

**SITE PLAN REVIEW COMMITTEE  
MEETING AGENDA & STAFF REPORT**

**DATE:** Thursday, May 26, 2016  
**TIME:** 7:00 – 10:00 p.m.  
**PLACE:** 2100 Clarendon Boulevard  
Courthouse Plaza  
Room 109/110 (Cherry & Dogwood)  
Arlington, VA 22201

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

- Item 1. 4040 Wilson Boulevard (SP #413)** **7:00pm–8:25pm**  
(RPC# 14-060-079)  
Planning Commission and County Board meetings scheduled for July 2016.  
*Samia Byrd (CPHD Staff)*
- Item 2. Metropolitan Park Phase 6 (SP #105)** **8:35pm-10:00pm**  
(RPC#s 35-003-015, -016, -017, -018, -023)  
Planning Commission and County Board meetings scheduled for July 2016.  
*Michael Cullen (CPHD Staff)*

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

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

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the Arlington County Zoning Office, 10<sup>th</sup> Floor, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library's Virginia Room, 1015 N. Quincy St., (703) 228-5990.

For more information on the Arlington County Planning Commission, go to their web site  
<http://commissions.arlingtonva.us/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  
[http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site\\_plans/CPHDPlanningApplicationsSite\\_plansMain.aspx](http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSite_plansMain.aspx)

To view the current Site Plan Review Committee schedule, go to the web site  
<http://commissions.arlingtonva.us/planning-commission/sprc/>

**ITEM 1**  
SP #413 Founders Square  
4040 Wilson Boulevard (RPC# 14-060-079)

**SPRC Meeting #2, Monday, May 16, 2016**

- 1) Introduction
- 2) Response to Comments & SPRC Discussion
  - a) Site Design
    - i) Ground Floor Elevations
  - b) Building Architecture
    - i) Façade Elevations
    - ii) Neighborhood Perspectives
    - iii) Rooftop Management
  - c) Transportation
    - i) N. Randolph Street Sidewalk and Streetscape
      - a. Loading Access
      - b. Sidewalk Dimensions
    - ii) Curb Space Management
  - d) Landscape Plan Presentation
    - a. Approved and Existing Landscape Plan
    - b. Area Open Spaces
    - c. Accommodations
      - i. Children
      - ii. Pets
  - e) Construction Issues
    - a. MOT in relationship to adjacent development
- 3) Other
- 4) Wrap-Up & Summary

**Site Location:** 233,151 square foot site (5.35 acres) located in the Ballston Metro Station area on the block generally bounded by Wilson Boulevard to the north, North Quincy Street to the east, 5<sup>th</sup> Road North to the south and North Randolph Street to the west.

**Applicant Information**

**Developer**

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**Architect**

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**Engineer**

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**Landscape Architect**

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**LEED Consultant**

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**BACKGROUND:** In 2008, the County Board approved a site plan as further amended in 2011, Founders Square (SP #413). Founders Square is a multiple building site plan approved for development of 775,360 square feet of office, 26,585 square feet of retail, 257 residential units and 183 hotel rooms in five buildings, a mid-block public plaza and east-west pedestrian walkway. Construction has been completed for four of the five buildings to date and each of these four buildings is occupied. Permits have been issued for the construction of the fifth building up to grade level which includes five levels of below grade parking with 544 parking spaces. The Applicant requests to further amend the site plan to change the use of the final building to be completed from an approved 20-story office building comprised of 419,830 square feet of office gross floor area and 7,670 square feet of ground floor retail, to a 22-story vertical mixed use building comprised of 191,300 square feet of office gross floor area, 33,400 square feet of retail gross floor area and 244 residential units. The proposed development would be on-top of the existing below grade parking garage. With the proposed amendment, the east-west pedestrian walkway would be completed as well as contributions agreed to with the 2011 amendment for Mosaic Park.

**The following provides additional information about the site and location.**

Site: The 5.35-acre, site is located in Ballston on the block bounded by Wilson Boulevard to the north, N. Randolph Street to the west, 5<sup>th</sup> Road North to the south and N. Quincy Street to the east. Adjacent and surrounding land uses are as follows:

- To the north: Across Wilson Boulevard, SP #20, the Liberty Center multiple building, mixed use development; Zoned “C-O-A” and designated as Coordinated Mixed Use Development district on the GLUP.
- To the west: Across N. Randolph Street, Ballston Common Mall approved for redevelopment as Ballston Quarter in November 2015 to include the addition of a 22-story residential building with ground floor and second story retail, SP #193; Zoned “C-O-2.5” and designated “Medium” Office Apartment Hotel on the GLUP.

To the east: Across North Quincy Street, Mosaic Park, light industrial and service commercial uses, including Gold's Gym; zoned "C-2" Service Commercial - Community Business Districts and "C-M" Limited Industrial Districts and designated "Medium-Residential" and "Public" on the GLUP.

To the south: Across 5th Road North, American Service Center and other related auto dealership uses; zoned "C-M" and designated "Medium Office-Apartment-Hotel" on the GLUP.



Zoning: The site is zoned "C-O-2.5" Mixed Use District.

General Land Use Plan Designation: The site is designated "Medium" Office Apartment Hotel on the GLUP which permits up to 2.5 FAR office commercial, 115 units per acre apartment, and 180 units per acre hotel; North Quincy Street Coordinated Mixed Use District (Note 14).

Neighborhood: The site is located within the Ashton Heights Civic Association. It is adjacent to the Ballston Virginia Square Civic Association.

**Existing Development**: The site is currently developed with a secure office building, hotel building, multifamily residential building and single story retail building as summarized in the table below. On the portion of the site plan site where the North Office Building is approved, five levels of below grade parking containing 544 parking spaces have been constructed.

Building (GFA in SF)	South Office Building (DARPA)	Hotel Building (Residence Inn)	North Residential Building (The View)	Retail Building	TOTAL
Office	355,530	-	-	-	355,530
Retail	-	1,880	9,035	8,000	18,915
Residential	-	-	230,018	-	230,018
Hotel	-	152,500	-	-	152,500
<b>TOTAL</b>	<b>355,530</b>	<b>154,380</b>	<b>239,053</b>	<b>8,000</b>	<b>756,963</b>
<b>Height</b>	13 Stories	11 Stories	17 Stories	1 Story	
<b>Parking Spaces</b>	515	111	272	18	916

**Development Potential:**

Site Plan Area: 233,151 sq ft	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
“C-O-2.5” By-Right	<ul style="list-style-type: none"> <li>All Uses and Permitted in “R-6”</li> <li>Offices, business and professional, including medical, legal, insurance, philanthropic, real estate, banking and other offices, which in the judgment of the Zoning Administrator, are of the same general character as those listed above.</li> <li>Uses customarily incidental to any of the above uses and accessory buildings, when located on the same lot, including automobile parking garage for the exclusive use of the patrons of the above offices.</li> </ul>	6,000 sq ft Lot One-Family Dwelling: 38 Dwellings  .60 FAR: 139,890 sq ft GFA all other uses
“C-O-2.5” Site Plan	Office buildings, commercial uses including retail and service commercial uses, hotels and apartment buildings.	2.5 FAR Commercial/ Office/ Industrial: 582,877 sf GFA  115 DU/Acre Residential: 615 Units  180 DU/Acre Hotel: 963 Rooms
Approved by Site Plan <sup>1</sup>	Office buildings, retail, apartment building and hotel.	8.37 FAR Commercial/Office uses: 801,945 sf  120 DU/Acre Residential: 257 Units  179 DU/Acre Hotel: 183 Rooms

**Proposed Development:** The following tables sets forth the preliminary statistical summary for the proposed new vertical mixed use building as compared to the approved north office building.

<sup>1</sup> Includes total approved GFA with bonuses and density exclusions and transfer of development rights.

<b>North Office   Northwest Mixed Use Building</b>	<b>Approved</b>	<b>Proposed</b>
<b>Site Area</b>	233,151 sf (5.35 Ac)	233,151 sf (5.35 Ac)
Site Area Allocations <sup>2</sup>		
Commercial (Office/Retail)	95,824 sf	10,304 sf
Residential	92,802 sf	178,322 sf
Hotel	44,525 sf	44,525 sf
<b>Density</b>		
Office Commercial GFA	427,500 sf	224,700 sf
Office	419,830 sf	191,300 sf
Retail	7,670 sf	33,400 sf <sup>3</sup>
Residential Units (GFA)	---	244 Units (213,800 sf)
<b>“C-O-2.5” Max. Permitted Office/Commercial GFA</b>	<b>239,560 sf</b>	<b>25,760 sf</b>
<b>“C-O-2.5” Max. Permitted Office/Commercial Density</b>	<b>2.5 FAR</b>	<b>2.5 FAR</b>
<b>“C-O-2.5” Max. Permitted Residential Units</b>	<b>245 Units</b>	<b>470 Units</b>
<b>“C-O-2.5” Max. Permitted Residential Density</b>	<b>115 DU/Acre</b>	<b>115 DU/Acre</b>
<b>Height</b>		
Average Site Elevation	274.08 ft	274.08 ft
Office Building   Vertical Mixed Use Building		
Main Roof Elevation	523.02 ft	529.30 ft
Main Roof Height	248.94 ft	255.25 ft
Penthouse Roof Elevation	544.02 ft	552.30 ft
Penthouse Roof Height	269.94 ft	278.22 ft
Penthouse Height	21 ft	22.97 ft
Stories	20	22
<b>“C-O-2.5” Max. Permitted Office or Residential/Hotel Height</b>	<b>12 Stories</b>	<b>16 Stories</b>
<b>Parking</b>		
Commercial Parking Spaces	544	487
Office	471	232
Retail	14	58
Office/Retail Overage	59	---
Office Parking Ratio	1 sp Per 891 sf	1 sp Per 824 sf
Retail Parking Ratio	1 sp Per 580 sf	1 sp Per 575 sf
Residential Parking Spaces	---	197
Residential Parking Ratio	---	0.8 sp Per Unit
<b>Required Office Parking Ratio – Site Plan Standard</b>	<b>1 sp Per 580 sf (724 sp)</b>	<b>1 sp Per 580 sf (330 sp)</b>
<b>Required Retail Parking Ratio – Site Plan Standard</b>	<b>1 sp Per 580 sf (13 sp)</b>	<b>1 sp Per 580 sf (58 sp)</b>
<b>Required Residential Parking Ratio – Site Plan Standard</b>	<b>---</b>	<b>1sp Per Unit (244 sp)</b>
<b>LEED</b>		
Office Building   Mixed Use Building – LEED	34 Points (Gold C&S 2009)	60 Points (Gold C&S Version 4)

The tables below further summarize the overall approved development program for the site plan compared to the proposed amendment.

<sup>2</sup> These numbers reflect the site area allocation for the entire site plan site and not just the parcel associated with the subject amendment. They have been derived based on discounting from available site area, density granted for bonus for the DARPA building, LEED Gold and Transfer of Development Rights.

<sup>3</sup> This includes 11,000 square feet of retail below grade for which the Applicant requests a modification of use regulation to exclude as GFA for purposes of calculating density.

