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, 10th 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 Private Development http://projects.arlingtonva.us/private-development/

To view the current Site Plan Review Committee schedule, go to the web site http://commissions.arlingtonva.us/planning-commission/sprc/
ITEM 1
Metropolitan Park 6 & 7/8 (SP #105-9)
1400 S. Eads St. / 501 15th St. S. (RPC # 35-003-001, -002, -015 through -021, -023)
Elizabeth Gearin and Daniel Weir, SPRC Co-Chairs

SPRC Agenda: First Meeting—July 29, 2019

1) Recap of Land Use & Zoning issues (staff)
   a. Relationship of site to GLUP, sector plans, etc.
   b. LRPC summary
   c. Relationship of project to existing zoning
      i. Requested bonus density
      ii. Requested modification of use regulations

2) Applicant Presentation

3) Site Design and Characteristics
   a) Allocation of uses on the site
   b) Relationship and orientation of proposed buildings to public space and other buildings
   c) View vistas through site
   d) Visibility of site or buildings from significant neighboring perspectives
   f) Compliance with adopted planning documents

4) Building Architecture
   a) Design Issues
      i) Building form (height, massing, tapering, setbacks)
      ii) Facade treatments, materials, fenestration
      iii) Roof line/penthouse form and materials
      iv) Street level activism/entrances & exits
      v) LEED
      vi) Accessibility
   b) Retail Spaces
      i) Location, size, ceiling heights
      ii) Storefront designs and transparency
      iii) Mix of tenants (small v. large, local v. national)
   c) Service Issues
      i) Utility equipment
      ii) Venting location and type
      iii) Location and visibility of loading and trash service
      iv) Exterior/rooftop lighting
SPRC #2 September 23, 2019

5) Follow-up from SPRC #1
6) Open Space
   a) Orientation and use of open spaces
   b) Relationship to scenic vistas, natural features and/or adjacent public spaces c) Compliance with existing planning documents and policies
d) Landscape plan (incl. tree preservation)

7 ) Transportation
   a) Infrastructure
      i) Mass transit facilities and access
      ii) Street systems (w/existing and proposed cross sections)
      iii) Vehicular and pedestrian routes
      iv) Bicycle routes and parking
   b) Traffic Demand Management Plan
   c) Automobile Parking
      i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
      ii) Access (curb cuts, driveway & drive aisle widths)
d) Delivery Issues
   i) Drop offs
   ii) Loading docks

SPRC #3 October 14, 2019—Tentative Agenda

7) Summary of changes from previous meetings

8) Community Benefits
   a) Public Art
   b) Affordable Housing
   c) Underground Utilities
d) Other

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

The PDSP has been amended numerous times over the past 43 years to shift uses and densities around the site and to amend parcel boundaries (see link for history). The subject site is located in Parcel 3. This parcel was occupied by warehouses constructed in the 1950s. Density allocation for Parcel 3 was amended to eventually include 3,212 dwelling units and 100,000 square feet of retail use. In 2004, development of Parcel 3 began, and the 16-acre site was rebranded as “Metropolitan Park”.

The Metropolitan Park Design Guidelines, originally developed in 2004 and amended with each phase of development, is a document intended to “establish standards for streets, buildings, open space and landscaping to ensure quality and consistency as development proceeds over time” in the Metropolitan Park parcel. The Design Guidelines were not adopted by the County Board in
their entirety rather, they have been adopted in components with each final site plan as they pertain to that phase. Regardless, they have provided development guidance for the subsequent buildout of Metropolitan Park. The Design Guidelines anticipated that Metropolitan Park would be developed as a purely residential use, with at least some buildings with ground floor retail, in 8 phases. Five of the phases have been constructed in four buildings (Metropolitan Park Phases 4 & 5 were combined into one building, now known as the Bartlett). The Design Guidelines recommend that “three tall buildings in the project core” of up to 22 stories fronting on South Eads Street will “anchor the site and compliment [sic] existing development to the east.” The Design Guidelines also make recommendations for a new street network and a public park internal to the block, which would develop over time in phases.

On July 15, 2019, a Long Range Planning Committee was held to discuss proposed changes to the Phased Development Site Plan and Master Transportation Plan related to the proposed site plans.

