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1. STATEMENT OF PURPOSE AND INTENT

- The Pentagon Centre Urban Design Guidelines have been developed based on the Pentagon Centre Site Guiding Principles dated January 29, 2008 and the Site Plan Review Committee Process convened from January to June 2008 for the Pentagon Centre Phased Development Site Plan.

- These design guidelines are intended to document and illustrate the vision for Pentagon Centre and conceptually articulate the Pentagon Centre Site Guiding Principles. They provide general design parameters for the redevelopment of Pentagon Centre including the network of streets, circulation, phasing, building form and massing, parking, streetscape, landscaping, and open space.

- This document is to be used as a guide by future developers who will redevelop the Pentagon Centre site or a parcel of the site under the approved Phased Development Site Plan. They are not prescriptive as to the exact specifications for redevelopment of the site but rather are intended to ensure a high level of quality and consistency with respect to design.

- These guidelines have been adopted by reference into the July 21, 2008 County Board approval of the Pentagon Centre Phased Development Site Plan.

The Pentagon Centre Urban Design Guidelines along with the Phased Development Site Plan (PDSP) documents, and Phase I Final Site Plan, 4.1 documents specifically set forth the street network to establish a width between buildings that is flexible to satisfy the need for vehicles to operate properly, provide on street parking and allow for the introduction of outdoor café seating for restaurants, vibrant pedestrian paths associated with retail storefronts and the removal of perimeter service access around the overall site. These guiding documents identify and quantify future open space locations for the community to provide further input on these opportunities when they are introduced to better meet needs and desires at that time.

These guidelines do not specifically design buildings beyond the initial Phase I addition of buildings A, C and D. They provide massing, heights and footprints and proposed uses integrated within each future building opportunity to guide the development of a mixed use site environment that complements the surrounding neighborhoods.

The future phases of the PDSP are not anticipated for at least 20-40 years from now and future flexibility should be considered in both design, materials, uses and massing when that time comes. Throughout the design guidelines we introduce visual and verbal cues to guide the design team regarding the character and quality of the design elements to be incorporated into the overall project. As an example the proposed Phase I design establishes specific materials to be used and design characteristics to be employed on the new buildings, along with proposed treatment of the perimeter landscaping with street trees, lighting, benches, County standard bike racks and complementary trash receptacles.

It is the understanding that these design guidelines and planning documents will provide direction for all future development to complement the design, quality and character of each phase to form a community and neighborhood that looks like it was developed over time and not all the same.
II. INTRODUCTION

Project Overview
Pentagon Centre is envisioned as a 1.8 million square foot, transit-oriented, mixed use, high-density community on top of the Pentagon City Metro station. Surrounding uses, predominantly residential with retail and some office, will culminate and be unified on this site. Through redevelopment, Pentagon Centre will become the heart of Pentagon City creating a unique sense of place for the entire Metro Station Area.

Design Goals & Principles
Following are design goals and principles for Pentagon Centre based on the Pentagon Centre Site Guiding Principles dated January 29, 2008. The Pentagon Centre Site Guiding Principles in their entirety are attached as an Appendix to these Urban Design Guidelines.

• **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.

• **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.

• **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.

• **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.

• **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.

• **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.

• **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.

• **SUSTAINABLE DESIGN**: All aspects of urban and architectural design should incorporate sustainable and green building principles.

• **PHASING**: Phasing of development should accommodate existing retailers as an interim use and community benefits should be provided concurrent with phasing of the PDSP.
Site Summary
The Pentagon Centre site is a 16.8-acre parcel of land located at the geographic center of Pentagon City. The Pentagon City Metro Station, Arlington’s second busiest rail station, is located at the northwest corner of the site.

Boundaries and Adjacent Uses
• NORTH
  12th Street South MCI #1 (1982)
  165 ft (12 Stories); 253,534 sq ft Office

  MCI #2 (1984)
  168 ft (12 Stories); 276,446 sq ft Office

• SOUTH
  15th Street South South Hampton (1979)
  30 ft (3 Stories); 220 Residential Units

  Claridge House (1979)
  129 ft (12 Stories); 302 Residential Unit, 1,800 sq ft Retail

• EAST
  S. Fern Street One Metropolitan Park, Phase I (2004, under construction)
  184 ft (18 Stories); 399 Residential Units, 11,300 sq ft Retail

• WEST
  S. Hayes Street Pentagon City Fashion Center Mall (1990)
  60 ft (3 Stories); 1,019,300 sq ft Retail

  180 ft (12 Stories); 172,000 sq ft Office

  Ritz-Carlton Hotel (1990)
  190 ft (16 Stories); 345 Hotel Rooms

  Parc Vista (1990)
  165 ft (16 Stories); 299 Residential Units

  The Metropolitan @ Pentagon City (1986; 2002)
  165 ft (16 Stories); 321 Residential Units
History and Land Use
Pentagon Centre was first owned by the Western Electric Company and developed in the 1950s with a warehouse structure where telephones were manufactured. In 1993 the site was developed by-right to the Price Club/Pentagon Centre retail development. The site was acquired by Kimco Realty Corporation in 2004.

