

ITEM 1
1201 S. Hayes & 1200 S. Fern Street
Pentagon Centre PDSP and Phase 1 Site Plan Amendments
(SP #297, Pentagon Centre)
(RPC #35-004-001)
Steve Sockwell, SPRC Chair

SPRC Agenda: First Meeting—February 23, 2015

- 1) Informational Presentation
 - a) Overview of Pentagon Centre PDSP Context (Staff)
 - i) Pentagon City/Pentagon Centre PDSP history
 - ii) Pentagon Centre Site Guiding Principles
 - b) Presentation of PDSP Amendments and Site Plan Proposal (Applicant)

SPRC will discuss the overall PDSP first, in the context of the adopted guiding principles.

- 2) Distribution of Densities and Heights
- 3) Mix of Uses
- 4) Compatibility

SPRC Agenda – Second Meeting – March 16, 2015

- 5) Open Space
- 6) Circulation and Pedestrian Routes
- 7) Streetscapes
- 8) Parking
- 9) Sustainable Design
- 10) Phasing

Site Location:

The 731,873 (16.8 acres) sq. ft. site often referred to as the Costco site, is located at 1201 S. Hayes Street and 1200 S. Fern Street. The site is bounded by 12th Street South (north), S. Fern Street (east), 15th Street South (south), and S. Hayes Street (west).

Applicant Information:

Applicant

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BACKGROUND: In July 2008, the County Board approved the Pentagon Centre Phased Development Site Plan (SP#297) and Phase 1 Site Plan. The full build out of the PDSP will consist of over 1.8 million square feet of office, residential, hotel, and retail development to be completed in three phases. The Final Site Plan for the first phase of development permits the addition of multiple buildings on-site, with little demolition of the existing by-right retail development. In order to accommodate existing long-term retail leases, the second and third phases of development are expected to occur roughly 20 and 40 years from the date of the original approval. The subsequent phases will accommodate the demolition and redevelopment of all of the existing retail buildings, add new public open space, and provide an expanded street and pedestrian network through the site.

The PDSP and Phase 1 Site Plan have been amended twice since the initial approval. In May 2012, the County Board approved a staff initiated site plan amendment to modify condition language regarding the timing of tree canopy fund contributions. In October 2014, the County Board approved a minor amendment request for the Phase 1 Site Plan to permit changes to the construction phasing, modification of the building footprint, decrease in retail floor area, and elimination of the second floor office use in Building D.

The following provides additional information about the site and location:

Site: The 731,873 (16.8 acres) sq. ft. site, often referred to as the Costco site, is located at 1201 S. Hayes Street and 1200 S. Fern Street with the following boundaries and adjacent uses:

To the north: 12th Street South; Lincoln Properties MCI Buildings

To the east: S. Hayes Street; The Fashion Center at Pentagon City and Virginia Highlands Park.

To the south: S. Fern Street; Metropolitan Park, Residential Development (SP #105)

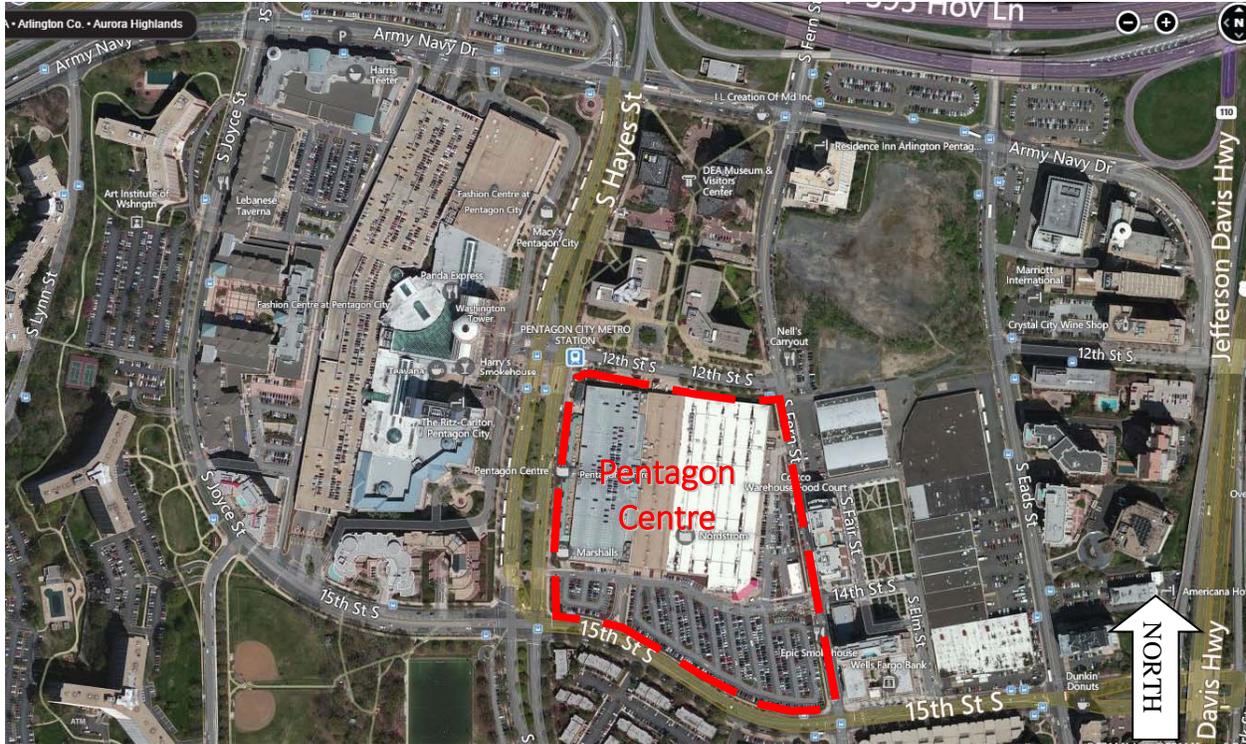
To the west: 15th Street South; South Hampton Condominiums

Zoning: [*"C-O-2.5" Commercial Office Building, Hotel and Apartment District.*](#)

General Land Use Plan Designation: "Medium" Office-Apartment-Hotel.