<b>Approved Site Plan Development Program – By Building</b>						
<b>Building (GFA in SF)</b>	<b>South Office Building (DARPA)</b>	<b>North Office Building</b>	<b>Hotel Building</b>	<b>North Residential Building</b>	<b>Retail Building</b>	<b>TOTAL</b>
<b>Office</b>	355,530	419,830	-	-	-	775,360
<b>Retail</b>	-	7,670	1,880	9,035	8,000	26,585
<b>Residential</b>	-	-	-	230,018	-	230,018
<b>Hotel</b>	-	-	152,500	-	-	152,500
<b>TOTAL</b>	<b>355,530</b>	<b>427,500</b>	<b>154,380</b>	<b>239,053</b>	<b>8,000</b>	<b>1,184,463</b>

<b>Height</b>	13 Stories	20 Stories	11 Stories	17 Stories	1 Story	
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<b>Parking Spaces</b>	515	544	111	272	18	1,460
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<b>Proposed Site Plan Development Program – By Building</b>						
<b>Use</b>	<b>South Office Building (DARPA)</b>	<b>Northwest Mixed Use Building</b>	<b>Hotel Building</b>	<b>North Residential Building</b>	<b>Retail Building</b>	<b>TOTAL</b>
Office	355,530	191,300	-	-	-	546,830
Retail	-	33,400 <sup>4</sup>	1,880	9,035	8,000	52,315
Residential	-	213,800	-	230,018	-	443,818
Hotel	-	-	152,500	-	-	152,500
<b>TOTAL</b>	<b>355,530</b>	<b>438,500</b>	<b>154,380</b>	<b>239,053</b>	<b>8,000</b>	<b>1,195,463</b>

<b>Height</b>	<b>13 Stories</b>	<b>22 Stories</b>	<b>11 Stories</b>	<b>17 Stories</b>	<b>1 Story</b>	
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<b>Parking Spaces</b>	<b>515</b>	<b>487</b>	<b>111</b>	<b>272</b>	<b>18</b>	<b>1,403</b>
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**Density and Uses:** The site’s current zoning of “C-O-2.5” permits by site plan office buildings, commercial uses including retail and service commercial uses, hotels and apartment buildings, the purpose of which is to provide for redevelopment in the Metro Corridors at the County Board’s discretion. The site’s GLUP designation, which is consistent with the current zoning, “Medium” Office Apartment Hotel (Note 14), provides for the development of up to 2.5 FAR office, commercial and/or industrial use, 115 dwelling units per acre of residential and 180 units per acre hotel. As presented in the tables above, it is proposed that a 22-story, mixed use building with 191,300 square feet of office, 213,800 square feet in 244 residential units and 33,400 square feet of retail would be added to the Founders Square site plan. The proposed change in use of the approved north office building to a vertical mixed use building would be permitted with the site’s current zoning district and GLUP designation.

Site plan density for the project is approved at 8.37 FAR, 120 units per acre residential and 179 units per acre hotel<sup>5</sup>. With the conversion of approximately 213,800 square feet of office gross

<sup>4</sup> Does not include 11,000 sf of requested to be excluded from density calculations below grade.

<sup>5</sup> These density figures are inclusive of bonus density approved for the DARPA building, dedication of N. Quincy Street, Bonus density for LEED and Transfer of development rights. Based on site area allocations, effective densities are consistent with the GLUP and Zoning at 2.5

floor area to 244 residential units, the residential density for the site plan would be 122 units per acre. Further the applicant requests that approximately 11,000 square feet of gross parking area in the constructed garage be converted to retail gross floor area and excluded from density calculations. Not including the 11,000 square feet of below grade retail as gross floor area and also the change in use of the amount of approved office gross floor area that would comprise 244 residential units, the overall total gross floor area approved for the office building at 427,500 square feet would remain unchanged. Although the increased residential density and below grade retail requested as an exclusion result from technical calculations related to the use change and not building envelope changes, the consideration of these density increases would need to be considered as bonus.

**Site and Design:** The 22-story vertical mixed use building would anchor the corner of the site at Wilson Boulevard and N. Randolph Street with two stories of retail on the ground and second floors, eight floors of office and 12 floors of residential. Five levels of existing below grade parking would provide access to 487 parking spaces for the building and 11,000 square feet of retail. Retail would front on Wilson Boulevard as well as the south and east façade of the building fronting onto a landscape plaza and pedestrian passage way interior to the site plan site. Access to loading and parking is proposed to remain as approved from N. Randolph Street with the proposed addition of a loading bay and expanded curb cut to accommodate the residential use. The Applicant's approved streetscape and landscape improvements along the frontage of the proposed building on Wilson Boulevard and N. Randolph Street would remain unchanged with the exception of minor changes to accommodate the aforementioned residential loading access. With the construction of the proposed building an east-west, public pedestrian pathway would be completed providing for access through the site and to Mosaic Park. The building footprint generally remains unchanged. The Applicant proposes to modify the footprint at the southeast corner to include an appendage to accommodate an entrance for the additional retail area proposed.

**Building Architecture:** The first 10 stories of the building would be generally the same floor plate as approved with the building clad primarily of concrete and precast for the office and gray brick and vision glass for the residential with gray metal panel accenting throughout. On top of the rectangular shaped office and commercial floors would be the 12 stories of residential forming a C-shaped courtyard facing the west, N. Randolph Street. The penthouse would be constructed of metal panel and include residential and office amenity spaces. A pool is also proposed on the roof along with both a residential and office outdoor terrace for tenants.





**LEED:** The Applicant proposes that the vertical mixed use building consistent with the approved north office building would be certified under the U.S. Green Building Council’s LEED program at the Gold level rating consistent with the County’s *Green Building Density Incentive Program for Site Plan Projects*. The Applicant proposes to meet the current policy standard of pursuing LEED Gold using Version 4 of the LEED score card.

**Transportation:** The overall Founders Square development has frontage along Wilson Boulevard, N. Randolph Street and N. Quincy Street. Specifically, the approved north office building has frontage on N. Randolph Street and Wilson Boulevard. The [Master Transportation Plan](#) (MTP) classifies Wilson Boulevard and N. Randolph Street as Type B-Primary Mixed-Use arterials. To support pedestrian access through the Founders Square block, the block has significantly been broken up with the addition of a major mid-block east-west pedestrian path, and large public open spaces between the north buildings. The east-west path connects N. Randolph Street and N. Quincy Street and is located between the north and south buildings along the southern edge of the approved north office building. Along the eastern edge of the approved north office building, a large public open space and plaza separate the approved north office building and the north residential building. With the completion of the approved north office building, all public open spaces and internal pedestrian paths would be completed. The project would also complete the remaining improvements to the streetscape and street network around the Founders Square site. The current proposal does not significantly change from the approved plan. The Applicant has proposed to maintain or improve all of the pedestrian paths approved in association with the 2011 plan, and the current proposal does not have an impact on pedestrian access and is supported by staff.

*Streets and Sidewalks:* The project does not propose to change the streets or sidewalks around the site as approved in 2011, with the exception of widening the trash and loading curb cut along North Randolph Street. Changes to the trash and loading for the project are discussed below.

The table below summarizes the existing, approved and the proposed street cross-sections and streetscape for the streets adjacent to the north office building.

<b>Wilson Boulevard</b>		
<b>Existing Street</b>	<b>Existing Clear Sidewalk</b>	<b>Existing Total Sidewalk</b>
71-feet- two westbound travel lanes, one left turn lane, two eastbound through lanes and an eastbound right turn only lane	<u>North side:</u> varies- 20-foot minimum sidewalk  <u>South side:</u> 6-foot sidewalk	<u>North side:</u> varies- 25-foot wide sidewalk with 5'x12' tree pits with street trees.  <u>South side:</u> 10-foot wide with 4-foot grass/utility strip
<b>Approved Street</b>	<b>Approved Clear Sidewalk</b>	<b>Approved Total Sidewalk</b>
71-feet- two 11-foot travel lanes in each direction, one 11-foot left-turn lane, 8- foot parking lane on each side of the street. At the intersection nubs are used to narrow crossing distances.	<u>North side:</u> varies- 20-foot minimum sidewalk  <u>South side:</u> varies- minimum 11-foot wide sidewalk	<u>North side:</u> varies- 25-foot wide sidewalk with 5'x12' tree pits with street trees  <u>South side:</u> varies- minimum 16.67-foot wide sidewalk with 5'x12' tree pits with street trees
<b>North Randolph Street</b>		
<b>Existing Street</b>	<b>Existing Clear Sidewalk</b>	<b>Existing Total Sidewalk</b>
Varies (55- to 58-feet) - two travel lanes in each direction with limited on-street parking on the east side of the street. Approaching Wilson Boulevard the street widens to add a northbound right turn lane.	<u>West side:</u> varies - 9-foot minimum  <u>East side:</u> varies - 6.5-foot wide sidewalk broken up with numerous curb cuts and driveway aprons	<u>West side:</u> varies - 13-foot minimum with 4-foot wide tree pits.  <u>East side:</u> varies - 6-foot wide sidewalk broken up with four curb cuts and driveway aprons
<b>Approved Street</b>	<b>Approved Clear Sidewalk</b>	<b>Approved Total Sidewalk</b>
Varies- 46-feet- four travel lanes 10- to 11-feet wide	<u>West side:</u> varies - 9-foot minimum.  <u>East side:</u> varies - 11-foot wide minimum	<u>West side:</u> varies - 13-foot minimum with 4-foot wide tree pits  <u>East side:</u> varies - 16.67-foot wide sidewalk with 5-foot wide planting strips with street trees

*Public Transit:* The site is located within one quarter (1/4) mile from the Ballston-MU Metro Bus/ Metrorail station. The station is located on the Orange Line and is a major bus transfer center. This site is well served by Metro Bus and Art Bus Routes. The following routes operate with stops adjacent to the site.

- Service on Wilson Boulevard: Art Bus: Art 41 and Art 42
- Service on Randolph Street: Metro Bus: 22A, 23A and C, 10B; Art Bus: Art 41

As part of the approved project, the Applicant agreed to construct new curb, gutter, and sidewalk improvements, to create a bus nub on eastbound Wilson Boulevard just west of N. Quincy Street (completed), add a new bus stop on northbound N. Randolph Street and construct off-site improvements on southbound N. Randolph Street to nub out the existing bus stop adjacent to the Mall adding new sidewalk, curb and gutter (completed).

*Bicycle Access:* The site is conveniently located within Ballston, which has good connectivity to the County's bike and trail system, using on-street bike lanes. Adjacent to the site, N. Quincy Street is proposed to have dedicated 5-foot wide on-street bike lanes. To the north these lanes connect to the dedicated on-street bike lanes along Fairfax Drive which run east-west through the Rosslyn-Ballston corridor. Further to the north, the on street bike lanes on N. Quincy Street connect to the Custis Memorial Parkway Trail (1-66).

The project would provide bicycle parking for residents, employees, visitors and hotel guests consistent with Arlington County's standard bicycle parking requirements.

Trip Generation: The proposal looks to convert a portion of the approved office density to residential density. This conversion will result in a reduction in the amount of traffic generated by the north building. The Applicant has submitted a memo detailing changes in site generated traffic based on the current proposal and additional information about changes in site generated traffic will be provided as part of the staff report presented at the Planning Commission.

Loading Bay and Parking Garage Access: The project proposes to maintain the approved garage access for the north building. To support the addition of the residential use to the building the Applicant has proposed adding and a loading bay adjacent to the approved loading bays.

Transportation Demand Management (TDM): Staff and the Applicant are in the process of reviewing and updating the approved TDM for the project and the north office building to address the proposed residential parking reduction.

**Utilities:** With the improvements identified as part of the 2008 approved site plan as amended in 2011, the utilities serving the site will be adequate to support the proposed conversion of office density to residential density.

## **DISCUSSION**

**Adopted Plans and Policies:** The 1980 [Ballston Sector Plan](#) shows the site as being located in Central Ballston. The concept plan shows the site in an area identified for revitalization. A recommendation for Land Use and Zoning provided that the County Board should continue to explore techniques for encouraging coordinated mixed use office and residential development in Central Ballston.

Providing more current and specific plan guidance, the General Land Use Plan Note 14 designates the site within the North Quincy Street Coordinated Mixed Use District. This district

was established by the County Board in 1995 to provide for consistency in development of sites in the area with the Board adopted concept plan and urban design guidelines put forward in the [North Quincy Street Plan](#) (Plan), also adopted in 1995. In 2013, the County Board adopted the [North Quincy Street Plan Addendum](#) (Addendum) to provide guidance and a framework for development of properties on the west side of Glebe Road and further the east side of Glebe Road in the Quincy Plan Study Area. The Addendum was intended to supersede the 1995 Plan with respect to recommendations for the Founders Square site plan and in fact was initiated in part, in response to the Founders Square site plan approval of 2008 and as further amended in 2011. The Addendum recognizes that the principles of the 1995 Plan for the block west of N. Quincy Street were achieved through the Founders Square site plan. Major plan elements for the block west of N. Quincy Street considered to have been achieved include:

- Commercial uses on the west block and residential uses to the east.
- Neighborhood serving retail along Wilson Boulevard.
- Provision of Mosaic Park to serve the neighborhood.
- Increased pedestrian linkages.
- Tapering down of building heights to the residential neighborhoods.