![Figure 1-- Pentagon City PDSP](image-url)
The following provides additional information about the site and location:

**Site:** The site is approximately 6 acres and is located between 13th Street South, 15th Street South, South Eads Street, and South Elm Street.

- To the north: The Bartlett (Metropolitan Park Phases 4/5), a 22-story residential building with ground floor retail, zoned “C-O-2.5” and designated ¾ “High-Medium” Residential and ¼ “Medium” Office-Apartment-Hotel and designated a “Coordinated Development District” (GLUP Note 4).

- To the east: Across South Eads Street, in the Crystal City Coordinated Redevelopment District, are residential and hotel buildings between 10-21 stories, zoned “RA-H-3.2”, Designated “High Office-Apartment-Hotel” on the GLUP.

- To the south: Across 15th Street South are the Lots 590 four-story townhouse-style apartments and the twin 12-story Crystal Towers apartment buildings, which are located in the Crystal City Redevelopment District, zoned “RA4.8” and designated “High-Medium” Residential on the GLUP.
To the west: The Metropolitan Park Central Green and the up-to 18-story Metropolitan Park Phases 1-3.

**Zoning:** “C-O-2.5”, Mixed-Use District.

**General Land Use Plan Designation:** ¼ “High-Medium” Residential and ¼ “Medium” Office-Apartment-Hotel and designated a “Coordinated Development District” (GLUP Note 4).

**Neighborhood:** The subject site is in the Aurora Highlands Civic Association area, and is adjacent to the Crystal City Civic Association area.

**DISCUSSION:** The applicant proposes to construct two office buildings of up to 22 stories in the last three phases of the Metropolitan Park section of Pentagon City.

**Proposed Development:** The following table provides the development potential and the preliminary statistical summary for the requested site plan:

<table>
<thead>
<tr>
<th>Site Area: 271,672 s.f. (6.2 acres)</th>
<th>DENSITY ALLOWED/TYPICAL USE</th>
<th>MAXIMUM DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>“C-O-2.5” By-Right</td>
<td>One-family dwellings: one Unit per 6,000 s.f. of lot area; All Other uses: 0.6 FAR</td>
<td>One-family dwellings: 45 units All other uses: 163,003 s.f. of GFA</td>
</tr>
<tr>
<td>“C-O-2.5” Site Plan</td>
<td>Uses assigned by Pentagon City PDSP</td>
<td>Multi-family: 1,403 units Commercial: 100,000 s.f. of GFA</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SP #109-9, Metropolitan Park Phases 6 &amp; 7/8</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SITE AREA</strong></td>
</tr>
<tr>
<td><strong>Density</strong></td>
</tr>
<tr>
<td>Proposed Office GFA</td>
</tr>
<tr>
<td>Met Park 6</td>
</tr>
<tr>
<td>Met Park 7/8</td>
</tr>
<tr>
<td>Proposed Retail GFA</td>
</tr>
<tr>
<td>Met Park 6</td>
</tr>
<tr>
<td>Met Park 7/8</td>
</tr>
<tr>
<td>Proposed Exclusions</td>
</tr>
<tr>
<td>-------------------------</td>
</tr>
</tbody>
</table>
| Met Park 6              | 97,730 s.f.  
| Met Park 7/8            | 134,065 s.f.                      |
| Proposed Bonus Density (included in above calculations) | 583,317 s.f. |
| Total Proposed Gross GFA | 2,149,681 s.f.                   |
| Max. Permitted Base Density allocated by PDSP | 1,403 dwelling units (or 1,543,300 s.f. of office/retail density), 23,064 s.f. of retail GFA |