Neighborhood: Aurora Highlands Civic Association. The subject site is the location of the Pentagon City Metro station, is in proximate location to the Ronald Reagan Washington National Airport, and provides direct access to major arterials and highways. The site is also located south of the Pentagon, due west of Crystal City, and is immediately adjacent to office uses, residential development, an 11-acre park, and regional and local retail and shopping.

Existing Development: The site is currently developed with a retail center containing 337,900 sq. ft. of retail development and 1,145 surface and structured parking spaces. The retail center is occupied by several big box retailers, restaurants, and wholesale retailer Costco.



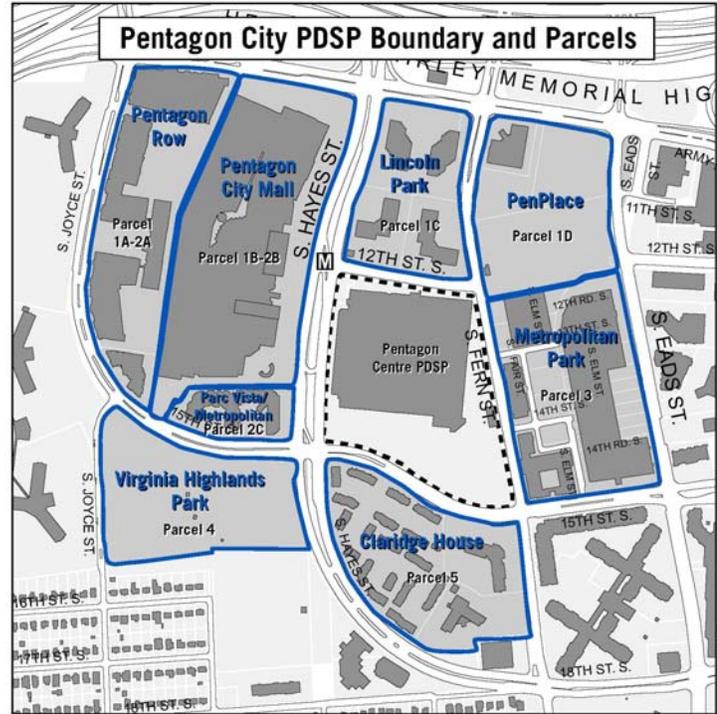
Source: Bing Maps

Site History and Context: Pentagon Centre is a significant parcel of land to be redeveloped in Arlington particularly in the context of development in the Pentagon City Metro Station Area. With the planned development of Metro, in 1976 a Phased Development Site Plan (PDSP) was approved along with a General Land Use Plan Amendment and zoning changes for the then mostly vacant Pentagon City, the area bound by Army-Navy Drive to the north, S. Eads Street to the east, 18th Street South to the south and S. Joyce Street to the west.

The Pentagon City PDSP (SP #105) provided for the development of the 116-acre area as a high-density, mixed use community around the Metro station, and continues to be implemented today through the application and approval of Final Site Plans for the specific parcels of land identified in the master plan. However, the Pentagon City PDSP excluded the subject site, Pentagon Centre. At the time that the Pentagon City PDSP was established and approved, the Pentagon Centre site was under ownership different from that of the remainder of the area. The subject site was owned by Western Electric, who at that time preferred the property remain planned and zoned for industrial uses. Thus, with implementation of the PDSP established for Pentagon City, development has occurred in the entire area surrounding the subject site but not at the center of Pentagon City, the location of the Metro station. The only development that occurred on the Pentagon Centre site since the time that the Pentagon City PDSP was approved was the

conversion of the Western Electric property to the Price Club/Pentagon Centre retail development, a 1993 by-right development.

The current developer, Kimco Realty Corporation, acquired the site in 2004 with the intent of developing by-right or by-site plan, the addition of office uses while retaining the by-right retail development of 1993. With the interest in providing for office uses on site, and the need to understand the site's potential for future coordinated redevelopment in the context of the broader Pentagon City, a PDSP was proposed for the parcel. The Pentagon Centre PDSP included three phases of development to accommodate the existing retail uses and provide for the phasing in of other uses in the interim, until such time as complete redevelopment would occur. Thus, while a PDSP is typically proposed to coordinate development of sites that are larger than 20 acres, given the site's history, significance to Pentagon City and critical role in defining and identifying the area, a PDSP was approved for the nearly 17-acre Pentagon Centre site to establish a vision and guidelines for the future redevelopment consistent with and complementary to that established for Pentagon City.



Since the initial approval of the Pentagon Centre PDSP in 2008, several redevelopment projects have been approved for the surrounding properties. Recent approvals include an expansion of Pentagon City Mall, the mixed-use PenPlace proposal, and Metropolitan Park Phases 4 and 5.