With the proposed amendment, these elements remain unchanged. Further, select area wide principles related to transportation, land use, and building form expressed in the Addendum that would be further supported by the proposed amendment are below.

<b>Transportation Principles</b>	<b>Land Use Principles</b>	<b>Building Form Principles</b>
<ul style="list-style-type: none"> <li>• Encourage shared parking to achieve efficiencies for complementary uses.</li> <li>• Consider nearby parking availability and transit services when determining parking requirements.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide redevelopment opportunities that would transform the area into an integrated mixed use neighborhood.</li> <li>• Organic, rich mix of uses in a way to enliven the area and balance local travel demand.</li> <li>• Ground floor uses, building massing and frontages designed to add interest and enhance the pedestrian experience.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider refining previously planned building heights of the 1995 Plan to reflect the evolved context and continued desire for effective transition between Central Ballston and its edges.</li> <li>• Ancillary structures that support outdoor rooftop amenities, such as green roofs, outdoor swimming pools, and code required ancillary facilities, rooftop gardens, etc. subject to Zoning Ordinance requirements should not count against height limits.</li> </ul>

The [Arlington County Retail Plan](#) adopted by the County Board in July 2015 provides that the frontage of the site along Wilson Boulevard would be gold, streets planned for any type of retail use or retail equivalent as permitted in the Zoning Ordinance and where exterior and interior design elements of the Plan apply. The frontage of the site adjacent to N. Randolph Street is shown as a blue, streets planned for any type of retail or retail use equivalent permitted by the Zoning Ordinance and where exterior elements should be consistent with the design guidelines of the Plan. The proposed amendment is consistent with the Plan.

**Modification of Use Regulations:** Section 15.5.7.A of the Zoning Ordinance provides that, “the County Board may, in appropriate cases, modify the uses permitted and regulations in harmony with the general purpose and intent of the district taking into consideration several specified factors. Under this provision, the Applicant requests the following modifications:

Density: The Applicant requests a modification of use regulation to exclude from density calculations 11,000 square feet of retail gross floor area proposed below grade in the garage. In addition, the Applicant requests that areas on the first floor associated with mechanical shafts, service and utility areas, and trash rooms located within the trash and loading area be excluded from density, as well.

Height: The “C-O-2.5” zoning district permits a maximum height for office buildings of 12 stories and residential buildings of 16 stories. The Applicant’s proposed vertical mixed use building would be 22 stories. The Applicant therefore requests a modification of use regulation for height to permit the construction of six additional stories above that permitted for any building in the zoning district. The current approval for the building includes a modification of use approved by the County Board for 20 stories.

Parking: The Applicant requests a modification of use regulation to permit parking for the residential use at .80 spaces per dwelling unit (197 spaces). The site plan standard for residential parking use is one space per unit (244 spaces).

Penthouse and Rooftop Uses: The proposed mixed use building would include amenity spaces in the penthouse for the office and residential uses. In addition, a pool, and both residential and office terraces are proposed on the roof. The “C-O-2.5” zoning district permits private clubs, auditoriums, meeting rooms and restaurants as uses within an enclosed penthouse. The Applicant specifically proposes office and residential amenities within the penthouse, not otherwise listed as being permitted in the Zoning Ordinance. Therefore, a modification of use regulation is needed to incorporate amenity space in the penthouse. Similarly, because neither a pool on the roof nor the office and residential roof decks are specifically indicated as a use permitted above the main roof, a modification of use regulation is needed.

**Issues:** After the May 16, 2016 SPRC meeting, in addition to the staff identified issues, the following issues were identified by the SPRC. All issues remain under further staff review:

Land Use and Zoning

- With the site plan amendment, the Applicant requests to retain the current approved site plan for an office building with ground floor retail in addition to requesting approval of a vertical mixed use building. While the County Board has approved options for development programs within site plans, there has not to date been an approval of two different site plan projects for a single site.

*This item was discussed at the May 16, 2016 SPRC meeting and staff continues to evaluate the mechanics of how an option for a mixed use building might be approved with the current approved office building of January 2011.*

- The maximum permitted height in the C-O-2.5 Zoning district is 12 stories for office buildings and 16 stories for residential buildings. Considering the maximum permitted height of any building regardless of use is 16 stories, the proposed vertical mixed use building exceeds that by six stories.

*The County Board approved an office building at this location at 20 stories. The difference in the approved and proposed building height is therefore two stories (in approximately 6 feet) and results primarily from the change in use and floor-to-ceiling heights needed for residential use versus office use. The County Board recently approved a residential building at the corner of Wilson Boulevard and N. Randolph Street on the Ballston Quarter site at 22 stories in the C-O-2.5 zoning district. Similarly, the County Board approved a 22 stories of residential above metro in the C-O-2.5 zoning district at Pentagon Centre.*

*The SPRC did not raise any concerns regarding the proposed building height at the May 16, 2016 Meeting. Staff will continue to review this request and the justification of such request as part of its report to the Planning Commission and County Board.*

- The Applicant requests to exclude 11,000 square feet of retail gross floor area below grade from density calculations. This area currently exists as gross parking area. Although it would be below grade, under the Zoning Ordinance given the requested change in use, it would be considered gross floor area. The space is not leftover space in the garage that could not otherwise be used for parking or leased as rentable floor area. Staff is evaluating whether this should therefore be considered as bonus density and if so, how bonus density would be earned.

*Staff is evaluating in response to SPRC comments of the May 16, 2016 meeting whether affordable housing would be an appropriate consideration for bonus density for the requested retail GFA. In addition, should the density be appropriate to consider as a density exclusion, staff is considering how this request is specific to this site and location and this particular building development/program.*

- Additional density resulting from the change in use of office to residential would increase overall residential density for the site plan from 120 units per acre (approved) to 122 units per acre. How this additional density should be treated remains for further consideration.

*In response to discussion at SPRC on May 16, 2016, the number of units that would need to be reduced for the project would be a total of 8 units. This would bring the density to the approved density of 120 units per acre. Further evaluation should be undertaken by the Applicant to determine if consolidating one-bedroom units might be an appropriate response.*

- Below grade uses have been shown for exclusion from gross floor area but the associated GFA has not been provided for further staff evaluation. Further uses on the first floor requested for exclusion in association with spaces and areas in the trash and loading room need to be further considered. All areas not considered as parking gross floor area are considered as gross floor area by the Zoning Ordinance.

*Staff continues to evaluate the requested density exclusions for spaces at grade associated with the trash and loading areas. Spaces associated with the below grade mechanical and vertical penetrations are consistent with County Board approval of density exclusions for other site plan projects.*

#### Building Architecture

- The SPRC expressed the need to manage the rooftop lighting for the project and lighting in general. There was a request to review the building based on night renderings and perspectives showing how it would be lit and also for consideration of inclusion of language for a condition that addresses rooftop lighting with a contact person to address nuisance issues.

*The Applicant is anticipated to provide night renderings at the May 26, 2016 SPRC meeting. Staff will review language that that County Board has approved with site plans regarding rooftop lighting and discuss further with the Applicant for inclusion with the report to the Planning Commission and County Board.*

- The SPRC wanted to better understand the pedestrian realm on N. Randolph and also all four sides of the building.

*It is anticipated that the Applicant would provide ground level façade elevations around the site for the May 26, 2016 SPRC meeting.*

#### Transportation

- The Applicant requests a residential parking ratio of 0.8 space per unit. Staff continues to evaluate this request and specifically, what enhanced TDM measures would be provided in support of the request.

*Staff continues to evaluate the requested parking reduction for the residential use to determine what appropriate mitigation measure might be in consideration of the existing and approved enhanced TDM for the site plan.*

- The expansion of the curb cut on N. Randolph Street to accommodate the addition of a loading bay for the residential use was discussed at the May 16, 2016 SPRC meeting.

Staff is reviewing with the Applicant the details of loading access for the residential use to determine ways in which to manage and minimize impacts on the pedestrian realm in this location.

The Applicant is anticipated to provide more details in plan view of the loading dock dimensions and sidewalk dimensions including the curb cut on N. Randolph Street at the May 26, 2016 SPRC meeting.

#### Open Space

- While no specific issues were raised by the committee, further clarification was requested regarding the approved landscape plan and what if any revisions may be necessary. In particular the committee wanted to better understand how children and dogs might be accommodated in terms of their use of the space.

It is anticipated that the Applicant would provide the approved landscape plan and context of open space in the surrounding area for the May 26, 2016 SPRC meeting.

#### Construction Issues

- The SPRC discussed how access during construction would be managed in consideration of adjacent development at Ballston Quarter.

The Applicant is required to develop a Maintenance of Traffic Plan by condition with Staff after approval. This plan would take into consideration adjacent and approved development to determine the most appropriate way to manage access for pedestrians during construction should both projects be under development simultaneously. The conditions further require that there would be a liaison to the community during construction. This would be one way of ensuring that any issues can be addressed through a point of contact and also that information about construction related access and issues can be communicated to the community.



**SPRC Neighborhood Members for this Site Plan:**

Jim Richardson	Ashton Heights Civic Association	<a href="mailto:jbrichardson@verizon.net">jbrichardson@verizon.net</a>
Collier Cook	Ballston Virginia Square Civic Association	<a href="mailto:Collier.cook@gmail.com">Collier.cook@gmail.com</a>
Tina Leone	Ballston BID	<a href="mailto:tina@ballstonbid.com">tina@ballstonbid.com</a>

**Interested Parties:**

Bluemont Civic Association	<a href="mailto:President@bluemontcivic.org">President@bluemontcivic.org</a>
Buckingham Civic Association	<a href="mailto:bhberne@yahoo.com">bhberne@yahoo.com</a>
American Service Center	<a href="mailto:Ralph@asmc.com">Ralph@asmc.com</a>
Hyde Park Condo Association	<a href="mailto:bswartz@legumnorman.com">bswartz@legumnorman.com</a>
Forest City	<a href="mailto:WillVoegele@forestcity.net">WillVoegele@forestcity.net</a>
Adjacent Property Owners (5 <sup>th</sup> Road)	<a href="mailto:Lavezzo5@aol.com">Lavezzo5@aol.com</a>
Roadside Development	<a href="mailto:rlake@roadsidellc.com">rlake@roadsidellc.com</a>

**Planning Commissioner Chairing This Item:**

Elizabeth Gearin	Planning Commission Chair	<a href="mailto:egearin@egearin.com">egearin@egearin.com</a>
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**Staff Members:**

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Robert Gibson	DES Planning	<a href="mailto:rgibson@arlingtonva.us">rgibson@arlingtonva.us</a>

## **ITEM 2**

SP #105 Metropolitan Park Phase 6  
1400 S. Eads Street (RPC#s 35-003-015, -016, -017, -018, -023)

### **SPRC AGENDA: 4th Meeting – May 26, 2016**

- 1) Open Space and Landscaping (Staff and Applicant)
  - a) Central park planning process recommendations
  - b) Orientation and use of open spaces
  - c) Relationship to scenic vistas, natural features and/or adjacent public spaces
  - d) Compliance with existing planning documents and policies
  - e) Landscape plan
  - f) Eads Street Linear Park recommendations

### **SPRC AGENDA: 5th Meeting – June 16, 2016**

- 1) Community Benefits and Sustainability (Staff)
  - a) Public Art
  - b) Affordable Housing
  - c) Underground Utilities
  - d) Other
- 2) Construction Issues (Applicant)
  - a) Phasing
  - b) Vehicle staging, parking, and routing
  - c) Community Liaison
- 3) Conclusion
  - a) Applicant response to issues
  - b) SPRC final comments
  - c) Summary of outstanding issues

**Site Location:** The site plan area is located on the eastern side of the Metropolitan Park development, and bounded on the east by S. Eads Street, on the north by the Met Park Phase 4/5 project and new 13th Street segment currently under construction, on the west by the existing central Met Park open space, and with an existing 1-story industrial building to the south. The site, known as Met Park Phase 6, is designated as Parcel 3 of the Pentagon City PDSP.