### Building Height

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Average Site Elevation Above Sea Level</td>
<td>39.5 feet</td>
</tr>
<tr>
<td>Main Roof Elevation Above Average Site Elevation</td>
<td></td>
</tr>
<tr>
<td>Met Park 6</td>
<td>299.5 feet</td>
</tr>
<tr>
<td>Met Park 7/8</td>
<td>299.5 feet</td>
</tr>
<tr>
<td>Penthouse Roof Elevation Above Average Site Elevation</td>
<td></td>
</tr>
<tr>
<td>Met Park 6</td>
<td>322.5 feet</td>
</tr>
<tr>
<td>Met Park 7/8</td>
<td>322.5 feet</td>
</tr>
<tr>
<td>Main Roof Elevation Above Sea Level</td>
<td></td>
</tr>
<tr>
<td>Met Park 6</td>
<td>339 feet</td>
</tr>
<tr>
<td>Met Park 7/8</td>
<td>339 feet</td>
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<tr>
<td>Penthouse Roof Elevation Above Sea Level</td>
<td></td>
</tr>
<tr>
<td>Met Park 6</td>
<td>362 feet</td>
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<tr>
<td>Met Park 7/8</td>
<td>362 feet</td>
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<tr>
<td>Penthouse Height</td>
<td>23 feet</td>
</tr>
<tr>
<td>Met Park 6</td>
<td>23 feet</td>
</tr>
<tr>
<td>Met Park 7/8</td>
<td>23 feet</td>
</tr>
<tr>
<td>Number of Stories</td>
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</tr>
<tr>
<td>Met Park 6</td>
<td>22 stories</td>
</tr>
<tr>
<td>Met Park 7/8</td>
<td>22 stories</td>
</tr>
<tr>
<td><strong>Max. Permitted Bldg. Height by PDSP Conditions</strong></td>
<td><strong>22 stories</strong></td>
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### Parking

<table>
<thead>
<tr>
<th>Parking Type</th>
<th>Met Park 6</th>
<th>Met Park 7/8</th>
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<tbody>
<tr>
<td>Office Spaces</td>
<td>1,883</td>
<td>1,761</td>
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<tr>
<td>Standard Spaces</td>
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<td></td>
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<tr>
<td>Compact Spaces</td>
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<td>90</td>
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<tr>
<td>Handicapped spaces</td>
<td></td>
<td>32</td>
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<tr>
<td>Retail Spaces</td>
<td>68</td>
<td></td>
</tr>
<tr>
<td>Standard Spaces</td>
<td></td>
<td>65</td>
</tr>
<tr>
<td>Handicapped spaces</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Total Number of Spaces</td>
<td>1,951</td>
<td></td>
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<tr>
<td>Compact Ratio</td>
<td>4.6 %</td>
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<tr>
<td><strong>Pentagon City PDSP Required Office/Retail Parking Ratio</strong></td>
<td>640 sq. ft. / each 1,000 sq. ft. of gross floor area</td>
<td></td>
</tr>
<tr>
<td>Proposed Office Ratio</td>
<td>1 sp/1,106 s.f. of GFA</td>
<td></td>
</tr>
</tbody>
</table>

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1 Includes 12,474 s.f. for child care use.
2 Parking is connected in a single underground garage shared between both buildings.
3 Parking is regulated in Condition #37 of the Pentagon City PDSP. The County Board may modify these requirements.
Adopted Plans and Policies: The following regulations, plans, and guiding documents are applicable to development on this site (in order of most general guidance to the most specific):

- General Land Use Plan (GLUP);
- “C-O-2.5” Zoning Ordinance Regulations;
- Pentagon City Master Development Plan and associated Phased Development Site Plan approvals and conditions; and the
- Metropolitan Park Project Booklet and Metropolitan Park Design Guidelines.
- Master Transportation Plan Map.

GLUP: The Pentagon City PDSP is designated a “Coordinated Development District” (GLUP Note 4). Most of Pentagon City, including the Metropolitan Park site, is designated in a striped pattern on the GLUP as ¾ “High-Medium” Residential and ¼ “Medium” Office-Apartment-Hotel.

Zoning: The site, and all of the Pentagon City Phased Development Site Plan (PDSP), is zoned “C-O-2.5”. The base density is calculated not on an individual parcel basis, but over the entire Pentagon City PDSP area. The applicant’s proposed bonus density will be calculated only on the Phase 6-8 parcels that are the subject of this site plan application.

The County Board, also through the Phased Development Site Plan conditions, has modified the height regulations of “C-O-2.5” to permit building heights of up to 22 stories in the PDSP area.

