improvement and maintenance, off-site transportation improvements, and other similar components.

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

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

Similarly, more than half of the requested exclusions are a result of the underground

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

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

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

Required Parking Ratio: The applicant requests a modification to the required parking ratio. The adopted Pentagon City Phased Development Site Plan (PDSP) conditions, adopted in 1976, required minimum parking area of 640 square feet of parking area for every 1,000 square feet of office gross floor area and ground floor retail uses.³ In 2013, the County Board approved a PDSP amendment applicable only to the PenPlace block which permitted a parking ration of 1 parking space to every 1,000 square feet of office or retail gross floor area.

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

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

The developer proposes an office parking ratio of one parking space for every 1,523 square feet of office gross floor area, a parking ratio for retail uses on site of one space for every 1,098 square feet of gross floor area, and 50 unreserved spaces for the high school.

³ In 1976, County practice calculated parking not in terms of number of parking spaces, but floor area devoted to parking.

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SPRC Neighborhood Members

SPRC Chair: Tenley Peterson

SPRC Co-Chair: Elizabeth Gearin

Crystal City Civic Association: Judy Freshman

Crystal City Citizens' Review Council: Harmar Thompson

Aurora Highlands Civic Association: Ben D'Avanzo

Arlington Ridge Civic Association: Arthur Fox, Erik Olson

Interested Parties

National Landing BID: Rob Mandle