### **Applicant Information:**

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**BACKGROUND:** The applicant requests approval of a final site plan for Phase 6 of the Metropolitan Park area of the Pentagon City Phased Development Site Plan (SP #105). The Pentagon City PDSP was approved by the County Board on February 25, 1976 and provides a development framework for the redevelopment of an approximately 116 acre area, which at the time of approval was defined by industrial uses. This PDSP has been amended numerous times for the purpose of revising the amount of density allocated to each parcel and modifying other development related matters. Since the time of approval in 1976, the Pentagon City PDSP area has been developed with a high-density mix of office, multifamily residential and retail uses. In 2004, when the owner of the 16 acre Parcel 3 of the Pentagon City PDSP applied for a final site plan for the first residential building for this area, the County requested that a set of design guidelines be established to help guide the development of this high-density residential portion of the Pentagon City PDSP. The result of this effort was the creation of the Metropolitan Park Design Book and the Metropolitan Park Design Guidelines. Though these documents were not approved by the County Board with the final site plan for the first building within Parcel 3 (Metropolitan Park), they have been used as the planning guidance for the development of this area. Since 2004, final site plans for the first five phases of Metropolitan Park have been approved, with three of the four buildings occupied and the fourth (Phases 4 and 5) currently under construction.

The applicant (1400 Eads St., Inc., c/o Vornado/Charles E. Smith) proposes a final site plan for Phase 6 of the Metropolitan Park development (phases as defined by the Metropolitan Park Design Guidelines) for an apartment building consisting of 568 units and 10,178 square feet of retail space. The building will incorporate multiple rooflines with a maximum proposed height of 22 stories (257.61 feet).

**The following provides additional information about the site and location:**

Site: The proposed final site plan for Phase 6 of the Metropolitan Park portion of the Pentagon City PDSP (SP #105) is a 2.81 acre area defined by the following uses:

- To the north: 13th Street South (to be constructed) and Phases 4 and 5 of the Metropolitan Park development (SP #105, under construction). The properties are designated by the General Land Use Plan (GLUP) as  $\frac{3}{4}$  “High-Medium” Residential and  $\frac{1}{4}$  “Medium” Office-Apartment-Hotel and within a Coordinated Development District (GLUP Note 4). The properties are zoned “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts.
- To the east: S. Eads Street and the Meridian at Pentagon City (SP #337) apartment building, and the Embassy Suites hotel (SP #160). The properties are designated by the General Land Use Plan (GLUP) as “High” Office-Apartment-Hotel and are zoned “RA-H-3.2” Multiple Family Dwelling Districts.
- To the south: 14th Street S. (to be constructed) and a remaining portion of the Pentagon Industrial Center warehouse (identified as Phases 7 and 8 of the Metropolitan Park development (SP #105)). The properties are designated by the General Land Use Plan (GLUP) as  $\frac{3}{4}$  “High-Medium” Residential and  $\frac{1}{4}$  “Medium” Office-Apartment-Hotel and within a Coordinated Development District (GLUP Note 4). The properties are zoned “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts.
- To the west: Central open space located between S. Elm Street segments (to be constructed) and Phase 2 of the Metropolitan Park development (The Millennium apartment building, SP #105). The properties are designated by the General Land Use Plan (GLUP) as  $\frac{3}{4}$  “High-Medium” Residential and  $\frac{1}{4}$  “Medium” Office-Apartment-Hotel and within a Coordinated Development District (GLUP Note 4). The properties are zoned “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts.

Existing Zoning: “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts.

General Land Use Plan Designation:  $\frac{3}{4}$  “High-Medium” Residential and  $\frac{1}{4}$  “Medium” Office-Apartment-Hotel and Coordinated Development District (GLUP Note 4)

Neighborhood: The site is located within the Aurora Highlands neighborhood and is a part of the Pentagon City Phased Development Site Plan (SP #105).

**Existing Development:** The site is identified as Phase 6 of the Metropolitan Park development, which is a section of the Pentagon City Phased Development Site Plan (SP #105). Currently, the site contains a portion of the Pentagon Industrial Center warehouse, which is a complex of industrial warehouse buildings that occupy the eastern side of the Metropolitan Park development between 12th Street S. and 15th Street S.



Source: Image from Google Maps

**Development Potential:**

Site Plan Area: 2.81 ac (122,368 sf)	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
<b>Existing/Proposed Zoning</b>		
“C-O-2.5” By-Right	One-Family Dwellings: 6,000 sf/lot; or Non-Retail Commercial Use: 0.6 FAR	20 lots; or 73,420 sf
“C-O-2.5” Site Plan	Commercial Uses: 2.5 FAR; Apartment Use: 115 du/ac; or Hotel Use: 180 units/ac	305,920 sf; 322 du; or 505 hotel units

**Proposed Development:** The following table sets forth the preliminary statistical summary for the proposed site plan:

	<b>Proposed</b>
<b>Site Area</b>	122,368 sf (2.81 ac)
<b>Density</b>	568,325 GSF 4.686 FAR
Residential 568 units, 558,147 sf	202 du/ac
Retail 10,178 sf	4.63 FAR
“C-O-2.5” Max. Permitted Residential	110 du/ac

Retail	2.5 FAR
Metropolitan Park Design Guidelines Recommendation <sup>1</sup>	
Residential	520 units
Retail	N/A
<b>Average Site Elevation</b>	38.54 ft
<b>Height</b>	
Total Height	257.61 ft.
AMSL	296.15 ft.
Upper Roof (22-stories)	234.5 ft.
AMSL	273.04 ft.
Penthouse (Upper Roof)	23 ft.
AMSL	296.15 ft.
“C-O-2.5” Max. Permitted	16 stories
Metropolitan Park Design Guidelines Recommendation <sup>2</sup>	22 stories
<b>Parking</b>	
Total	476 spaces
“C-O-2.5” Total Required	583 spaces
Pentagon City PDSP Required <sup>4</sup>	545 spaces
<b>Residential</b>	476 spaces
Standard	379 spaces
Compact	88 spaces
Accessible	7 spaces
Van	2 spaces
“C-O-2.5” Required	583 spaces
Pentagon City PDSP/Metropolitan Park Required <sup>3</sup>	583 spaces
<b>Retail</b>	0 spaces
Standard	0 spaces
Compact	0 spaces
Accessible	0 spaces
Van	0 spaces
“C-O-2.5” Required	41 spaces
Pentagon City PDSP/Metropolitan Park Required <sup>3</sup>	51 spaces
<b>LEED Rating</b>	Certified

<sup>1</sup> The Pentagon City PDSP (Condition #2), as amended, allocates up to 3,212 units and 100,000 square feet of retail space to Parcel 3 (Metropolitan Park). The Metropolitan Park Design Guidelines recommended 520 units for Phase 6; however an additional 35 unutilized units remain from Phases 4 and 5, so the request includes reallocation of 13 units from Phases 7 and 8.

<sup>2</sup> The amended Pentagon City PDSP (Condition #54) allows up to five residential or hotel buildings to be a maximum of 22-stories, which have all been approved with final site plans, and the Metropolitan Park Design Guidelines identify that three buildings could be up to 22-stories (Phases 4/5 through 7). Additional building heights up to 22-stories are also permitted by this condition for PenPlace (PDSP Parcel 1D), however none of these buildings are subject to an approved final site plan. An amendment to the Pentagon City PDSP (Condition #54) is necessary to support the 22-story building height proposed by the Applicant with the Metropolitan Park Phase 6 final site plan.

<sup>3</sup> The Pentagon City PDSP (Condition #37) requires these minimum ratios be provided unless otherwise approved with an individual final site plan.

**Density and Uses:** The Pentagon City PDSP (SP #105) allocates up to 3,212 residential units and 100,000 square feet of retail to the Metropolitan Park development. Guidance for the development of this area has been shaped by the Metropolitan Park Design Guidelines which

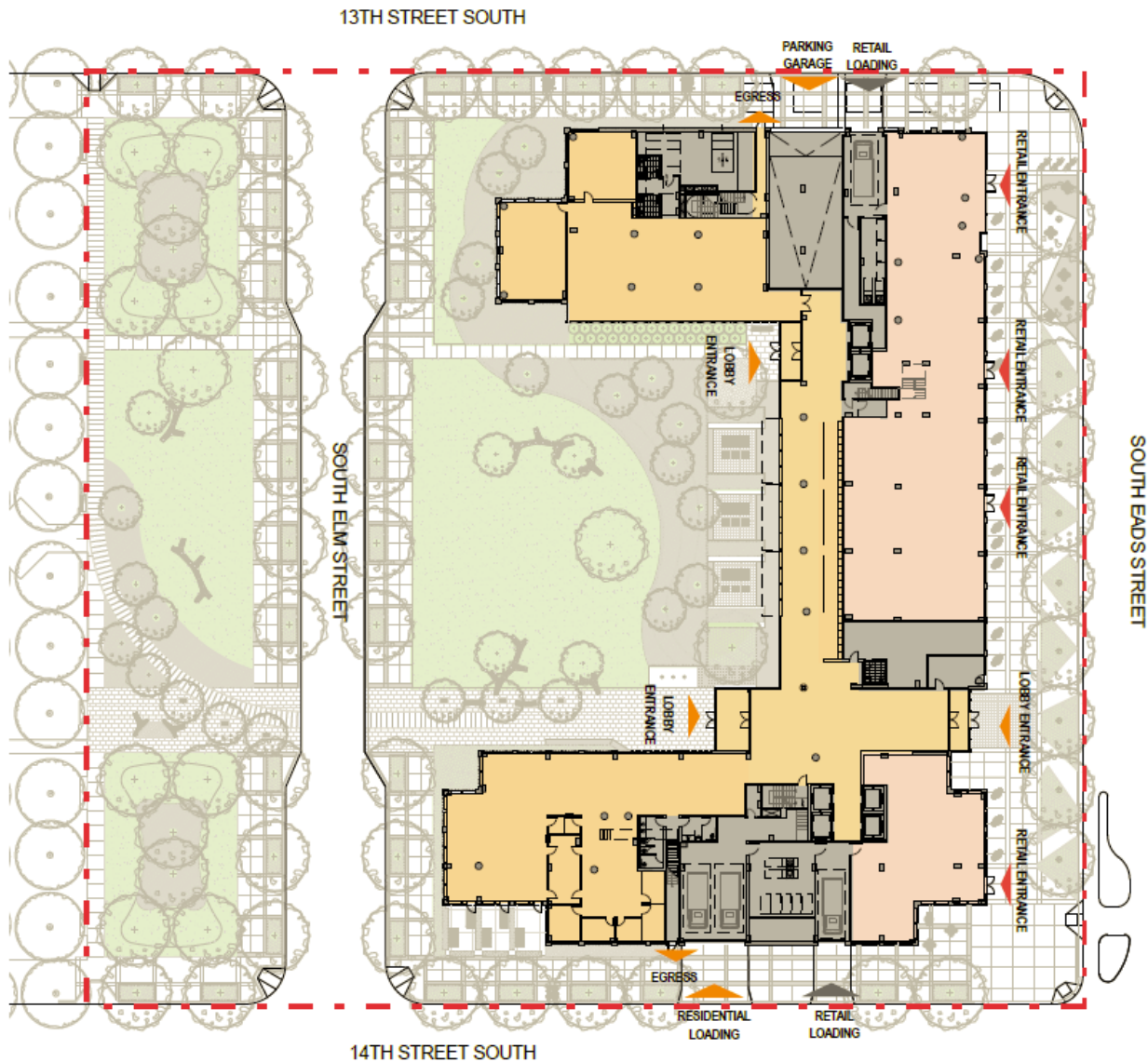
provide recommendations regarding the phased nature of development of this area that is defined by buildings oriented around a grid network of streets and a central open space. To date, 1,809 residential units and 76,936 square feet of retail space has been approved by final site plans for Phases 1 through 5; Phases 1, 2, and 3 are currently occupied while Phase 4/5 is under construction. With the proposed final site plan, the applicant proposes to develop Phase 6 as a single 568,325 square foot building consisting of 568 residential units (558,147 square feet) and 10,178 square feet of ground floor retail space. Unit mix is shown in the table below. Unit mix may be subject to change, but the total number of units may not be exceeded.