DISCUSSION: The applicant, Kimco Realty Corp, requests amendments to the Phased Development Site Plan (PDSP) and Phase 1 Site Plan to permit shifts in land use, building location, project phasing, and site design. In association with the PDSP and Phase 1 site plan amendments, the applicant also requests to modify the height limit and parking and loading requirements for one or more buildings. An overview of the major amendments being proposed is provided below:

- Requested PDSP Amendments
 - Land Use
 - Increase residential and retail site area; reduce office and hotel site area
 - Reallocate approved residential use/GFA to Buildings A and C in Phase 1 from a later phase
 - Include fewer hotel rooms and shift their location to Building D (Phase 3)
 - Maintain upper level parking uses (Building D)

- Open Space
 - Eliminate open space adjacent to Building C (Phase 2) and combine with open space along S. Fern Street (Phase 3)
- Circulation and Street Network
 - Realign S. Grant Street
- Site and Building Design
 - Modify building layouts and footprints
 - Increase the amount of above grade parking (Buildings A, B, C, E)
 - Increase building height (Buildings B, E) and reduce building height (Building F)
 - Eliminate Buildings G and H



2008 Approval



2015 Proposal

Development Potential:

Site Plan Area: 731,873 sq ft	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
“C-O-2.5” By-Right	Office/commercial: 0.60 FAR; Residential: 7.26 units/acre	Office/commercial: 457,123 sq ft Residential: 122 units
“C-O-2.5” Site Plan	Office/Commercial: Up to 2.5 FAR Apartments: Up to 115 DU/Acre Hotel: Up to 180 Units/Acre	Office/Commercial: 1,829,682 sq ft Residential: 1,932 units Hotel: 3,024 units

The Development Program: The Pentagon Centre PDSP amendment request proposes a slight increase in mixed use development as compared to the 2008 approval. The proposed 1,834,400 sq ft of development, which includes revisions made after an initial review at the Long Range Planning Commission in December 2014, would include approximately 606,200 sq ft of office, 377,000 sq ft of retail, a 160-room hotel, and 714 residential units. The PDSP would continue to establish a new network of streets and open spaces and would be implemented in three (3) phases. The current request also includes amendments to the previously approved Phase I Site Plan, for which construction is expected to begin right away. Phase II development would occur upon expiration of leases of the existing big box retail tenants. Phase III would complete the build out of the PDSP upon the expiration of the long-term lease of Costco.

Proposed Development: The following table provides the preliminary statistical summary for the previously approved PDSP as compared to the requested PDSP amendment:

	Approved PDSP Proposal (2008)		Proposed PDSP Amendment (2015)	
	Square Feet	Acres/Units	Square Feet	Acre/Units
Site Area	731,873	16.8	731,873	16.8
Site Area Allocations				
Commercial (Office/Retail)	441,698	10.14	446,653	10.25
Residential	227,383	5.22	246,500	5.66
Hotel	62,726	1.44	38,720	0.89
Density				
Office GFA	776,982		606,200	
Retail GFA	327,070		377,000	
Commercial Density (Office/Retail)	2.5 FAR		2.2 FAR	
Residential GFA	538,268	600	695,000	714
Residential Density	115 Units/Acre		126 Units/Acre	
Hotel GFA	187,200	250	156,200	160
Hotel Density	174 Units/Acre		180 Units/Acre	
Total GFA	1,829,520		1,834,400	
“C-O-2.5” Max. Permitted Density (Office/Commercial/Institutional)	2.5 FAR			
“C-O-2.5” Max. Permitted Density (Residential)	115 DU/Acre			
“C-O-2.5” Max. Permitted Density (Hotel)	180 Units/Acre			
Building Height				
Average Site Elevation	43.05 ft		43.05 ft	
Building A	Office		Residential	
Main Roof Height	245.33 ft		246 ft	
Penthouse Roof Height	263.33 ft		268’6” ft	
Number of stories	20		25	
Building B	Residential		Office	
Main Roof Height	70.00 ft		128-148 ft	
Penthouse Roof Height	85.00 ft			
Number of stories	5		10-12	
Building C	Office		Residential	
Main Roof Height	106.67 ft		110 ft.	
Penthouse Roof Height	124.67 ft		124 ft.	
Number of stories	8		10	

Building D	Residential		Office/Hotel	
Main Roof Height	77.00 ft		72 ft.	
Penthouse Roof Height	82.00 ft		95 ft.	
Number of stories	7		7	
Building E	Office		Office	
Main Roof Height	195.38 ft		195 ft	
Penthouse Roof Height	210.38 ft			
Number of stories	14		16	
Building F	Hotel		Retail	
Main Roof Height	140.00 ft		40 ft.	
Penthouse Roof Height	155.00 ft			
Number of stories	12		2	
Building G	Residential		N/A	
Main Roof Height	68.00 ft			
Penthouse Roof Height	83.00 ft			
Number of stories	6			
Building H	Residential		N/A	
Main Roof Height	118.00 ft			
Penthouse Roof Height	133.00 ft			
Number of stories	11			
“C-O-2.5” Max. Permitted Height				
Office Building	12 Stories			
Hotel/Residential Building	16 Stories			
Parking	Number of Spaces¹	Ratio	Number of Spaces	Ratio
Total Parking Spaces	2,679		2,270-2,507	
Office/Retail Spaces	1,904	1:580 sq ft	1,458-1,695	1:750-1:580 sq ft.
Office Use	1340	1:580 sq ft	808-1,045	1:750-1:580 sq ft.
Retail Use	564	1:580 sq ft	650	1:580 sq ft.
Residential Spaces	600	1 per unit	700	0.95-1.03/unit
Hotel Spaces	175	0.7 per room	112	0.7 per room
“C-O-2.5” Required Parking Spaces – Office/Retail	1,904 Spaces	1: 580 sq ft	1,695 Spaces	1:580 sq ft
“C-O-2.5” Required Parking Spaces – Residential	600 Spaces	1 per unit	714 Spaces	1 per unit
“C-O-2.5” Required Parking Spaces – Hotel	175 Spaces	0.7 per room	112 Spaces	0.7 per room
LEED Score	LEED Certified		LEED Silver	

Phase I

Phase I of the PDSP was proposed and approved as a concurrent Site Plan with the full PDSP in 2008. The current proposal would shift residential uses to Buildings A and C, which were previously approved as office buildings. The above grade parking garage (Building D) would remain a part of Phase I, with some changes to the use of the upper levels. A recent minor site plan amendment for Building D eliminated second floor office uses in this building.