Existing Site Looking South

Current Use of Site
- 337,900 sq ft of retail use including box retail tenants, restaurants, and wholesale retailer, Costco.
- 1,145 structured and surface parking space.

In July 2008, a General Land Use Plan amendment was approved for the site changing its designation from “Service Industry” to “Medium “Office-Apartment-Hotel” along with a rezoning of the site from “M-1” Light Industrial Districts to “C-O-2.5” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts, to allow for a mix of uses, density, and building height consistent with that of the surrounding Pentagon City “Coordinated Development District”.

Land Use Diagram
The approval of the PDSP on July 22, 2008 set the parameters for development of the Pentagon Centre site and put in motion the first Phase of development, leading to a change in land use classification that will allow for future development of density and complementary uses on this manufacturing site. This adds another positive move for the future of the Pentagon City redevelopment as with both Pentagon Row and Metropolitan Park developments.
Planning and Development Context
Planning Milestones & Development Patterns

- February 1974 – Pentagon City designated as a “Coordinated Development District” on the General Land Use Plan.

- February 1976 – Pentagon City Phased Development Site Plan adopted by the County Board (excluding the Pentagon Centre site) approving a master plan to develop the 116-acre area’s subdivided parcels with over 1.5 million square feet of office/commercial space, 1,600 hotel rooms and 5,450 residential units, a nursing and retirement home, open space and regional shopping facilities.

- July 1984 – Pentagon City PDSP amended to allow development of a regional shopping mall on Parcels 1B and 2B, including reconfiguring the parcels, shifting residential density and concentrating unused commercial density on the mall parcels.

- September to November 1997 – Pentagon City Planning Task Force established to review and outline broad planning goals and objectives for the un-built areas of Pentagon City and the Pentagon Centre site. The Task Force prepared and presented a report to the County Board.

- December 1997 – In response to a proposal submitted for Pentagon Row, Pentagon City PDSP amended reallocating 3,212 residential units and 882 hotel rooms to the easternmost parcels in the PDSP; 2,282 residential units and 300 hotel rooms to Parcel 3 (Metropolitan Park site) and 930 residential units and 582 hotel rooms to Parcel 1D. Build out of the two parcels will include extending 12th Street South between S. Fern and S. Eads Streets.

- March 1998 – Site Plan approved for Pentagon Row (Parcels 1A and 2A).

- February 2004 – Metropolitan Park Design Guidelines and Phase One Site Plan approved (Parcel 3).

- March 2006 – Metropolitan Park, Phase II Site Plan approved (Parcel 3).

- October to December 2007 – In response to a Phased Development Site Plan, Final Site Plan, GLUP Amendment and rezoning requests for the Pentagon Centre site, the Long Range Planning Committee of the Planning Commission reviewed and refined the goals and objectives established in the 1976 Pentagon City Master Plan and 1997 Report on the Pentagon City Planning Task Force resulting in the Pentagon Centre Site Guiding Principles.

- January 2008 – County Board advised staff to use the Pentagon Centre Site Guiding Principles to review the Pentagon Centre PDSP proposal.

- July 2008 – Pentagon Centre PDSP and Phase I Final Site Plan approved. Each phase of the PDSP will be submitted as a 4.1 Final Site Plan application and be reviewed through Site Plan Review Committee process for scrutiny regarding density, massing, height, materials, design, use based upon these guidelines, and the approved PDSP plan.

Current and Proposed Development Capacity

- September to November 1997 – Pentagon City Planning Task Force established to review and outline broad planning goals and objectives for the un-built areas of Pentagon City and the Pentagon Centre site. The Task Force prepared and presented a report to the County Board.

- December 1997 – In response to a proposal submitted for Pentagon Row, Pentagon City PDSP amended reallocating 3,212 residential units and 882 hotel rooms to the easternmost parcels in the PDSP; 2,282 residential units and 300 hotel rooms to Parcel 3 (Metropolitan Park site) and 930 residential units and 582 hotel rooms to Parcel 1D. Build out of the two parcels will include extending 12th Street South between S. Fern and S. Eads Streets.

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Adjacent Development with Current Pentagon Centre PDSP Plan and Metropolitan Site Plan
Transportation
Pentagon Centre is accessible to two (2) Metrorail lines, six (6) Metrobus lines, two (2) ART routes and one (1) Fairfax Connector route. Both the Columbia Pike Streetcar and the Crystal City/Potomac Yard Transitway are planned to service the site in the future. The site is also located near Interstate 395 and Route 1 (Jefferson Davis Highway). The multimodal nature of the site lends well to transit oriented development. The convergence of many modes of transportation on this site will be enhanced in the future with the extension of the Crystal City/Potomac Yard Transit Way along 12th Street South and transit improvements along S. Hayes Street through to 15th Street South.

Infrastructure
The site is currently well served by existing infrastructure as follows:

- **Water Supply and Distribution**
  - Two major water mains, one 20” and the other 24” in diameter provide the potable water supply to Pentagon City and surrounding areas.
  - The water distribution system serving Pentagon Centre consists of a 12” diameter water main which is installed in the existing streets. Portions of the 8” water main will have to be constructed to provide adequate water service to the fully-developed Pentagon Centre site.