UNIT MIX						
1 BED JR	1 BED	1 BED + DEN	2 BED JR	2 BED	3 BED	TOTAL
98	351	3	6	79	31	<b>568</b>

*Source: final site plan submission, Sheet G1.01*

Retail space is divided into two bays at 7,550 square feet and 2,638 square feet, and the site frontage along S. Eads Street is designated as a “Green” street in the Arlington County Retail Plan, where any retail uses or retail equivalents are optional. The building will be served by a two level underground parking garage containing 476 spaces that will be accessed from 13th Street S.

**Site and Design:** The building has been designed as a single residential building with a retail base that is defined by 13th Street S. to the north, S. Eads Street to the east, 14th Street to the south, and S. Elm Street to the west. Residential units will be located above the ground level that will contain two retail spaces, loading facilities for both the retail and residential uses, and residential amenity and leasing spaces. Retail spaces will be oriented towards S. Eads Street, with amenity spaces located on the west side of the building facing a public courtyard and the central park. The residential lobby will have two access points, on S. Eads Street (primary) and from the public courtyard (secondary), which will serve as a connection between S. Eads Street and the central park. Access to the underground garage will be provided from 13th Street S. Loading for the 22-story residential wing of the building and southeast corner retail space, along with associated trash collection area, will be provided on the south side of the building along 14th Street S., while loading for remaining residential units and primary retail along S. Eads Street will be provided on the north side of the building along 13th Street S.



*Proposed building's ground floor plan*  
*Source: Site Plan Review Committee Presentation, Page 11*

As proposed, the building will rise to a maximum height of 22-stories (257 feet) with tapered lower heights of 18, 13 and 11-stories. The amended Pentagon City PDSP (Condition #54) allows up to five residential or hotel buildings to be a maximum of 22-stories, which have all been approved with final site plans, including Metropolitan Park Phase 4/5. Condition #54 also permits additional building heights at PenPlace (PDSP Parcel 1D) for two (2) office buildings to 22 stories, one (1) office building up to 19 stories, one (1) office building up to 16 stories or in its place one (1) residential building up to 18 stories, and one (1) hotel building up to 18 stories; however, none of these buildings are subject to an approved final site plan. The Metropolitan Park Design Guidelines identify that three buildings could be up to 22-stories (Phase 4/5, Phase 6, and Phase 7). An amendment to the Pentagon City PDSP (Condition #54) is necessary to permit the 22-story building height proposed with the Metropolitan Park Phase 6 final site plan.



The building is designed with a U-configuration around a courtyard and internal amenity spaces. Private rooftop terraced spaces will be provided along the exterior of the building at the 12th and 18th floors adjacent to the courtyard, and at the penthouse level above the main roof along 14th Street S. In addition, a rooftop pool and lounge amenities will be located on the upper roof above the 22nd floor. The courtyard is designed as an extension of the central park and as public space to be used by the building's occupants as well as the community. Building materials will consist primarily of gray and buff colored brick framing two-story building sections that include alternating bands of precast spandrel accents and contrasting terra cotta brick (on the non-tower portion of the building). The base level of the building will be defined by a stone base where the building meets the finished grade, glass curtain wall applications for the retail and residential amenity spaces, and architectural louvers at the top of the first floor. A glass and aluminum-framed atrium connecting the tower and lower levels of the building provides a distinct sense of separation between each building mass. Through the incorporation of variation in building height and the subtle contrast in materials, the building presents definable shaft and crown elements, with additional definition needed for the building base. Decorative rolling doors framed by metal panels will be used for the garage and loading areas along 13th and 14th Street S., while aluminum louvers will be used to conceal ventilation systems on the building's façade.



*Proposed building as viewed from southeast  
Source: Applicant's final site plan, Sheet A0.02*



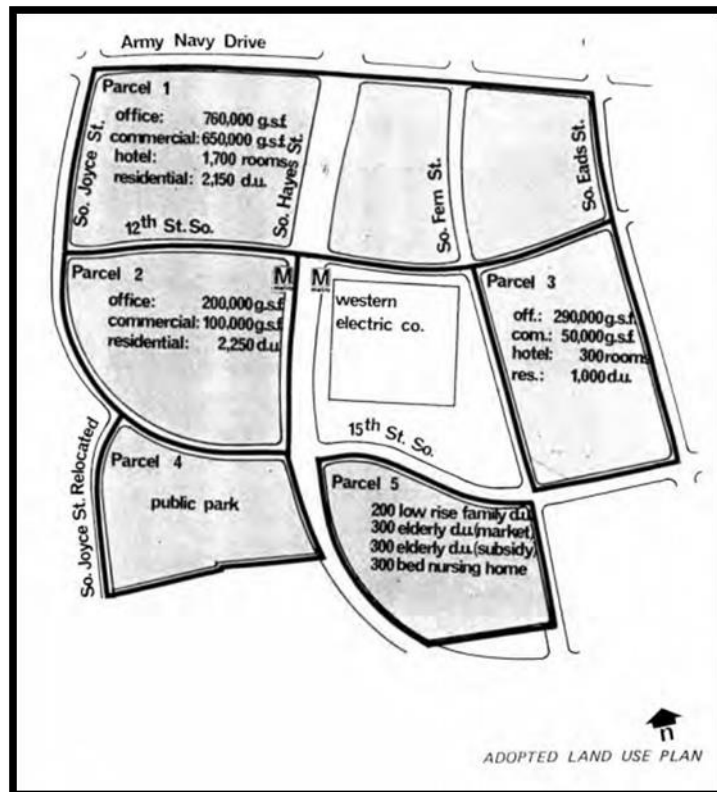
*Proposed building as viewed from northwest  
Source: Applicant's final site plan, Sheet A0.02*

**Pentagon City PDSP:** The Pentagon City Phased Development Site Plan (PDSP) (SP #105) was approved by the County Board on February 25, 1976. The original approval provided planning guidance for an approximately 116 acre area generally bound on the north by Army-Navy Drive, on the east by S. Eads Street, on the south by S. Hayes Street, and on the west by S. Joyce Street. The Western Electric Company site (now Pentagon Center) was not included in this PDSP. Specifically, the Pentagon City PDSP provides planning goals and objectives for how these parcels could be redeveloped from their industrial status to a thriving mixed-use environment.

Pentagon City PDSP Density Allotment As Initially Approved on February 25, 1976							
Parcel	Site Area (Acres)	Office (GFA)	Retail (GFA)	Hotel (Units)	Residential (Units)	Park	Estimated FAR
1	44.4	760,000	650,000	1,700	2,150		2.59
2	27.0	200,000	100,000		2,250		2.36
3	16.0	290,000	50,000	300	1,000		2.38
4	12.0					Park	0.00
5	17.0				1,100 <sup>1</sup>		1.63
Total	116.5	1,250,000	800,000	2,000	6,500 <sup>2</sup>		2.10

<sup>1</sup> The original approval included on Parcel 5: 600 elderly units, (300 subsidized) and 200 low-rise family units, for a total of 800 units. Parcel 5 also included a nursing home with up to 300 beds. To be consistent with how Condition #2 treats the 300-bed nursing home in all pertinent County Board actions on the PDSP from 1984 and beyond, these 300 beds are reflected as 300 units in this table.

<sup>2</sup> The 6,500 units reflects the inclusion of the 300-bed nursing home, as explained in footnote 1.



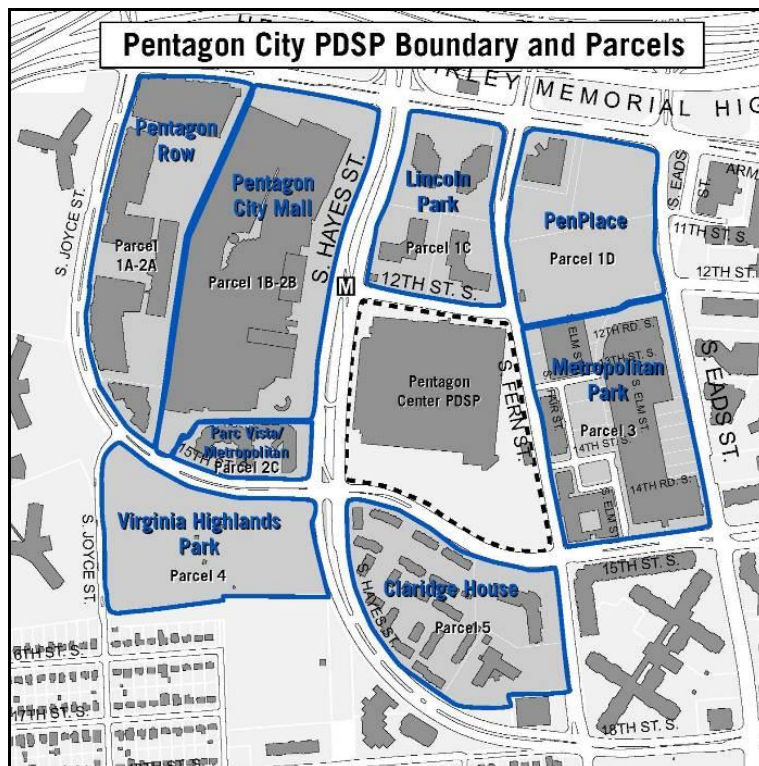
*Original Pentagon City PDSP Parcel Configuration*

Pentagon City PDSP Density Allotment As Approved Through November 16, 2013							
Parcel	Site Area (Acres)	Office (GFA)	Retail (GFA)	Hotel (Units)	Residential (Units)	Park	Estimated FAR <sup>3</sup>
Pentagon Row (1A/2A)	16.1		300,000	--	830		1.73
Pentagon City Mall (1B/2B)	24.8	172,000	1,080,200	366	--	--	1.40
Lincoln Park (1C)	9.6	1,078,000	--	--	--	--	2.58
PenPlace (1D)	11.8	1,809,000 <sup>1</sup>	50,000	599	-- <sup>2</sup>	--	4.58
Parc Vista/ Metropolitan (2C)	4.6	--	--	--	624	--	3.41
Metropolitan Park (3)	16.0	--	100,000		3,212	--	5.21
Virginia Highlands Park (4)	12.0	--	--	--	--	Park	0.00
Claridge House (5)	17.0	--	2,500	--	820	--	1.22
<b>Total</b>	<b>116.5</b>	<b>3,059,000</b>	<b>1,532,700</b>	<b>965</b>	<b>5,486</b>	<b>Park</b>	<b>2.23</b>

<sup>1</sup> Any amount of Office GFA may be used to build up to 300 residential units on Parcel 1D, however the allocated amount of Office GFA on this parcel must be reduced by the amount of GFA built for those 300 residential units.

<sup>2</sup> Up to 300 residential units may be built on Parcel 1D, so long as the Office GFA is reduced by the amount of GFA comprising these residential units.

<sup>3</sup> Estimated FARs involve conversion factors of 725 square feet per hotel room and 1,100 square feet per residential unit.



Current Pentagon City PDSP Parcel Configuration

Pentagon City PDSP History							
	Site Area (Acres)	Office (GFA)	Retail (GFA)	Hotel (Units)	Residential (Units)	Park	Estimated FAR <sup>1</sup>
1976 Approval	116.5	1,250,000	800,000	2,000	6,500	Park	2.10
Current Status	116.5	3,059,000	1,532,700	965	5,486	Park	2.23
<b>Difference</b>	--	<b>+1,809,000</b>	<b>+732,700</b>	<b>-1,035</b>	<b>-1,014</b>	--	<b>+0.13</b>

<sup>1</sup> Estimated FARs involve conversion factors of 725 square feet per hotel room and 1,100 square feet per residential unit.