¹ Figures in this section represent the maximum permitted within the approved range in the PDSP for office parking

PHASE 1

Building	Office	Retail	Hotel	Residential	Grand Total	Units		Bldg Ht (Stories)	Bldg Ht*
						Res	Hotel		
A	0	8,500	0	428,000	436,500	450		25	246'
B (Exist)	0	155,800	0	0	155,800			-	-
C	0	14,900	0	267,000	281,900	264		10	110'
D	0	9,100	0	0	9,100			7	72'
Costco (Exist)	0	169,500	0	0	169,500			-	-
	0	357,800	0	695,000	1,052,800	714			
	0.0%	34.0%	0.0%	66.0%	100.0%				

Phase II

Phase II provides for intermediate development on the western portion of the site that would be implemented upon the expiration of the big box retail and restaurant tenant leases. Under this phase, the existing retail structure along S. Hayes Street would be replaced with new office uses in two buildings (Buildings B and B1) and ground floor retail. This represents a shift from the original Phase II development program, which included new residential units and retail uses. Additional retail space would be provided in two-story addition to Building A along 12th Street South (Building A1). Consistent with the 2008 approval, a new street is proposed that would run north-south through the site (S. Grant Street) and another partial street would be constructed running east-west (13th Street South). In the current proposal however, S. Grant Street has shifted to the east, such that the northernmost portion would not be fully completed in this phase, in order to accommodate the existing Costco building. A proposed 13,000 sq ft open space adjacent to Building C has been eliminated due to the revised footprint for Building C and an expanded plaza area is proposed adjacent to Building B. Further, as result of the approved minor site plan amendment, this phase will no longer require modifications to Building D in order to accommodate the new north-south street. New construction in this phase would be in addition to the Phase I residential buildings and above grade parking garage, and would retain Costco in its current footprint.

PHASE 2

Building	Office	Retail	Hotel	Residential	Grand Total	Units		Bldg Ht (Stories)	Bldg Ht*
						Res	Hotel		
A (A+A1)	0	20,500	0	428,000	448,500	450		25	246'
B (B+B1)	406,200	132,200	0	0	538,400			10,12	128', 148'
C	0	14,900	0	267,000	281,900	264		10	110'
D	0	9,100	0	0	9,100			7	72'
Costco (Exist)	0	169,500	0	0	169,500			-	-
	406,200	346,200	0	695,000	1,447,400	714			
	28.1%	23.9%	0.0%	48.0%	100.0%				

Phase III

Phase III provides for the final build out of the PDSP and proposes to redevelop the eastern portion of the site upon expiration of Costco's lease. The remainder of the current retail structure where Costco exists would be demolished to provide for the addition of an office building (Building E), hotel uses (Building D1), retail space (Building F), over 3 acres of public open space, and below grade parking. This new construction would be in addition to the construction of Phases I and II. Residential development previously proposed in this phase (Buildings G and H) has been eliminated in this amendment request. This phase also initially included the conversion of four (4) levels of the above grade parking garage constructed in Phase I to residential uses. While the PDSP amendment application indicates that these levels would

remain as parking, the applicant has verbally indicated a desire to shift to use of these levels to office uses instead.

PHASE 3 (FINAL)

Building	Office	Retail	Hotel	Residential	Grand Total	Units		Bldg Ht (Stories)	Bldg Ht*
						Res	Hotel		
A (A+A1)	0	30,800	0	428,000	458,800	450		25	246'
B (B+B1)	406,200	132,200	0	0	538,400			10,12	128', 148'
C	0	14,900	0	267,000	281,900	264		10	110'
D (D+D1)	0	69,100	156,200	0	225,300		160	7, 2	72', 40'
E	200,000	100,000	0	0	300,000			16	195'
F	0	30,000	0	0	30,000			2	40'
G	-	-	-	-	-			-	-
H	-	-	-	-	-			-	-
	606,200	377,000	156,200	695,000	1,834,400	714	160		
	33.0%	20.6%	8.5%	37.9%	100.0%				

Building Height: The following buildings heights are proposed in the requested PDSP amendment:

Building	Approved Height – stories (feet)	Proposed Height –stories (feet)
A A1	20 (245')	25 (246') 2
B B1	5 5	10 12
C	8 (106')	10 (110')
D D1	7 (70')	7 (72')
E	14	16
F	12	2
G	6	n/a
H	11	n/a

The maximum permitted building height under the “C-O-2.5” zoning district is 12 stories for office and retail buildings and 16 stories for residential buildings and hotels. The County Board, in its original approval of the PDSP, granted modifications of use to permit additional stories for office buildings at the location of the Pentagon City Metro Station (Building A) and at the northwest corner of the site (Building E). Similar modifications of use would be required for Buildings A and E to permit building heights in excess of the maximum number of stories allowed in the “C-O-2.5” zoning district and as provided for in the previous PDSP approval.