- **Storm Drainage**
  - The site’s drainage system is comprised of two branch sewer lines which begin in the vicinity of S. Joyce and the River House Apartments. They extend east within the existing streets on each side of the site gradually increasing in pipe size through to U.S. Route 1. The outlet of the existing storm sewer is an open channel approximately 400 feet from the shoreline of the Waterfowl Sanctuary.
  - The site’s drainage system is adequate to support future redevelopment. With future redevelopment the rate of discharge of storm water from the site will have to be regulated so as not to overburden the existing drainage system.

- **Sanitary Sewer Service**
  - Pentagon Centre is served by two parallel trunk sewers, 36” and 54” in diameter. They are designed to accommodate sewage flows from development in Arlington until 2010. Reserve capacity is sufficient to serve the anticipated population resulting from redevelopment of the site.
  - Sewage collection on site is accomplished by a system of 8”, 12”, and 15” diameter gravity sewers. Portions of the present on-site sewers will be inadequate to support flows from the site with higher density redevelopment and will need to be replaced when the site is fully redeveloped. A second gravity sewer system 12” and 15” mains extends through the southern portion of the site.
  - A new 8” sanitary sewer will be required to serve redevelopment of Pentagon Centre.
Physical Conditions and Constraints

- The Metro tunnel and associated no load zone runs the length of the site below S. Hayes Street between 12th and 15th Streets South.

- Requisite access points for the existing retail tenants extend north-south through the site between 12th and 15th Streets and east-west through the site between S. Hayes and S. Fern Streets.

- Retail surface parking currently provides a requisite number of parking spaces south of Costco.
III. CONCEPT PLAN

The Pentagon Centre site will be transformed from a retail center with surface parking to a high-density, transit-oriented, 24-hour live-work-shop community. The development plan is based on fulfilling the bull’s eye concept of transit oriented development in the Pentagon City Metro Station Area, where density and mixed use development is concentrated at the Pentagon City Metro Station tapering down toward the adjacent residential neighborhood. The plan includes a new network of streets, open space, density and height compatible with the surrounding Pentagon City “Coordinated Development District”.
Phasing
Redevelopment of the Pentagon Centre site is defined by three phases. The phasing of the PDSP will occur over a period of 40 years to accommodate the long-term leases of retail tenants on-site at the time of approval of the Phased Development Site Plan. This includes an immediate Phase I approved concurrent with the Phased Development Site Plan in July, 2008 and future phases to be developed on average every 20 years. The Phasing not only pertains to site redevelopment overall but specific components such as phasing in the density and mix of uses over time, the street network and open space, as well as the parking as indicated on the following pages. The completion of each phase of redevelopment is in harmony with the portions of the site slated for redevelopment at future dates.

- **Phase I**: Two new office buildings with ground floor retail fronting S. Hayes Street and an above grade parking garage fronted by two stories one office, and one retail on 15th Street South will be added to the existing site plan.

- **Phase II**: The western portion of the existing retail center will be redeveloped with residential uses and ground floor retail. A new north-south street, S. Grant Street will be constructed connecting 12th and 15th Streets and the western portion of a new east-west street, 13th Street South will be constructed between S. Hayes and S. Grant Streets. The above grade parking garage will be modified to allow for S. Grant Street construction and alignment and an open space area will be created to the west of S. Grant Street. Two levels of below grade parking will be added on the western portion of the site to accommodate the residential development.

- **Phase III**: The eastern portion of the site will be redeveloped with open space, a hotel and office building with ground floor retail, and two residential buildings. The above grade parking garage will be adapted for residential use. Two levels of below grade parking will be added for these new uses on the eastern portion of the site.
Street Classification

The Pentagon Centre Phased Development Site Plan breaks up the super block with a street grid. The street grid provides good urban form with connections and linkages to and throughout the site, and a means to organize the site into smaller areas of development at human scale, and a pedestrian friendly environment. Streets are classified as either primary or secondary serving varying purposes.

- **Level “A” Primary Arterials Streets:** Existing perimeter streets 12th Street South, S. Fern Street, 15th Street South and S. Hayes Street provide access to and around the site. Streets are multimodal in nature including 12th Street serving as part of Arlington County’s Major Transit Network.

- **Level “B” Primary Retail Street:** New 13th Street South providing a continuous east-west connection thru the site to the Metropolitan Park development. This street will function as a primary street for pedestrian retail activity.

- **Level “C” Primary Service Street:** New S. Grant Street providing a continuous north-south connection thru the site and creating a vista to the MCI Lincoln Property development north of the site. Primary function of this street will be to provide access to parking garages and service areas as well as the new hotel.

- **Level “D” Secondary Service Street:** New 14th Street South providing a partial east-west connection between S. Grant Street and the Metropolitan Park development east of the site. This street serves as an access street to residential uses southeast of the site and to the park.
Street Cross Sections

South Hayes Street – The street cross section will remain as it is currently configured, while the 34-foot streetscape will be collaboratively re-designed south of the Metro Plaza to accommodate future multimodal transit improvements.

Existing South Hayes Street

South Fern Street – The existing 49.5-foot wide street section will be maintained. In Phase III of the PDSP, the streetscape will be expanded to 19-feet from 15th Street South to 12th Street South.