The density allocation amongst the parcels of the Pentagon City PDSP has been amended numerous times by the County Board, with the most recent action approved on November 13, 2013. Each of these amendments was primarily designed for the purpose of permitting the development of a new component of a parcel, which often times involved the reconfiguration of the parcel area and/or the reallocation of density between the parcels. Some of the major amendments included the following:

- July 1984: creation of Pentagon City Mall (Parcel 1B/2B)
- December 1997: creation of Pentagon Row (Parcel 1A/2A)
- February 2009: addition of retail for Metropolitan Park (Parcel 3)
- September 2013: creation of PenPlace (Parcel 1D)
- November 2013: conversion of excess hotel to retail for Pentagon City Mall expansion

The Metropolitan Park development (Parcel 3) is allocated a density of 3,212 dwelling units and 100,000 square feet. The most recent amendment to the Pentagon City PDSP involving a reallocation of density was approved by the County Board on September 16, 2013, which occurred with the creation of the PenPlace development. This action also finalized the reallocation of 930 dwelling units from the PenPlace parcel (Parcel 1D) to the Metropolitan Park parcel (Parcel 3) and 300 hotel rooms from the Metropolitan Park parcel to the PenPlace parcel. Prior to this action by the County Board, these dwelling units and hotel rooms could be used on either the Metropolitan Park or PenPlace parcel, which is no longer the situation. As exhibited in the tables above, the overall density of the Pentagon City PDSP remains within the maximum amount permitted by the Zoning Ordinance (2.5 FAR), with assumptions of conversion rates of 725 square feet per hotel room and 1,100 square feet per residential units, as hotel and residential uses in the C-O-2.5 zoning district are calculated separately. Density in the “C-O-2.5” district is permitted as follows under the Zoning Ordinance, up to:

- Office/Commercial: 2.5 FAR
- Multiple-Family: 180 dwelling units/acre
- Hotel: 115 hotel rooms/acre

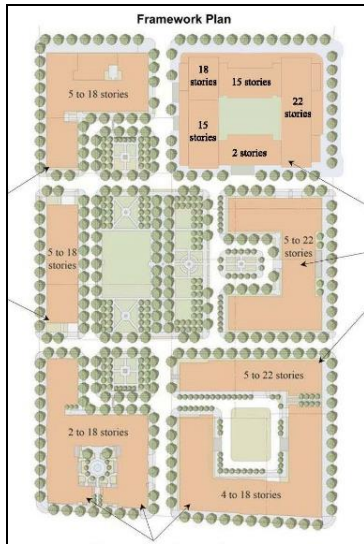
**Metropolitan Park Design Guidelines:** The Metropolitan Park Design Guidelines were created in association with the first final site plan for the Metropolitan Park parcel, which was approved by the County Board in 2004. Since the time of approval of this first final site plan, three other final site plans have been approved with three of the buildings occupied and the fourth (Phases 4 and 5) under construction. These design guidelines were used as reference for each of these final site plans as they provide the planning goals and objectives for how the entirety of the

Metropolitan Park parcel should be developed. As the Pentagon City PDSP allocates 3,212 residential units and 100,000 square feet of retail space to this parcel, the Metropolitan Park Design Guidelines provide guidance of the pattern of development comprised of this amount of density. To date, 1,809 residential units and 76,936 square feet of retail space has been approved by final site plan. As proposed, the applicant’s proposed final site plan for Phase 6 will consume an additional 568 dwelling units and 10,178 square feet of retail space, which is consistent with the phasing identified in the Metropolitan Park Design Guidelines, which is illustrated below:

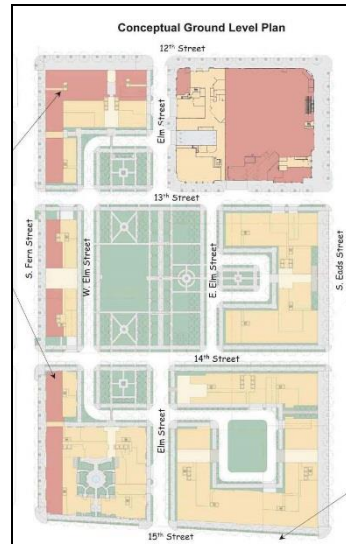
<b>Metropolitan Park Density Allocation</b>				
Phase	Residential Unit Recommendation	Residential Units Approved by FSP	Retail Permitted (s.f.)	Retail Approved by FSP (s.f.)
1	400	399		11,300
2	285	300		8,119
3	425	411		16,350
4	348	699		41,167
5	386			
<b>6</b>	<b>520</b>	<b>568 proposed</b>		<b>10,178 proposed</b>
7	393			
8	455			
<b>TOTAL</b>	<b>3,212</b>	<b>2,377</b>	<b>100,000</b>	<b>87,114</b>
<b>Remaining After Phase 6 FSP</b>		<b>835</b>		<b>12,886</b>

The Metropolitan Park Design Guidelines is comprised of design principles derived from the companion Metropolitan Park Project Book. The elements of these guidelines address the following development issues for Metropolitan Park:

Framework Plan: The Framework Plan establishes the preferred grid network of streets that define the buildings that will compose Metropolitan Park. This conceptual plan provides the guidance for the layout of buildings that are oriented around public open spaces and defined by a street network that creates distinct blocks. Additionally, maximum building heights are assigned which are further discussed in the Building Guidelines section. The applicant’s proposal is consistent with the Framework Plan, with an exception in the removal of a tertiary street around the courtyard serving as a public open space. The tertiary street’s purpose is to “provide internal access...with public access easements...and where appropriate, the streetscape may incorporate unique design elements such as specialty paving, awnings and landscaping to create settings for particular buildings.” As proposed, the pedestrian walkways serving the residential lobby area on either side of the courtyard will achieve some delineation toward this goal. Landscaping at the east side of the courtyard along the building may be used to finalize the space as a public setting. The proposal also eliminates an unnecessary vehicle travel way, and increases open space within the courtyard.



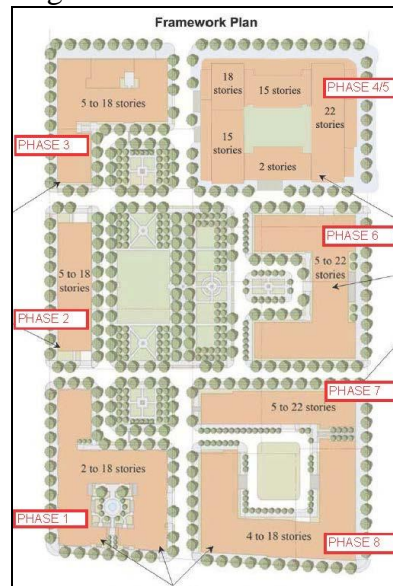
*Metropolitan Park Framework Plan  
Source: Metropolitan Park Design Guidelines*



*Metropolitan Park Conceptual Ground Level Plan  
Source: Metropolitan Park Design Guidelines*

The Conceptual Ground Level Plan identifies retail and residential uses along street frontages. The proposal includes retail along South Eads Street, which is a departure from the Design Guidelines. However, the street frontage is defined as a “Green Street” frontage in the Arlington County Retail Plan, “where any retail uses or retail equivalents are optional.” The Metropolitan Park Density Allocation table above also illustrates that 23,064 square feet of retail floor area remains available to the Metropolitan Park parcel from the Pentagon City PDSP allocation, leaving 12,886 square feet remaining for future use by Phases 7 and 8. The Whole Foods under construction on the Phase 4/5 block is also anticipated to generate additional pedestrian foot traffic, and improve retail viability on adjacent blocks. As such, this departure is reasonable and would offer improved activation of the streetscape along the west side of South Eads Street.

**Phasing:** The Metropolitan Park Design Guidelines defines the phasing of development based upon individual blocks (phases), which includes the total number of residential units, open space improvements, and street construction that should occur with each phase. The proposal is consistent with the phasing identified and allocated within the Design Guidelines.



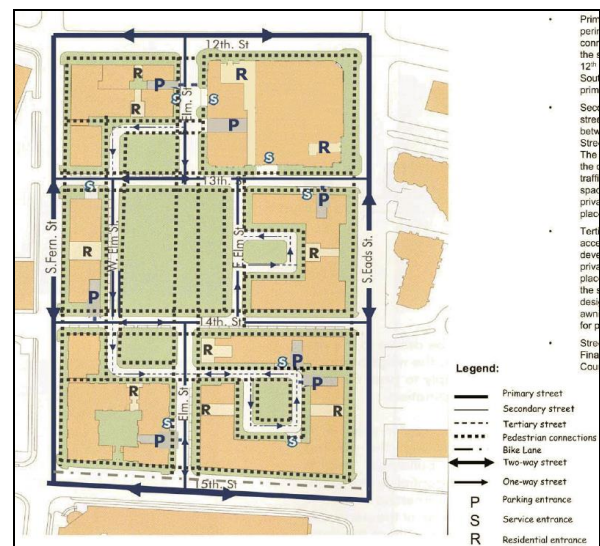
*Metropolitan Park Framework Plan by Phase  
Source: Metropolitan Park Design Guidelines*

**Phases per the Metropolitan Park Design Guidelines:**

Phase	Residential Units	Open Space	Streets
1	400	<ul style="list-style-type: none"> <li>• Park, approximately 0.31 acre</li> <li>• Private courtyard amenity</li> </ul>	<ul style="list-style-type: none"> <li>• Elm St, adjacent segment; streetscape improvements on west side and street improvements to face of curb to face of curb</li> <li>• 14th St., adjacent segment. Right turn lane will be constructed with Phase 2.</li> <li>• Tertiary street serving residential entrance</li> </ul>
2	285	Portion of central park, approximately 1.33 acre	<ul style="list-style-type: none"> <li>• West Elm St.</li> <li>• Alley on east side of park providing temporary access</li> <li>• 13th St., adjacent segment</li> </ul>
3	425	Park, approximately 0.29 acres	<ul style="list-style-type: none"> <li>• Elm St., adjacent segment</li> <li>• 12th Street, partial section of adjacent segment</li> <li>• Tertiary street serving residential entrance</li> </ul>
4	348	Open space amenity, approximately 3,000 square feet	<ul style="list-style-type: none"> <li>• 12th Str., partial section of adjacent segment</li> <li>• Tertiary street serving residential entrances</li> </ul>
5	386	N/A	<ul style="list-style-type: none"> <li>• 13th St. completion</li> </ul>
6	520	Park, approximately 0.56 acres	<ul style="list-style-type: none"> <li>• East Elm St. replaces alley on east side of the park</li> <li>• Tertiary street serving residential entrance</li> </ul>
7	393	N/A	<ul style="list-style-type: none"> <li>• Portion of tertiary street serving residential entrance</li> </ul>
8	455	Open space amenity, approximately 10,000 square feet	<ul style="list-style-type: none"> <li>• Completion of tertiary street serving residential entrances</li> <li>• Elm St., adjacent segment: streetscape improvements on east side</li> </ul>

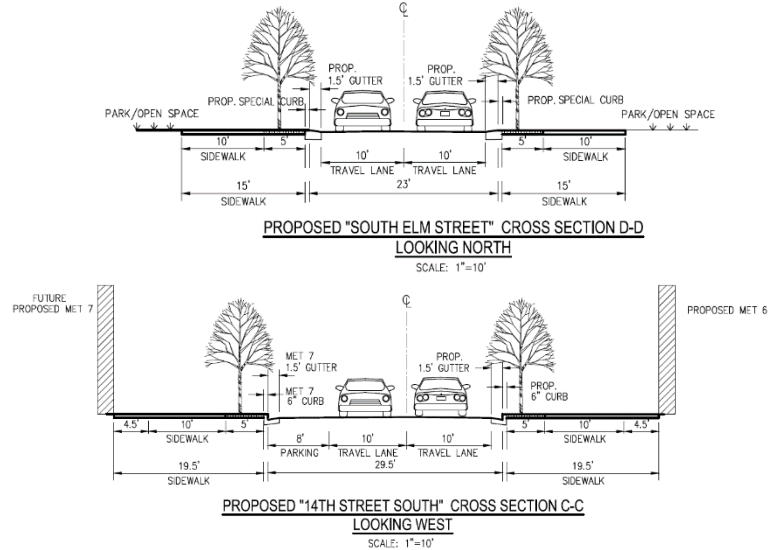
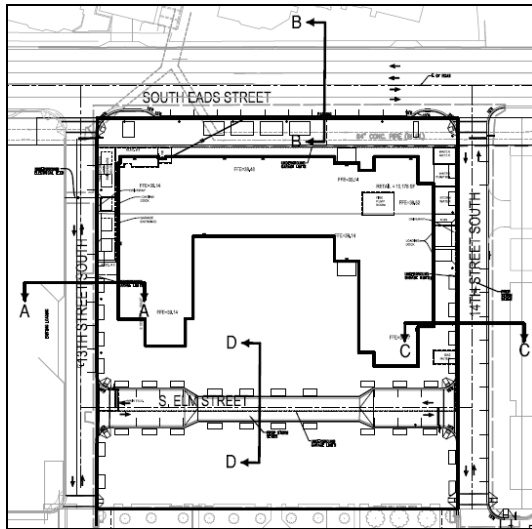
Street Classification (including Circulation and Entrances): The Street Classification section of the Metropolitan Park Design Guidelines depicts the configuration of the preferred network of streets that are defined as primary, secondary and tertiary streets. Additionally, this section illustrates the preferred circulation routes and building entrances. The proposal is consistent with the street classification and circulation identified within the Design Guidelines, with the exception of removal of the tertiary street around the courtyard open space. The proposed pedestrian walkways serving the residential lobby area maintain the pedestrian circulation pattern around the public courtyard area and across to the central park, and so represent a minor design departure that is consistent with the intent of the Design Guidelines. The proposal

eliminates an unnecessary access drive and increases open space within the courtyard.