Adopted Plans and Policies: In addition to the General Land Use Plan and to regulations provided in the Zoning Ordinance for “C-O-2.5” site plan development, the following plans and guiding documents are applicable to development on this site:

- *Pentagon City Master Development Plan, 1976;*
- *Report on the Pentagon City Planning Task Force, 1997;*
- *Pentagon Centre Site Guiding Principles, 2008;* and
- *Pentagon Centre Urban Design Guidelines, 2008.*

The [*Pentagon City Master Plan*](#), adopted in February, 1976, established planning goals and objectives as well as urban design guidelines for the “Coordinated Development District” surrounding the site. On October 4, 1997, in response to a development proposal for Pentagon Row, the County Board established the Pentagon City Planning Task Force, which was charged with developing guiding principles for the remaining un-built portions of Pentagon City, including the Pentagon Centre site, which had not been addressed in the 1976 Master Plan.

The 1997 [*Report on the Pentagon City Planning Task Force*](#) built upon the 1976 planning goals and objectives establishing guidelines for future development. In October through December, 2007, the Long Range Planning Committee (LRPC) of the Planning Commission convened a series of meetings to update and modify the planning principles established by the previous studies, specifically to provide for a measure by which to review the proposed Pentagon Centre PDSP.

The [*Pentagon Centre Site Guiding Principles*](#) (Guiding Principles) were developed based on LRPC discussions and relevant planning principles from both the 1976 and 1997 planning documents. The Guiding Principles specify goals and objectives for the site in nine (9) areas of development including: 1) compatibility, 2) mix of uses, 3) distribution of densities and heights, 4) open space, 5) circulation and pedestrian routes, 6) streetscapes, 7) parking, 8) sustainable design and 9) phasing. The updated Guiding Principles were presented to the County Board at a Work Session on January 17, 2008, where the Board agreed that staff and the Planning Commission should use these principles to evaluate the proposed PDSP.

The [*Pentagon Centre PDSP Urban Design Guidelines*](#) (Design Guidelines) were adopted by reference with the Pentagon Centre PDSP and Phase 1 Site Plan approval in July 2008. The design guidelines were developed to document, illustrate, and help implement the vision for the Pentagon Centre site, as expressed in the Pentagon Centre Guiding Principles. Due to the long term nature of the PDSP, the design guidelines are meant to ensure that current and future developers of the site maintain consistency and a high level of quality with respect to design. The Design Guidelines include a Concept Plan that addresses the overall organization of the site with regard to circulation, project phasing, density, use, and open space. Building Guidelines address building massing, scale, materials, above grade parking, and the treatment of the ground floor and building tops. Lastly, guidelines for streetscape and landscape focus on site features including lighting, streetscape dimensions, public art, and sidewalk paving. The design guidelines do not provide specific requirements for redevelopment, recognizing the need for flexibility in future phases of redevelopment.

Density and Uses: The site’s current zoning of “C-O-2.5” permits by site plan apartment buildings, hotels, and commercial/retail. The site’s GLUP designation, which is consistent with the current zoning, “Medium” Office-Apartment-Hotel, provides for the development of office and commercial development at 2.5 FAR, residential development at 115 dwelling units per acre, and hotel uses at 180 rooms per acre. The following table summarizes the proposed land use mix, as compared to the 2008 approval. Overall the proposal maintains the development density consistent with the original approval. However, the allocation of site area amongst the various land uses has shifted, resulting in an increase in residential units and a decrease in hotel rooms. In addition, the overall office use GFA is proposed to decrease while retail square footage would increase. Lastly, the applicant requests bonus density for the residential uses proposed in Phase 1 for commitment to certify Buildings A and C at the LEED Silver level rating (.25 FAR).

	Approved Pentagon Centre PDSP (2008)	Proposed PDSP Amendment (2015)
Land Use Mix	60% Retail/Commercial 40% Residential/Hotel	54% Retail/Commercial 46% Residential/Hotel
Residential Site Area	227,383 sq. ft. (5.22 acres)	246,500 (5.65 acres)
Residential Units	600 units	714 units*
Commercial/Office Site Area	441,698 sq. ft. (10.14 acres)	446,653 sq. ft. (10.25 acres)
Retail/Commercial	327,070 sq. ft.	377,000 sq. ft.
Office	776,982 sq. ft.	606,200 sq. ft.
Hotel Site Area	62,726 sq. ft. (1.44 acres)	38,720 sq. ft. (0.89 acres)
Hotel	250 rooms	160 rooms

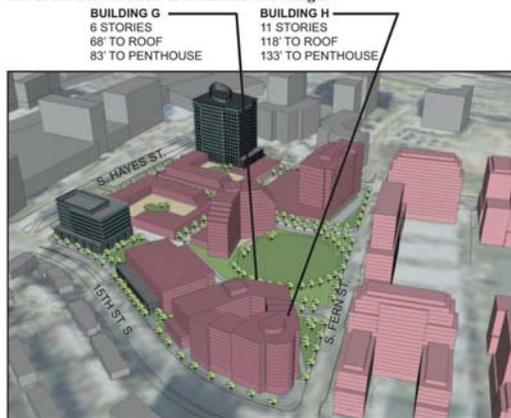
* *The original PDSP was approved with a residential density of up to 115 units per acre. The proposal would exceed that amount via the use of bonus density for LEED Silver certification.*

Site and Design: The *Pentagon Centre Site Guiding Principles* and *Pentagon Centre Urban Design Guidelines* provide for a site design and layout that strategically places buildings densities and heights across the 16.8 acre site; the activation of all streets with ground floor retail; and a series of publicly accessible open spaces formed around a street grid providing for a pedestrian friendly environment. Transit oriented development would be facilitated by a hierarchy of streets that would contribute to a circulation system accommodating all modes of transportation and future transit improvements proposed along 12th Street South and S. Hayes Street. Parking would accommodate the addition of density to the site while also being responsive to requirements of existing retail tenants. In addition, parking ratios would facilitate transit oriented development and emphasize the multimodal nature of the site. The ultimate site design as expressed in the guiding documents would provide for the appropriate form of development in the Metro station area compatible to development in Pentagon City. In addition, the site’s design and layout would establish an identity for the site at the center of Pentagon City with a focal point building of the highest height in the area at Metro.