South Grant Street, 13th Street South & 14th Street South – A typical street section for all new interior streets will provide a minimum width of 65 feet between buildings. With each new street, a minimum of 37-feet of right-of-way will be provided dedicating the street from back of curb to back of curb to the County in fee. A sidewalk easement will also be provided for the remaining sidewalk area.
15th Street South – The existing 69.5-foot curb to curb dimension will be maintained. Wherever possible, parking will be provided on the north side of the street.

12th Street South – To support the future extension of the Crystal City/Potomac Yard Transit Way, 12th Street South will be widened along the site’s frontage to provide a 58-foot wide section.
Circulation, Pedestrian Routes, and Access

The Pentagon Centre street grid provides a multimodal street network improving pedestrian, bicycle, transit and vehicular access through and around the site. The street network is implemented in phases to accommodate existing retail uses. Continuous and partial east-west streets (13th and 14th Streets) provide connections between S. Hayes and S. Fern Streets and development to the east. A continuous north-south connection between 12th and 15th streets, allows for a full range of pedestrian and vehicular movements.

- Pedestrian passageways link surrounding developments and routes to and from existing and future transit nodes.

- 12th Street South will be developed to support future planned transit and is activated with ground floor retail to enhance the pedestrian experience along the corridor.

- The new street network creates pedestrian connectors to strengthen the relationship between the core of Pentagon City and adjacent residential areas.

- Development of early phases provides interim pedestrian connections through the site that are compatible with long term pedestrian connections to and from transit nodes.
• As the street grid is phased in, access to into and through the site increases and improves.

• To facilitate circulation and pedestrian movement around and throughout the site access to service provided on perimeter streets in Phase I is ultimately relocated to interior streets in Phases II and III.

• Access to parking is primarily provided off interior corridors.
Mix of Uses

A balanced mix of uses is provided on the Pentagon Centre block to create a convenient live-work-shop relationship that ensures 24-hour vitality.

- The mix of uses is compatible with surrounding uses in Pentagon City.
- Development does not preclude the incorporation or continued use of the existing big box retail or Costco.
- Streets are activated with ground floor retail which will include restaurant uses as well as neighborhood serving retail and service.
- Retail is flexible to allow for local, small and national retailers.
- Considerable open space provides for potential civic or community space, amphitheatre or water park features.
Densities and Heights

Density and height on the Pentagon Centre site is established by the PDSP providing the highest density and height at the site’s northwest corner, and the lowest density and height mid-block along 15th Street South heading west, sensitive to and compatible with the adjacent low-rise residential development. Across the site, building heights and density vary to break up the skyline. Office buildings vary from 8 stories to 20 stories in height, while residential and hotel buildings vary in height from 5 stories to 12 stories.
Phase I Distribution of Densities and Height

View of Site from Southeast

View of Site from Southwest

View of Site from Northwest

View of Site from Northeast

BUILDING A
20 STORIES
246' TO ROOF
276' TO PENTHOUSE

BUILDING C
8 STORIES
107' TO ROOF
125' TO PENTHOUSE

BUILDING D
7 STORIES
70' TO ROOF
88' TO PENTHOUSE
Phase II Distribution of Densities and Height

View of Site from Southeast

View of Site from Southwest

View of Site from Northwest

View of Site from Northeast
Phase III Distribution of Densities and Height

**Building G**
- 6 Stories
- 68' to Roof
- 83' to Penthouse

**Building H**
- 11 Stories
- 118' to Roof
- 133' to Penthouse

**Building E**
- 14 Stories
- 195' to Roof
- 210' to Penthouse

**Building F**
- 12 Stories
- 140' to Roof
- 155' to Penthouse

**Open Space**

View of Site from Southeast

View of Site from Southwest

View of Site from Northwest

View of Site from Northeast
Open Space

Public and private open space is provided in Pentagon Centre including discrete pocket parks and larger open space areas that can be programmed and planned as civic spaces for both passive and active recreation.

- Public spaces 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 complement the public spaces in the existing and proposed developments to the east and west.
- Public spaces are designed, sited and sized in context with surrounding uses.
- Rooftops are considered as additional opportunities to provide open space through the use of green roofs.
- If appropriate, retail kiosks should be considered in the design of public open space.

In Phase II of the PDSP, 13,315 sq ft of open space is created at the new intersection of 15th Street South and S. Grant Street, providing an opportunity for a pocket park and outdoor space for the Building C office users.

Green roofs are provided on top of the residential buildings fronting S. Hayes Street.

In Phase III of the PDSP, 125,017 sq ft of open space is created on South Fern Street, for development based upon the needs of the community and County goals providing passive and active landscaped area for community gatherings.

Private open space provided between the residential buildings at the corner of 15th and S. Fern.
Parking

On-site parking which varies in form with each phase of redevelopment is established within the context of the entire site. Existing structured and surface parking is gradually phased out with increases in density and redevelopment of the existing retail structure, while below-grade parking is phased in.

• Phase I: Existing structured and surface parking remains to accommodate current retail tenants. An above grade structured parking garage is added to provide parking for office and retail use along 15th Street South that with each phase of redevelopment is modified and ultimately adapted to other uses. A parking podium is integrated into the office building above the Metro Station.

