

DRAFT – July 29, 2011

PENTAGON CITY PDSP PARCEL 1D/PENPLACE^{1*} SITE GUIDING PRINCIPLES

Introduction and Background

The following guiding principles have been developed in response to a Phased Development Site Plan (PDSP) amendment application for Parcel 1D of the 116-acre Pentagon City PDSP. Phased Development Site Plan (PDSP) Parcel 1D comprises the block bounded by South Fern Street, Army Navy Drive, South Eads Street, and the future extension of 12th Street South with the Metropolitan Park site to the south. The PenPlace site comprises the majority of Parcel 1D, and does not include the existing Marriott Residence Inn property at the northwestern portion of the block. Parcel 1D lies at the northeastern portion of both the area designated as the Pentagon City “Coordinated Development District” on February 9, 1974 and the Pentagon City PDSP boundary established by the Pentagon City Master Plan adopted in 1976.

Parcel 1D is a total of 10.2 acres. Within this, the PenPlace site comprises 9.284 acres (buildable area) from a total of 12.2² acres of land owned by Vornado/Charles E. Smith. All of Parcel 1D is zoned C-O-2.5 with a General Land Use Plan (GLUP) designation of three-fourths “High-Medium” Residential and one-fourth “Medium” Office-Apartment-Hotel established in 1979. The PenPlace site itself is currently vacant, with the exception of a trailer at the southwest corner of the property that houses a carryout establishment.

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

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

The PDSP has been amended several times, and the current amendment, as approved by the County Board on July 11, 2009, permits the following development:

- 1,250,000 gross square feet of office
- 1,421,800 gross square feet of retail commercial
- 1,632 hotel rooms
- 5,486 apartment units
- 300 units of subsidized elderly housing
- 300-bed nursing home
- A public park consisting of approximately 11 acres

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

¹ Parcel 1D includes the PenPlace site and the Marriott Residence Inn site, the latter of which is located at the intersection of Army Navy Drive and S. Fern Street.

² A portion of this property owned by Vornado/Charles E. Smith is outside of the Pentagon City PDSP area.

~~*Parcel 1D includes the PenPlace site and the Marriott Residence Inn site, the latter of which is located at the intersection of Army Navy Drive and S. Fern Street.~~

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

On October 4, 1997, in response to the development proposal for Pentagon Row, the County Board established the Pentagon City Planning Task Force and charged this group to review the approved PDSP, to develop planning principles for the remaining unbuilt portions of Pentagon City, including the Pentagon Centre site and to identify two to three development scenarios meeting these principles. The report focused on guidelines for Pentagon Row. The Task Force report was presented at a County Board work session on November 12, 1997, although not formally adopted.

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 Pentagon Centre PDSP and Final Site Plan have been approved. Also in late 2007, in response to applications for a PDSP and site plan for the Pentagon Centre block, the Long Range Planning Committee (LRPC) of the Planning Commission developed guiding principles specific to long-term goals for full build-out of the Pentagon Centre block, which was established as a new PDSP area separate from the 116-acre Pentagon City PDSP area. These guiding principles were presented at a County Board Work Session on January 17, 2008, during which the Board agreed that staff and the Planning Commission should use these principles to evaluate the PDSP and Final Site Plan submitted for the site.

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

Guiding Principles

³ On February 10, 2004, the County Board approved the Metropolitan Park Design Guidelines and Conceptual Plan, which included a maximum of 3,212 residential units on the Metropolitan Park site (Parcel 3). On July 11, 2009, the County Board amended the Pentagon City PDSP to permit the reallocation of density between Parcel 1D and Parcel 3; more specifically, to permit 930 residential units now allocated for Parcel 1D to be used either on that parcel or on Parcel 3, and to permit 300 hotel units now allocated for Parcel 3 to be used either on that parcel or on Parcel 1D. [^]These categories were created by the Pentagon City Planning Task Force and published in the November 1997 Report of the Pentagon City Task Force but are not part of the original planning goals established in the February 1976 Pentagon City Master Development Plan.