The proposed PDSP amendments would eliminate two residential buildings (Buildings G and H) at the southeast corner of the site and shift residential uses closer to the Metro, along S. Hayes Street. The tallest buildings on site (Buildings A and E) would be located along the north edge of the site and heights of the remaining buildings would taper down towards the south and east.

New streets (13th Street South, S. Grant Street, 14th Street South) would still be provided, although their location and timing of delivery, in some cases, has shifted. A three acre public open space is proposed to be consolidated along the east side of the site and a smaller open space area has been removed from the 15th Street South side of the property. Public plazas have been added or expanded at the ground level as well. Building D, an above grade parking garage previously approved to be converted to residential uses in Phase 3, is now proposed to be constructed in two phases. The PDSP amendment initially included a request for the continued usage of the upper floors for parking for the life of the project. However, the applicant has since indicated that the upper levels of this building would be converted to either hotel or office uses in Phase 3. Finally, the requested amendments introduce above grade parking levels in three additional buildings (Buildings B, C, and E) than provided for in the original PDSP.

Phase III Distribution of Densities and Height



View of Site from Southeast



View of Site from Northwest

Phase III Distribution of Densities and Height



View of Site from Southeast



View of Site from Northwest

- RETAIL
- OFFICE
- RESIDENTIAL
- PARKING
- HOTEL

Approved PDSP – Phase 3

Proposed PDSP – Phase 3

LEED: The *Pentagon Centre Site Guiding Principles* provide that all buildings developed under the PDSP should be LEED certified, include elements of sustainable design, and incorporate a roof design that mitigates heat island effects. The approved Pentagon Centre PDSP included a commitment by the applicant to complete a LEED scorecard for each building proposed in any Final Site Plan. Additionally the PDSP requires that all future site plan projects attain a minimum level of Silver certification or higher, with specific requirements for sustainable elements that optimize energy performance. Development in all phases would be proposed to

meet applicable industry standards in effect at the time of Final Site Plan approval to achieve a level of certification consistent with County policy.

Transportation: The Pentagon Centre site is located at the Pentagon City Metro station, with a station entrance located in the northwest corner of the site. The Pentagon City Metro station is a multi-modal transfer center providing linkages between local and regional bus service, the regional Metrorail system, pedestrians, bicycles and vehicles. The area is also a destination for many tour buses, because of the retail density in the area, along with its proximity to many of the region's monuments, museums and historic sites.

Streets: Adjacent to the site the Master Transportation Plan (MTP) classifies South Hayes Street, South Fern Street and 15th Street South as Type B-Primarily Urban Mixed Use arterials, and 12th Street South is identified as an Urban Center Local non-arterial street. The MTP identifies the site as an "Area Planned for New Streets" with the addition of new segments of 13th Street South, 14th Street South and South Grant Street envisioned as part of the approved PDSP. With the planned extension of 12th Street South between South Fern Street and South Eads Street, the MTP designates 12th Street South between South Hayes Street and South Clark Street as a portion of the County's Crystal City/Potomac Yard Transitway. Other major roadways within close proximity to the site include I-395 to the north of the site Route 1 (Jefferson Davis Highway) to the east of the site.

Transit Access: The site is currently well served by transit, with access to two (2) Metro rail lines, six (6) Metro bus lines, two (2) ART routes and one (1) Fairfax Connector route, and the Crystal City Potomac Yard Transitway is planned to service the site in the future.

- *Metrorail* – Both the Yellow and Blue Metro rail lines serve the Pentagon City Metro Station which provides station access at the intersection of S. Hayes Street and 12th Street South. The Pentagon City Metro Station is the County's second busiest station next to the Rosslyn Metro Station. Because many of the trips are by shoppers or retail employees, the station use is spread out through the day and not just during the AM and PM peak hours.
- *Metrobus* – The site is served by six (6) Metro bus lines including the 10A, 16E, 16G, 16H, 16P and 13Y. The 16s operate along Columbia Pike, the 10A provides service between Huntington Towers and the Pentagon and the 13Y provides service between Arlington and Union Station.
- *ART Bus* – Pentagon Centre is served by the ART 74 and ART 84. The ART 74 provides operates service between Arlington Village-Arlington View and Pentagon City. While the ART 84 operates service between Douglas Park- Nauck and Pentagon City.
- *Fairfax Connector* – The site is served by the Fairfax Connector Route 599 which provides service between Reston-North Park and Ride Lot and Crystal City with a stop at the Pentagon City Metro station.

- *Crystal City /Potomac Yard Transitway* – The over 5 mile transitway between the Pentagon City and Braddock Road Metrorail stations will provide faster, more reliable bus service along the congested Route 1 corridor, with amenities designed to attract new riders.

With access to these current and future services, the site operates as a multi-modal transit center linking high-frequency local and regional transit to on-street bike lanes, the local road network and the interstate highway system.