• Phase II: The existing structured parking accommodating retail and restaurant tenants along S. Hayes Street is replaced with two-levels of below grade parking as the western portion of the retail center is demolished and replaced with residential uses.
• Phase III: As the eastern portion of the retail center is demolished and replaced with a mix of uses, existing surface parking is eliminated and two levels of below grade parking is constructed to accommodate the new hotel, residential and office buildings.

• In all phases, on street parking is provided on both sides of all streets where possible to accommodate short term visitors and retail customers as a means of enhancing the pedestrian experience on all streets.
IV. BUILDING GUIDELINES

Massing, Scale and Form

Massing, orientation, and setbacks of buildings should: 1) respond to the location of the Pentagon City Metro Station entrance at the site’s northwest corner and the low-rise residential community adjacent to the site across 15th Street South, 2) define the established street grid and reinforce street edges, and 3) perpetuate human scale and a pedestrian friendly environment as follows:

- A variety of materials and finishes is encouraged to reduce the visual impact of building mass, particularly for buildings located along 15th Street South.

- Multi-story buildings should have a clearly defined base and roof edge so that the façade has a distinct base, middle, and top and creates dimension and building scale that relates to an individual person while also relating to the scale of buildings on and surrounding the site.

- Multi-story, mixed use buildings should invite and engage pedestrians by using upper story elements that overlook the street (balconies, windows, and terraces), providing easy access to the second story to encourage multi-level commercial or office use; and by providing separate entrances for residential uses.

- Large buildings should step back to create a pedestrian frontage and human scale. In addition, step backs are encouraged for buildings along 15th Street South to maintain compatibility with low-rise residential development along the corridor.

- Buildings should be sited to accommodate pedestrians and provide a clear orientation to public streets, plaza areas, and linkages to adjacent buildings and uses as follows:
  - Buildings should not turn their backs on public streets and plazas.
  - Areas between buildings and right-of-ways are encouraged to be used to create a plaza court, planter area, landscape buffer, parking for bicycles or other such amenities.
  - Excessive set backs that create gaps and voids along the architectural street edge should be avoided.

Pentagon Centre Massing model Focuses Bulk and Mass at the Intersection of 12th and Hayes and is Sensitive to the Low-Rise Residential at 15th Street.

Perspective of the Intersection of 15th Street and S. Hayes depicts Massing and Building Placement compatible with the Low-Rise Residential Development south of the Site.
Use of Balconies Engages Pedestrians in Multi-Story, Multi-Use Buildings.

Integrated building Content Creates Human Scale and Fosters a Pedestrian Friendly Environment.

Step-Backs Create Pedestrian frontage and is Compatible with Surrounding Low-Rise Residential Development.

Articulated Middle and Top

Material changes at Corners and Top Treatment.
Architectural Elements

An architectural style or theme that establishes sense of place and a distinguishable and clear identity for Pentagon Centre is encouraged. The architectural style should be timeless and obvious and enhance the character of buildings both on the site and in the surrounding Pentagon City area as follows:

• The building at the Pentagon City Metro Station entrance should be designed and constructed as a signature landmark building defined by high quality, world class architecture.

• All sides of all buildings should be addressed and feature consistent architectural details, façade elements and fenestrations that add distinction to the façade of the structures.

• Architectural treatment of multi-story buildings should communicate a difference in uses between the floors.

• Building entrances and frontage should be designed so as to be clearly visible from the street and provide visual interest as follows:
  o Every commercial building elevation serving as a primary façade or adjacent to a street with a horizontal dimension of more than 100 feet should have a building entrance.
  o Accent main building entries with strong architectural definition to attract pedestrians. Accentuate entries from the overall building façade with differentiated roof, awning or portico, trim details, recessed entries, doors and doorways with design details, decorative lighting or other techniques.
  o Secondary entrances should have minor detailing that adds architectural distinction to that portion of the façade.
  o Entries in larger buildings should be spaced at appropriate intervals for the pedestrian.

• Loading, delivery and service areas should be located to minimize programmatic, visible and architectural impact and should be screened with architectural wing walls, freestanding walls and landscaping.

• Environmental sustainability and overall energy efficiency should be integral parts of all aspects of building design and development including: site orientation of buildings; site attributes, solar orientation, transportation systems, topography; reduction of light pollution, water use, and heat island effect; energy conservation; materials selection; salvaging and recycling of existing site materials; daylighting; and building operations, maintenance and controls.
Materials

The visual impact of a building is directly related to the use of exterior materials and colors and how they add character and distinctiveness to a site to create a sense of place. On the Pentagon Centre site, colors should be used in a meaningful way to illustrate depth and detail in the architectural elements. Quality wall materials should be used to provide a sense of permanence and should be united to create a sense of substance and mass as follows:

• Exterior building materials should be:
  o Appropriate for the architectural style, use, and/or theme of the building and contribute to a high quality image;
  o Varied to provide architectural interest; and
  o Should relate to one another in ways that are traditional and logical, i.e., heavy materials should appear to support lighter ones.

• Materials used for buildings on the Pentagon Centre site should relate to those used in surrounding development in Pentagon City with respect to scale, color, rhythm and proportion.