In response to a PDSP amendment application for the PenPlace site, the Long Range Planning Committee (LRPC) of the Planning Commission met 5 times, on January 27, March 29, May 12, June 9, and August 1, July 2011 in order to 1) update and refine the planning principles established in the 1976 Pentagon City Master Development Plan and addressed in the 1997 Report of the Pentagon City Planning Task Force and to 2) develop guiding principles specific to long-term goals for full build-out of Parcel 1D, including the PenPlace site. The Special Study considered the following issues: compatibility, mix of land uses, distribution of densities and heights, open space, circulation and pedestrian routes, and other urban design elements. Planning Commission members were joined by invited community representatives and County staff. All meetings were open to the public.

Guiding principles for Parcel 1D/~~PenPlace~~ were developed based on LRPC Committee discussions, and build upon relevant planning principles from ~~both the 1976, and 1997, and 2008~~ planning documents. For consistency and ease of comparison, the principles are generally presented under the same categories established in the 1997 report as well as the 2008 Pentagon Centre Site Guiding Principles, with new categories added, and are not intended to suggest a hierarchy. These principles will be used to evaluate the PenPlace PDSP amendment application, future Final Site Plans submitted for the PenPlace site, and other site plan applications filed for Parcel 1D. ~~The guiding principles will be were presented at a County Board and Planning Commission Work Session on _____, during which the Board agreed that staff and the Planning Commission should use these principles to evaluate the PenPlace PDSP amendment application, future Final Site Plans submitted for the PenPlace site, and other site plan applications filed for Parcel 1D.~~

A. COMPATIBILITY⁴[^]

1. Development should create a sense of place both internal and external to the site. It should contribute to the sense of place and community vitality envisioned for the entire Pentagon City neighborhood.
2. High quality urban design and architectural design should define the site.
- ~~1.3.~~ Garages, ~~m~~Mechanical penthouses and associated lighting, commercial lights, etc. should be screened. All outdoor lighting on the site should comply with Dark Sky standards.
- ~~2.4.~~ Parking should be located underground.
- ~~3.5.~~ Given the site's location adjacent to the Pentagon and its unique edge conditions adjacent to an elevated highway, proximity to a major highway, the site is an appropriate location to consider placing secure office facilities. Any secure office facility on the site should be designed to be compatible with the surrounding uses and projected future uses, and to minimize negative impacts on pedestrians. Specifically, safe pedestrian paths accommodating convenient north-south and east-west linkages should be provided. Any secure office facility on the site should be located along Army Navy Drive, or, provided that open space and interior roads are not inhibited, at the center of the site.

⁴ These categories (A through F) were created by the Pentagon City Planning Task Force and published in the November 1997 Report of the Pentagon City Task Force but are not part of the original planning goals established in the February 1976 Pentagon City Master Development Plan.

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- ~~4-6.~~ Building and site designs should support and promote a diverse range of transportation alternatives to car ownership and single occupancy vehicle driving.
7. Development at the ground plane should be designed at the pedestrian scale, creating visual interest and variety.
8. Proposals for this site should consider adjacent approved developments and the ongoing redevelopment of Crystal City.
- ~~5-9.~~ Development should realize the vision for 12th Street as a fully activated retail and transit-oriented corridor.

B. MIXED-USE DEVELOPMENT[^]

- ~~6. Projects should promote community vitality and foster a sense of place.~~
1. The mix of uses on the site should reflect the broader goal of creating a more balanced distribution of uses in the Pentagon City Metro Station area.
2. 12th Street should be activated with ground floor retail uses and should include neighborhood-serving retail, restaurants, and services.