Pentagon City Master Development Plan and Phased Development Site Plan conditions: The Pentagon City Master Development Plan, adopted by the County Board in 1976, enumerates the planning goals and objectives for the Pentagon City PDSP:

1. Development should be compatible with existing and projected future growth;
2. A desirable mix of uses should be provided for a convenient live-work-shop relationship and for 24-hour vitality;
3. Lowest densities should be to the south, adjacent to SF Neighborhoods, highest densities should be to north, east for ease of access to arterials & Metrorail;
4. Community and recreation facilities should be located near existing residences;
5. A major retail center should be provided with a variety of commercial uses;
6. Building heights should be varied to break up the skyline;
7. Pedestrian circulation should be easy, and a balanced circulation system should be provided.

To implement these goals, the County Board adopted conditions for the entire Phased
Development Site plan that divided the 116-acre Pentagon City tract into parcels, and allocated uses and densities among the various parcels. The conditions have been amended numerous times by the County Board since 1976, uses have been shifted from parcel to parcel, and densities have been converted from one type of use to another, to accommodate changes in the market. However, the goals and principles have remained the same and relevant to any type of development.

Metropolitan Park Project Booklet and Metropolitan Park Design Guidelines: The Booklet and Design Guidelines have guided the planning and phased development of the Metropolitan Park parcel of the larger Pentagon City PDSP since 2004. They have also been amended from time to time, most recently in 2016, to reflect a particular approved development proposal that deviated from the recommendations of the Design Guidelines. The policy principles for the buildout of Metropolitan Park are:

- A comfortable urban environment well integrated with its surroundings;
- Walkable blocks set within a rational street grid;
- A central green for community enjoyment;
- Access to Metro and other mass transit;
- Well-detailed, carefully massed architecture meaningfully interacting with open spaces;
- Streets activated with ground floor retail, park uses and multiple street-level residential entrances.

The Design Guidelines also make recommendations for height, tapering of building massing, architecture, open space, and a new street grid. The Design Guidelines articulate a Framework Plan with the following design principles:

- Create a logical hierarchy of pedestrian friendly, walkable streets.
- Provide green pedestrian connections.
- Create strong visual axes for greater connectivity. Allow smaller streets to terminate their views with architecture.
- Provide controls for architecture and landscape design that will help reinforce a sense of community while allowing for variety.
- Create a clear hierarchy of massing.
- Establish appropriate and complementary use adjacencies.
- Keep service areas away from important public areas, if possible.

Specific guidance in the Design Guidelines relevant to Phases 6-8 includes:

- **Height and Massing:**
  - Building Heights shall vary to break up the skyline.
  - Three tall buildings of up to 22 stories in the core of the site.
  - Buildings shall taper and step back from the streets.
  - The building base will activate the streetscape and be scaled to enhance the pedestrian experience.
  - Three buildings of up to 22 stories at their highest points on the east side of the site (facing South Eads Street where higher heights are planned for Crystal City),
with a tapering down of height towards 15th Street South to the townhouse-style residential development across 15th Street (see illustration below).

Figure 3-- Design Guidelines Height Element
• Ground Level Plan:
  o Development of Phase 6 is intended to provide the last .56 acres of the total 2-acre public Central Park, and an additional 5,000 square feet of public open space. Phases 7 and 8 would have a 10,000 square foot private internal open space for residents.
  o Originally, the Design Guidelines envisioned ground floor retail mostly along South Fern Street and 12th Street South, however the Guidelines were amended in Phase 4/5 (the Bartlett) and Phase 6 (which was approved in 2016, but unbuilt) to reflect the proposals for retail along South Eads Street.
• Streets and Parking and Loading:
  o A new street grid would be created, with primary, secondary, and tertiary streets.
  o Parking garage and loading dock entrances should be located on internal tertiary streets, or along secondary streets but not be located along the park.

• Architecture:
  o Division into base, shaft and crown.
  o Building material and color may vary from building to building to provide variety.
  o Masonry and cast stone should be the predominant building material.
  o At the ground floor, retail storefronts are encouraged to have individual design and signage, the street façade shall be a simple plane interrupted only by streets or building lobby access.
Ground floor retail equivalents such as doctor’s office are permitted.