*Metropolitan Park Street Classification System*  
 Source: Metropolitan Park Design Guidelines

**Street Sections:** The Metropolitan Park Design Guidelines provides the typical sections of each of the streets that are to be constructed with the phases of development within Metropolitan Park. This includes internal streets, as well as those (12th Street S., S. Eads Street, 18th Street S., and S. Fern Street) that define the boundaries of the Metropolitan Park development.



*Proposed street section key plan, and sample street sections for 14th Street S. and S. Elm Street*  
Source: final site plan submission, Sheet C6.10

The proposal is consistent with street sections as shown in the Design Guidelines, however, street sections are currently being revised in accordance with a DES restriping project on South Eads Street. This revision is shown in the proposal to reflect current County plans and does not represent a departure from the Design Guidelines. Further, the streetscape along South Eads Street has been revised to reflect draft recommendations developed by staff for the design of the streetscape and consideration of building orientation along S. Eads Street for Phases 6-8, in accordance with guidance approved with the Phase 4/5 final site plan. This revision also does not represent a departure from the Design Guidelines as it meets the minimum pedestrian clear width and reflects a charge issued under the Phase 4/5 final site plan approval.

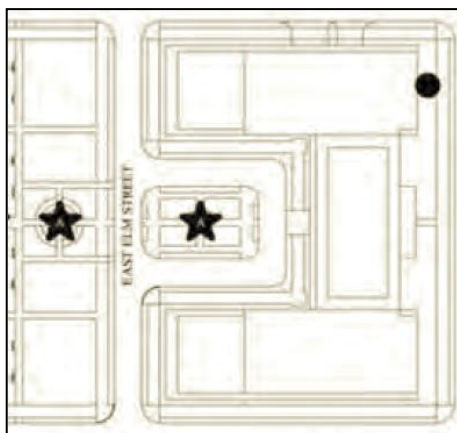
**Open Space:** As depicted in the Framework Plan, Metropolitan Park is to be provided with approximately two acres of public open space. The primary element of this open space network is the Central Green, though each phase is recommended to provide some aspect of open space that is connected visually and physically to this space. A central park planning process is currently underway to evaluate the proposal in context of the existing central park area. This planning process represents an opportunity for the community to evaluate the design and program opportunities for the Phase 6 portion of the central park. The applicant has provided a preliminary concept plan that reflects community input from this process, which will be refined through public review of the project and does not represent an explicit departure from the Design Guidelines.





*Metropolitan Park Landscape Plan*  
Source: *Metropolitan Park Design Guidelines*

Public Art: Public art and focal points are recommended by the Metropolitan Park Design Guidelines to be provided in certain locations throughout the Metropolitan Park development. Individual final site plans are expected to contribute to the achievement of the public art goals for the Metropolitan Park development. Cultural Affairs staff indicated that the art that is currently in place from Phases 1, 2 and 3 is considered a complete treatment for the entire central open space, and no additional public art is recommended for Phase 6. The Public Art Master Plan calls for treatment along 15th Street as a major thoroughfare, which may represent a future opportunity for a public art installation. In accordance with the Guidelines, staff has encouraged a primary focal point as part of the design for the Phase 6 central park area, which is represented as a shade structure in the current concept for the space.



*Metropolitan Park Public Art Plan*  
(Star indicates primary location for focal points or public art)  
Source: *Metropolitan Park Design Guidelines*

Building Guidelines: The Metropolitan Park Design Guidelines provides recommendations for buildings based upon the following characteristics: height and massing, architectural elements, materials, retail characteristics, and signage. Metropolitan Park was designed to include three 22-story buildings that serve as anchors to the other buildings. All buildings are recommended to generally taper in height and provide variation and some setback as they approach streets. Each building should be designed with definable base, shaft and crown building elements that represent “stylistic strategies of traditional classical buildings” and incorporate building materials consisting primarily of masonry (brick) for the exterior with other masonry materials permitted as enhancing elements. General signage guidance is provided with the Metropolitan Park Design Guidelines, though signage is to be addressed with individual final site plan applications following this guidance.

The building is oriented in ascending levels toward a 22-story tower at 14th and South Eads Street intended to embrace the central courtyard and to compliment building massing on the Phase 4/5 site to the north. The Design Guidelines provide guidance on building taper, massing, vertical orientation, materials, and street level frontage. Taller 22-story buildings are intended to serve as anchors within the development, while all buildings should “generally taper with height variation and setbacks as they approach streets, to provide variety at the street level, to compliment established development on opposite sides of public streets and to enhance open spaces within the project.” Buildings should follow “traditional classical building” massing and stylistic strategies that divide the building into a base, shaft, and crown. Building material and color is intended to vary from building to building “so as to provide variety,” with masonry identified as the predominant building material, and the building base should relate to the street and sidewalk and be scaled to enhance the pedestrian experience with cornices used as an example to differentiate the building base from the shaft.

The proposal is largely successful in meeting these building design goals. The Design Guidelines do not specify a specific building taper by floor, and the design includes step-down heights at corners fronting Eads Street and the central park, with the building crown on the penthouse level set back from 14th Street. Building height is generally consistent with the Guidelines, which do not specify where the tallest point of the building other than suggesting a step back along 14th Street where the proposed tower is located. Staff acknowledges that this massing strategy is a response to that approved in Phase 4/5, and since future phases will similarly have to reflect this massing the proposal does not represent a departure from the Design Guidelines. The building incorporates a greater use of windows within the façade, but masonry is the primary building material, being used to frame windows in two-floor increments and as asymmetrical treatment within that frame. One element staff acknowledges as a departure is

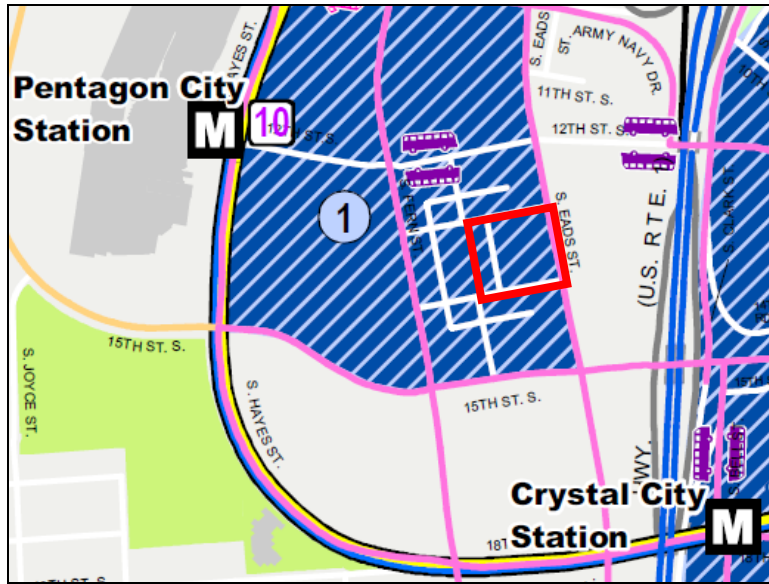
clear establishment of the building base, as there is no cornice line, minor façade setback, or significant contrast in building color or material.

**Landscape Guidelines:** The Metropolitan Park Design Guidelines provides guidance about the design and construction of streetscape areas, as well as the selection of planting materials and the specifications for plantings overtop of structures. The proposal is consistent with landscape guidelines identified within the Design Guidelines, and will be subject to further review upon Final Landscape Plan submission.

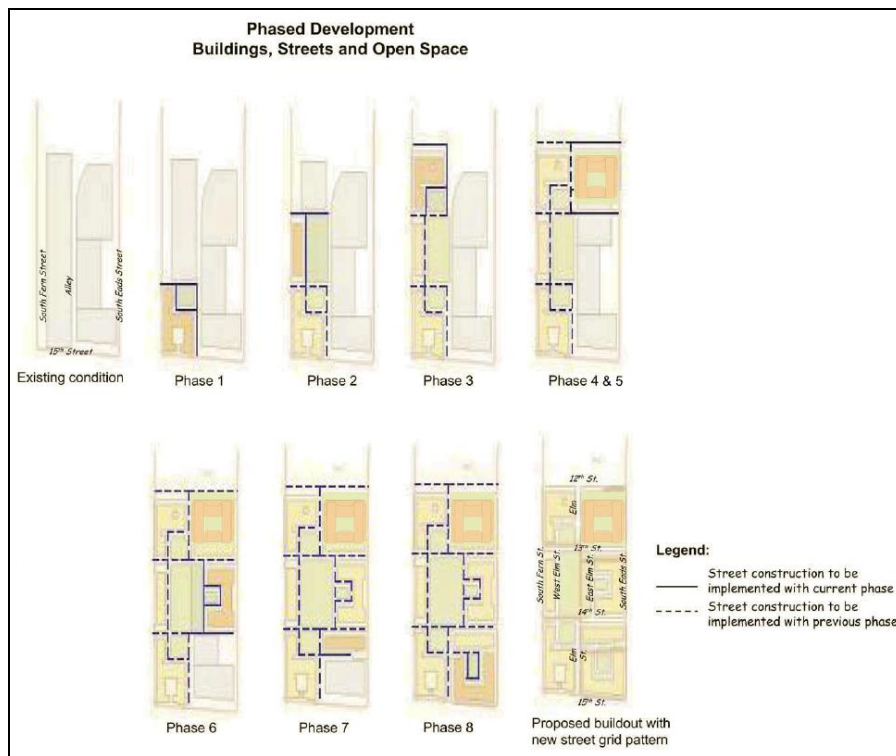
**Sustainable Design:** The applicant has designed the building to achieve a LEED Silver level of certification (LEED 2009 for New Construction and Major Renovation).

**Transportation:** Pentagon City is well-served by regional roadways, a wide range of transit options, an increasing network of bicycle facilities, and a local street network that continues to be expanded with planned development of the area's blocks. A multi-modal transportation network provides residents, employees, and shoppers in the area multiple options for traveling to, from, and within the area without using a car.

**Streets:** The Metropolitan Park Phase 6 site is bound by: 13th Street S. (under construction in association with Met Park 4/5), S. Eads Street, 14th Street S. (proposed) and S. Elm Street (proposed). The Master Transportation Plan (MTP) classifies these streets as follows: S. Eads Street as a Type B Arterial (Primary Urban Mixed-Use); and S. Elm Street, 13th Street S., and 14th Street S. as Non-Arterial Urban Center Local Streets. The MTP also identifies this entire area as an area planned for new streets. The construction of 14th Street S. will connect to the existing portion of 14th Street S. and provide a thru-block connection from S. Fern Street to S. Eads St. helping to improve circulation within the Metropolitan Park development. The portion of S. Elm Street to be construction is along the project frontage and is location approximately 100 feet to the east of the existing S Elm Street portions to the north and south of the site. The new internal streets provide locations for garage access and loading interior to the Metropolitan Park development and off of the surrounding arterial streets. The Metropolitan Park Design Guidelines include a location and phasing plan for the build out of the new internal streets within the Metropolitan Park development. The proposed location of S. Elm Street and 14th Street S and construction phasing is per the Metropolitan Park Design Guidelines.