• Changes in material should occur at interior corners or at the horizontal plane.

• With each phase of redevelopment, use materials creatively to integrate existing development to be retained with new construction, i.e., existing retail and restaurant frontage along S. Hayes Street.

• Quality wall materials to consider include:
  o Plaster
  o Brick
  o Tile
  o Metal
  o Glass
  o Pre-cast Concrete
  o The creative use of materials such as architectural metal siding may be considered

• Color accents may vary throughout the project but should be complementary.

• The color palette and materials for buildings in each phase of development should be compatible and complementary to provide a sense of unity throughout the site.
The following images depict materials to be considered for buildings developed in future phases of the PDSP.

Brick, Metal panel and cast stone complement each other.

Brick, precast, vision glass and spandrel glass help to break down the scale of this exterior.

Cast stone with reveals to breakdown exterior and tie the glass and spandrel curtainwall system together.

Metal and glass curtainwall system
Design of Building Tops

The form, design, and materials of the roof should be architecturally consistent with the overall site design and should reflect and be proportionate to the overall building mass and style.

- Roofing/penthouse treatment should be unique and add character and style to the building where appropriate.
- Green roofs should be incorporated to limit heat island effect.
- Roofs that residents look down on should have rooftop equipment organized, screened where possible, and treated with design aesthetics (no dark roofing).

Building C Roof Top Screening of Mechanical Penthouse

Building A Roof Top Screening of Mechanical Penthouse. The Pentagon Centre Landmark Building meets the sky with a sculpted roof in the shape of a marquee cut diamond.

Green Roof on Top of Future Residential Buildings

This unique design of the ornamental parapet wall with finials provides screening for the penthouse.
Characteristics of Ground Floor Retail

All streets surrounding and within Pentagon Centre are designed as active corridors and most are activated with ground floor retail, particularly S. Hayes Street, 12th Street South, 15th Street South and 13th Street South. To promote the function and form of ground floor retail, and to engage pedestrians and create a living “street wall”, the following is encouraged:

• Buildings should meet the sidewalk along retail facades.

• Storefronts should promote a sense of entry into the structure as follows:
  o Overhangs, canopies, awnings, and recesses are encouraged on building facades adjacent to walkways.
  o Large footprint retail stores should be lined with multiple narrow retail storefronts.
  o Retail signs should complement architecture and overall development through the use of specific sign guidelines approved by the County.

• Use windows to create an open and inviting atmosphere as follows:
  o Ground floor storefront windows along the primary public façade should comprise a minimum of 50% of the main floor’s exterior wall area;
  o Windows at grade level should be transparent to allow views in and out of buildings with at least 80% light transmission.
  o Multiple windows should be provided on the front façade above the main floor in a uniform pattern.
  o Windows should be oriented vertically with rectangular shapes.
  o Use sliding, overhead or other operable windows for restaurants or other active uses.

A perspective of 15th Street retail frontage depicts a sense of entry and invitation as the building meets the sidewalk.

Restaurants provide outdoor sidewalk café’s

Canopies are used along this building façade of retail storefronts.

A perspective rendering of S. Hayes and 12th Street enlivened with ground floor retail. S. Hayes Street south of the Metro Plaza is activated with restaurants and retail.
Treatment of Above Grade Parking Garages

In providing above grade parking on the Pentagon Centre site, the primary goal is to keep the automobile parked above, behind or below pedestrian routes and public spaces. In addition, above grade parking structures should be well oriented and integrated into the overall site layout and design, and they should be compatible with all buildings and the architectural theme and style of the site as follows:

- Maintain active uses on the street in front of above grade parking structures.
- Buffer above grade parking garages with retail or other active uses.
- The façade of above grade parking garages should be uniquely designed as on Building A to blend with the building architecture or Building D to screen the exterior through the introduction of green screen walls.

The Design of the Above Grade Parking Structure Located on 15th Street South Features A Green Screen Façade on all Building Elevations. Two Stories with Retail and Office Use Wrap the Garage’s Frontage on 15th Street.

A Parking Podium (Stories 2-6) is Integrated into the 20-Story Office Building’s Design at 12th and S. Hayes. One to Two Stories of Retail Front on the Sidewalk and Metro Plaza Area Beneath the Parking Podium.

Above, A Perspective of the Above Grade Parking Garage Fronting 15th Street South.
Signs

- Project signs for Pentagon Centre must be approved as part of a Comprehensive Sign Plan including: directional signs, retail and commercial tenant signs, building name and project identification signs. Rooftop signs must be presented to the Site Plan Review Committee prior to coming before the County Board for approval.

- Unique project identification signs are encouraged that establish or otherwise reinforce the character, branding, and identity of Pentagon Centre.

- On-site directional signs should be considered to help orient the pedestrian to and throughout the site.

- Retail tenant signs should distinguish the retail from other uses in a building, be readily visible to the pedestrian and or motorist and enhance the retail character of the building façade and the streetscape character. A variety of sign types should be considered including: building wall signs, blade signs, window signs, carved, painted or sculptural signs, canopy or awning signs, logo signs, and, permanent quotes on building walls and blade signs.