Ground floor awnings and overhangs are encouraged.

**Density and Uses:** The applicant proposes two office buildings with a total of approximately 2.1 million square feet of office use and 67,000 square feet of ground floor retail use. The Pentagon City Phased Development Site Plan assigns density and uses by parcel. The original 1976 PDSP envisioned a mix of uses on each parcel. The Metropolitan Park parcel (Parcel 3), over the decades, was changed by successive County Board actions from a mixed-use area with office, hotel, and residential, and eventually assigned 3,212 multi-family dwelling units with 100,000 square feet of ground floor retail only. 1,809 dwelling units and 77,000 square feet of the retail have been built to date. The proposed density for the applicant’s proposed office buildings come from two ways: 1) Using the remaining retail density and converting the 1,403 dwelling units of remaining unused multifamily density that is allocated to Metropolitan Park to office density using a ratio of 1,100 gross square feet of office density for every dwelling unit; and 2) additional density to be achieved through one or more contributions to affordable housing initiatives, sustainable design elements, and other commitments to community facilities. The requested additional density will be calculated only over the Phase 6-8 site area of six (6) acres.

<table>
<thead>
<tr>
<th>Proposed by Applicant</th>
<th>Available Allocated Density</th>
<th>Density to be Achieved through Community Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office GFA</td>
<td>2,082,566</td>
<td>1,543,300</td>
</tr>
<tr>
<td>Retail GFA</td>
<td>67,115</td>
<td>23,064</td>
</tr>
<tr>
<td>Total GFA</td>
<td>2,149,681</td>
<td>1,566,364</td>
</tr>
</tbody>
</table>

**Site and Design:** The applicant proposes to construct two office buildings with ground floor retail uses. As part of the construction, the applicant will construct two new full cross-section public streets (including sidewalk and streetscape): An extension of 14th Street South between its current terminus to South Eads Street and, and a new segment of South Elm Street between 13th Street South and 14th Street South. The applicant will also complete the build out of the planned streetscape on South Elm Street between 14th and 15th Street, the north side of 15th Street, and complete the Eads Street Linear Park. The planned street improvements will complete the planned street grid within Metropolitan Park.

Along with the new office buildings and public streets, the applicant also proposed to dedicate to the public (in easement) the final .56 acre segment of the planned Central Park, and dedicate to the public (in easement) two plazas totaling about 20,000 square feet facing the Central Park. The two buildings will be connected underground by a shared parking garage under 14th Street South.

**Met Park 6:** The proposed Met Park 6 building will be located between 13th Street South, South Eads Street, a proposed new segment of South Elm Street, and a proposed new segment of 14th Street South. It will have approximately 900,000 square feet of office use and 16,200 square feet of ground floor retail (and/or retail equivalent). The retail spaces will front on the Eads Street...
Linear Park. The applicant proposes a 12,000 square foot ground floor child care center, open to the public, on the South Elm Street frontage facing both a new public plaza and the new segment of the Central Green across South Elm Street. An approximately 6,000 square foot public plaza will be located on the southwestern part of the site. The building lobby will be accessed from the new segment of 14th Street, adjacent to the public plaza, and will be opposite the proposed lobby entrance of Met Park 7/8.

Parking and loading is accessed from 13th Street South, roughly opposite the loading for Met Park 4/5.

As proposed, Met Park 6 significantly varies in height, from as low as three stories adjacent to the public plaza areas, with a central core oriented east-west of up to 22 stories in height adjacent to the highest part of the 22-story Bartlett building to the north. The building will have a purely mechanical penthouse above the 22nd story.

The applicant proposes occupiable roofs at:
- The 4th floor facing the public plaza
- The 19th floor facing the public plaza.

Figure 6--Ground Plane
Met Park 7/8: The proposed building combines two phases into one building, similar to the Bartlett (Met Park 4/5). It is proposed to be located on a new block between a new segment of 14th Street South, South Eads Street, 15th Street South, and South Elm Street. Met Park 7/8 will have approximately 1.2 million square feet of office use and 51,000 square feet of ground floor retail. The retail (and/or retail equivalent) spaces will be located along South Eads Street and 15th Street South. A roughly 14,000 square foot public plaza on the northwest section of the block faces the existing Central Green and the proposed Met Park 6 public plaza. The building lobby is adjacent to the plaza and is accessed from the new segment of 14th Street South, directly opposite the proposed building entrance of Met Park 6. A ground floor event space is also proposed to be adjacent to the public plaza.