Bicycle Access: The Pentagon City area is ringed by dedicated on-street bike lanes and by on-street shared bicycle routes. Using these facilities, cyclists can access Arlington’s off-street trail network. The Arlington National Cemetery Wall Trail is located to the north of the site and the George Washington Memorial Parkway accessed from Crystal City at the intersection of Crystal Drive and 18th Street South, is located south and east of the site. Both of these trails are located within a mile of the site. South of the site the County has recently reconfigured to on-street bike lanes along South Hayes/18th Street South and those on South Eads Street to protected on-street bike lanes. The area is also well served by Capital Bike Share.

Community Process: The Pentagon Centre PDSP and Phase 1 Site Plan amendment request was discussed at the Long Range Planning Committee (LRPC) of the Planning Commission on December 18, 2014. Members and attendees identified several issues and concerns regarding the proposed project phasing, above grade parking, and open space design. Some attendees were encouraged by the shift to introduce residential uses sooner than later while others expressed concern regarding the impact of the land use change and the updated building massing was generally well received.

Issues: The following issues have been identified by staff and the LRPC for further analysis, review, and discussion:

- Land Use & Density
 - Impact of the requested land use change in Phase I from office to residential on future office development
 - Several buildings (A, B, C, & E) exceed approved building heights (although mainly in stories, not in feet)
 - Concern about viability of smaller hotel
 - Provide remaining development capacity for the surrounding Pentagon City PDSP
- Site Design/Circulation
 - Internal street grid has changed. Proposed S. Grant Street alignment has shifted east, delaying full completion of the street until Costco is redeveloped in Phase III.
 - Provide more information about streetscape and build-to lines along S. Grant Street and S. Hayes Street
 - Consider an urban model for Costco here
 - Concern about step-backs for development along 15th Street, particularly for Building C
- Open Space
 - Loss of green space at south end of Grant Street is a concern

- Proposed open space needs more study and per the project phasing seems unlikely to be completed
- Phasing
 - Concern about project phasing and lack of incentive to complete public improvements proposed in Phase III
- Parking
 - Explain how parking will work for each building at every phase of the project
 - Concern about above grade parking
 - Applicant should consider recent policy changes regarding commercial parking

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APPENDIX A – PENTAGON CENTER SITE GUIDING PRINCIPLES

PENTAGON CENTRE SITE GUIDING PRINCIPLES

Introduction and Background

The Pentagon Centre site in Pentagon City comprises the block bounded by S. Hayes St., 15th St. S., S. Fern St., and 12th St. S. The site lies in the center of the area designated as the Pentagon City “Coordinated Development District” on February 9, 1974. Intentionally excluded from the subsequent Pentagon City Master Plan in 1976 in order to leave the site with its industrial development potential, the General Land Use Plan (GLUP) designation and zoning have remained unchanged as areas surrounding the site have been developed according to the Phased Development Site Plan (PDSP) adopted in 1976.

Pentagon Centre sits on a 16.8 acre site and was established by-right under the existing M-1 zoning and Service Industry GLUP designation in 1994, as an adaptive reuse of the former Western Electric building. The building contains approximately 338,000 square feet of retail space, including Costco, Best Buy, Borders, Marshalls, Linens and Things, California Pizza Kitchen, Chevy’s, and Starbucks. The building also contains two floors of structured parking. The remainder of the site provides a surface parking lot for these uses.

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

Subsequent to the 1997 Task Force Report, the mixed use development at Pentagon Row was approved and completed. Pentagon City has become a transit hub with many Pike Ride buses, commuter buses, tour buses and a planned streetcar. The first two site plans of a multi-phase development have been approved with an enhanced road network and central park feature for the Metropolitan Park block, to the east of Pentagon Centre.

Guiding Principles

In response to a PDSP and site plan for the Pentagon Centre block, the Long Range Planning Committee (LRPC) of the Planning Commission met three times, on October 23, November 28 and December 11, 2007 in order to update and refine the planning principles established by the 1997 Pentagon City Task Force and to develop guiding principles specific to long term goals for full build-out of the Pentagon Centre block. Planning Commission members were joined by invited community representatives and County staff. All meetings were open to the public.

Guiding principles for the Pentagon Centre site were developed based on LRPC Committee discussions, and build upon relevant planning principles from both the 1976 and 1997 planning documents. While planning principles established in past processes have been updated and modified here to refer specifically to Pentagon Centre, they remain relevant to the Pentagon City area as a whole. The principles are presented in the same order as previous planning goals, and are not intended to suggest a hierarchy. The guiding principles were presented at a County Board Work Session on January 17, 2008 where the Board agreed that staff and the Planning

Commission should use these principles to evaluate the PDSP and Final Site Plan submitted for the site.

Compatibility: Development should be compatible with the surrounding existing uses and with the site's central location to the Pentagon City Coordinated Development District and proximity to Metro.

- Development should create a sense of place both internal and external to the site. As the center of Pentagon City, surrounding existing uses should be unified by development on this site, with development on 15th Street S. sensitive to existing adjacent low-rise residential uses.
- This site should be developed as the heart of the Pentagon City community and should perpetuate the sense of place and community vitality originally envisioned for Pentagon City.
- High quality urban design features and consistent architectural quality should define an identity for the site. Locations where special treatment would further delineate the area as an entry should be identified.
- Proposals for this site should consider concurrent planning efforts in nearby Crystal City.

Mix of Uses: A balanced mix of uses should be provided on this block, including office, retail and residential and a community facility or civic space, and should create a convenient live-work-shop relationship to ensure twenty-four hour vitality.