C. DISTRIBUTION OF DENSITIES & HEIGHTS[^]

- ~~1. The highest densities of the Pentagon City PDSP area, including office buildings, commercial uses, and hotels, should be planned for Parcel 1D this block given its close proximity to existing and future transit nodes, and given the site's distance from low-density residential areas as a transition to Crystal City.~~
2. Additional density should be considered for this site and ~~could~~ should be achieved through TDRs/density transfers and ~~bonuses~~ the provision of extraordinary community benefits.
3. Building heights should be varied to break up the skyline.
4. In general, building heights should not exceed the height of the tallest building on top of the Metro station in the approved Pentagon Centre development. However, additional building height may be considered with the provision of extraordinary community benefits. Building heights and densities should conform to zoning regulations and meet County policies and plan recommendations. Maximum building heights of _____ feet may be considered.
5. Building heights should be compatible with the surrounding development fabric, including other new proposed buildings.
6. Tapering should be considered as it related to pedestrian environments and view corridors.
- ~~6-7.~~ Buildings along 12th Street should incorporate step backs in order. The southern portion of the site should generally have lower building heights to foster a pedestrian-oriented environment.
- ~~7. The attached massing scheme (See Appendix A) is for illustrative purposes only to illustrate the intent of the guiding principles and does not reflect actual permissible building heights and densities; building heights and densities may vary. Other options may exist.~~

D. OPEN SPACE[^]

1. A large open space area up to one acre in size should be incorporated into the site design. In addition, a public plaza along 12th Street that is activated with retail and connected to transit nodes should be provided.

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- 1.2. Open space should be well-designed, visible from the street, universally accessible, open and inviting, and provide permanent public access through a public access easement. publicly accessible.
- 2.3. The design of public spaces should include links to established pedestrian connections created by surrounding development and access to existing and future transit nodes on and around the site.
3. ~~Open space should be activated with retail uses and connected to transit nodes.~~
4. Public spaces should be lighted in a manner that promotes safety, while minimizing unwanted impacts on surrounding uses and complying with appropriate Dark Sky and energy efficiency standards.
- 4.5. A publicly accessible outdoor active recreational facility should be provided to help meet the recreational needs of employees, residents and visitors.

E. CIRCULATION & PEDESTRIAN ROUTES[^]

1. Superblocks should be broken up with new streets. The new streets should connect with and enhance the street grid in the Pentagon City area.
2. A north-south connection should be provided to connect Army Navy Drive and 12th Street.
3. New internal streets should be designed as secondary streets allowing services (parking garage entrances and loading) to be removed from the perimeter of the site. These secondary streets should be designed as narrower streets reflecting a more pedestrian nature. Parking and loading access should not be located along Fern Street, Army Navy Drive, Eads Street and 12th Street. These street frontages should, in general, be activated with building entrances and storefronts, such as restaurants with the exception of Army Navy Drive.
4. Projects~~The project~~ should include aggressive transportation demand management (TDM) plans tailored to achieve mode splits that will limit traffic impacts.
5. Parking ratios should be established to reflect enhance the multi-modal nature of the site.
6. All parking resources should be maximized through measures such as shared parking, building on the parking synergies inherent in mixed-use developments.
7. Parking requirements should minimize spillover into surrounding residential neighborhoods.
8. 12th Street should be developed to support future planned transit on this corridor as identified in the Master Transportation Plan and should be activated with retail uses to enhance pedestrian experience along the corridor.

F. OTHER ELEMENTS OF GOOD URBAN DESIGN[^]

1. The streetscape along 12th Street should be designed to complement proposed County transit improvements for the Pentagon City-Crystal City area.
2. On-street parking should be provided to the extent possible to accommodate short-term visitors and retail customers, providing a buffer between pedestrian and vehicular traffic which will as a means of enhancing the pedestrian experience.
- 2.3. Building designs should include rooftop treatments that contribute to an engaging skyline.

G. SUSTAINABLE DESIGN

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1. Incorporate overall sustainability by achieving at least LEED Gold certification for office ~~and hotel~~ buildings and at least LEED Silver certification for residential and hotel buildings, or equivalent. In addition, buildings should strive to achieve 30% energy efficiency savings based on the ASHRAE 90.1 standard referenced in the most recent version of LEED.
2. Appropriately incorporate the recommendations and strategies outlined in any future Implementation Plan for Pentagon City~~the latest version of the~~ Community Energy Plan to ensure energy efficient building design, operation, and site energy infrastructure.

H. ACCESSIBILITY & UNIVERSAL DESIGN

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

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