Parking and loading will be accessed from South Elm Street.

Met Park 7/8 also varies significantly in height, from a low of three stories along 15th Street South and at the corner of 14th Street and Eads, up to 22 stories oriented east to west, in the middle of the building. The building will have a purely mechanical penthouse above the 22nd story. The applicant proposes occupiable roofs at:

- The 3rd floor facing the public plaza
- The 4th Floor on 15th Street
- The 9th floor facing Eads Street.
- The 15th Floor facing 15th Street
- The 19th floor facing 14th Street
Figure 8-- Massing views. Left top, southeast view of Met Park 7/8. Right Top, southwest view of Met
Park 7/8.
Above, east facades for Met Park 6 & 7/8.
Building Architecture: Both buildings have similar architecture, but the applicant has attempted to break up the size of the buildings not only with tapering of the building mass, but with differing materials and articulation. The ground floor retail areas will have transparent vision glass storefronts. Parking and loading entrances will have dark colored masonry and metal. The lobbies are distinguished by vision glass on the second and third floors. The upper stories will have a combination of light and dark metal and masonry, with large glass windows, some of which are openable. Parts of the building will be accented with gold colored fins and window mullions.
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 6-8 site is bound by: 13th Street South to the north, South Eads Street to the east, 15th Street South to the south and the existing open space to the west. A new segment of South Elm Street between 14th Street South and 13th Street South and the continuation of 14th Street South are proposed to be constructed with this development. The Master Transportation Plan (MTP) classifies these streets as follows: South Eads Street and 15th Street South as a Type B Arterial (Primary Urban Mixed-Use); and South Elm Street, 13th Street South, and 14th Street South 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 South will connect to the existing portion of 14th Street South and provide a thru-block connection from South Fern Street to South Eads Street, helping to improve circulation within the Metropolitan Park development. The portion of South Elm Street to be constructed is along the project frontage and is located approximately 100 feet to the east of the existing South Elm Street portions to the north and south. The new internal streets provide locations for garage access and loading interior to the Metropolitan Park development and not on 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
The location of South Elm Street and 14th Street South and construction phasing is per the Metropolitan Park Design Guidelines with one exception. A small portion of 14th Road South east of South Elm Street will not be constructed due to the proposed Met Park 7/8 building design. This portion of 14th Road South will be removed from the MTP in conjunction with the proposed development.

Arlington County Master Transportation Plan Map
13th Street South: 13th Street South is proposed to be widened from the existing 29.5’ section to 33’ from proposed South Elm Street to South Eads Street to provide two travel lanes Eastbound at South Eads Street. There is one travel lane in the Westbound direction at all times. The proposed parking garage entrance for both buildings and the loading docks for Met Park 6, in addition to the existing loading docks for Met Park 4/5, are located on this street. Per the Metropolitan Park Design Guidelines the proposed service (loading docks) and parking garage entrances are recommended on 13th Street South with the service entrance west of the parking entrance. A new traffic signal is proposed at the intersection of 13th Street South and South Eads Street as well. The proposed layout and signal location are currently being evaluated by staff.

14th Street South: 14th Street South is proposed as a 23’ section that will connect to the existing portion of 14th Street South. The street section consists of one travel lane in each direction. A portion of the street will have a flush curb to provide a more pedestrian friendly environment with no curbs. There are no parking or vehicular entrances proposed on 14th Street South. Per the Metropolitan Park Design Guidelines the proposed service (loading docks) and parking garage entrances are recommended on 13th Street South only. A new traffic signal is proposed at the intersection of 14th Street South and South Eads Street as well. The proposed layout, street treatment, and signal location are currently being evaluated by staff.