- Hotel use and other uses compatible to future surrounding uses should also be considered.
- Development of the site should not preclude incorporation or continuation of the existing Costco and other existing retailers, although alternative urban forms for such development should be considered.
- The total amount of retail on the site should not drop below the existing square footage, and design for newly created spaces should include those attractive to independently-owned and locally-owned businesses as well as national retailers.
- Streets should be activated with ground floor retail and restaurant uses and should include neighborhood-serving retail and services.
- Residential uses should incorporate units affordable to a range of income levels including low to moderate.
- The following types of uses were identified as desirable by the community: Urgent Care Facility in or near the area, Post Office, Movie Theatre, Hardware Store, Civic or Community Facility, Amphitheatre or Water Park Feature.

Distribution of Densities and Heights: The site should provide the highest heights and densities in the Pentagon City area, with heights and densities tapering down toward the southwest portion of the site to meet adjacent existing low-rise residential development.

- Highest densities should be in the northern portion of the site for ease of access to major transportation corridors and existing and future transit nodes and above the Metro station at the intersection of 12th St. S and Hayes Street.
- Step backs should be used along 15th Street to maintain compatibility with low-rise residential development along this corridor.
- The Metro entrance at the intersection of 12th and Hayes Street should develop as the highest point of the site.
- Building heights should be varied to break up the skyline.

- Heights and densities should conform to zoning regulations and meet County policies and plan recommendations. The County Board may consider additional height and/or density with provision of additional community benefits.

Open Space: Well-designed publicly accessible open space in discrete urban parks and plazas should be fully integrated throughout the development and should contribute to creation of a sense of place in Pentagon City as a whole.

- Design of public spaces should include links to established pedestrian connections created by surrounding development and access to existing and future transit nodes on and around the site.
- Public spaces should complement the public spaces in the existing and proposed developments to the east and west, and should be designed to encourage congregation and socialization.
- Public spaces should be designed, sited and sized in context with surrounding uses and should be lighted in a manner that promotes safety, while minimizing unwanted impacts on surrounding uses.
- A public plaza or significant public art feature should create an entry to the neighborhood at the Metro entrance at the intersection of 12th and Hayes Streets and contribute to an easily recognizable image and identity for the area.
- Rooftops should be considered as additional opportunities to provide public space through the use of green roofs.
- Public spaces should be incorporated into streetscapes to contribute a pedestrian-oriented environment along the 12th Street corridor, and to provide a transition to the residential area along 15th Street.

Circulation and Pedestrian Routes: A street grid should be phased into development to ultimately provide a multi-modal street network improving pedestrian, bicycle, transit and vehicular access through and around the site.

- Design of the site should promote Pentagon City's multimodal transportation infrastructure and connectivity and improve access to transit, pedestrian, and bicycle facilities.
- New internal streets should be designed as secondary streets allowing services (parking and loading) to be removed from the perimeter of the site, and off of Hayes Street, 12th Street, Fern Street and 15th Street. These secondary streets should be designed as narrower streets reflecting a more pedestrian nature.
- Continuous east-west connections should extend 13th and 14th Streets proposed for the Metropolitan Park block, to connect Hayes and Fern.
- A north-south connection should be provided to connect 12th and 15th streets allowing a full range of pedestrian and vehicular movements and should provide visual connection to the existing vista extending north through the MCI and Lincoln properties.
- Twelfth street should be developed to support future planned transit on this corridor as identified in the Master Transportation Plan and should be activated with retail uses to enhance pedestrian experience along the corridor.
- Phasing of the street network should accommodate existing retail uses in the interim.
- The new street network should create pedestrian connectors to strengthen the relationship between the core of Pentagon City and adjacent residential areas.
- Pedestrian passageways should link surrounding developments and routes to and from existing and future transit nodes.

Streetscapes: Streetscapes should maximize pedestrian-friendly features, highlight key intersections and gateways, and identify short-term improvements for blocks where redevelopment is not planned to be implemented until later phases of the project.

- Within the hierarchy of streets of primary, secondary and tertiary, streetscapes should be varied to provide different pedestrian experiences and feels.
- Superblocks should be broken up with pedestrian ways or new streets and create a finer-grained development by using build-to lines along critical street frontages and incorporate step backs along corridors where a pedestrian scale is appropriate.
- Streetscape along 12th Street should be designed to complement proposed County transit improvements for the Pentagon City-Crystal City area.

Parking: Parking should be provided below grade unless impossible due to Metro tunnel. Above grade parking structures should not front on sidewalks or public spaces and should incorporate facades consistent with high quality architecture on the site.

- Parking ratios should be established to enhance the multi-modal nature of the site directing users to alternative modes of travel and lessening the impact of traffic associated with any future increases of density on the site.
- Onsite parking should be established within the context of the entire site rather than for individual buildings, and in the interim, should be sensitive to factors unique to big-box retail uses.
- All parking resources should be maximized through measures such as Transportation Demand Management (TDM) and shared parking, building on the parking synergies inherent in mixed use developments.
- On street parking should be provided to the extent possible to accommodate short term visitors and retail customers as a means of enhancing the pedestrian experience.
- Parking requirements should minimize spillover into surrounding residential neighborhoods.

Sustainable Design: All aspects of urban and architectural design should incorporate sustainable and green building principles.

- Consider environmental sustainability and overall energy efficiency as integral parts of all aspects of building design and development.
- All new buildings on the site should, at a minimum, be LEED certified.
- Green roofs should be incorporated to limit heat island effect.

Phasing: Phasing of development should accommodate existing retailers as an interim use and community benefits should be provided concurrent with phasing of the PDSP.

- Development of early phases should provide interim pedestrian connections through the site and be compatible with long term pedestrian connections to and from transit nodes.
- The PDSP for the site should include urban design guidelines to facilitate long term development of this site and define how these guidelines will be met.
- The completion of each phase of redevelopment should be in harmony with the portions of the site slated for redevelopment at a future date