- Wayfinding signs may be provided and should not be distracting but helpful to visitors of Pentagon Centre. The signs should be placed so as not to interfere with pedestrian and vehicular traffic but to be in proximity enough to be useful.

- Rooftop signs should not face residential neighborhoods, in particular the low-rise residential community south of the site across 15th Street South.
V. STREETSCAPE AND LANDSCAPE GUIDELINES

Pentagon Centre streetscapes should be designed generally to meet Arlington County Standards. However the dimensions of the streets surrounding and internal to the site provide for some flexibility, so that within the hierarchy of streets on the Pentagon Center site, streetscapes can be varied to provide different pedestrian experiences.

Streetscape Dimensions and Organization

- S. Hayes Street – The 34-foot wide streetscape for S. Hayes Street should be designed in coordination with the County to Arlington County Standards. A plaza; like design is desired to enhance the multimodal characteristics of the site and provide a vibrant and dynamic feel along the site’s frontage. The design should complement future re-design by the County of the Pentagon City Metro Station Plaza at the corner of S. Hayes and 12th Street South and include café seating, landscaping and appropriate clear sidewalk widths.

- 12th Street South – The 24.5-foot wide streetscape should complement proposed County transit improvements for the Pentagon City-Crystal City area. It should include 5’ x 12’ tree pits with tree grates and street trees and sidewalk widths between 19.5 and 20 feet. Public spaces should be incorporated into the streetscape to contribute to a pedestrian-oriented environment along this corridor.

- S. Fern Street – The 19-foot wide streetscape should be developed in Phase III with 5’ x 12’ tree pits with tree grates and street trees and a 13-foot wide sidewalk.

- 15th Street South – A 16.5-foot wide streetscape should include a 10-foot wide sidewalk, with 5’ x 12’ tree pits with tree grates. Public spaces should be incorporated into the streetscape along this corridor where appropriate to provide a transition to the residential area south of the site.

- S. Grant Street, 13th Street South and 14th Street South – New streets constructed on the Pentagon Centre site will be constructed at widths that would accommodate a variety of streetscape designs. The typical streetscape for all new streets should provide a minimum 14-foot wide streetscape between the face of building and back of curb. With the dimension of the streets at 65-feet wide between buildings, parking lanes could be reallocated for other uses including bike lanes, wider sidewalks which would include café seating or increased planting strips.
Streetscape Characteristics
While streets provide for vehicular circulation around the site, they should also be visually attractive and promote pedestrian activity through the integration of decorative paving and walkways, landscaping, public art, decorative plant pots and planters, benches, seating, trash receptacles, newspaper boxes, bicycle racks, lighting, and bollards. The look and feel of Pentagon Centre streetscapes should contribute to the identity and character of the area and provide complementary elements and design to reinforce the hierarchy of public space. Following are examples and guidelines for various streetscape elements to consider for Pentagon Centre.

Sidewalk and Walkway Paving
Sidewalk and walkway paving material should complement the adjacent architecture, providing accents at important locations and entries to assist with pedestrian orientation.

Tree grates and street trees with sidewalk paving
Seating placement to support site use.

Varied textures of paving add character and scale for pedestrians.
Lighting

Lighting should be incorporated into the streetscape and landscaping of a site to satisfy both functional and decorative needs and should relate to the pedestrian as follows:

- Lighting fixtures should be architecturally consistent with the overall site design and character. They should be compatible with benches and seating and other street furniture provided throughout Pentagon Centre.

- Lighting in parking areas should be limited in height and scale and should be of a design that is consistent with the overall site architecture and style.

- Shield or screen lighting fixtures to direct the light downward and prevent light spill over onto adjacent properties.

- In general, the location of lighting should respond to the anticipated use and not exceed the amount of illumination required by users, such as:
  - Pedestrian-scaled lighting along walkways through parking lots.
  - Fixtures concealed or integrated into the design of buildings and site landscaping, walls and stairs.
  - Regular and consistent spacing of compatible lighting fixtures to reinforce visual integration.

- Building lighting should be directed onto the façade, entrance areas of buildings or onto pedestrian pathways only as a way to increase site safety and accentuate the architecture of the building without creating or otherwise contributing to light pollution.

Integrate building and site lighting into the project to highlight building entrances, walkways and site perimeter.

Integrating building and site lighting: lighting alternatives; street lighting to define the site area and community, bollard lights to lower the scale to pedestrian, lighting integrated into landscaped areas.
Public Art
In conjunction with the Public Art Master Plan developed by the County for the Pentagon City area, the location of a public art feature at the Pentagon City Metro Station at the intersection of 12th and Hayes as well as the open space area should be considered. At this location, a public art feature should create an entry to the neighborhood at the Metro entrance at 12th and S. Hayes and contribute to an easily recognizable image and identity for the area. Public art should also be considered for the 125,017 sq ft open space area planned along S. Fern Street.

Newspaper Boxes
A standard style of newspaper boxes should be provided at the Metro Plaza area on S. Hayes and 12th Street. As the transit way develops along 12th Street South, newspaper boxes may also be considered on this corridor near the transit stop.