15th Street South: 15th Street South is proposed as a 75’ section that is very similar to the current configuration. The street section consists of two travels lanes in each direction with an additional left turn lane eastbound at South Eads Street. The proposed section will include a bike lane in both directions and parallel parking adjacent to the proposed Met Park 7/8 building. As part of the proposal a median break and new traffic signal are proposed at the intersection of South Elm Street. This will allow travel in all directions at the intersection, instead of the current right-in/right-out configuration. The proposed service (loading docks) and parking garage entrances are located on South Elm Street very close to 15th Street South, in addition to the existing loading docks and parking entrance for Met Park 1. The new signal at 15th Street South will allow easy access to these entrances and reduce the vehicles traveling through the site. The proposed layout and signal location are currently being evaluated by staff.

South Eads Street: South Eads Street is proposed as an approximately 67’ wide section. South Eads Street consists of one travel lane in each direction, a center turn lane, right turn pockets at 13th Street South and 15th Street South, a left turn lane at 15th Street South, bicycle lanes on both sides, and on-street parking as allowable based on the existing cross section. The southbound bicycle lane is proposed to be at street level and separated from the parking or travel lane by a concrete median with protected intersections as applicable. The proposed layout is currently being evaluated by staff.

South Elm Street: South Elm Street acts as one of the primary internal roadways running north-south through the center of the Metropolitan Park development. South Elm Street between 12th Street South and 13th Street South and between 14th Street South and 15th Street South is already constructed. Along the Met Park 6 building frontage, South Elm Street is proposed as a...
36’ wide section with one travel lane in each direction and on-street parking on both sides. The street will have a flush curb to provide a more pedestrian friendly environment and seamlessly interact with the proposed open spaces on both sides. Per the Metropolitan Park Design Guidelines, South Elm Street is to be off-set as proposed. The proposed design is currently being evaluated by staff.

**Trip Generation:** A Multimodal Transportation Assessment (MMTA) was submitted by the applicant, prepared by Gorove/Slade, and dated June 20, 2019. The assessment provides an analysis of the impact of the development on the adjacent street network and provides a summary of the existing transit, bicycle, and pedestrian access around the site. The MMTA assessed 31 intersections in 7 scenarios, existing conditions, year 2021 with and without the proposed development, year 2027 with and without the proposed development, and year 2040 with and without the proposed development. A proposed mode split of 30% auto, 54% transit, 6% bike, and 10% walk was utilized for the office use and a proposed mode split of 5% auto, 15% transit, 5% bike, and 75% walk was utilized for the retail use. The entire MMTA is on the project web page for review. The MMTA is currently being evaluated by staff.

**Parking and Loading:** The project proposes to have 1,951 parking spaces within an underground garage under both buildings and 14th Street South. The proposal includes 1,883 spaces for the office use (1:1,106 SF) and 68 spaces for retail use (1:987). The garage can be access from either South Elm Street near 15th Street South or 13th Street South near South Eads Street. Additional on-street parking is proposed on South Elm Street along the Met Park 6 frontage. The proposed project parking ratio is less than the Pentagon City PDSP Parking Ratio of 1:650 SF and the Reduced Parking Policy for Site Plan Office Buildings ratio approved by the County Board in December 2013. In this location, mitigation starts at 1:975 per the Policy. The project proposed a compact ratio of less than 15%, meeting the Zoning Ordinance maximum. The reduced parking ratio is currently being evaluated by staff.

Three loading docks are proposed in the Met Park 6 building and four loading docks are proposed in the Met Park 7/8 building. The quantity of loading docks meets the Zoning Ordinance requirement. The loading dock quantity and sizes are currently being evaluated by staff.

The project proposes a total of 500 secure bicycle parking spaces within the ground floor of both buildings and an additional 120 visitor spaces around the site. Showers and lockers are provided adjacent to the bicycle facilities for ease of use. The location and quantity are currently being evaluated by staff.

**Sidewalks:** The project proposes to construct new sidewalks with the build-out of the new street grid. All of the sidewalks provide a minimum 10’ clear width and tree pits adjacent to the curb. The sidewalk on South Eads Street is proposed to be approximately 30’ wide, with a 10’ minimum clear sidewalk and additional landscaping and areas for café seating. The sidewalk on 15th Street South is proposed to be approximately 16’ wide, with a 10’ minimum clear sidewalk. 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 South. Additionally, there are three existing bus stops along the site frontage that serve several WMATA bus routes. The existing bus stops are being relocated slightly to a better location relative to the intersection and on-street parking proposed. The two bus stops on South Eads Street will have a shelter installed. The bus stop locations are currently being evaluated by staff.