*Arlington County Master Transportation Plan Map*



*Metropolitan Park Street Phasing  
 Source: Metropolitan Park Design Guidelines*

13th Street S.: Consistent with the Metropolitan Park Design Guidelines, 13th Street S. is proposed as a 29.5-foot wide street that will be constructed with the Metropolitan Park 4/5 project. The street section supports a single travel lane in each direction as well as on-street parking on the south side of the street. The proposed parking garage entrance and a combined residential/retail loading dock east of the parking garage entrance are proposed on this street. Per

the Metropolitan Park Design Guidelines the proposed service (loading docks) and parking garage entrances are recommended on 13th Street S. with the service entrance west of the parking entrance. The proposed layout is currently being evaluated by staff.

14th Street S.: Consistent with the Metropolitan Park Design Guidelines, 14th Street S. is proposed as a 29.5-foot wide street that will connect to the existing portion of 14th Street S. The street section supports a single travel lane in each direction as well as on-street parking on the south side of the street. Residential and retail loading docks are proposed on this street. Per the Metropolitan Park Design Guidelines the proposed service (loading docks) and parking garage entrances are recommended on 13th Street S. only. The proposed entrances are not consistent with the Design Guidelines and are currently being evaluated by staff.

S. Eads Street: S. Eads Street is proposed as an approximately 67-foot wide street. There is a County project that will restripe S. Eads Street this summer from 12th Street S. to 15th Street S. to include one travel lane in each direction, a center turn lane, buffered bike lanes on both sides, and on-street parking as allowable based on the existing cross section. County staff is working with the applicant to provide an appropriate cross section based on the County restriping project along the project frontage.

S. Elm Street: S. Elm Street acts as one of the primary internal roadways running north-south through the center of the Metropolitan Park development. S. Elm Street between 12th Street S. and 13th Street S. and between 14th Street S. and 15th Street S. is already constructed. Along the project frontage, S. Elm Street is proposed to be between 36-20' wide with one travel lane in each direction and on-street parking provided on the northern and southern end. The middle portion of the road is to be flush with the park area on both sides. Per the Metropolitan Park Design Guidelines, S. Elm Street is to be off-set as proposed. The proposed design is currently being evaluated by staff.

Trip Generation: A Traffic Impact Analysis (TIA) was submitted by the applicant, prepared by Gorove/Slade, and dated January 11, 2016. The analysis assesses the impact of the development on the adjacent street network and took into account additional traffic generated by approved unbuilt projects within the study area and their associated transportation network improvements. The analysis concludes that approximately 111 AM peak hour trips and 130 PM peak hour trips will be generated by this site. All intersection movements within the study area will continue to operate at LOS D or better under future conditions with the proposed development, with the exception of the southbound left turn at the intersection of S Eads St and 15th St S and the eastbound left/thru at the intersection of S Fern St and 13th St S. The southbound left turn at the intersection of S Eads St and 15th St S will operate at a LOS F in the PM Peak in the future conditions with or without development. The eastbound left/thru at the intersection of S Fern St and 13th St S operates at a LOS E in the PM Peak during the existing conditions and will maintain a LOS E in the future conditions with or without development.

Parking and Loading: The project proposes to have 483 parking spaces (0.85 spaces/unit) for 568 residential units. No parking is proposed for the 10,178 SF of retail space. The spaces are located within one two-level garage that is accessed from 13th Street S. The proposed project parking

ratio is less than the site plan standard of 1 spaces/unit (568 spaces). The project proposed a compact ratio of 18.6%, greater than the Zoning Ordinance maximum of 15% compact ratio. Per the Metropolitan Park Design Guidelines the proposed parking entrance is recommended on 13th Street S. as currently proposed. The reduced parking ratio and increased compact ratio are currently being evaluated by staff.

Four loading docks are proposed with this project in three separate locations. One retail/residential loading dock is proposed on 13th Street S to the east of the proposed garage entrance. Three loading docks are proposed on 14th Street S, with the trash collection area in the middle of the loading docks. Two loading docks are proposed for the residential use, and a third loading dock is proposed for retail use. The Design Guidelines recommend service entrances (loading docks) on 13th Street S., west of the garage entrance, which is not consistent with the current proposal and is being evaluated by staff.

The project proposes bicycle parking that is currently being evaluated by staff.

Sidewalks: The project proposes to construct new sidewalks with the build-out of the new street grid. The sidewalks on 13th Street S. and 14th Street S. are proposed to be 19.5-foot wide with tree pits and a 10-foot minimum clear sidewalk. The sidewalk on S. Eads Street is proposed to be in excess of 35-foot wide, with a 10-foot minimum clear sidewalk and additional landscaping and areas for café seating. The sidewalk along Elm Street is proposed to be a minimum of 20-foot, including a 10-foot clear walkway and tree pits adjacent to the street. The proposed sidewalk widths are generally consistent with the Metropolitan Park Design Guidelines and are being evaluated by staff.

Public Transit: The project site is conveniently located between the Pentagon City and Crystal City Metrorail stations. Both stations are within walking distance of the site; the Pentagon City station is the nearest to the site and is located two blocks west of the site along 12th Street S. Additionally, there are three bus stops within one block of the site that serve several WMATA and ART bus routes.

Bicycle Access: On-street bicycle lanes are provided on 15th Street S. and connect S. Eads Street and S. Joyce Street. In addition, buffered bicycle lanes are provided on S. Eads Street between 15th Street S. and 23rd Street S., providing a connection to the Four Mile Run Trail. Restriping plans for S. Eads Street from 12th Street S. to 15th Street S. are currently being finalized by staff to be completed this summer to continue the buffered bicycle lanes and travel lane configuration.

## **DISCUSSION:**

**Modification of Use Regulations:** The following modifications of Zoning Ordinance requirements are requested with the subject site plan proposal:

- Parking
  - Compact ratio increase from 15% allow to 18.6% (Zoning Ordinance Section 14.3.3.F)

- Residential parking ratio reduction to 0.85 spaces per unit (Zoning Ordinance Section 14.3.7.A)
- Density exclusions for mechanical shafts and below-grade storage spaces

**Public Open Space Processes:** two additional planning processes were initiated with the final site plan application, to continue concurrently with the SPRC process until completion and presentation at the final SPRC meeting. Findings from both processes shall be incorporated as revisions to the Metropolitan Park Design Guidelines.

Central Park Associated with Metropolitan Park Phase 6: in accordance with Condition #2 adopted with an amendment to the PDSP during consideration of the Met Park 3 site plan, staff is coordinating a public planning process to develop and consider alternative designs and uses (or reaffirm the existing central park design) for the portion of the central park associated with Met Park Phase 6. A public open house meeting was held on April 6, 2016 and an accompanying online survey was open from April 7-April 22. The project and central park expansion were also discussed at the Park and Recreation Commission on April 19, 2016, with additional discussion scheduled for the May 24, 2016 PRC meeting. Comments received during this period were incorporated into refining a design concept that could be incorporated into the proposed site plan. Staff weighed community input along with other planning considerations and information such as configuration of open spaces, public input on use and design of the existing Central Park, distance and convenience of similar amenities, and integration of design with the existing Central Park. Comments and survey results received during community outreach indicated a community desire for specific passive and active use elements, including:

- Active, semi-active and passive recreational amenities
- Dedicated play space for children
- Separate play space for dogs
- Shade structure, gardens and unique seating

Eads Street Linear Park: in accordance with Condition #57 as approved with the Met Park Phase 4/5 site plan, staff is developing recommendations for the design of the streetscape and consideration of building orientation along S. Eads Street for Phases 6-8 of the Met Park development. A draft concept plan that will be utilized in staff's recommendations was also presented at the April 6, 2016 open house held for the Phase 6 central park. A draft list of design recommendations will be presented for consideration at the fourth SPRC meeting. The primary elements of the design recommendations cover building orientation, streetscape, and landscaping, and include such principles as:

- A consistent building line should be maintained
- Building height and massing should take orientation of previous phases into consideration
- Building heights should vary along Eads Street and compliment previous phases through building taper from taller building mass across secondary streets
- Building orientation should include massing strategies that reinforce the division of the building into base, shaft, and crown sections
- Streetscape design quality should be greater than or equal to that provided for in Phase 4/5

- Minimum clear zones should be maintained, but allow flexibility in passive use landscape zones
- Pedestrian circulation should be maintained from the curb and coordinated with street furniture, as provided in DES standards and specifications
- Maintain consistency in streetscape furnishings, material palette, and lighting between phases
- Provide variety in seating types and flexible spaces
- Landscape should maximize tree canopy and soil volume, and encourage species diversity
- Landscaping should be used to frame views, enforce circulation, and define spaces for public use
- Landscaping should encourage three dimensional landscape areas through berms or raised planters

**Issues:** the following are preliminary issues raised by staff.

#### Building Design

- Conformance with the Metropolitan Park Design Guidelines: establishment of an articulated building base that relates to the street and sidewalk, and enhances the pedestrian experience
- Requested building density exclusions for below grade storage and mechanical shafts

#### **Issues identified by SPRC:**

- 1st SPRC Meeting: issues raised by SPRC members include concern over the amount and scale of garage intake and exhaust vents on the ground level façade, and whether below grade tenant storage areas should be excluded from density tabulations. A member voiced concerns over the proposed building height, density and traffic impacts. Members also questioned whether deviation from phased residential unit allocation within the Design Guidelines was appropriate, and expressed a desire to maximize public open space within the project.
- 2nd SPRC Meeting: members questioned the projects consistency with the Design Guidelines relating to building design, step-back from the street, and public courtyard layout. Members also discussed a desire to link central park and courtyard spaces across a raised elevation East Elm Street, as well as the public nature of open spaces.
- 3rd SPRC Meeting: members primarily discussed building design and its consistency with the Design Guidelines. Some members expressed dissatisfaction with the architectural style as inconsistent with prior Metropolitan Park phases, and others suggested that the building have a greater definition of base, shaft, and crown. Members also acknowledged a departure in the removal of the courtyard tertiary street and a need to define the space for public use, but other members appreciated the change and the greater open space area it provides. Members also suggested the building orientation should relate to and frame open space areas.



**SPRC Neighborhood Members:**

Natasha Atkins	Aurora Highlands Civic Association	<a href="mailto:president@aurorahighlands.org">president@aurorahighlands.org</a>
Arthur Fox	Arlington Ridge Civic Association	<a href="mailto:kathrynlbuck@gmail.com">kathrynlbuck@gmail.com</a>
Judy Freshman	Crystal City Civic Association	<a href="mailto:judyfreshman@yahoo.com">judyfreshman@yahoo.com</a>
Asheel Shah	Kettler	<a href="mailto:ashah@kettler.com">ashah@kettler.com</a>

**Interested Parties:**

Rob Mandle	Crystal City Business Improvement District	<a href="mailto:rmandle@crystalcity.org">rmandle@crystalcity.org</a>
Rob Sidman (alternate)	Aurora Highlands Civic Association	<a href="mailto:recordingsecretary@aurorahighlands.org">recordingsecretary@aurorahighlands.org</a>
Christer Ahl	Crystal City Civic Association	<a href="mailto:christer.ahl@comcast.net">christer.ahl@comcast.net</a>
Claudia Yarus (alternate)		<a href="mailto:claudiajy@comcast.net">claudiajy@comcast.net</a>
Barbara Selfridge		<a href="mailto:bars00@yahoo.com">bars00@yahoo.com</a>
Lindsey Demidovich	Long Branch Creek Civic Association	<a href="mailto:longbranchcreek@gmail.com">longbranchcreek@gmail.com</a>

**Planning Commissioner Chairing This Item:**

Jane Siegel		<a href="mailto:janesiegel@icloud.com">janesiegel@icloud.com</a>
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