Benches and Seating
Whether traditional or contemporary in style, benches and seating throughout Pentagon Centre should generally be consistent. There may be variation throughout Pentagon Centre depending on location and adjacent use. For instance specialty benches and seating may be considered in special locations including the Metro Plaza at 12th and S. Hayes, along 12th Street South to complement the transit way the parks.

Trash Receptacles
Trash receptacles should be provided along streets and within parks. They should be of a compatible style as the bench style selected. As with benches and seating, the style may vary based on location.

Integrate seating along sidewalks and at strategic areas around the site.

Seating and bench options added to landscaped areas.

Create opportunities for introducing sculpture art, into the project site for public interest and community benefits.

Plan locations for incorporating newspaper racks into the site around Metro stops.

Provide trash receptacles around site to add to the character of the streetscape.
**Bicycle Racks**
Bicycle racks should be incorporated into the streetscape in association with bus shelters at on-site transit stops along S. Hayes Street and 12th Street and also open space areas, particularly the park along S. Fern Street and 15th Street South between the Office Building and Parking Garage.

**Landscaping**
Landscaping should work to relieve the overall mass and scale of the structures, frame outdoor spaces, and create a strong sense of place. It should also be used to reduce the heat island effect caused by paved surfaces. Landscaping should be provided that complements the built form, establishes an identity for Pentagon Centre and establishes the development as a vibrant and inviting place as follows:

- Provide landscaping along/against building facades facing the parking lot, street, or public plaza as a way of anchoring it to the surrounding environment, to soften the appearance of the structure and to minimize the overall appearance of the structure and the overall scale. This can be done through the use of intermittent planter areas, potted plants, climbing vines along planters and building with shrubs at the base, and or in-ground planting.

- Landscaping treatments should help anchor the corner of buildings, enhance the pedestrian environment and establish continuity along landscaping corridors.

- Site and street trees used for shading and screening purposes should be broad branching, with mature canopy spread and a high canopy to allow visibility of buildings and retail spaces.

- For security purposes, openings should be incorporated into the landscape design to provide clear views through the site. Landscaping should not create a solid, uninterrupted barrier, visually or physically, as this can become a safety hazard for pedestrians. Except where green screens are being used.

- A well colored, varied, complementing pallet of native plantings should be used throughout the site.

Open space with varied landscape styles to match the activities. Terraced for seating and outdoor concerts in the park, organized to break down the scale of the buildings.

Seating and walkways with landscaped area to provide variety throughout the site to complement the projects design and pedestrian use.

Provide large open space with trees, shrubs, grass, seasonal color.
Suggested Plant Species

Streetscape Plantings

• Deciduous Street Trees
  o Acer Rubrum ‘Red Sunset’ (Red Sunset Maples)
  o Gleditsia Triacanthos Var. Inermis ‘Skyline’ (Skyline Honeylocust)
  o Platanus Acerifolia ‘Bloodgood’ (Bloodgood London Planetree)
  o Quercus Coccinea (Scarlet Oak)
  o Quercus Lyrata ‘Highbearer’ (Highbearer Overcup Oak)
  o Quercus Nuttalli Palmer (Nuttall Oak)
  o Quercus Phellos ‘Hightower’ (Hightower Willow Oak)
  o Quercus Rubra (Red Oak)
  o Tilia Cordata (Littleleaf Linden)
  o Tilia Tomentosa (Silver Linden)
  o Ulmus Parvifolia ‘Bosque’ (Bosque Lacerbark Elm)
  o Ulmus Parvifolia ‘Allee’ (Allee Lacerbark Elm)
  o Zelkova Serrata ‘Green Vase’ (Japanese Zelkova)

• Tree Pit Groundcover Plantings
  o Euonymus Fortunei (Wintercreeper)
  o Hypericum Calycinum (Aaron’s Beard St. Johnswort)
  o Juniperus Conferta (Shore Juniper)
  o Liriope Muscari (Lilyturf)

Primary And Secondary Park Areas

• Deciduous Ornamental/Understory Trees
  o Amelanchier Canadensis (Serviceberry)
  o Cornus Florida ‘Cherokee Sunset’ (Flowering Dogwood)
  o Lagerstroemia Indica (Crape Myrtle)
  o Prunus X. Yedoensis (Yoshino Cherry)
  o Magnolia X Soulansiana (Saucer Magnolia)

• Shrubs
  o Azalea Cultivars And Hybrids
  o Cotoneaster Dammeri (Bearberry Cotoneaster)
  o Llex Crenata (Japanese Holly)
  o Llex Glabra (Inkberry)
  o Llex X Meserveae ‘Blue Princess’ (Meservee Hybrid Holly)
  o Prunus Laurocerasus (Cherry Laurel)
  o Taxus Baccata ‘Repandens’ (Repandens Yew)
  o Taxus X Media ‘Densiformis’ (Dense Yew)

Central Green Space

• Canopy Trees
  o Gingko Biloba (Male Maidenhair Tree)
  o Gleditsia Triacanthose Var. Inermis ‘Skyline’ (Skyline Honeylocust)
  o Quercus Phellos ‘Hightower’ (Hightower Willow Oak)
  o Zelkova Serrata ‘Green Vase’ (Japanese Zelkova)
VI. APPENDIX

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

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.
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