Bicycle Access:
Existing on-street bicycle lanes are provided on 15th Street South and connect South Eads Street and South Joyce Street. Bicycle lanes are also provided on South Eads Street between 12th Street South and South Glebe Rd., providing a connection to the Four Mile Run Trail. A large portion of the bicycle lanes on the northern sections of South Eads Street are protected bicycle lanes where there was sufficient space within the roadway. The eastern section of South Eads Street from Army Navy Drive to 12th Street South is currently being designed to provide protected bicycle lanes. Additionally, as part of the Army Navy Drive Complete Street project, Army Navy Drive from South Joyce Street to 12th Street South is currently in design to be reconfigured within the current right of way and will include a two-way cycletrack at street level on the south side and travel lane reconfigurations.

Open Space: The applicant proposes to complete the last .56 acre segment of the Central Green, as required by the Metropolitan Park Design Guidelines. The applicant also proposes two public plazas adjacent to the building, totaling approximately 20,000 square feet. With this site plan, the applicant is not proposing a specific design for these spaces. The final design of the Central Green and public plaza space will be the subject of a post-approval County-led public planning process.

Modification of Use Regulations:

Modification for Additional density: The applicant is requesting 583,000 square feet of additional density above the approved base density. The applicant is not requesting additional height beyond the 22 stories already recommend for this site. Additional density must be earned through one or more contributions for affordable housing, green building and energy conservation elements, and contributions to public facilities.

Modification for exclusions: The applicant is requesting the following exclusions from gross floor area:

<table>
<thead>
<tr>
<th>Type</th>
<th>Area (square feet)</th>
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</thead>
<tbody>
<tr>
<td>Below-grade Building Service</td>
<td>46,762</td>
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<tr>
<td>Child Care Center</td>
<td>12,474</td>
</tr>
<tr>
<td>Areas open to the floor below</td>
<td>140,507</td>
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</tbody>
</table>
Mechanical Shafts | 18,794
---|---
Below-grade Storage | 13,258
**Total** | **231,795**

Exclusions from density must be analyzed in light of the Zoning Administrator’s advice on density exclusions in site plan projects. Generally, staff has supported in the past exclusions from density for vertical air shafts (to discourage venting through the façade of the building); below-ground storage or mechanical areas that do not and to the bulk and height of the building and are not rentable floor space; and areas open to the floor below, such as atriums. Staff has not supported exclusions from density for uses such as child care. Staff is currently analyzing the applicant’s requests.

**Modification of required parking ratio:** The applicant requests a Zoning modification for the office and retail parking ratio. The Phased Development Site Plan conditions require 640 square feet of parking area for every 1,000 square feet of office or retail gross floor area.

**Site Plan Mitigation Includes:**
- Completion of planned street network (except for a dead-end segment of 14th Road North).
- LEED Gold.
- .56 acres of public park and approximately 20,000 square feet public plaza space.
- Undergrounding of utilities.
- On-site public art or a contribution to public art in Pentagon City.
- Base Contribution to affordable housing, either cash or units.

**The following Points of Discussion are identified by staff:**
*Architecture:* Ground level garage exhaust vents.
*Streetscape/Landscaping:* Large loading dock curb cuts reduce ability to plant street trees and degrade the public realm experience.

**The following Points of Discussion are identified by the SPRC:**
*Site Layout:* Is the large amount of retail proposed realistic?
*Architecture:* Massing of Met Park 6 on Eads Street. Building crown not distinctive enough.

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**SPRC Neighborhood Members:**
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- Arthur Fox Arlington Ridge Civic Association alfii@lnllaw.com
- Christer Ahl Crystal City Citizen Review Council
**Planning Commissioners Assigned:**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
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</tr>
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<tbody>
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**Staff Members:**

<table>
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<tr>
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<tbody>
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